



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, June 9, 2021

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the meeting will only be conducted via video conferencing and by telephone. Please follow the instructions on the following page to join the meeting remotely.

COMMISSIONERS

Chair – Jan Harnik

Vice Chair – V. Manuel Perez

Second Vice Chair – Bob Magee

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
Kyle Pingree / Alberto Sanchez, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Larry Greene, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Denise Delgado, 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 / Donna Griffith, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Guillermo Silva, 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 / To Be Appointed, City of Moreno Valley
Scott Vinton / Lisa DeForest, City of Murrieta
Ted Hoffman / Katherine Aleman, 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
Chuck Conder / Erin Edwards, City of Riverside
Alonso Ledezma / Crystal Ruiz, City of San Jacinto
Matt Rahn / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, June 9, 2021

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://rctc.zoom.us/j/87218133305>

Meeting ID: 872 1813 3305

One tap mobile

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Dial by your location

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For members of the public wishing to submit comment in connection with the Commission Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to June 8, 2021 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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. PLEDGE OF ALLEGIANCE**

4. **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.
5. **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.*
7. **PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2021/22**

Page 1

Overview

This item is for the Commission to:

- 1) Receive input on the proposed Budget for Fiscal Year (FY) 2021/22;
 - 2) Approve the revised mid-year FY 2020/21 revenue projections of \$210 million for 2009 Measure A revenues for a revenue budget increase of \$15 million and a related local streets and roads expenditure budget increase of \$4,573,000 to reflect the revised FY 2020/21 Measure A projection;
 - 3) Approve the revised mid-year FY 2020/21 revenue projections of \$105 million for Local Transportation Fund (LTF) revenues for a revenue budget increase of \$5 million and the related planning allocation expenditure budget increases of \$113,000 and transfer out of \$150,000 to reflect the revised FY 2020/21 LTF projection;
 - 4) Approve the revised FY 2021/22 revenue projections of \$210 million for 2009 Measure A and \$105 million for LTF;
 - 5) Approve the salary schedule effective July 1, 2021, located in Appendix B of the proposed budget;
 - 6) Authorize the expenditure of \$1,025,700 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);
 - 7) Close the public hearing on the proposed Budget for FY 2021/22; and
 - 8) Adopt the proposed Budget for FY 2021/22.
8. **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.*

8A. APPROVAL OF MINUTES – MAY 12, 2021

Page 160

8B. APPROPRIATIONS LIMIT FY 2021/22

Page 177

Overview

This item is for the Commission to adopt Resolution No. 21-010 “*Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit*”, for Fiscal Year 2021/22.

8C. QUARTERLY FINANCIAL STATEMENTS

Page 184

Overview

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2021.

8D. QUARTERLY INVESTMENT REPORT

Page 195

Overview

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2021.

8E. QUARTERLY SALES TAX ANALYSIS

Page 290

Overview

This item is for the Commission to receive and file the sales tax analysis for Quarter 4, 2020 (4Q 2020).

8F. FEDERAL TRANSIT ADMINISTRATION PROPOSED TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL FISCAL YEARS 2022-2024

Page 299

Overview

This item is for the Commission to:

- 1) Approve 11 percent as the Commission’s Federal Transit Administration (FTA) proposed triennial overall Disadvantaged Business Enterprise (DBE) race-neutral goal for Federal Fiscal Years (FFY) 2022-24 for the period October 1, 2021 to September 30, 2024; and
- 2) Adopt Resolution No. 21-007, “*Resolution of the Riverside County Transportation Commission Adopting Its Triennial Overall Disadvantaged Business Enterprise Program Goal (49 CFR Part 26) as it Applies to Funding Received Directly from the Federal Transit Administration*”.

8G. RECURRING CONTRACTS FOR FISCAL YEAR 2021/22

Page 332

Overview

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$15,679,516 for Fiscal Year (FY) 2021/22;
- 2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed \$1,373,967 in FY 2021/22 and \$2,801,989 in FYs 2022/23 – 2025/26; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

8H. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY-MARCH 2021

Page 345

Overview

This item is for the Commission to receive and file the Quarterly Public Engagement Metrics Report for January-March 2021.

8I. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 355

Overview

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

8J. 91 EXPRESS LANES MONTHLY STATUS REPORTS

Page 359

Overview

This item is for the Commission to receive and file the 91 Express Lanes Monthly Reports for the three months from January to March 2021.

8K. AMENDMENTS TO ON CALL PURCHASE AGREEMENTS FOR 6C TRANSPONDERS

Page 423

Overview

This item is for the Commission to:

- 1) Approve the amendments to the following 6C transponder provider agreements for an additional four years with no additional cost authorization:
 - a) Agreement No. 18-31-094-01, Amendment No. 1 to Agreement No. 18-31-094-00, with Kapsch TrafficCom USA, Inc.; and

- b) Agreement No. 18-31-161-02, Amendment No. 2 to Agreement No. 18-31-161-00, with Neology, Inc.;
- 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 purchase orders awarded to the contractors under the terms of the agreements.

8L. READOPTED AND REAFFIRMED THE 15 EXPRESS LANES TOLL POLICY GOALS AND TOLL POLICIES

Page 434

Overview

This item is for the Commission to adopt Resolution No. 21-012, *“Resolution of the Riverside County Transportation Commission Reaffirming and Readopting the Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies and Ratifying Actions in the Furtherance of the Policy”*.

8M. STATE ROUTE 71/STATE ROUTE 91 INTERCHANGE IMPROVEMENT PROJECT FOR CONSTRUCTION MANAGEMENT SERVICES, CONSTRUCTION AND MAINTENANCE, AND COOPERATIVE AGREEMENTS

Page 480

Overview

This item is for the Commission to:

- 1) Award Agreement No. 21-31-012-00 to Falcon Engineering Services to provide construction management (CM), materials testing, construction surveying and environmental monitoring services for the State Route (SR) 71/SR-91 (71/91) interchange improvement project (Project) in the amount of \$16,756,467, plus a contingency amount of \$1,443,533, for a total amount not to exceed \$18,200,000;
- 2) Approve Agreement No. 21-31-091-00 for the Project construction and maintenance (C&M) agreement with BNSF Railway in the amount of \$1,957,727, plus a contingency amount of \$195,773, for a total amount not to exceed \$2,153,500;
- 3) Approve Agreement No. 21-31-067-00, a cooperative agreement between the Commission and Caltrans, that defines the roles and responsibilities for Project construction at no cost to the Commission;
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and
- 5) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

8N. AMENDMENT TO COOPERATIVE AGREEMENT WITH THE CITY OF PERRIS AND AMENDMENT TO AGREEMENT WITH T.Y. LIN INTERNATIONAL FOR THE INTERSTATE 215/PLACENTIA AVENUE INTERCHANGE PROJECT

Page 671

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 16-31-066-06, Amendment No. 6 to Agreement No. 16-31-066-00, with T.Y. Lin International (T.Y. Lin) for design support during construction of the Interstate 215/Placentia Avenue Interchange project (Project) in the amount of \$257,285, plus a contingency amount of \$25,728, for an additional amount of \$283,013, and a total amount not to exceed \$5,454,198;
- 2) Approve Agreement No. 19-31-044-01, Amendment No. 1 to Agreement No. 19-31-044-00, with the city of Perris (City) for storm drain improvements on Placentia Avenue and street and signal improvements at the Placentia Avenue and Indian Avenue intersection for the Project for an additional Commission contribution of \$1,081,157 and a total Commission contribution not to exceed \$1,231,157;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 4) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for the design support services.

80. POLICY UPDATE ON THE USE OF STATE TRANSIT ASSISTANCE FUNDING BY OPERATORS

Page 694

Overview

This item is for the Commission to adopt Resolution No. 21-011, *“Resolution of the Riverside County Transportation Commission Regarding the Policy for Use of State Transit Assistance Funding by Transit Operators”*.

8P. ADOPTION OF RESOLUTION NO. 21-009 TO BECOME THE ACCESS FUND ADMINISTRATOR FOR THE TRANSPORTATION NETWORK COMPANIES ACCESS FOR ALL PROGRAM

Page 700

Overview

This item is for the Commission to:

- 1) Adopt Resolution No. 21-009, *“A Resolution of the Riverside County Transportation Commission Authorizing the Execution of the Certification to Serve as the Local Access Fund Administrator (LAFA) for the Access for All Program for the County of Riverside”*; and

- 2) Authorize the Executive Director or designee, pursuant to legal counsel review, to execute agreements and/or documents related to the Transportation Network Companies (TNC) Access for All program on behalf of the Commission.

8Q. AMENDMENT TO CITY OF BANNING'S FISCAL YEAR 2020/21 SHORT RANGE TRANSIT PLAN

Page 705

Overview

This item is for the Commission to:

- 1) Approve an amendment to the city of Banning's (City) FY 2020/21 Short Range Transit Plan (SRTP) to reflect the operating shortfalls in FY 2019/20 and FY 2020/21 and increase the Local Transportation Fund (LTF) operating allocation in the net amount of \$597,039;
- 2) Approve the reprogramming of \$134,213 of State Transit Assistance (STA) from capital assistance to operating assistance for the City for FY 2019/20 operating expenses;
- 3) Approve the reprogramming of \$135,000 of LTF from the Comprehensive Operational Analysis (COA) capital assistance to operating assistance for FY 2020/21 operating expenses;
- 4) Approve an additional FY 2020/21 LTF allocation of \$217,039 to the City for FY 2019/20 operating expenses; and
- 5) Approve an additional FY 2020/21 LTF allocation of \$380,000 to the City for FY 2020/21 operating expenses.

8R. AMENDMENT TO RIVERSIDE TRANSIT AGENCY'S FISCAL YEAR 2020/21 SHORT RANGE TRANSIT PLAN

Page 714

Overview

This item is for the Commission to:

- 1) Amend the Riverside Transit Agency's (RTA) Fiscal Year (FY) 2020/21 Short-Range Transit Plan (SRTP) to include the Meals on Wheels program in the Operating Budget; and
- 2) Approve an allocation of \$175,000 of 2009 Measure A Western County specialized transit funding for the Meals on Wheels program.

8S. FISCAL YEAR 2021/22 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

Page 723

Overview

This item is for the Commission to:

- 1) Approve the Fiscal Years 2021/22 – FY 2023/24 Draft 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 2021/22 – 2025/26 SRTP for the Rail and Vanpool Programs;
- 2) Approve Fiscal Year 2021/22 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$107,217,986;
- 3) Adopt Resolution No. 21-008, “Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2021/22”; and
- 4) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP).

8T. FISCAL YEARS 2021/22 – 2025/26 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

Page 733

Overview

This item is for the Commission to approve the Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

8U. FISCAL YEAR 2021/22 MEASURE A COMMUTER ASSISTANCE BUSPOOL SUBSIDY FUNDING CONTINUATION REQUEST

Page 1060

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, 2021 to June 30, 2022, to the existing Riverside I buspool; and
- 2) Require subsidy recipients to meet monthly buspool reporting requirements as supporting documentation to receive payments.

9. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2021/22 AND RELATED MEMORANDUM OF UNDERSTANDING

Page 1066

Overview

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve the Fiscal Year 2021/22 SCRRA operating and capital budget, which results in an operating subsidy of \$21,474,584 and capital subsidy of \$4,293,459 for the Commission; and
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 21-25-093-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding.

10. FISCAL YEAR 2021/22 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (SB 821) CALL FOR PROJECTS – PROJECT RECOMMENDATIONS

Page 1093

Overview

This item is for the Commission to approve the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472.

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

12. 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.

13. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Wednesday, July 14, 2021**, via Zoom.

AGENDA ITEM 7

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Proposed Budget for Fiscal Year 2021/22

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive input on the proposed Budget for Fiscal Year (FY) 2021/22;
- 2) Approve the revised mid-year FY 2020/21 revenue projections of \$210 million for 2009 Measure A revenues for a revenue budget increase of \$15 million and a related local streets and roads expenditure budget increase of \$4,573,000 to reflect the revised FY 2020/21 Measure A projection;
- 3) Approve the revised mid-year FY 2020/21 revenue projections of \$105 million for Local Transportation Fund (LTF) revenues for a revenue budget increase of \$5 million and the related planning allocation expenditure budget increases of \$113,000 and transfer out of \$150,000 to reflect the revised FY 2020/21 LTF projection;
- 4) Approve the revised FY 2021/22 revenue projections of \$210 million for 2009 Measure A and \$105 million for LTF;
- 5) Approve the salary schedule effective July 1, 2021, located in Appendix B of the proposed budget;
- 6) Authorize the expenditure of \$1,025,700 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);
- 7) Close the public hearing on the proposed Budget for FY 2021/22; and
- 8) Adopt the proposed Budget for FY 2021/22.

BACKGROUND INFORMATION:

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2021/22 and identifying the resources to fund those needs. The policy goals and objectives approved by the Commission on March 10 were the basis of the 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.

Staff presented the proposed budget to the Commission on May 12. Subsequent to that presentation, staff updated the document as a result of the following changes resulting in a net increase of \$50,325,600 to the projected fund balance at June 30, 2022.

Adjustments to FY 2020/21 Projected Amounts

- A \$15,000,000 increase in Measure A sales tax revenues;
- A \$5,000,000 increase in LTF sales tax revenues;
- \$113,000 increase in operating and capital disbursements for planning allocations resulting from the increase in LTF sales tax revenues;
- A \$4,573,000 increase in local streets and roads allocations to local jurisdictions resulting from the increase in Measure A sales tax revenues; and
- A net \$0 change in operating transfers as a result of the increase in LTF sales tax revenues and the related planning allocations of \$150,000 and State Route (SR)-79 funding of \$300,000 from the Measure A Western County highway fund to the Transportation Uniform Mitigation Fee (TUMF) fund.

Adjustments to FY 2021/22 Budgeted Amounts

- A \$15,000,000 increase in Measure A sales tax revenues;
- A \$5,000,000 increase in LTF sales tax revenues;
- A net \$1,273,600 increase in reimbursements comprised of \$1,300,800 increase from the Orange County Transportation Authority for the 91 Corridor Operations project, a decrease of \$34,500 for regional conservation reimbursements, and an increase of \$7,300 in federal reimbursements for the Smart Freeway project.
- A \$50,100 increase in investment income as a result of the net increase in fund balance;
- A \$1,208,200 increase in personnel salaries and benefits for the reorganization and position reclassifications approved by the Executive Committee in May. The reorganization adds four new positions – Toll Customer Service Manager, Toll Systems Engineer, Senior Capital Projects Manager in the toll project delivery program, and Community Engagement Manager.
- A net decrease of \$19,460,000 in operating and capital disbursements comprised of an increase of \$188,000 in planning allocations due to the increase in LTF sales tax revenues and a \$19,648,000 decrease in allocations to transit operators based on updated short-range transit plans;
- A \$4,563,900 increase in local streets and roads allocations to local jurisdictions resulting from the increase in Measure A sales tax revenues; and
- A net \$0 change in operating transfers as a result of the increase in LTF sales tax revenues and the related planning allocations of \$150,000, an increase of \$125,000 for SR-79 funding from Measure A Western County highway fund to the TUMF fund; and an increase of \$375,000 from the 91 Express Lanes toll revenue surplus for the 15/91 Express Lanes Connector.

At its January meeting, the Commission approved the mid-year FY 2020/21 and the FY 2021/22 revenue projections for Measure A and LTF revenues with limited economic data related to the COVID-19 pandemic impacts. Subsequently, data received from the Commission’s sales tax consultant supports the better than expected sales tax revenues in Riverside County despite the COVID-19 pandemic impacts. The positive sales tax data can be attributed to the Measure A sales taxes assessed based on destination versus point of sale, as well as the timing of the Wayfair decision benefitting the Commission due to the large volume of online sales during the pandemic. **Therefore, staff recommends revising the revenue projections for Measure A and LTF sales tax revenues to \$210 million and \$105 million, respectively, for FY 2020/21 and FY 2021/22. Additionally, staff recommends budget adjustments to FY 2020/21 revenue projections and related expenditures.**

	FY 2020/21	FY 2021/22
Measure A		
January 2021 Projection	\$ 195,000,000	\$ 195,000,000
May 2021 Projection	210,000,000	210,000,000
Increase (\$)	15,000,000	15,000,000
Increase (%)	8%	8%
Budget Adjustments:		
Revenues	15,000,000	–
Expenditures (Local Streets and Roads)	4,573,000	–
LTF		
January 2021 Projection	\$ 100,000,000	\$ 100,000,000
May 2021 Projection	105,000,000	105,000,000
Increase (\$)	5,000,000	5,000,000
Increase (%)	5%	5%
Budget Adjustments:		
Revenues	5,000,000	–
Expenditures	113,000	–
Transfers	150,000	–

The proposed Budget for FY 2021/22 is attached. 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 acronyms, the salary schedule effective July 1, 2021, and organization chart.

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 2021/22 Budget anticipates that total uses will exceed sources by approximately \$108 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 17 provides a summary of the projected fund balance at June 30, 2022, and Tables 18-20 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 only 1.2 percent of budgeted expenditures. Budgeted personnel costs reflect recent Commission actions, including 15 new regional conservation positions related to serving as managing agency for the Western Riverside County Regional Conservation Authority (RCA), four new management services positions, reinstatement of funding for four approved but unfilled RCTC positions, three new positions related to the reorganization of the toll program, and one new position for community engagement; a 4 percent pool for performance merit-based salary increases; and an annual salary range schedule cost of living adjustment adopted by the Executive Committee at its April meeting. The salary range schedule, as revised by reorganization and position classification changes approved by the Executive Committee at its May meeting, is included in Appendix B 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 range schedule effective July 1, 2021, located in Appendix B of the proposed FY 2021/22 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 SR-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) I-215/Placentia Avenue Interchange in Perris, and 71/91 Connector in Corona;
- Design-build activities, including toll system implementation, on the completion of the I-15 Express Lanes Project and the 15/91 Express Lanes Connector in Corona; and
- Preliminary engineering, final design, and/or right of way acquisitions on the 71/91 Connector in Corona, I-15 Express Lanes Project – Southern Extension, 15/91 Express Lanes Connector in Corona, I-15 Corridor Operations Project in Corona, 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 \$1,025,700 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 anticipates that approximately \$841,000 of the costs related to consultants may be

reimbursed by the Transportation Corridor Agencies under a future agreement. **Staff recommends that the Commission authorize the expenditure of \$1,025,700 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund these costs.**

The FY 2021/22 Budget also anticipates completing the refinancing of the 91 Express Lanes debt approved in March 2020 but suspended due to COVID-19 and related market disruptions. The refinancing distorts the significance of debt service expenditures in the FY 2021/22 budget compared to prior years. The following table compares the debt service expenditure components in the FY 2020/21 and proposed FY 2021/22 budgets:

Debt Service Component	FY 2020/21 Budget	FY 2021/22 Budget
<i>2009 Measure A sales tax revenue bonds principal and interest</i>	\$ 69,519,000	\$ 69,594,300
<i>91 Express Lanes:</i>		
Toll revenue bonds principal and interest	7,119,900	10,939,900
TIFIA Loan interest	-	1,921,000
<i>15 Express Lanes:</i>		
Interest on Commission's Measure A Loan to 15 Express Lanes to fund TIFIA Loan debt service reserve	309,700	443,400
<i>91 Express Lanes Refinancing:</i>		
Principal and interest on refunded/refinanced debt	-	495,823,600
Cost of issuance	-	2,883,400
Total	\$ 76,948,600	\$ 581,605,600

A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget, including proposed salary schedule. The Commission opened the public hearing at its May 12 meeting. **Staff recommends the close of the public hearing on June 9 followed by the adoption of the proposed Budget for FY 2021/22.** In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

FISCAL IMPACT:

A summary of the proposed Budget for FY 2021/22 is as follows:

	FY 2021/22 Budget
Revenues and other financing sources:	
Sales taxes-Measure A and Local Transportation Funds	\$ 315,000,000
Reimbursements (federal, state, and other)	340,027,500
TUMF	11,000,000
State Transit Assistance, including State of Good Repair	23,862,200
Tolls, penalties, and fees	65,123,700
Other revenues	657,300
Interest on investments	910,100
Debt proceeds, including bond premiums	674,497,000
Transfers in	196,890,000
Total revenues and other financing sources	1,627,967,800
Expenditures/expenses and other financing uses:	
Personnel salaries and fringe benefits	16,213,200
Professional and support services	36,222,800
Projects and operations	750,786,800
Capital outlay	6,359,700
Debt service	581,605,600
Payment to escrow agent	147,488,000
Transfers out	196,890,000
Total expenditures/expenses and other financing uses	1,735,566,100
Excess (deficiency) of revenues and other financing sources over (under) expenditures/expenses and other financing uses	(107,598,300)
Beginning fund balance (projected)	1,016,288,600
Ending fund balance (projected)	\$ 908,690,300

As a result of the revised FY 2020/21 Measure A and LTF revenue projections, certain budget adjustments are required as described in the Financial Information below.

Financial Information																																																																																
In Fiscal Year Budget:	No	Year:	FY 2020/21	Amount:	\$20,000,000 Revenues \$4,836,000 Expenditures \$150,000 Transfers in/out																																																																											
Source of Funds:	Measure A, LTF			Budget Adjustment:	Yes																																																																											
GL/Project Accounting No.:	<table border="0"> <thead> <tr> <th colspan="3"><u>Measure A</u></th> </tr> </thead> <tbody> <tr> <td>\$3,558,000</td> <td>623999 401 40101</td> <td>262 31 40101 revenues</td> </tr> <tr> <td>1,291,000</td> <td>613999 401 40101</td> <td>262 31 40101 revenue</td> </tr> <tr> <td>712,000</td> <td>644199 401 40101</td> <td>265 33 40101 revenues</td> </tr> <tr> <td>178,000</td> <td></td> <td>269 62 40101 revenues</td> </tr> <tr> <td>222,000</td> <td></td> <td>260 26 40101 revenues</td> </tr> <tr> <td>74,000</td> <td></td> <td>270 26 40101 revenues</td> </tr> <tr> <td>174,000</td> <td>632199 401 40101</td> <td>263 41 40101 revenues</td> </tr> <tr> <td>1,046,000</td> <td>005200 401 40101</td> <td>266 72 40101 revenues</td> </tr> <tr> <td>3,382,000</td> <td></td> <td>267 71 40101 revenues</td> </tr> <tr> <td>941,000</td> <td></td> <td>264 19 40101 revenues</td> </tr> <tr> <td>140,000</td> <td>683999 401 40101</td> <td>268 31 40101 revenues</td> </tr> <tr> <td>1,609,000</td> <td>563999 401 40101</td> <td>256 31 40101 revenues</td> </tr> <tr> <td>1,126,000</td> <td></td> <td>257 71 40101 revenues</td> </tr> <tr> <td>482,000</td> <td></td> <td>258 26 40101 revenues</td> </tr> <tr> <td>65,000</td> <td></td> <td>234 71 40101 revenues</td> </tr> <tr> <td>3,382,000</td> <td></td> <td>267 71 86104 expenditures</td> </tr> <tr> <td>1,126,000</td> <td></td> <td>257 71 86104 expenditures</td> </tr> <tr> <td>65,000</td> <td></td> <td>234 71 86104 expenditures</td> </tr> <tr> <td colspan="3"><u>LTF</u></td> </tr> <tr> <td>\$5,000,000</td> <td></td> <td>601 62 40102 revenues</td> </tr> <tr> <td>38,000</td> <td></td> <td>601 62 86205 expenditures</td> </tr> <tr> <td>150,000</td> <td></td> <td>601 62 97001 transfer out</td> </tr> <tr> <td>150,000</td> <td></td> <td>106 65 59001 transfer in</td> </tr> <tr> <td>75,000</td> <td></td> <td>106 65 86205 expenditures</td> </tr> </tbody> </table>					<u>Measure A</u>			\$3,558,000	623999 401 40101	262 31 40101 revenues	1,291,000	613999 401 40101	262 31 40101 revenue	712,000	644199 401 40101	265 33 40101 revenues	178,000		269 62 40101 revenues	222,000		260 26 40101 revenues	74,000		270 26 40101 revenues	174,000	632199 401 40101	263 41 40101 revenues	1,046,000	005200 401 40101	266 72 40101 revenues	3,382,000		267 71 40101 revenues	941,000		264 19 40101 revenues	140,000	683999 401 40101	268 31 40101 revenues	1,609,000	563999 401 40101	256 31 40101 revenues	1,126,000		257 71 40101 revenues	482,000		258 26 40101 revenues	65,000		234 71 40101 revenues	3,382,000		267 71 86104 expenditures	1,126,000		257 71 86104 expenditures	65,000		234 71 86104 expenditures	<u>LTF</u>			\$5,000,000		601 62 40102 revenues	38,000		601 62 86205 expenditures	150,000		601 62 97001 transfer out	150,000		106 65 59001 transfer in	75,000		106 65 86205 expenditures
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Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021																																																																											

Attachment: FY 2021/22 Proposed Budget

<i>Approved by the Budget and Implementation Committee on May 24, 2021</i>					
In Favor:	12	Abstain:	0	No:	0



FISCAL YEAR 2021/22 BUDGET



June 9, 2021

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2021/22 Budget Introduction

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

Thank you for reviewing the Fiscal Year (FY) 2021/22 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. Although we have faced a serious public health crisis with the COVID-19 pandemic, Riverside County continues to grow as fast as any other area of the state of California (California). This makes our mission to provide transportation projects and services increasingly important in protecting and improving the quality of life for over 2.4 million residents. RCTC has responded to that challenge.

The pandemic has not spared Riverside County residents. More than 4,600 people have died from the virus, and business closures and restrictions have resulted in a significant loss of jobs that increased the County's unemployment rate to a high of 16.0% in April 2020 and 8.0% as of February 2021. From a revenue perspective, the impact to the Commission has been mixed. Sales tax revenues derived from Riverside County's voter-approved Measure A program are 9.1% higher for the benchmark year ended February 2021 compared to February 2020. On the other hand, RCTC 91 Express Lanes traffic volume and gross toll revenues declined 20.1% and 37.1%, respectively, for the nine months ended March 2021 compared to March 2020. The March 2021 approval of the \$1.9 trillion American Rescue Plan Act of 2021 will provide significant economic stimulus, which will likely help the local economy; however, the lasting impacts of the pandemic continue to evolve and change.

It is with this backdrop that RCTC presents its FY 2021/22 budget. Overall, while the budget predicts modest gains from the Measure A sales tax and the RCTC 91 Express Lanes revenues, it also lays out a smart and aggressive program of highway, regional arterial, and rail construction to ensure that Riverside County keeps working and creates a transportation system that will be ready for a productive and promising future.

RCTC has 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 serving the taxpayers of Riverside County. Moreover, the Commission will be aggressive in seeking additional revenue from grants and other funding programs to expand our services to the public and play an important role in ensuring equity for the entirety of Riverside County in terms of access and benefit from our efforts.

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; FY 2019/20 Measure A revenues of \$195 million decreased only 3.1% compared to FY 2018/19 – much less than the revised pandemic projections. FY 2020/21 and FY 2021/22 Measure A revenues are conservatively projected at \$210 million compared to the FY 2019/20 revenues of \$195 million. Although Measure A revenues help to fund major projects including the I-15 Express Lanes project, Measure A also funds local transportation priorities and

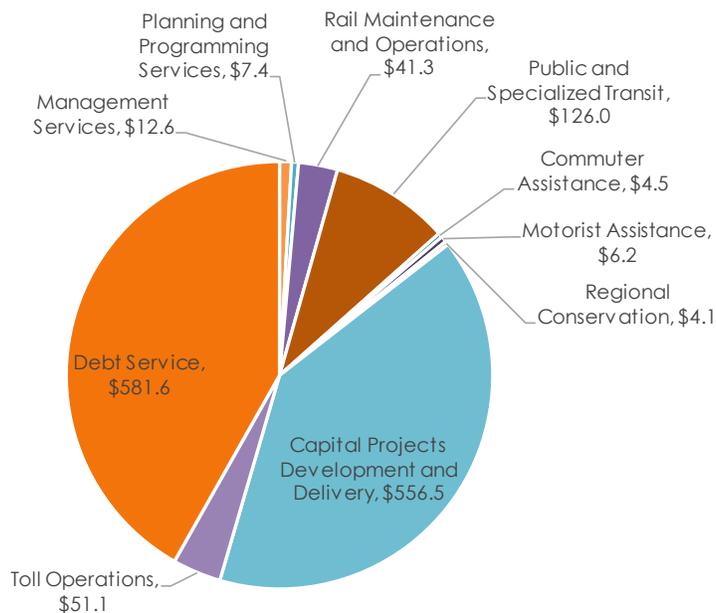
needs. In FY 2021/22, the Commission will return \$63.7 million in funding to local cities and the County for local street and road improvements.

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 \$1.4 billion for FY 2021/22 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 2021/22 Budget (in millions \$)



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 2021/22, the Commission will invest \$556.5 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a

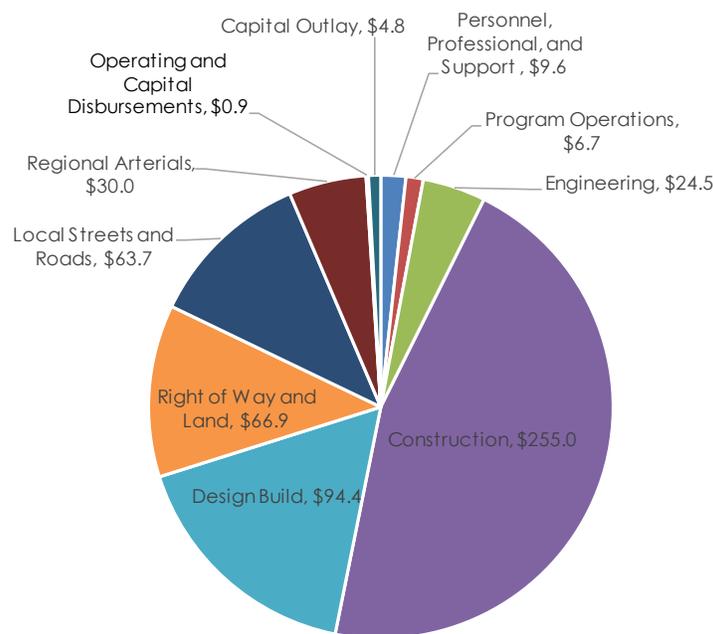
fortunate position, as significant pre-construction work has taken place on a number of projects and the Commission has successfully sought out funding from a variety of funding sources to ensure a busy year.

Notable capital projects either currently in construction or slated to begin in Western Riverside County in FY 2021/22 include the following:

- Fine-tuning operations and fostering increased usage of the recently-opened 15 Express Lanes;
- Ongoing construction of truck lanes on State Route (SR) 60 in the Badlands area;
- Planning for station expansion and additional operational improvements at the Riverside-Downtown Metrolink station;
- Near completion of 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;
- Completion of construction of a new auxiliary lane on the westbound SR-91 near Green River Road in Corona;
- Completion of 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 36% of the Commission's FY 2021/22 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. Until early March 2020 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 has now expanded into a much broader role with the opening of the 15 Express Lanes in April 2021. This \$472 million effort added 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 77 staff members.

Effective January 1, 2021, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by RCA for management and oversight costs; accordingly, RCTC's funding sources do not support this new role. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Habitat Species Conservation Plan (MSHCP). In addition to preserving sensitive open space, the MSHCP enables RCTC and others a more streamlined approach to develop needed infrastructure. Thanks to this program, the time needed to get projects to construction has been reduced, which, in turn, has a positive impact on the Commission's efficiency in delivering projects.

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. A major focus in the coming year is to seek and achieve equity in the Commission's mission to serve all of Riverside County.

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.

Acknowledgments

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2021/22. 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

Theresa 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). The Commission reached substantial completion on the (I)-15 Express Lanes project and commenced toll operations on the 15 Express Lanes in April 2021. The Commission anticipates

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

Effective January 1, 2021, RCTC became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by RCA for management and oversight costs. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Species Habitat Conservation Plan (MSHCP).

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	Vice Chair (Commission)	County of Riverside, District 4
Jeff Hewitt	Member	County of Riverside, District 5
David Happe	Member	City of Banning
Lloyd White	Chair (Budget and Implementation Committee), Chair (Toll Policy and Operations Committee)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Member	City of Calimesa
Jeremy Smith	Member	City of Canyon Lake
Raymond Gregory	Vice Chair (Budget and Implementation Committee)	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	Chair (Western Riverside County Programs and Projects Committee)	City of Eastvale
Linda Krupa	Member	City of Hemet
Dana Reed	Member	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Member	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	2 nd Vice Chair (Commission)	City of Lake Elsinore
Bill Zimmerman	Member	City of Menifee
Yxstain Gutierrez	Member	City of Moreno Valley
Scott Vinton	Member	City of Murrieta
Ted Hoffman	Member	City of Norco
Jan Harnik	Chair (Commission)	City of Palm Desert
Lisa Middleton	Member	City of Palm Springs
Michael M. Vargas	Member	City of Perris
Ted Weill	Member	City of Rancho Mirage
Chuck Conder	Member	City of Riverside
Alonso Ledezma	Member	City of San Jacinto
Matt Rahn	Member	City of Temecula
Ben J. Benoit	Vice Chair (Western Riverside County Programs and Projects Committee), Vice Chair (Toll Policy and Operations Committee)	City of Wildomar
Mike Beauchamp	Governor's Appointee	Caltrans, District 8

Riverside County Transportation Commission

List of Principal Officials

Executive Management

Anne Mayer, Executive Director
John Standiford, Deputy Executive Director
Jennifer Crosson, Toll Operations Director
Marlin Feenstra, Project Delivery Director
Jillian Guizado, Planning and Programming Director
Aaron Hake, Interim Regional Conservation Deputy Executive Director
David Knudsen, Interim External Affairs Director
Lorelle Moe-Luna, Multimodal Director
David Thomas, Toll Project Delivery Director
Theresia Treviño, Chief Financial Officer

Executive Summary

Introduction

The budget for Fiscal Year (FY) 2021/22 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. Over the past year, the restrictions have been modified in response to the changing nature of the pandemic. The end of the COVID-19 pandemic appears to be in sight with vaccine distributions becoming widely available, more Californians returning to work or leisure activities with modified stay at home orders, and financial relief to families and businesses most impacted by the pandemic.

COVID-19 and the related government health orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts remain 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 10, 2021 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 <i>RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.</i>	
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 its residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
Equity	RCTC supports transportation services and projects that equitably benefit all residents, including those in rural, low income, and disadvantaged communities.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to create jobs and to protect public health.

OPERATIONAL EXCELLENCE <i>RCTC is a responsible and conservative steward of taxpayer dollars.</i>	
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.
Efficiency	RCTC operates in an efficient and cost-effective manner.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent and easily accessible; customers get prompt, reliable, quality service.

CONNECTING THE ECONOMY <i>RCTC is a driver of economic growth in Riverside County.</i>	
Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC fosters workforce development by improving transportation access to major employment and education centers.
Population Growth	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to over 2.4 million today. RCTC is sensitive to each geographic area's unique needs.
Economic Impact	RCTC has invested over \$4.3 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 <i>RCTC partners with local, regional, and state governments to deliver road and transit projects.</i>	
Streets and Roads	RCTC has invested over \$1.2 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC partners with other transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
Active Transportation Facilities	RCTC continually improves its stations for better bicycle and pedestrian access and partners 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 2021/22 budget.

Capital Project Development and Delivery

- Continue preliminary engineering, design, right of way acquisition, and/or construction of projects included in the Western County Highway Delivery Plan.
- Continue operations planning and design of projects led by other agencies.
- As lead agency for partner agency projects, continue construction of the I-15/Railroad Canyon Interchange project and commence preliminary engineering of the I-10/Highland Springs Avenue Interchange project.
- Consider opportunities to implement technology-based strategies, or Smart Freeway projects, to manage traffic, reduce congestion and pollution, increase safety, and improve the quality of commutes.

- 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 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.

Operations

- Efficiently operate express lanes and achieve high customer satisfaction through reduction in congestion, mobility improvements, and management of demand.
- Efficiently and cost effectively operate the commuter rail stations and facilities and Perris Valley Line (PVL) rail corridor to ensure reliable high quality commuter rail service.
- Efficiently provide motorist assistance services so that motorists can conveniently travel and use transportation facilities as safely as possible.

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.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; SCRRA is the operator of Metrolink.
- Provide continued leadership in the planning and development of the Coachella Valley-San Geronimo 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 such as vanpools.

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 2021/22 Management Services budget is 1.92% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2021/22 administrative salaries and benefits is 0.71% 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	X
Regional Conservation	X	X	X	X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

Budget Overview

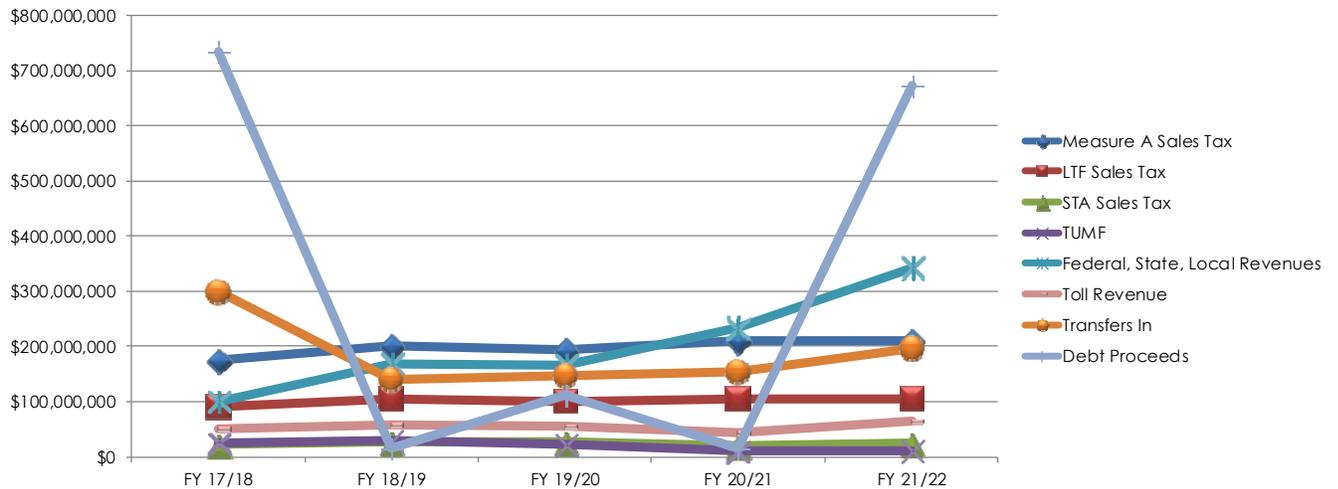
Total sources (Table 2) are budgeted at \$1,627,967,800, an increase of 105% over FY 2020/21 projected sources and 83% increase over the FY 2020/21 budget. Total sources are comprised of revenues of \$756,580,800, transfers in of \$196,890,000, and debt proceeds of \$674,497,000. The projected fund balance at June 30, 2021 available for expenditures/expenses (excluding amounts restricted for debt service of \$11,681,500 and advances receivable of \$19,384,700) is \$985,222,400. Accordingly, total funding available for the FY 2021/22 budget totals \$2,613,190,200.

Table 2 – Sources FY 2020-2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 195,036,300	\$ 210,000,000	\$ 210,000,000	\$ 210,000,000	\$ -	0%
LTF Sales Tax	100,283,600	105,000,000	105,000,000	105,000,000	-	0%
STA Sales Tax	27,796,500	28,915,700	19,015,100	23,862,200	(5,053,500)	-17%
Intergovernmental	147,620,000	273,315,400	227,107,700	340,027,500	66,712,100	24%
TUMF Revenue	23,257,900	11,000,000	11,000,000	11,000,000	-	0%
Tolls, Penalties, and Fees	56,434,000	31,718,600	44,545,700	65,123,700	33,405,100	105%
Other Revenue	566,600	549,100	582,400	657,300	108,200	20%
Investment Income	18,491,600	3,545,500	6,462,500	910,100	(2,635,400)	-74%
Transfers In	146,618,000	179,922,600	153,100,800	196,890,000	16,967,400	9%
Debt Proceeds	111,301,900	47,371,900	15,661,000	674,497,000	627,125,100	1324%
TOTAL Sources	\$ 827,406,400	\$ 891,338,800	\$ 792,475,200	\$ 1,627,967,800	\$ 736,629,000	83%

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. Following the onset of the pandemic, the local unemployment rate increased while sales tax revenues declined 3% – less than anticipated – in FY 2019/20. During FY 2020/21, the local unemployment rate has declined and sales tax revenues have been better than anticipated. The strong sales tax revenues performance is attributable to the diversified economic taxable sales base in the County.

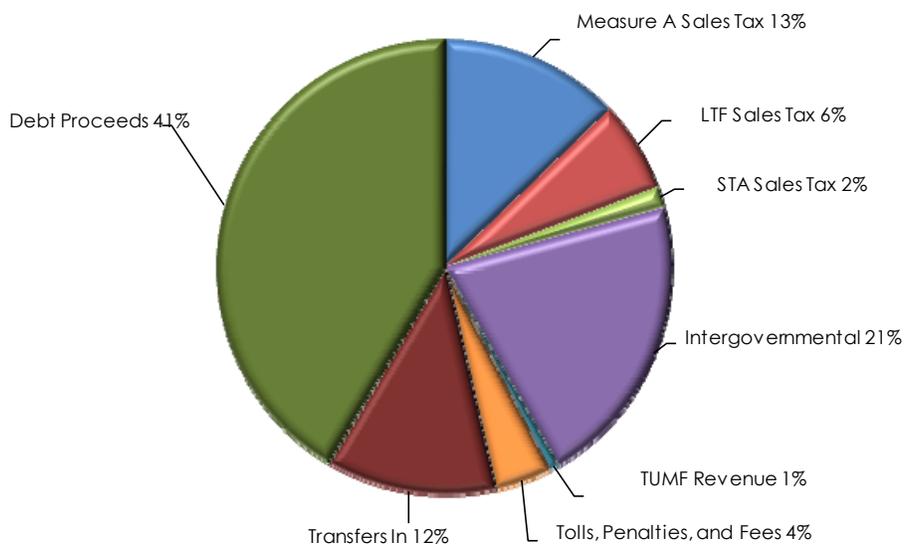
Chart 3 – Sources: Five-Year Trend



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. 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.

Chart 4 – Sources: Major Categories



After considering the state of the local economy due to COVID-19, staff projects Measure A sales tax revenues of \$210,000,000 for FY 2021/22. This is no change from the FY 2020/21 revised projection of \$210,000,000. 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 2021/22 as the post 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). LTF sales tax revenue is budgeted at \$105,000,000, no change from the FY 2020/21 revised projection.

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 2021/22 STA/SGR allocations, based on recent State estimates, is \$23,862,200.

Intergovernmental revenues include reimbursement revenues from federal sources of \$107,438,700, state sources of \$210,931,000, and local agencies of \$21,657,800 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 24% in FY 2021/22 compared to the FY 2020/21 budget is related to increases in federal, state, and local agency reimbursements. Senate Bill 132 (SB 132) enacted in April 2017 provides state funding for the 15/91 Express Lanes Connector and pass-through funding to the County for the 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, Mid County Parkway (MCP) 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, SR-91 Corridor Operations Project (91 COP), SR-60 Truck Lanes, 71/91 Connector, Pachappa Underpass, MCP second construction contract package, and station rehabilitation projects. In connection with the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Commission anticipates that less than 2% of federal revenues will primarily support commuter rail stations and the commuter assistance program. Local reimbursements will fund the 91 COP, 241/91 Express Lanes Connector, Santa Ana River Trail Extension, rideshare services, and regional conservation. 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 2021/22 TUMF fees at \$11,000,000.

FY 2020/21 marked the fourth 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; however, traffic and related revenues have improved through March 2021 with traffic levels approximately 20% and revenues 37% lower than the same period through March 2020. Based on the anticipated impacts of post COVID-19 on the RCTC 91 Express Lanes, the Commission conservatively estimates FY 2021/22 toll revenues, penalties and fees of \$41,551,900 — a 47% increase from the FY 2020/21 projected revenues of \$28,205,000.

FY 2020/21 marked the initial year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes Project and opening of the 15 Express Lanes in April 2021. For FY 2021/22, the Commission projects \$23,571,800 in toll revenues, penalties and fees for the 15 Express Lanes.

Other revenue of \$657,300 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 74% decrease in FY 2021/22 investment income due to extremely conservative investment yield projections resulting from lower interest rates in FY 2020/21. The FY 2021/22 budget projects investment income at a 0.10% investment yield, compared to at least 0.50% in recent prior year budgets.

Transfers in of \$196,890,000 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 \$6,919,000 in drawdowns from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan related to the I-15 Express Lanes Project and \$667,578,000 in senior lien and second lien toll revenue refunding bonds (2021 Refunding Bonds) from the anticipated 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 \$196,890,000, are budgeted at \$1,735,566,100, a 76% increase from the prior year budget amount of \$983,922,700. Program expenditures and transfers out totaling \$983,833,000 represent 57% of total budgeted uses in FY 2021/22. Program costs increased by 12% from \$885,231,200 in FY 2020/21 due to projects and programs identified below.

Table 3 – Uses FY 2020-2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 422,079,000	\$ 586,548,100	\$ 409,052,400	\$ 634,094,200	\$ 47,546,100	8%
Capital Local Streets and Roads	58,983,400	63,725,100	63,725,100	63,702,300	(22,800)	0%
Commuter Assistance	3,938,600	5,333,900	3,356,500	4,783,700	(550,200)	-10%
Debt Service	76,885,000	76,638,900	76,948,600	729,093,600	652,454,700	851%
Management Services	20,849,300	22,052,600	19,789,600	22,639,500	586,900	3%
Motorist Assistance	7,334,000	8,994,900	6,981,800	9,096,600	101,700	1%
Planning and Programming	8,078,200	8,202,700	5,095,000	8,197,600	(5,100)	0%
Public and Specialized Transit	124,913,900	123,932,200	74,472,200	144,686,800	20,754,600	17%
Rail Maintenance and Operations	31,015,900	51,199,500	40,245,500	42,167,000	(9,032,500)	-18%
Regional Conservation	-	2,050,000	2,030,300	5,527,400	3,477,400	170%
Toll Operations	16,299,800	35,244,800	25,799,100	71,577,400	36,332,600	103%
TOTAL Uses	\$ 770,377,100	\$ 983,922,700	\$ 727,496,100	\$ 1,735,566,100	\$ 751,643,400	76%

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

Capital highway, rail, and regional arterials budgeted uses of \$634,094,200 are 8% higher compared to the FY 2020/21 budget due to project activity on the I-15 Corridor Operations Project (15 COP), 15/91 Express Lanes Connector, County's Hamner Bridge widening, County and city of Corona grade separation projects, MCP second construction package, 71/91 Connector, SR-60 Truck Lanes, and completion and close-out activities on the I-15 Express Lanes Project and 91 Project.

Local streets and roads expenditures of \$63,702,300 remained unchanged from the FY 2020/21 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 \$4,783,700 are 10% lower than the FY 2020/21 budget due to a decline in projected vanpools and restructuring of rideshare/vanpool platforms.

Debt service of \$729,093,600 includes the one-time refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds. The Commission approved and budgeted for the refinancing in March 2020; however, the Commission postponed the refinancing to FY 2021/22 due to market disruptions caused by COVID-19.

Management services expenditures of \$22,639,500 increased 3% due to five new positions approved by the Commission's Executive Committee. In November 2020, four positions were necessary for workload management and continuance of service levels specifically for the Finance and External Affairs departments in connection with the Commission serving as the management agency for the RCA effective January 1, 2021; in May 2021, one additional position was added for a Community Engagement Manager in the External Affairs department.

Motorist assistance expenditures of \$9,096,600 increased 1% due to transfers out for SAFE matching funds to FSP and commuter assistance special projects.

Planning and programming budgeted expenditures of \$8,197,600 remained unchanged from the FY 2020/21 budget.

Public and specialized transit budgeted expenditures of \$144,686,800 are 17% higher than the FY 2020/21 budget. With the increased federal funds available to help respond to COVID-19, operating subsidy expenditures for public transit decreased in the previous year.

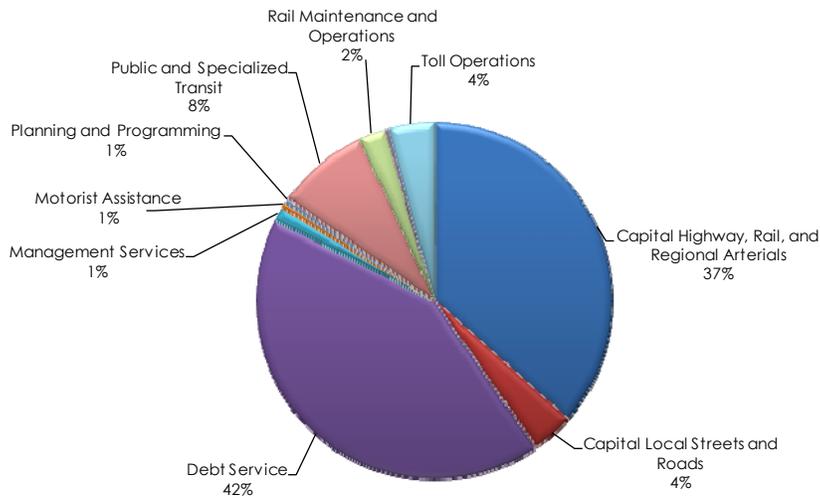
The rail maintenance and operations budgeted expenditures of \$42,167,000 are 18% lower than the FY 2020/21 budget due to the inability to obtain access agreements with the host railroads for the Indio special events train platform for the Coachella Valley-San Geronio Pass Corridor rail service.

Regional conservation budgeted expenditures of \$5,527,400 reflect a full year serving as the managing agency for the RCA, as FY 2020/21 includes six months after the effective date of the Implementation and Management Services Agreement between the Commission and the RCA.

Toll operations expenses are budgeted at \$71,577,400 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes and to pay interest on 91 Express Lanes toll revenue debt. The 103% increase is due to a full year of 15 Express Lanes operations following opening in April 2021; reorganization of the toll program and the addition of three new full-time equivalents (FTEs) for a Toll Customer Service Manager, Toll Systems Engineer, and Senior Capital Projects Manager; required repair and rehabilitation activity on the RCTC 91 Express Lanes; and transfer of surplus toll revenues for the 15/91 Express Lanes Connector project.

Chart 5 is an illustration of total uses included in the FY 2021/22 budget by major categories.

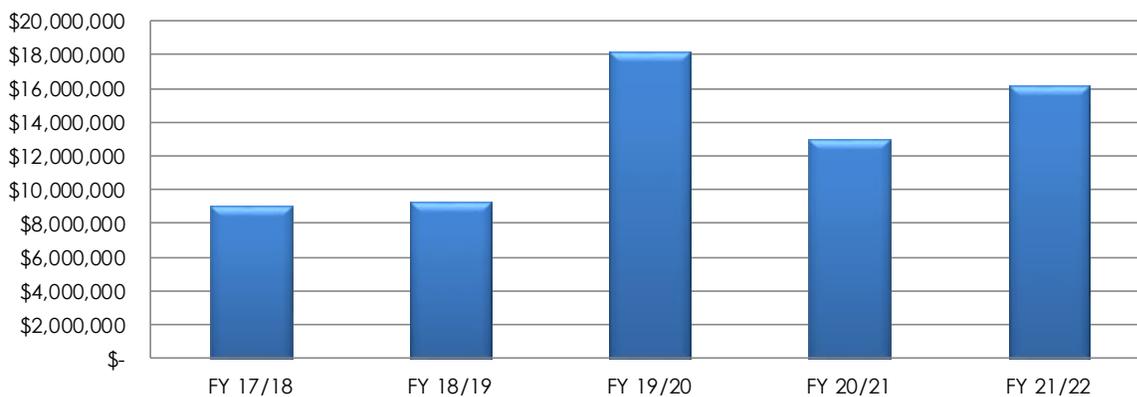
Chart 5 – Uses: Major Categories



Commission Personnel

The Commission's salaries and benefits total \$16,213,200 for FY 2021/22. This represents an increase of \$3,067,200 or 23% over the FY 2020/21 budget of \$13,146,000 (Chart 6). The increase relates primarily to additional staff positions related to regional conservation and to maintain management services levels for a full year; reorganization of the toll program and the addition of three new positions; addition of a Community Engagement Manager in External Affairs department; reinstating funding for previously approved positions; a 4% pool for performance merit-based salary increases; and an annual salary range cost of living adjustment. The 11% decrease from FY 2019/20 is due to the Commission's one-time disbursement to fund the California Public Employees Retirement System (CalPERS) net pension liability of \$8.6 million. The Commission's salary schedule for FY 2021/22 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 77 FTE positions included in the FY 2021/22 budget (Table 4) reflects an increase of four FTE from the FY 2020/21 budget and reflects an increase of 27 FTE from FY 2019/20. The 27 FTEs include 15 regional conservation positions related to serving as managing agency for the RCA, five new management services positions, reinstatement of funding for four approved but unfilled RCTC positions, and three new toll program positions.

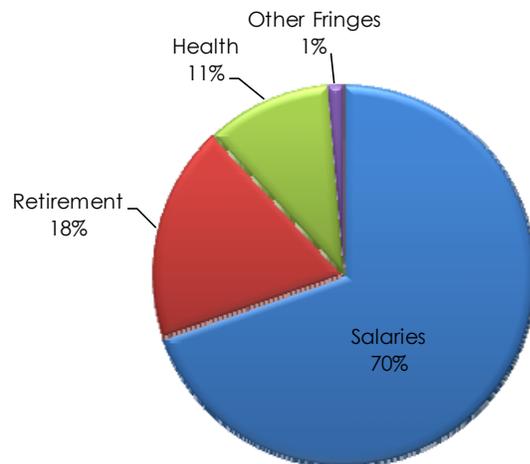
The Commission accomplished significant organization changes over the last year related to management of the RCA, toll operations, and various projects requiring substantial attention at many staff levels. Management continues to be firmly committed to the intent of the Commission's enabling legislation 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 2020—2022

	FY 19/20	FY 20/21	FY 21/22
Executive Management	0.8	1.3	1.0
Administration	5.3	5.6	5.7
External Affairs	3.0	3.4	4.2
Finance	9.3	10.7	9.4
Planning and Programming	5.8	4.8	5.6
Rail Maintenance and Operations	3.5	4.4	4.4
Public and Specialized Transit	2.7	2.7	2.7
Commuter Assistance	1.5	1.8	1.7
Motorist Assistance	0.8	1.1	1.4
Regional Conservation	0.0	15.8	17.5
Capital Project Development and Delivery	13.3	17.3	14.5
Toll Operations	4.0	4.1	8.9
TOTAL	50.0	73.0	77.0

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 2020/21, major initiatives for FY 2021/22, and department goals and related objectives. Tables 5 through 16 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 Geronio 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 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 628,300	\$ 482,200	\$ 482,200	\$ 388,900	\$ (93,300)	-19%
Professional	234,000	300,000	300,000	300,000	-	0%
Support	61,800	91,800	80,900	91,800	-	0%
TOTAL	\$ 924,100	\$ 874,000	\$ 863,100	\$ 780,700	\$ (93,300)	-11%

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.
- 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 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 1,418,600	\$ 767,600	\$ 766,800	\$ 881,200	\$ 113,600	15%
Professional	1,029,500	1,113,600	1,011,500	1,241,600	128,000	11%
Support	823,500	1,212,400	887,600	1,350,400	138,000	11%
Capital Outlay	132,900	405,000	-	360,000	(45,000)	-11%
Debt Service	15,800	-	-	-	-	N/A
TOTAL	\$ 3,420,300	\$ 3,498,600	\$ 2,665,900	\$ 3,833,200	\$ 334,600	10%

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 and the State's Climate Action Plan for Transportation Infrastructure.
- 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.
- Use modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.

- Build awareness and support for the RCA and the implementation of the MSHCP.

Table 7 – External Affairs

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 1,255,300	\$ 734,600	\$ 729,500	\$ 1,016,700	\$ 282,100	38%
Professional	671,800	1,020,500	990,500	1,014,900	(5,600)	-1%
Support	108,500	232,100	201,500	230,500	(1,600)	-1%
TOTAL	\$ 2,035,600	\$ 1,987,200	\$ 1,921,500	\$ 2,262,100	\$ 274,900	14%

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 RCTC 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 (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements, including GASB Statement No. 87 on accounting and reporting on leases.
- 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 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 2,569,200	\$ 1,686,500	\$ 1,672,800	\$ 1,664,100	\$ (22,400)	-1%
Professional	1,390,700	2,416,300	1,819,000	2,217,000	(199,300)	-8%
Support	359,400	669,000	678,000	933,800	264,800	40%
Capital Outlay	132,500	913,300	161,600	870,000	(43,300)	-5%
Transfers Out	10,033,300	10,007,700	10,007,700	10,078,600	70,900	1%
TOTAL	\$ 14,485,100	\$ 15,692,800	\$ 14,339,100	\$ 15,763,500	\$ 70,700	0%

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.
- 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.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).

Table 9 – Planning and Programming

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 2,479,900	\$ 1,028,000	\$ 1,010,600	\$ 1,333,800	\$ 305,800	30%
Professional	950,300	1,167,300	314,000	473,000	(694,300)	-59%
Support	573,300	1,367,100	12,100	28,600	(1,338,500)	-98%
Projects and Operations	3,149,700	3,578,900	2,696,900	5,520,200	1,941,300	54%
Transfers Out	925,000	1,061,400	1,061,400	842,000	(219,400)	-21%
TOTAL	\$ 8,078,200	\$ 8,202,700	\$ 5,095,000	\$ 8,197,600	\$ (5,100)	0%

Rail Maintenance and Operations

- As a member of the SCRRRA, 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 meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- 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.

Table 10 – Rail Maintenance and Operations

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 1,347,200	\$ 866,700	\$ 866,700	\$ 862,100	\$ (4,600)	-1%
Professional	858,600	2,530,000	1,282,900	1,972,900	(557,100)	-22%
Support	2,789,400	4,021,100	2,732,300	3,630,400	(390,700)	-10%
Projects and Operations	25,098,800	41,498,400	34,051,300	34,613,700	(6,884,700)	-17%
Capital Outlay	167,300	528,500	405,200	180,000	(348,500)	-66%
Transfers Out	754,600	1,754,800	907,100	907,900	(846,900)	-48%
TOTAL	\$ 31,015,900	\$ 51,199,500	\$ 40,245,500	\$ 42,167,000	\$ (9,032,500)	-18%

Public and Specialized Transit

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate federal stimulus (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) allocations for COVID-19-related service impacts with transit operators.
- Monitor and coordinate state and federal regulations for operating and/or capital 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 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 878,400	\$ 523,100	\$ 450,000	\$ 547,700	\$ 24,600	5%
Professional	287,200	579,700	326,600	1,179,700	600,000	104%
Support	45,100	91,600	67,700	115,600	24,000	26%
Projects and Operations	99,483,500	101,383,700	55,584,100	124,146,400	22,762,700	22%
Transfers Out	24,219,700	21,354,100	18,043,800	18,697,400	(2,656,700)	-12%
TOTAL	\$ 124,913,900	\$ 123,932,200	\$ 74,472,200	\$ 144,686,800	\$ 20,754,600	17%

Commuter Assistance

- Operate a cost-effective Transportation Demand Management (TDM) program within the County that results in a reduction of single occupant vehicles, vehicle miles traveled, and emissions.
- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database.
- Maintain and grow employer partnerships through value-added services and tools for rideshare and telework programs.
- Evaluate the feasibility of expanding Commuter Assistance services and incentives to the Coachella Valley to stimulate countywide employer and TDM participation.
- 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; release a request for proposals for the Commission and SBCTA’s next evolution of the region’s TDM program.
- Optimize park and ride facilities to support shared-ride arrangements and facilitate transit connections.

Table 12 – Commuter Assistance

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 638,200	\$ 401,700	\$ 401,700	\$ 319,400	\$ (82,300)	-20%
Professional	441,900	747,700	477,400	509,200	(238,500)	-32%
Support	18,900	179,700	3,500	57,900	(121,800)	-68%
Projects and Operations	2,561,500	3,742,000	2,211,100	3,600,600	(141,400)	-4%
Transfers Out	278,100	262,800	262,800	296,600	33,800	13%
TOTAL	\$ 3,938,600	\$ 5,333,900	\$ 3,356,500	\$ 4,783,700	\$ (550,200)	-10%

Motorist Assistance

- Maintain a high benefit-to-cost ratio related to the performance of the FSP program.
- Transition from a locally provisioned IE511 system to a regional southern California 511 solution.
- Implement a “mobile” call box program to supplement the existing fixed call box system and enhance access to motorist aid call center services.

Table 13 – Motorist Assistance

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 279,300	\$ 207,600	\$ 207,600	\$ 223,500	\$ 15,900	8%
Professional	361,100	534,500	491,300	535,300	800	0%
Support	272,300	203,800	170,800	203,600	(200)	0%
Projects and Operations	3,726,800	5,433,000	3,856,100	5,227,000	(206,000)	-4%
Transfers Out	2,694,500	2,616,000	2,256,000	2,907,200	291,200	11%
TOTAL	\$ 7,334,000	\$ 8,994,900	\$ 6,981,800	\$ 9,096,600	\$ 101,700	1%

Regional Conservation

- Maintain commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents.
- Enhance communications to stakeholders, members of the public, and elected officials to be transparent about the RCA’s conservation efforts, funding, and collaboration opportunities.
- Build upon relationships with local, state and federal agencies to manage lands purchased or controlled by the RCA.

Table 14 – Regional Conservation

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 3,309,300	\$ 1,809,300	121%
Professional	-	86,200	72,500	243,900	157,700	183%
Support	-	7,800	7,800	60,300	52,500	673%
Projects and Operations	-	256,000	250,000	500,000	244,000	95%
Transfers Out	-	200,000	200,000	1,413,900	1,213,900	607%
TOTAL	\$ -	\$ 2,050,000	\$ 2,030,300	\$ 5,527,400	\$ 3,477,400	170%

Capital Project Development and Delivery

- Continue project work on the 91 COP, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes Connector, 15 COP, I-215/Placentia Avenue Interchange improvement, 71/91 Connector, SR-60 Truck Lanes, and MCP and Smart Freeway projects included in the Western County Delivery Plan as well as projects on behalf of other agencies, including the I-15/Railroad Canyon Interchange, I-10/Highland Springs Road Interchange, and Santa Ana River Trail.
- Continue design and operations planning of the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension led by other agencies.
- 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 15 – Capital Project Development and Delivery

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 5,909,500	\$ 3,584,000	\$ 3,583,200	\$ 3,569,800	\$ (14,200)	0%
Professional	2,842,600	4,303,700	2,574,800	4,586,300	282,600	7%
Support	526,100	2,457,900	2,140,000	1,478,600	(979,300)	-40%
Projects and Operations	363,630,200	494,474,600	341,615,300	542,074,400	47,599,800	10%
Capital Outlay	3,364,700	3,927,500	3,642,500	4,769,700	842,200	21%
Debt Service	69,749,300	69,519,000	69,828,700	70,037,700	518,700	1%
Transfers Out	104,789,300	141,525,500	119,221,700	141,317,700	(207,800)	0%
TOTAL	\$ 550,811,700	\$ 719,792,200	\$ 542,606,200	\$ 767,834,200	\$ 48,042,000	7%

Toll Operations

- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Manage toll operations using investment grade traffic and revenue studies and cost estimate assumptions specific to each express lane facility.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design-build activities related to the 15/91 Express Lanes Connector and the design and development led by other agencies related to the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

Table 16 – Toll Operations

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 786,200	\$ 1,364,000	\$ 1,364,000	\$ 2,096,700	\$ 732,700	54%
Professional	1,341,700	6,072,900	3,084,300	4,992,000	(1,080,900)	-18%
Support and Maintenance	3,321,300	5,576,100	3,462,700	8,775,500	3,199,400	57%
Projects and Operations	7,509,800	20,783,200	16,744,500	35,104,500	14,321,300	69%
Capital Outlay	417,300	308,300	3,300	180,000	(128,300)	-42%
Debt Service	7,119,900	7,119,900	7,119,900	659,055,900	651,936,000	9157%
Transfers Out	2,923,500	1,140,300	1,140,300	20,428,700	19,288,400	1692%
TOTAL	\$ 23,419,700	\$ 42,364,700	\$ 32,919,000	\$ 730,633,300	\$ 688,268,600	1625%

Fund Balances

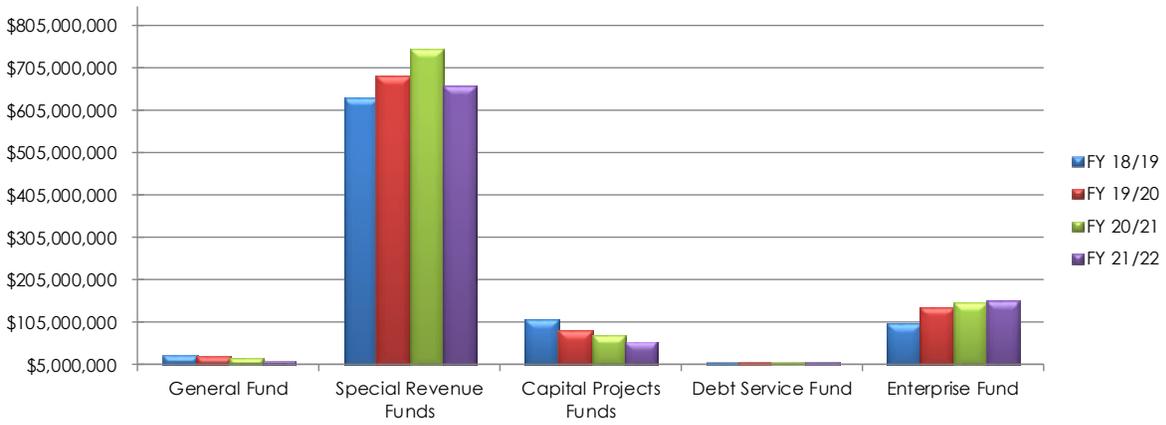
The projected total fund balance as of June 30, 2021 is \$1,016,288,600. The Commission expects the FY 2021/22 budgeted activities to result in an \$107,598,300 decrease of total fund balance at June 30, 2022 to \$908,690,300. The primary cause of the decrease is project activities in FY 2021/22 related to the I-15 Express Lanes Project completion, MCP project, I-15/Railroad Canyon Interchange, close-out activity on the 91 Project, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2022.

Table 17 – Projected Fund Balances by Fund Type and Program at June 30, 2022

	Measure A Sales Tax			Other	Total
	Western County	Coachella Valley	Palo Verde		
<i>Restricted:</i>					
Bond Financing	\$ 18,123,300	\$ -	\$ -	\$ -	\$ 18,123,300
Commuter Assistance	16,560,100	-	-	-	16,560,100
Debt Service	-	-	-	11,693,200	11,693,200
Economic Development	7,133,000	-	-	-	7,133,000
Highways	48,169,800	47,040,100	-	60,412,000	155,621,900
New Corridors	56,944,100	-	-	-	56,944,100
Planning and Programming	-	-	-	1,762,600	1,762,600
Public and Specialized Transit	7,861,600	2,025,000	-	293,469,100	303,355,700
Rail	44,550,400	-	-	9,965,000	54,515,400
CETAP	-	-	-	26,796,800	26,796,800
Regional Arterials	60,659,900	-	-	23,507,200	84,167,100
Motorist Assistance	-	-	-	10,196,000	10,196,000
Toll Operations	-	-	-	156,995,000	156,995,000
<i>Assigned:</i>					
Management Services	-	-	-	4,826,100	4,826,100
TOTAL Fund Balance	\$ 260,002,200	\$ 49,065,100	\$ -	\$ 599,623,000	\$ 908,690,300

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2018/19 through FY 2021/22.

Chart 8 – Projected Fund Balance Trends by Fund Type FY 2019 – 2022



Budget Summary

The overall budget for FY 2021/22 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

Table 18 – Budget Comparative by Summarized Line Item FY 2020—2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 195,036,300	\$ 210,000,000	\$ 210,000,000	\$ 210,000,000	\$ -	0%
LTF Sales Tax	100,283,600	105,000,000	105,000,000	105,000,000	-	0%
STA Sales Tax	27,796,500	28,915,700	19,015,100	23,862,200	(5,053,500)	-17%
Federal Reimbursements	34,120,400	103,535,700	71,624,500	107,438,700	3,903,000	4%
State Reimbursements	109,840,500	149,063,600	140,552,600	210,931,000	61,867,400	42%
Local Reimbursements	3,659,100	20,716,100	14,930,600	21,657,800	941,700	5%
TUMF Revenue	23,257,900	11,000,000	11,000,000	11,000,000	-	0%
Tolls, Penalties, and Fees	56,434,000	31,718,600	44,545,700	65,123,700	33,405,100	105%
Other Revenue	566,600	549,100	582,400	657,300	108,200	20%
Investment Income	18,491,600	3,545,500	6,462,500	910,100	(2,635,400)	-74%
TOTAL Revenues	569,486,500	664,044,300	623,713,400	756,580,800	92,536,500	14%
Expenditures/Expenses						
Personnel Salaries and Benefits	18,190,100	13,146,000	13,035,100	16,213,200	3,067,200	23%
Professional and Support						
Professional Services	10,409,400	20,872,400	12,744,800	19,265,800	(1,606,600)	-8%
Support Costs	8,899,600	16,110,400	10,444,900	16,957,000	846,600	5%
TOTAL Professional and Support Costs	19,309,000	36,982,800	23,189,700	36,222,800	(760,000)	-2%
Projects and Operations						
Program Operations	22,888,500	39,249,300	31,794,400	41,120,600	1,871,300	5%
Engineering	10,969,300	30,450,200	17,366,100	26,462,300	(3,987,900)	-13%
Construction	74,650,500	206,182,700	132,862,700	266,474,600	60,291,900	29%
Design Build	143,977,800	100,615,600	60,650,100	97,959,000	(2,656,600)	-3%
Right of Way/Land	52,766,300	57,738,700	32,227,600	67,546,600	9,807,900	17%
Operating and Capital Disbursements	125,896,800	138,032,200	88,233,300	155,500,400	17,468,200	13%
Special Studies	482,900	1,403,000	150,000	2,021,000	618,000	44%
Local Streets and Roads	58,983,400	63,725,100	63,725,100	63,702,300	(22,800)	0%
Regional Arterials	14,544,800	33,753,000	30,000,000	30,000,000	(3,753,000)	-11%
TOTAL Projects and Operations	505,160,300	671,149,800	457,009,300	750,786,800	79,637,000	12%
Debt Service						
Principal Payments	27,253,700	28,495,000	28,495,000	518,386,600	489,891,600	1719%
Interest Payments	49,631,300	48,143,900	48,453,600	60,335,600	12,191,700	25%
Cost of Issuance	-	-	-	2,883,400	2,883,400	N/A
TOTAL Debt Service	76,885,000	76,638,900	76,948,600	581,605,600	504,966,700	659%
Capital Outlay	4,214,700	6,082,600	4,212,600	6,359,700	277,100	5%
TOTAL Expenditures/Expenses	623,759,100	804,000,100	574,395,300	1,391,188,100	587,188,000	73%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(54,272,600)	(139,955,800)	49,318,100	(634,607,300)	(494,651,500)	353%
Other Financing Sources (Uses)						
Transfers In	146,618,000	179,922,600	153,100,800	196,890,000	16,967,400	9%
Transfers Out	(146,618,000)	(179,922,600)	(153,100,800)	(196,890,000)	(16,967,400)	9%
Debt Proceeds	-	-	-	627,600,000	627,600,000	N/A
TIFIA Loan Proceeds	111,301,900	47,371,900	15,661,000	6,919,000	(40,452,900)	-85%
Bond Premium	-	-	-	39,978,000	39,978,000	N/A
Payment to Escrow Agent	-	-	-	(147,488,000)	(147,488,000)	N/A
Net Financing Sources (Uses)	111,301,900	47,371,900	15,661,000	527,009,000	479,637,100	1012%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	57,029,300	(92,583,900)	64,979,100	(107,598,300)	(15,014,400)	16%
Beginning Fund Balance	894,280,200	951,309,500	951,309,500	1,016,288,600	64,979,100	7%
ENDING FUND BALANCE	\$ 951,309,500	\$ 858,725,600	\$ 1,016,288,600	\$ 908,690,300	\$ 49,964,700	6%

Table 19 – Operating and Capital Budget FY 2021/22

	FY 21/22 Operating Budget	FY 21/22 Capital Budget	FY 21/22 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 29,019,000	\$ 180,981,000	\$ 210,000,000
LTF Sales Tax	105,000,000	-	105,000,000
STA Sales Tax	23,862,200	-	23,862,200
Federal Reimbursements	18,343,600	89,095,100	107,438,700
State Reimbursements	8,493,500	202,437,500	210,931,000
Local Reimbursements	8,223,400	13,434,400	21,657,800
TUMF Revenue	-	11,000,000	11,000,000
Tolls, Penalties, and Fees	-	65,123,700	65,123,700
Other Revenue	-	657,300	657,300
Investment Income	366,800	543,300	910,100
TOTAL Revenues	193,308,500	563,272,300	756,580,800
Expenditures/Expenses			
Personnel Salaries and Benefits	10,476,500	5,736,700	16,213,200
Professional and Support			
Professional Services	9,667,500	9,598,300	19,265,800
Support Costs	6,702,900	10,254,100	16,957,000
TOTAL Professional and Support Costs	16,370,400	19,852,400	36,222,800
Projects and Operations			
Program Operations	12,491,300	28,629,300	41,120,600
Engineering	-	26,462,300	26,462,300
Construction	1,711,000	264,763,600	266,474,600
Design Build	-	97,959,000	97,959,000
Right of Way and Land	6,546,100	61,000,500	67,546,600
Operating and Capital Disbursements	154,600,400	900,000	155,500,400
Special Studies	2,021,000	-	2,021,000
Local Streets and Roads	-	63,702,300	63,702,300
Regional Arterials	-	30,000,000	30,000,000
TOTAL Projects and Operations	177,369,800	573,417,000	750,786,800
Debt Service			
Principal Payments	-	518,386,600	518,386,600
Interest Payments	-	60,335,600	60,335,600
Cost of Issuance	-	2,883,400	2,883,400
TOTAL Debt Service	-	581,605,600	581,605,600
Capital Outlay	1,410,000	4,949,700	6,359,700
TOTAL Expenditures/Expenses	205,626,700	1,185,561,400	1,391,188,100
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(12,318,200)	(622,289,100)	(634,607,300)
Other Financing Sources (Uses)			
Transfers In	27,845,500	169,044,500	196,890,000
Transfers Out	(35,143,600)	(161,746,400)	(196,890,000)
Debt Proceeds	-	627,600,000	627,600,000
TIFIA Loan Proceeds	-	6,919,000	6,919,000
Bond Premium	-	39,978,000	39,978,000
Payment to Escrow Agent	-	(147,488,000)	(147,488,000)
Net Financing Sources (Uses)	(7,298,100)	534,307,100	527,009,000
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(19,616,300)	(87,982,000)	(107,598,300)
Beginning Fund Balance	373,106,300	643,182,300	1,016,288,600
ENDING FUND BALANCE	\$ 353,490,000	\$ 555,200,300	\$ 908,690,300

Table 20 – Budget by Fund Type FY 2021/22

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 21/22 TOTAL Budget
Revenues						
Measure A Sales Tax	\$ -	\$ 210,000,000	\$ -	\$ -	\$ -	\$ 210,000,000
LTF Sales Tax	-	105,000,000	-	-	-	105,000,000
STA Sales Tax	-	23,862,200	-	-	-	23,862,200
Federal Reimbursements	15,700,000	88,929,600	-	2,809,100	-	107,438,700
State Reimbursements	3,004,500	207,926,500	-	-	-	210,931,000
Local Reimbursements	312,300	20,504,700	-	-	840,800	21,657,800
TUMF Revenue	-	11,000,000	-	-	-	11,000,000
Tolls, Penalties, and Fees	-	-	-	-	65,123,700	65,123,700
Other Revenue	-	559,300	-	-	98,000	657,300
Investment Income	17,600	663,700	60,300	11,700	156,800	910,100
TOTAL Revenues	19,034,400	668,446,000	60,300	2,820,800	66,219,300	756,580,800
Expenditures/Expenses						
Personnel Salaries and Benefits	6,083,400	8,033,100	-	-	2,096,700	16,213,200
Professional and Support						
Professional Services	5,839,500	8,434,300	-	-	4,992,000	19,265,800
Support Costs	3,087,200	5,094,300	-	-	8,775,500	16,957,000
TOTAL Professional and Support Costs	8,926,700	13,528,600	-	-	13,767,500	36,222,800
Projects and Operations						
Program Operations	-	19,509,100	-	-	21,611,500	41,120,600
Engineering	-	26,312,300	-	-	150,000	26,462,300
Construction	1,711,000	254,980,600	-	-	9,783,000	266,474,600
Design Build	-	94,399,000	-	-	3,560,000	97,959,000
Right of Way/Land	-	67,546,600	-	-	-	67,546,600
Operating and Capital Disbursements	30,725,000	124,775,400	-	-	-	155,500,400
Special Studies	2,021,000	-	-	-	-	2,021,000
Local Streets and Roads	-	63,702,300	-	-	-	63,702,300
Regional Arterials	-	30,000,000	-	-	-	30,000,000
TOTAL Projects and Operations	34,457,000	681,225,300	-	-	35,104,500	750,786,800
Debt Service						
Principal Payments	-	-	-	29,995,000	488,391,600	518,386,600
Interest Payments	-	-	443,400	39,599,300	20,292,900	60,335,600
Cost of Issuance	-	-	-	-	2,883,400	2,883,400
TOTAL Debt Service	-	-	443,400	69,594,300	511,567,900	581,605,600
Capital Outlay	1,230,000	4,949,700	-	-	180,000	6,359,700
TOTAL Expenditures/Expenses	50,697,100	707,736,700	443,400	69,594,300	562,716,600	1,391,188,100
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(31,662,700)	(39,290,700)	(383,100)	(66,773,500)	(496,497,300)	(634,607,300)
Other Financing Sources (Uses)						
Transfers In	25,036,200	102,259,500	-	69,594,300	-	196,890,000
Transfers Out	(1,618,100)	(155,792,200)	(16,241,900)	(2,809,100)	(20,428,700)	(196,890,000)
Debt Proceeds	-	-	-	-	627,600,000	627,600,000
TIFIA Loan Proceeds	-	6,919,000	-	-	-	6,919,000
Bond Premium	-	-	-	-	39,978,000	39,978,000
Payment to Escrow Agent	-	-	-	-	(147,488,000)	(147,488,000)
Net Financing Sources (Uses)	23,418,100	(46,613,700)	(16,241,900)	66,785,200	499,661,300	527,009,000
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(8,244,600)	(85,904,400)	(16,625,000)	11,700	3,164,000	(107,598,300)
Beginning Fund Balance	23,431,800	750,307,300	77,037,000	11,681,500	153,831,000	1,016,288,600
ENDING FUND BALANCE	\$ 15,187,200	\$ 664,402,900	\$ 60,412,000	\$ 11,693,200	\$ 156,995,000	\$ 908,690,300

Table 21 – Highway, Regional Arterial, Rail, and Regional Conservation Program Projects FY 2021/22

Description	
HIGHWAY ENGINEERING	
71/91 Connector	\$ 1,380,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	150,000
I-15 Express Lanes—Southern Extension	6,500,000
15 COP	4,300,000
Mid County Parkway (MCP)	155,000
MCP I-215/Placentia Avenue Interchange	211,000
MCP Sweeney mitigation	10,000
MCP second construction package	4,000,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	1,821,000
SR-74 corridor – Ethanac Road	1,041,800
SR-79 realignment	125,000
SR-60 Truck Lanes	50,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	3,050,000
SUBTOTAL HIGHWAY ENGINEERING	22,793,800
REGIONAL ARTERIAL ENGINEERING	
I-15/Railroad Canyon Interchange	195,500
I-10/Highland Springs Avenue Interchange	1,158,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	1,353,500
RAIL ENGINEERING	
Moreno Valley March Field station upgrade	200,000
Riverside layover facility	115,000
Riverside Downtown station track and platform	2,000,000
SUBTOTAL RAIL ENGINEERING	2,315,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING	\$ 26,462,300
HIGHWAY CONSTRUCTION	
15/91 Express Lanes Connector	\$ 4,840,000
71/91 Connector	5,739,000
91 COP	16,049,000
91 Project	1,471,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	9,783,000
Hamner Bridge widening	26,238,500
I-15 Express Lanes	9,591,000
I-15/Limonite Interchange	10,000
Jurupa Avenue grade separation	38,000,000
MCP I-215/Placentia Avenue Interchange	22,295,600
McKinley Avenue grade separation	51,000,000
Pachappa Underpass	6,129,000
SR-60 Truck Lanes	45,000,000
General <i>(details presented in Section 3.2 Planning and Programming)</i>	311,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	45,000
SUBTOTAL HIGHWAY CONSTRUCTION	236,502,100
REGIONAL ARTERIAL CONSTRUCTION	
I-15/Railroad Canyon Interchange	12,900,000
Various Western County MARA and TUMF regional arterial projects	5,557,500
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	18,457,500
RAIL CONSTRUCTION	
Moreno Valley-March Field station upgrade	9,815,000
Riverside layover facility	300,000
Other Riverside Downtown station mobility improvements <i>(costs and details presented in Section 3.2 Rail)</i>	1,400,000
SUBTOTAL RAIL CONSTRUCTION	11,515,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 266,474,600

Description	
HIGHWAY DESIGN BUILD	
15/91 Express Lanes Connector	\$ 85,697,000
91 COP	201,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	3,560,000
91 Project	978,000
I-15 Express Lanes	7,323,000
I-15 Express Lanes - Northern Extension	200,000
TOTAL HIGHWAY DESIGN BUILD	\$ 97,959,000
HIGHWAY RIGHT OF WAY AND LAND	
60/215 East Junction high occupancy vehicle (HOV) lane connectors	\$ 5,000
71/91 Connector	1,150,000
91 Project	12,420,000
91 COP	146,000
Jurupa Avenue grade separation	2,000,000
MCP	8,300,000
MCP I-215/Placentia Avenue Interchange	28,275,000
SR-60 Truck Lanes	120,000
Pachappa Underpass	110,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	155,000
SR-74/I-15 to 7th Street	5,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange	15,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	676,100
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	53,377,100
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-15/Railroad Canyon Interchange	30,000
I-10/Highland Springs Avenue Interchange	10,000
Various Western County MARA and TUMF regional arterial projects	11,045,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	11,085,000
RAIL RIGHT OF WAY AND LAND	
Riverside layover facility	2,000
Riverside Downtown station track and platform	2,400,000
Moreno Valley - March Field rail upgrades	30,000
General	152,500
SUBTOTAL RAIL RIGHT OF WAY AND LAND	2,584,500
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	500,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 67,546,600
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 458,442,500

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 XIII B 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 XIII B. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 21-010 on June 11, 2021, establishing appropriations limits for the Commission at \$542,714,188. The FY 2021/22 budget appropriated \$272,699,000 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 XIII B, will continue to fall below the appropriations limit.

The calculation for the FY 2021/22 appropriations limit is as follows:

FY 2020/21 Appropriations Limit	\$509,885,755
FY 2021/22 adjustment:	x 1.0643839
<ul style="list-style-type: none"> • Change in California per capita personal income 1.0573% ((5.73+ 100) / 100 = 1.0573) • Change in Population, Riverside County 1.0067% ((0.67 + 100) / 100 = 1.0067) • Calculation of factor for FY 2019/20 1.0573 x 1.0067 = 1.0643839 	
FY 2021/22 Appropriations Limit	\$542,714,188
• \$509,885,755 x 1.0643839 = \$542,714,188	

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	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none"> 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	<p>RCTC-adopted policies establish congestion pricing in order to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none"> 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 February 10, 2021.

Capital and Intangible Assets	<p>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.</p> <ul style="list-style-type: none"> 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.
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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 August 12, 2020, 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 an annual financial report; 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, multimodal programs (transit planning, rail operations, and commuter and motorist assistance services), and regional conservation. 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 2021/22

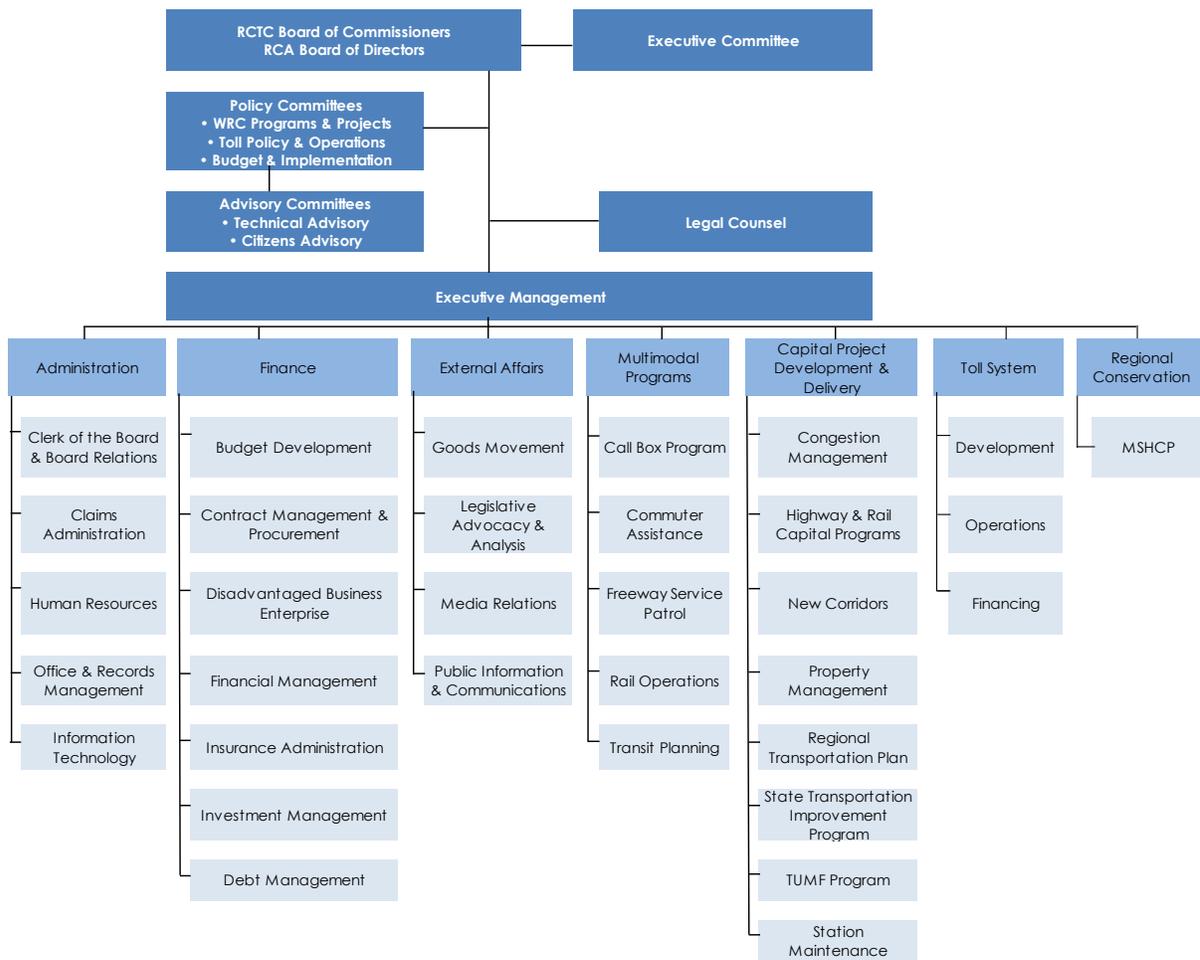


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

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			
Regional Conservation		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 2021/22 budget and monitoring of the FY 2020/21 budget. Each task is summarized below.

Chart 11 – Budget Process

ID	Task Name	Duration	2020					2021							
			J	A	S	O	N	D	J	F	M	A	M	J	
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; however, due to COVID-19, the Commission did not have a 2021 workshop. 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).

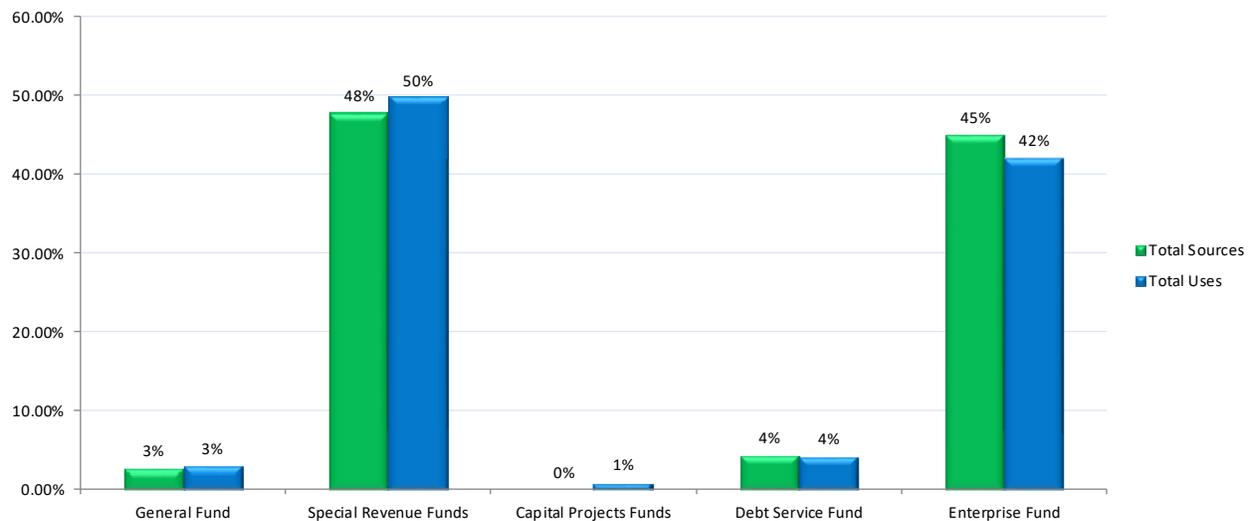
Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer 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 annual financial report in the final budget amounts reported in the budgetary schedules.

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 2021/22 budget.

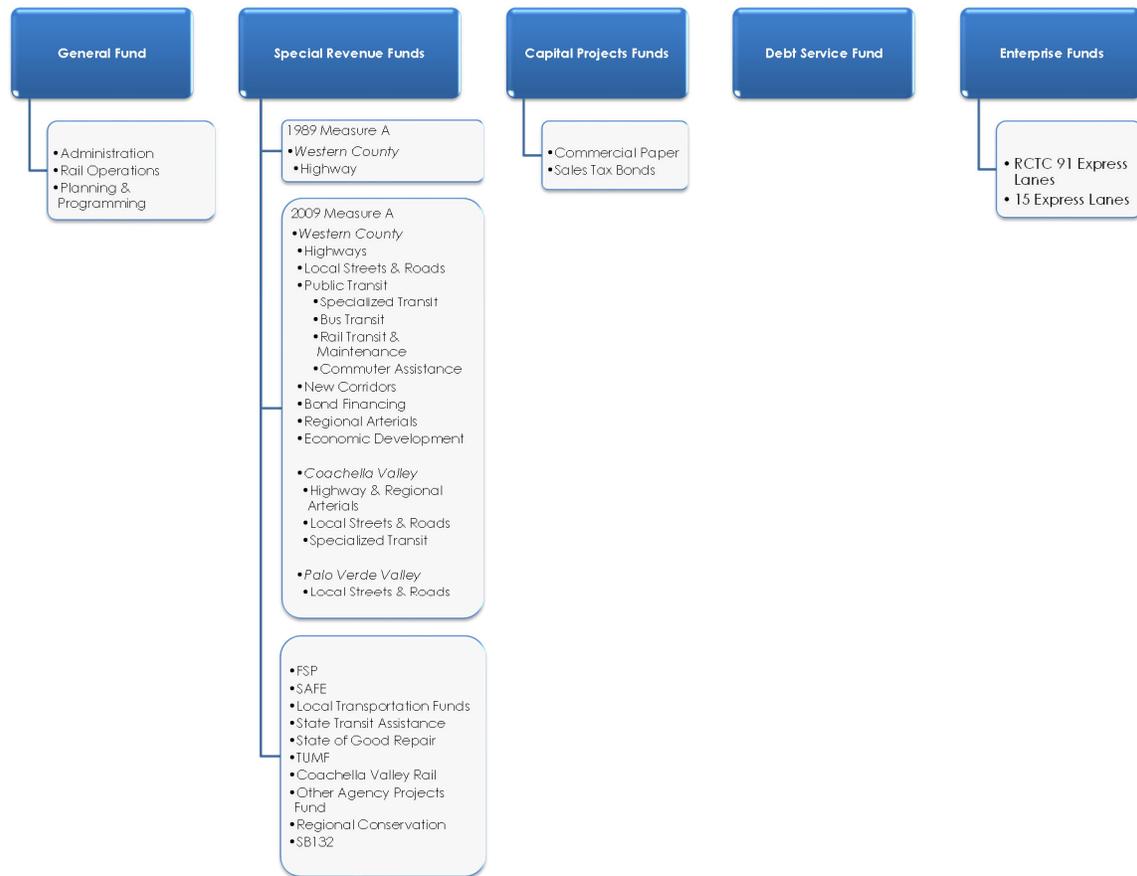
Chart 12 – Total Sources and Uses by Fund Type FY 2021/22



Fund Structure

The Commission accounts for its sources and uses in 33 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 25 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 2021/22



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 22 presents the FY 2021/22 budget for the General fund, followed by a discussion of significant components of the budget.

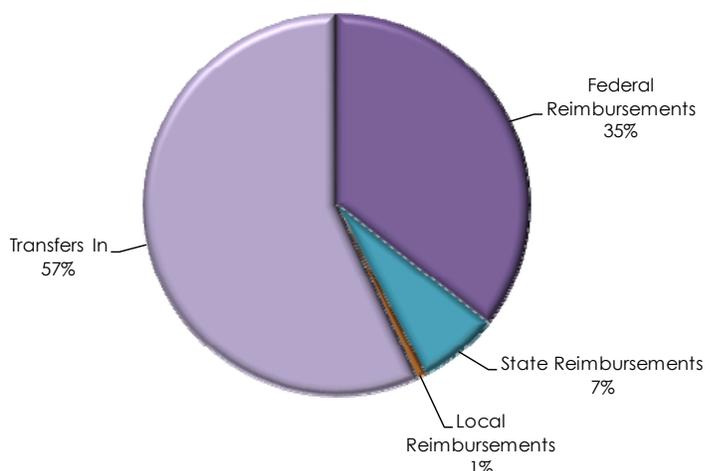
Table 22 – General Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ 3,922,400	22,000,000	\$ 17,006,600	\$ 15,700,000	\$ (6,300,000)	-29%
State Reimbursements	1,416,100	3,581,400	2,097,400	3,004,500	(576,900)	-16%
Local Reimbursements	865,500	101,700	901,300	312,300	210,600	207%
Other Revenue	3,400	-	-	-	-	N/A
Investment Income	285,100	131,600	114,700	17,600	(114,000)	-87%
TOTAL Revenues	6,492,500	25,814,700	20,120,000	19,034,400	(6,780,300)	-26%
Expenditures						
Personnel Salaries and Benefits	9,801,700	5,656,100	5,545,000	6,083,400	427,300	8%
Professional and Support						
Professional Services	4,104,600	6,579,900	4,353,300	5,839,500	(740,400)	-11%
Support Costs	2,044,600	4,013,100	1,992,900	3,087,200	(925,900)	-23%
TOTAL Professional and Support Costs	6,149,200	10,593,000	6,346,200	8,926,700	(1,666,300)	-16%
Projects and Operations						
Program Operations	18,900	2,000	-	-	(2,000)	-100%
Construction	865,000	1,285,000	535,000	1,711,000	426,000	33%
Operating and Capital Disbursement	22,714,100	35,986,500	32,011,500	30,725,000	(5,261,500)	-15%
Special Studies	481,200	1,403,000	150,000	2,021,000	618,000	44%
TOTAL Projects and Operations	24,079,200	38,676,500	32,696,500	34,457,000	(4,219,500)	-11%
Debt Service						
Principal Payments	8,700	-	-	-	-	N/A
Interest Payments	7,100	-	-	-	-	N/A
TOTAL Debt Service	15,800	-	-	-	-	N/A
Capital Outlay	261,300	1,318,300	161,600	1,230,000	(88,300)	-7%
TOTAL Expenditures	40,307,200	56,243,900	44,749,300	50,697,100	(5,546,800)	-10%
Excess (deficiency) of Revenues over (under) Expenditures	(33,814,700)	(30,429,200)	(24,629,300)	(31,662,700)	(1,233,500)	4%
Other Financing Sources (Uses)						
Transfers In	32,001,200	27,129,200	24,127,800	25,036,200	(2,093,000)	-8%
Transfers Out	(1,448,500)	(2,247,200)	(1,929,000)	(1,618,100)	629,100	-28%
Net Financing Sources (Uses)	30,552,700	24,882,000	22,198,800	23,418,100	(1,463,900)	-6%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(3,262,000)	(5,547,200)	(2,430,500)	(8,244,600)	(2,697,400)	49%
Beginning Fund Balance	29,124,300	25,862,300	25,862,300	23,431,800	(2,430,500)	-9%
ENDING FUND BALANCE	\$ 25,862,300	\$ 20,315,100	\$ 23,431,800	\$ 15,187,200	\$ (5,127,900)	-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 2021/22



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 station operations and maintenance 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 \$115,200 in FY 2021/22 and is comparable to the prior year.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2021/22 budget for planning allocations is \$3,150,000. The FY 2020/21 revised budget of \$3,423,000 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 \$992,900 in FY 2021/22 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 2021/22 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 2021/22 General fund administrative allocation of \$5,251,500 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, regional conservation, and other agency project funds of \$6,526,600 in FY 2021/22 increased slightly from \$6,411,200 in FY 2020/21 due to increased level of activity requiring administrative support.

Chart 15 – General Fund Uses FY 2021/22

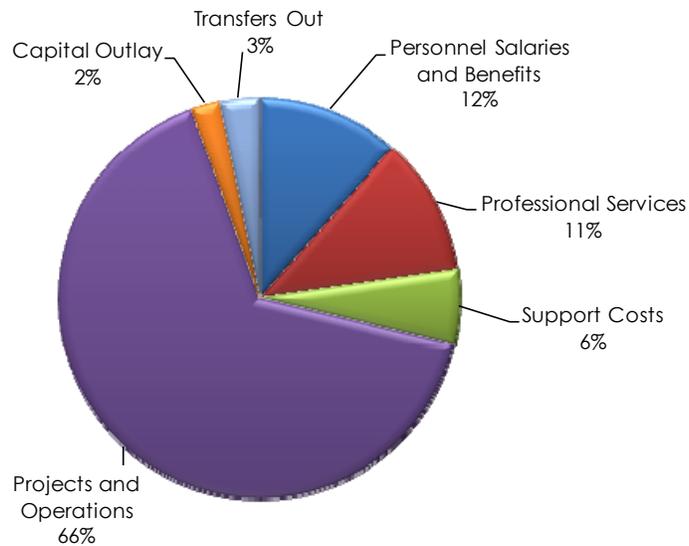


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$427,300 due to the net change in allocation of FTEs, the addition of the Community Engagement Manager, additional staff positions related to regional conservation and to maintain management services levels for a full year, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs decreased 11% compared to the prior year due to completion of the Traffic Relief Plan, as well as refocusing rail operations planning efforts. Support costs decreased 23% primarily due to completion of the public engagement program related to the Traffic Relief Plan.

Construction expenditures include Riverside Downtown station mobility improvements. The FY 2021/22 operating and capital disbursements budget includes allocations of \$29,150,000 for the Metrolink commuter rail subsidy and \$1,575,000 for planning operating disbursements. Special studies expenditures include transit-oriented communities, pass area transit, truck impact, and next generation rail studies. Capital outlay expenditures decreased 7% due to information technology upgrades and station improvements in the prior year. Transfers out include \$1,618,100 to the General fund for administration from rail operations and planning and programming activities.

Special Revenue Funds

Overview

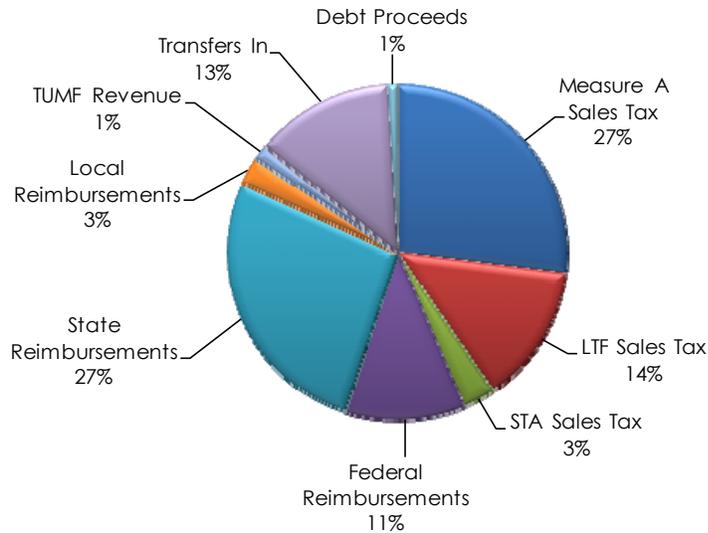
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special revenue funds' budgets, and Tables 24 through 36 present the individual budgets along with respective discussions.

Table 23 – Special Revenue Funds FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 195,036,300	\$ 210,000,000	\$ 210,000,000	\$ 210,000,000	\$ -	0%
LTF Sales Tax	100,283,600	105,000,000	105,000,000	105,000,000	-	0%
STA Sales Tax	27,796,500	28,915,700	19,015,100	23,862,200	(5,053,500)	-17%
Federal Reimbursements	27,386,300	78,704,100	51,805,800	88,929,600	10,225,500	13%
State Reimbursements	108,424,400	145,482,200	138,455,200	207,926,500	62,444,300	43%
Local Reimbursements	2,793,500	20,614,400	13,976,900	20,504,700	(109,700)	-1%
TUMF Revenue	23,257,900	11,000,000	11,000,000	11,000,000	-	0%
Other Revenue	556,900	525,000	558,300	559,300	34,300	7%
Investment Income	10,994,500	2,301,800	3,713,500	663,700	(1,638,100)	-71%
TOTAL Revenues	496,529,900	602,543,200	553,524,800	668,446,000	65,902,800	11%
Expenditures						
Personnel Salaries and Benefits	7,602,200	6,125,900	6,126,100	8,033,100	1,907,200	31%
Professional and Support						
Professional Services	4,963,100	8,219,600	5,307,200	8,434,300	214,700	3%
Support Costs	3,533,700	6,521,200	4,989,300	5,094,300	(1,426,900)	-22%
TOTAL Professional and Support Costs	8,496,800	14,740,800	10,296,500	13,528,600	(1,212,200)	-8%
Projects and Operations						
Program Operations	15,579,200	20,364,100	16,669,900	19,509,100	(855,000)	-4%
Engineering	10,969,300	30,450,200	17,366,100	26,312,300	(4,137,900)	-14%
Construction	73,759,500	203,617,700	131,327,700	254,980,600	51,362,900	25%
Design Build	143,784,400	99,995,600	60,030,100	94,399,000	(5,596,600)	-6%
Right of Way	52,766,300	57,738,700	32,227,600	67,546,600	9,807,900	17%
Operating and Capital Disbursements	103,182,700	102,045,700	56,221,800	124,775,400	22,729,700	22%
Special Studies	1,700	-	-	-	-	N/A
Local Streets and Roads	58,983,400	63,725,100	63,725,100	63,702,300	(22,800)	0%
Regional Arterials	14,544,800	33,753,000	30,000,000	30,000,000	(3,753,000)	-11%
TOTAL Projects and Operations	473,571,300	611,690,100	407,568,300	681,225,300	69,535,200	11%
Capital Outlay	3,536,100	4,456,000	4,047,700	4,949,700	493,700	11%
TOTAL Expenditures	493,206,400	637,012,800	428,038,600	707,736,700	70,723,900	11%
Excess (deficiency) of Revenues over (under) Expenditures	3,323,500	(34,469,600)	125,486,200	(39,290,700)	(4,821,100)	14%
Other Financing Sources (Uses)						
Transfers In	44,991,000	80,599,000	59,454,000	102,259,500	21,660,500	27%
Transfers Out	(112,956,000)	(148,678,100)	(134,953,400)	(155,792,200)	(7,114,100)	5%
TIFIA Loan Proceeds	111,301,900	47,371,900	15,661,000	6,919,000	(40,452,900)	-85%
Net Financing Sources (Uses)	43,336,900	(20,707,200)	(59,838,400)	(46,613,700)	(25,906,500)	125%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	46,660,400	(55,176,800)	65,647,800	(85,904,400)	(30,727,600)	56%
Beginning Fund Balance	637,999,100	684,659,500	684,659,500	750,307,300	65,647,800	10%
ENDING FUND BALANCE	\$ 684,659,500	\$ 629,482,700	\$ 750,307,300	\$ 664,402,900	\$ 34,920,200	6%

The Commission accounts for Measure A and LTF sales taxes, STA allocations, Western County TUMF, state budgetary allocations, and vehicle registration fees in the 25 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 2021/22

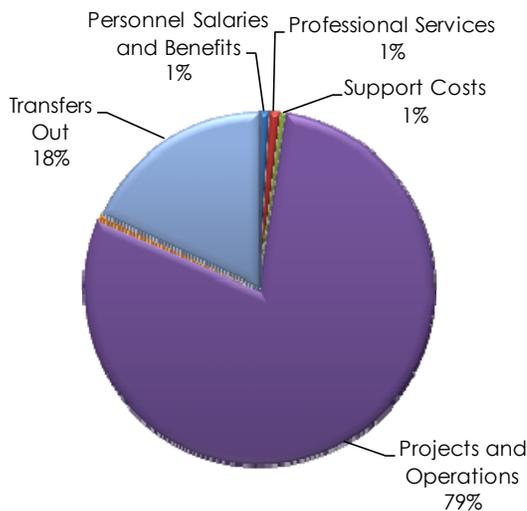


The Commission expends special revenue funds' resources on:

- 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;
- Motorist towing and freeway call box assistance; and
- Regional conservation management.

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

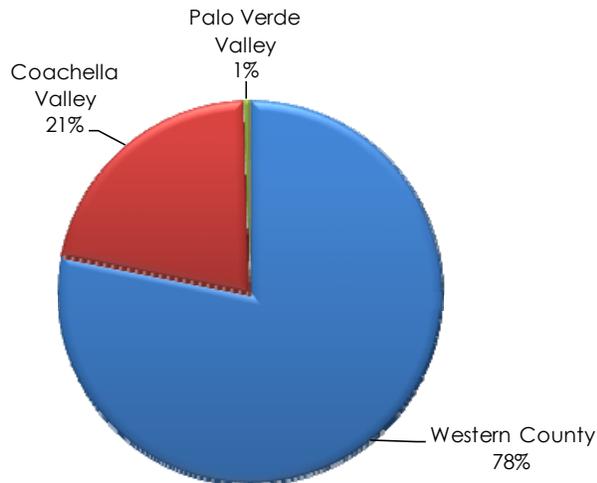
Chart 17 – Special Revenue Funds Uses FY 2021/22



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 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.

Table 24 – Western County Measure A Funds FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	\$ 12,242,900	\$ 13,182,000	\$ 13,182,000	\$ 13,187,000	\$ 5,000	0%
Commuter Assistance	2,267,200	2,441,000	2,441,000	2,442,000	1,000	0%
Economic Development Incentives	1,813,800	1,953,000	1,953,000	1,954,000	1,000	0%
Highways	46,251,000	49,800,000	49,800,000	49,812,000	12,000	0%
Local Streets and Roads	43,983,800	47,358,000	47,358,000	47,376,000	18,000	0%
New Corridors	16,777,300	18,065,000	18,065,000	18,071,000	6,000	0%
Public Bus Transit	2,312,500	2,490,000	2,490,000	2,491,000	1,000	0%
Rail	9,250,200	9,960,000	9,960,000	9,963,000	3,000	0%
Regional Arterials	13,603,200	14,647,000	14,647,000	14,652,000	5,000	0%
Specialized Transit	3,854,200	4,149,000	4,149,000	4,152,000	3,000	0%
Total Measure A	152,356,100	164,045,000	164,045,000	164,100,000	55,000	0%
Federal Reimbursements	26,850,300	78,504,100	51,605,800	88,929,600	10,425,500	13%
State Reimbursements	25,530,000	42,435,800	40,397,100	34,523,100	(7,912,700)	-19%
Local Reimbursements	1,642,300	16,778,400	10,655,300	12,036,300	(4,742,100)	-28%
Other Revenue	531,700	491,000	540,300	541,300	50,300	10%
Investment Income	4,159,600	775,200	1,125,500	259,600	(515,600)	-67%
Transfers In	41,635,400	75,342,900	54,516,100	57,753,200	(17,589,700)	-23%
TIFIA Loan Proceeds	111,301,900	47,371,900	15,661,000	6,919,000	(40,452,900)	-85%
TOTAL Sources	364,007,300	425,744,300	338,546,100	365,062,100	(60,682,200)	-14%
Uses						
Personnel Salaries and Benefits	6,385,000	3,805,000	3,804,700	3,768,500	(36,500)	-1%
Professional Services	2,853,300	5,389,500	3,331,900	5,510,300	120,800	2%
Support Costs	3,257,300	6,050,900	4,764,000	4,772,000	(1,278,900)	-21%
Projects and Operations						
Program Operations	11,012,200	13,101,900	10,984,600	12,046,500	(1,055,400)	-8%
Engineering	8,937,300	20,660,200	9,369,100	22,857,800	2,197,600	11%
Construction	53,982,500	161,381,000	96,243,400	121,992,100	(39,388,900)	-24%
Design Build	113,623,200	54,025,600	14,961,100	8,702,000	(45,323,600)	-84%
Right of Way	12,622,900	28,657,100	6,755,600	44,833,000	16,175,900	56%
Operating and Capital Disbursements	9,187,900	7,124,500	2,602,700	13,400,000	6,275,500	88%
Special Studies	1,700	-	-	-	-	N/A
Local Streets and Roads	43,755,300	47,242,700	47,242,700	47,260,700	18,000	0%
TOTAL Projects and Operations	253,123,000	332,193,000	188,159,200	271,092,100	(61,100,900)	-18%
Debt Service						
Capital Outlay	3,536,100	4,456,000	4,047,700	4,949,700	493,700	11%
Transfers Out	84,998,500	109,345,100	108,344,900	104,840,700	(4,504,400)	-4%
TOTAL Uses	354,153,200	461,239,500	312,452,400	394,933,300	(66,306,200)	-14%
Excess (deficiency) of Sources over (under) Uses	\$ 9,854,100	\$ (35,495,200)	\$ 26,093,700	\$ (29,871,200)	\$ 5,624,000	-16%

The budgeted Western County Measure A sales tax is comparable to the prior year. 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 higher in the FY 2021/22 budget and relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), CARES Act, and Federal Emergency Management Agency. The 13% increase in federal reimbursements is primarily attributable to activity on the SR-60 Truck Lanes project, 91 COP, 71/91 Connector project, I-15 Express Lanes–Southern Extension project, MCP second construction contract package, and station rehabilitation and improvement projects.

State reimbursements are lower by 19% compared to the FY 2020/21 budget and reflect funding from STIP, State Highway Operations and Protection Program (SHOPP), and SB 1 Local Partnership Program (LPP) for the SR-60 Truck Lanes project, 15/91 Express Lanes Connector project, 71/91 Connector project, MCP I-215/Placentia Avenue Interchange project, and various Western County SB 132 Riverside County Transportation Efficiency Corridor projects.

Local reimbursements are lower by 28% compared to the FY 2020/21 budget and reflects lower funding for the 91 COP from the Orange County Transportation Authority (OCTA).

Other revenue is higher by 10% from the prior year and is attributable to property management lease revenues. Investment income decreased 67% compared to the previous year's budget due

to extremely conservative investment yield projections in FY 2021/22.

As in prior years, a significant portion of transfers in consists of sales tax revenue bonds proceeds of \$10,334,300 to fund the I-15 Express Lanes project. Other significant transfers in include:

- \$5,907,600 from sales tax revenue bonds proceeds to fund for the 15 COP;
- \$10,000,000 from the 2009 Measure A bond financing fund to fund a portion of Western County debt service;
- \$11,779,000 from the TUMF Community Environmental Transportation Acceptability Process (CETAP) fund for the MCP I-215/Placentia Avenue Interchange project and second construction contract package;
- \$530,300 from the 2009 Measure A Western County new corridors fund for the 71/91 Connector project;
- \$8,218,600 from the 2009 Measure A Western County new corridors fund for its share of the MSHCP debt service obligation;
- \$3,522,300 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- \$2,809,100 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- \$2,337,000 from the SGR fund for a station rehabilitation and improvement project;
- \$1,900,000 from the STA fund for a station rehabilitation and improvement project;
- \$360,000 from the SAFE fund for a Next Generation TDM study; and
- \$55,000 from the 2009 Measure A Western County commuter assistance fund for the Smart Freeway project.

TIFIA loan proceeds of \$6,919,000 will fund eligible I-15 Express Lanes project expenditures.

Personnel salaries and benefits expenditures decreased 1% and is comparable to the prior year.

Measure A Western County professional services expenditures in FY 2021/22 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 2% increase in FY 2021/22 reflects the activity in legal 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 decreased \$1,278,900, or 21%, from the prior year due to prior year 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 right of way to increase 11% and 56%, respectively, due to the MCP second construction contract package, I-15 Express Lanes – Southern Extension project, 15 COP, station rehabilitation and improvements, and Smart Freeway project. Construction and design-build decreased 24% and 84%, respectively, due to the I-15 Express Lanes project, 91 COP, and close-out activities on the 91 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 MCP and I-215/Placentia Avenue Interchange project and closeout of the 91 Project.

Operating and capital disbursements increased 88% compared to the FY 2020/21 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 provided significant support for transit operations and capital, thereby reducing Measure A disbursements. Local streets and roads, or

turn back payments to local jurisdictions and the County, are comparable to the prior year as a result of comparable Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects an 11% increase for station rehabilitation and improvements.

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

- Funding for debt service payments of \$79,594,300;
- \$8,218,600 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- \$11,517,900 from the 2009 Measure A Western County regional arterial fund for the Hamner Bridge widening loan;
- \$530,300 from the 2009 Measure A Western County new corridors fund for the 71/91 Connector project;
- \$55,000 from the 2009 Measure A Western County commuter assistance fund for the Smart Freeway project;
- \$125,000 from the 2009 Measure A Western County highways fund for a TUMF regional arterial project; and
- \$4,799,600 for the administrative costs allocation.

Coachella Valley Measure A Funds

These special revenue funds account for Coachella Valley's 21% share of the Measure A sales tax (Table 25).

Table 25 – Coachella Valley Measure A Funds FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	\$ 20,916,200	\$ 22,521,000	\$ 22,521,000	\$ 22,490,000	\$ (31,000)	0%
Local Streets and Roads	14,641,300	15,765,000	15,765,000	15,743,000	(22,000)	0%
Specialized Transit	6,274,900	6,756,000	6,756,000	6,747,000	(9,000)	0%
Total Measure A	41,832,400	45,042,000	45,042,000	44,980,000	(62,000)	0%
Investment Income	1,108,900	182,200	391,200	49,000	(133,200)	-73%
Transfers In	142,200	-	-	-	-	N/A
TOTAL Sources	43,083,500	45,224,200	45,433,200	45,029,000	(195,200)	0%
Uses						
Personnel Salaries and Benefits	56,100	-	-	-	-	N/A
Professional Services	8,800	19,200	8,900	19,200	-	0%
Support Costs	200	200	-	100	(100)	-50%
Projects and Operations						
Operating and Capital Disbursements	6,206,400	5,955,900	5,955,900	7,000,000	1,044,100	18%
Local Streets and Roads	14,413,100	15,649,700	15,649,700	15,627,700	(22,000)	0%
Regional Arterials	14,544,800	33,753,000	30,000,000	30,000,000	(3,753,000)	-11%
TOTAL Projects and Operations	35,164,300	55,358,600	51,605,600	52,627,700	(2,730,900)	-5%
Transfers Out	691,300	363,000	363,000	345,800	(17,200)	-5%
TOTAL Uses	35,920,700	55,741,000	51,977,500	52,992,800	(2,748,200)	-5%
Excess (deficiency) of Sources over (under) Uses	\$ 7,162,800	\$ (10,516,800)	\$ (6,544,300)	\$ (7,963,800)	\$ 2,553,000	-24%

Coachella Valley Measure A sales tax revenues is comparable to the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Investment income decreased 73% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2021/22.

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 \$345,800 relate to the administrative costs allocation.

Palo Verde Valley Measure A Fund

This special revenue fund accounts for Palo Verde Valley's 1% share of the Measure A sales tax (Table 26).

Table 26 – Palo Verde Valley Measure A Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	\$ 847,800	\$ 913,000	\$ 913,000	\$ 920,000	\$ 7,000	1%
Uses						
Local Streets and Roads	815,000	832,700	832,700	813,900	(18,800)	-2%
TOTAL Projects and Operations	815,000	832,700	832,700	813,900	(18,800)	-2%
Transfers Out	32,900	80,300	80,700	106,100	25,800	32%
TOTAL Uses	847,900	913,000	913,400	920,000	7,000	1%
Excess (deficiency) of Sources over (under) Uses	\$ (100)	\$ -	\$ (400)	\$ -	\$ -	N/A

Total Measure A sales tax revenues is comparable to the prior year due to Measure A sales tax projections affected by 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 \$106,100 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; regional conservation; and SB 132 project activities. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, regional conservation, 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 27).

Table 27 – Local Transportation Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	\$ 100,283,600	\$ 105,000,000	\$ 105,000,000	\$ 105,000,000	\$ -	0%
Investment Income	1,167,800	402,400	406,000	174,400	(228,000)	-57%
TOTAL Sources	101,451,400	105,402,400	105,406,000	105,174,400	(228,000)	0%
Uses						
Operating and Capital Disbursements	73,985,300	48,030,000	36,454,000	67,913,000	19,883,000	41%
TOTAL Projects and Operations	73,985,300	48,030,000	36,454,000	67,913,000	19,883,000	41%
Transfers Out	21,899,200	18,006,600	15,534,300	13,258,100	(4,748,500)	-26%
TOTAL Uses	95,884,500	66,036,600	51,988,300	81,171,100	15,134,500	23%
Excess (deficiency) of Sources over (under) Uses	\$ 5,566,900	\$ 39,365,800	\$ 53,417,700	\$ 24,003,300	\$ (15,362,500)	-39%

The Commission projects LTF sales tax revenue in FY 2021/22 to remain comparable to the prior year. Investment income decreased 57% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2021/22.

In FY 2021/22, approximately 93% and 7% of the LTF transit expenditures of \$64,613,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2021, are comprised of 72% to Western County, 26% to Coachella Valley, and 2% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of \$2,500,000 and planning and administration allocations of \$800,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of \$3,150,000; rail operations of \$9,000,000; \$992,900 for planning, programming, and agency share of the administrative costs; and \$115,200 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 28).

TUMF revenues includes \$11,000,000 based on projected fees distributed to the Commission and is comparable to the prior year. The decrease in state reimbursements is related to STIP and SB 1 LPP reimbursements in the prior year for the I-15/Railroad Canyon Interchange project, a city of Lake Elsinore regional arterial project managed by the Commission. Investment income decreased 88% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2021/22. The FY 2021/22 transfers in of \$125,000 relate to funding for the SR-79 realignment project from the 2009 Measure A Western County highways special revenue fund.

Table 28 – Transportation Uniform Mitigation Fee Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 527,000	\$ 13,920,000	\$ 17,920,000	\$ -	\$ (13,920,000)	-100%
TUMF Revenue	23,257,900	11,000,000	11,000,000	11,000,000	-	0%
Other Revenue	25,200	34,000	18,000	18,000	(16,000)	-47%
Investment Income	2,120,500	436,400	715,900	50,300	(386,100)	-88%
Transfers In	177,100	300,000	300,000	125,000	(175,000)	-58%
TOTAL Sources	26,107,700	25,690,400	29,953,900	11,193,300	(14,497,100)	-56%
Uses						
Personnel Salaries and Benefits	560,700	376,800	374,100	262,700	(114,100)	-30%
Professional Services	79,600	174,800	154,800	129,600	(45,200)	-26%
Support Costs	3,400	228,800	27,700	28,600	(200,200)	-88%
Projects and Operations						
Program Operations	476,700	598,000	598,000	439,800	(158,200)	-26%
Engineering	925,300	1,640,000	1,397,000	1,633,500	(6,500)	0%
Construction	1,196,900	25,350,400	25,226,900	12,900,000	(12,450,400)	-49%
Right of Way	13,929,500	12,533,600	10,654,000	20,058,600	7,525,000	60%
TOTAL Projects and Operations	16,528,400	40,122,000	37,875,900	35,031,900	(5,090,100)	-13%
Transfers Out	1,051,800	14,826,500	6,361,900	28,133,100	13,306,600	90%
TOTAL Uses	18,223,900	55,728,900	44,794,400	63,585,900	7,857,000	14%
Excess (deficiency) of Sources over (under) Uses	\$ 7,883,800	\$ (30,038,500)	\$ (14,840,500)	\$ (52,392,600)	\$ (22,354,100)	74%

Personnel salaries and benefits reflect a decrease of 30% primarily due to the allocation of FTEs, offset by a 4% pool for performance merit-based salary increases and an annual salary range adjustment. Professional services decreased \$45,200 compared to the prior year due to reduced legal and other professional services. Support costs reflect an 88% decrease due to utility fees for the I-15/Railroad Canyon interchange project.

Projects and operations costs decreased 13%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. Approximately 74% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 26% relates to CETAP projects such as the MCP preliminary engineering and right of way activities. Transfers out represent \$1,313,900 to the General fund related to the administrative cost allocation; \$3,522,300 to the 2009 Measure A Western County highways fund for TUMF CETAP's share of the MSHCP debt service obligation; \$11,779,000 to the 2009 Measure A Western County new corridors fund for the MCP I-215/Placentia Avenue Interchange project; and \$11,517,900 to the SB 132 fund for the Hamner Bridge widening loan.

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 29).

The State's funding share of \$3,012,000 decreased 14% from the FY 2020/21 budget. Local reimbursements of \$95,000 relate to local grants for project and weekend FSP services. Investment income decreased 78% compared to the previous year's budget due to and extremely conservative investment yield projections in FY 2021/22. Transfers in represent Commission match funds of \$2,260,000 from the SAFE special revenue fund.

Table 29 – Freeway Service Patrol Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,773,900	\$ 3,500,000	\$ 3,356,000	\$ 3,012,000	\$ (488,000)	-14%
Local Reimbursements	184,600	413,000	94,600	95,000	(318,000)	-77%
Investment Income	45,000	26,000	17,600	5,600	(20,400)	-78%
Transfers In	2,400,000	1,965,900	1,965,900	2,260,000	294,100	15%
TOTAL Sources	5,403,500	5,904,900	5,434,100	5,372,600	(532,300)	-9%
Uses						
Personnel Salaries and Benefits	190,200	174,700	178,900	182,400	7,700	4%
Professional Services	24,800	60,000	18,800	41,000	(19,000)	-32%
Support Costs	42,700	81,200	85,600	95,100	13,900	17%
Projects and Operations						
Program Operations	3,707,000	5,406,000	3,846,900	5,200,000	(206,000)	-4%
TOTAL Projects and Operations	3,707,000	5,406,000	3,846,900	5,200,000	(206,000)	-4%
Transfers Out	243,800	216,300	216,300	199,100	(17,200)	-8%
TOTAL Uses	4,208,500	5,938,200	4,346,500	5,717,600	(220,600)	-4%
Excess (deficiency) of Sources over (under) Uses	\$ 1,195,000	\$ (33,300)	\$ 1,087,600	\$ (345,000)	\$ (311,700)	936%

Personnel salaries and benefits increased 4% primarily due to FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services is slightly lower than the prior year budget. Support costs increased slightly compared to the prior year budget. Operating costs for towing services in FY 2021/22 are lower than the FY 2020/21 budget due to less construction FSP services anticipated. Transfers out to the General fund of \$199,100 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 30).

Table 30 – Service Authority for Freeway Emergencies Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,066,400	\$ 2,000,000	\$ 2,075,000	\$ 2,000,000	\$ -	0%
Local Reimbursements	167,700	222,300	207,300	241,600	19,300	9%
Investment Income	103,700	24,200	30,400	4,600	(19,600)	-81%
TOTAL Sources	2,337,800	2,246,500	2,312,700	2,246,200	(300)	0%
Uses						
Personnel Salaries and Benefits	89,200	28,800	28,700	41,100	12,300	43%
Professional Services	336,400	474,500	472,500	494,300	19,800	4%
Support Costs	229,600	122,600	85,200	108,500	(14,100)	-12%
Projects and Operations						
Program Operations	19,800	27,000	9,200	27,000	-	0%
TOTAL Projects and Operations	19,800	27,000	9,200	27,000	-	0%
Transfers Out	2,450,700	2,399,700	2,039,700	2,708,100	308,400	13%
TOTAL Uses	3,125,700	3,052,600	2,635,300	3,379,000	326,400	11%
Excess (deficiency) of Sources over (under) Uses	\$ (787,900)	\$ (806,100)	\$ (322,600)	\$ (1,132,800)	\$ (326,700)	41%

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 81% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2021/22.

Personnel salaries and benefits increased 43% due to FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services and support costs are comparable to the prior year budget. Projects and operations costs remained unchanged from FY 2020/21. The transfers out reflect a \$2,260,000 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 \$88,100 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 31). 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 31 – State Transit Assistance Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 23,910,400	\$ 24,704,700	\$ 14,804,100	\$ 19,657,800	\$ (5,046,900)	-20%
Local Reimbursements	500	-	-	-	-	N/A
Investment Income	2,073,200	428,900	964,500	112,400	(316,500)	-74%
TOTAL Sources	25,984,100	25,133,600	15,768,600	19,770,200	(5,363,400)	-21%
Uses						
Professional Services	17,500	18,700	17,600	18,700	-	0%
Projects and Operations						
Operating and Capital Disbursements	13,045,400	35,423,000	10,099,200	29,643,000	(5,780,000)	-16%
TOTAL Projects and Operations	13,045,400	35,423,000	10,099,200	29,643,000	(5,780,000)	-16%
Transfers Out	678,300	787,300	787,300	2,204,500	1,417,200	180%
TOTAL Uses	13,741,200	36,229,000	10,904,100	31,866,200	(4,362,800)	-12%
Excess (deficiency) of Sources over (under) Uses	\$ 12,242,900	\$ (11,095,400)	\$ 4,864,500	\$ (12,096,000)	\$ (1,000,600)	9%

Investment income decreased 74% compared to the previous year's budget due extremely conservative investment yield projections in FY 2021/22.

The operating and capital disbursements consist of allocations primarily for bus capital purposes. In FY 2021/22, approximately 60% of the allocations are in Western County, 39% in Coachella Valley, and 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2021. Transfers out represent rail capital allocations of \$189,300 to the Coachella Valley Rail fund, \$1,900,000 to the 2009 Measure A Western County rail fund, and \$115,200 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 32). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

Table 32 – State of Good Repair Fund FY 2020 - 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 3,886,100	\$ 4,211,000	\$ 4,211,000	\$ 4,204,400	\$ (6,600)	0%
State Reimbursements	-	-	-	477,000	477,000	N/A
Local Reimbursements	-	-	-	230,000	230,000	N/A
Investment Income	128,400	26,400	46,000	6,500	(19,900)	-75%
TOTAL Sources	4,014,500	4,237,400	4,257,000	4,917,900	680,500	16%
Uses						
Professional Services	-	-	-	477,000	477,000	N/A
Projects and Operations						
Operating and Capital Disbursements	757,700	5,512,300	1,110,000	6,819,400	1,307,100	24%
TOTAL Projects and Operations	757,700	5,512,300	1,110,000	6,819,400	1,307,100	24%
Transfers Out	849,300	1,783,300	945,300	2,452,200	668,900	38%
TOTAL Uses	1,607,000	7,295,600	2,055,300	9,748,600	2,453,000	34%
Excess (deficiency) of Sources over (under) Uses	\$ 2,407,500	\$ (3,058,200)	\$ 2,201,700	\$ (4,830,700)	\$ (1,772,500)	58%

State reimbursements consists of STIP PPM reimbursements and a Caltrans grant for the SB 1376 Transportation Network Companies (TNC) Access for All Program; local reimbursements relate to TNC revenues.

The capital disbursements consist of allocations for bus capital purposes. In FY 2021/22, 73% of the allocations are in Western County, 22% in Coachella Valley, 4% for the TNC Access for All Program, and 1% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2021. Transfers out of \$2,337,000 relate to a station rehabilitation and improvement project in the 2009 Measure A Western County rail special revenue fund and \$115,200 to the General fund for administrative costs allocations.

Coachella Valley Rail Fund

The Coachella Valley Rail fund accounts for federal funding for the planning and development of the new Coachella Valley-San Gorgonio Pass Corridor rail service (Table 33).

Table 33 – Coachella Valley Rail Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 536,000	\$ 200,000	\$ 200,000	\$ -	\$ (200,000)	-100%
Investment Income	51,100	-	14,400	1,300	1,300	N/A
Transfers In	450,000	990,200	672,000	189,300	(800,900)	-81%
TOTAL Sources	1,037,100	1,190,200	886,400	190,600	(999,600)	-84%
Uses						
Personnel Salaries and Benefits	15,500	20,700	20,500	38,600	17,900	86%
Professional Services	752,600	1,709,700	1,095,200	1,265,300	(444,400)	-26%
Support Costs	-	3,700	1,000	3,700	-	0%
Projects and Operations						
Program Operations	3,500	-	-	-	-	N/A
Engineering	374,900	550,000	-	-	(550,000)	-100%
Construction	-	1,779,300	-	-	(1,779,300)	-100%
TOTAL Projects and Operations	378,400	2,329,300	-	-	(2,329,300)	-100%
Transfers Out	60,200	670,000	80,000	130,600	(539,400)	-81%
TOTAL Uses	1,206,700	4,733,400	1,196,700	1,438,200	(3,295,200)	-70%
Excess (deficiency) of Sources over (under) Uses	\$ (169,600)	\$ (3,543,200)	\$ (310,300)	\$ (1,247,600)	\$ 2,295,600	-65%

Federal reimbursements decreased 100% due to a Federal Rail Administration (FRA) grant received for rail station planning and development in the prior year. Transfers in of \$189,300 reflect STA fund allocations.

Personnel salaries and benefits increased 86% primarily due to FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services decreased 26% due to refocusing department planning efforts. Engineering and construction costs decreased 100% due to the inability to obtain access agreements with the host railroads. Transfers out to the General fund of \$130,600 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 34). 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 34 – Other Agency Projects Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 798,400	\$ 1,250,700	\$ 989,400	\$ 2,374,400	\$ 1,123,700	90%
Investment Income	4,500	100	1,400	-	(100)	-100%
Transfers In	19,400	-	-	-	-	N/A
TOTAL Sources	822,300	1,250,800	990,800	2,374,400	1,123,600	90%
Uses						
Personnel Salaries and Benefits	116,600	69,300	69,000	70,200	900	1%
Professional Services	8,200	20,000	20,000	20,000	-	0%
Support Costs	300	-	-	-	-	N/A
Projects and Operations						
Program Operations	253,400	350,400	350,400	308,200	(42,200)	-12%
Engineering	426,900	600,000	550,000	1,821,000	1,221,000	204%
Construction	-	10,000	-	-	(10,000)	-100%
Right of Way	13,000	130,000	-	155,000	25,000	19%
TOTAL Projects and Operations	693,300	1,090,400	900,400	2,284,200	1,193,800	109%
TOTAL Uses	818,400	1,179,700	989,400	2,374,400	1,194,700	101%
Excess (deficiency) of Sources over (under) Uses	\$ 3,900	\$ 71,100	\$ 1,400	\$ -	\$ (71,100)	-100%

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 35) 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 completed in 2020; 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.

Transfers in consist of \$18,896,200 from the RCTC 91 Express Lanes surplus toll revenues for the 15/91 Express Lanes Connector project and \$23,035,800 from the TUMF regional arterial and 2009 Measure A Western County regional arterial (MARA) funds as a loan for the County's Hamner Bridge widening project to be repaid upon the receipt of federal funds.

Table 35 – SB 132 Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 77,527,100	\$ 83,626,400	\$ 74,707,100	\$ 167,914,400	\$ 84,288,000	101%
Investment Income	31,800	-	600	-	-	N/A
Transfers In	166,900	2,000,000	2,000,000	41,932,000	39,932,000	1997%
TOTAL Sources	77,725,800	85,626,400	76,707,700	209,846,400	124,220,000	145%
Uses						
Personnel Salaries and Benefits	188,900	150,600	150,200	360,300	209,700	139%
Professional Services	881,900	267,000	115,000	215,000	(52,000)	-19%
Support Costs	200	26,000	18,000	26,000	-	0%
Projects and Operations						
Program Operations	106,600	880,800	880,800	1,487,600	606,800	69%
Engineering	304,900	7,000,000	6,050,000	-	(7,000,000)	-100%
Construction	18,580,100	15,097,000	9,857,400	120,088,500	104,991,500	695%
Design Build	30,161,200	45,970,000	45,069,000	85,697,000	39,727,000	86%
Right of Way	26,200,900	16,162,000	14,568,000	2,000,000	(14,162,000)	-88%
TOTAL Projects and Operations	75,353,700	85,109,800	76,425,200	209,273,100	124,163,300	146%
TOTAL Uses	76,424,700	85,553,400	76,708,400	209,874,400	124,321,000	145%
Excess (deficiency) of Sources over (under) Uses	\$ 1,301,100	\$ 73,000	\$ (700)	\$ (28,000)	\$ (101,000)	-138%

Personnel salaries and benefits increased 139% primarily due to FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services decreased 19% due to reduced activity in special legal services primarily related to the 15/91 Express Lanes Connector project. Support costs remained unchanged from FY 2020/21 and are related to utilities, public notices, communications, general supplies and materials, and staff-related costs. Projects and operations increased 146% due to design-build activities on the 15/91 Express Lanes Connector project; construction on the Hamner Bridge widening project; and construction and right of way activities on the Jurupa Road and McKinley Avenue grade separation projects.

Regional Conservation

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation Department provides these management services through its staff and consultants to fulfill the needs and requirements of the RCA.

The Regional Conservation fund (Table 36) accounts for interagency assistance with the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

Table 36 – Regional Conservation Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ -	\$ 1,950,000	\$ 2,030,300	\$ 5,527,400	\$ 3,577,400	183%
Uses						
Personnel Salaries and Benefits	-	1,500,000	1,500,000	3,309,300	1,809,300	121%
Professional Services	-	86,200	72,500	243,900	157,700	183%
Support Costs	-	7,800	7,800	60,300	52,500	673%
Projects and Operations						
Right of Way	-	256,000	250,000	500,000	244,000	95%
TOTAL Projects and Operations	-	256,000	250,000	500,000	244,000	95%
Transfers Out	-	200,000	200,000	1,413,900	1,213,900	607%
TOTAL Uses	-	2,050,000	2,030,300	5,527,400	3,477,400	170%
Excess (deficiency) of Sources over (under) Uses	\$ -	\$ (100,000)	\$ -	\$ -	\$ 100,000	-100%

The RCA is responsible for 100% of the regional conservation costs. It will reimburse the Commission for all salaries and benefits, professional services, support costs, right of way costs, and administrative allocations.

Capital Projects Funds

Overview

Two capital projects funds account for all debt proceeds from commercial paper notes, sales tax revenue bonds, and toll revenue bonds (Table 37). Currently, there are no capital projects funds for toll revenue bonds.

Table 37 - Capital Projects Funds FY 2020 – 2022

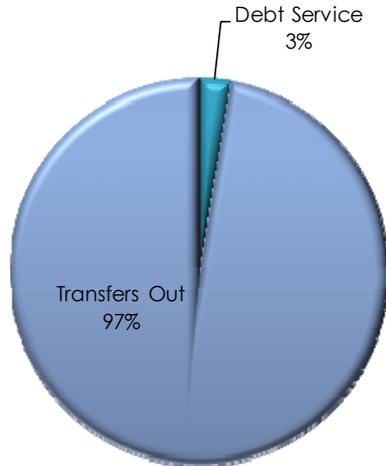
	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Investment Income	\$ 3,046,300	\$ 341,700	\$ 1,460,700	\$ 60,300	\$ (281,400)	-82%
TOTAL Revenues	3,046,300	341,700	1,460,700	60,300	(281,400)	-82%
Expenditures						
Debt Service						
Interest Payments	211,800	-	309,700	443,400	443,400	N/A
TOTAL Expenditures	211,800	-	309,700	443,400	443,400	N/A
Excess (deficiency) of Revenues over (under) Expenditures	2,834,500	341,700	1,151,000	(383,100)	(724,800)	-212%
Other Financing Sources (Uses)						
Transfers Out	(26,336,100)	(25,044,900)	(12,266,000)	(16,241,900)	8,803,000	-35%
Net Financing Sources (Uses)	(26,336,100)	(25,044,900)	(12,266,000)	(16,241,900)	8,803,000	-35%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(23,501,600)	(24,703,200)	(11,115,000)	(16,625,000)	8,078,200	-33%
Beginning Fund Balance	111,653,600	88,152,000	88,152,000	77,037,000	(11,115,000)	-13%
ENDING FUND BALANCE	\$ 88,152,000	\$ 63,448,800	\$ 77,037,000	\$ 60,412,000	\$ (3,036,800)	-5%

As illustrated in the following charts for FY 2021/22, capital projects funds sources and uses consist of investment income (Chart 19) and debt service 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. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2021/22.

Chart 19 – Capital Projects Funds Sources FY 2021/22



Chart 20 – Capital Projects Funds Uses FY 2021/22



In FY 2021/22, the Commission expects to transfer out sales tax bond proceeds of \$16,241,900 to the 2009 Measure A Western County Highways special revenue fund for the I-15 Express Lanes project. Interest payments of \$443,400 relate to the Commission's loan to establish an \$18 million TIFIA loan reserve. The initial loan of Measure A Western County sales tax revenues of \$3 million per year from 2019 through 2024 is needed to the extent that 15 Express Lanes revenues are not sufficient to fund the TIFIA loan reserve.

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 2021/22 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 2021/22 BABs subsidy of approximately 5.8%;
- *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.

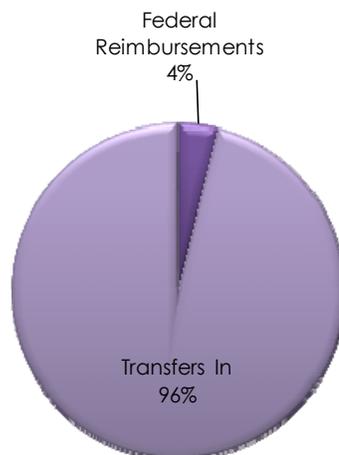
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 38). The Commission does not anticipate any issuances of sales tax bonds in FY 2021/22.

Table 38 – Debt Service Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,811,700	\$ 2,812,100	\$ 2,812,100	\$ 2,809,100	\$ (3,000)	0%
Local Reimbursements	100	-	-	-	-	N/A
Investment Income	269,000	78,500	29,200	11,700	(66,800)	-85%
TOTAL Sources	3,080,800	2,890,600	2,841,300	2,820,800	(69,800)	-2%
Expenditures						
Debt Service						
Principal Payments	27,245,000	28,495,000	28,495,000	29,995,000	1,500,000	5%
Interest Payments	42,292,500	41,024,000	41,024,000	39,599,300	(1,424,700)	-3%
TOTAL Debt Service	69,537,500	69,519,000	69,519,000	69,594,300	75,300	0%
TOTAL Expenditures	69,537,500	69,519,000	69,519,000	69,594,300	75,300	0%
Excess (deficiency) of Revenues over (under) Expenditures	(66,456,700)	(66,628,400)	(66,677,700)	(66,773,500)	(145,100)	0%
Other Financing Sources (Uses)						
Transfers In	69,625,800	69,519,000	69,519,000	69,594,300	75,300	0%
Transfers Out	(2,953,900)	(2,812,100)	(2,812,100)	(2,809,100)	3,000	0%
Net Financing Sources (Uses)	66,671,900	66,706,900	66,706,900	66,785,200	78,300	0%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	215,200	78,500	29,200	11,700	(66,800)	-85%
Beginning Fund Balance	11,437,100	11,652,300	11,652,300	11,681,500	29,200	0%
ENDING FUND BALANCE	\$ 11,652,300	\$ 11,730,800	\$ 11,681,500	\$ 11,693,200	\$ (37,600)	0%

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 2021/22



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 2021/22



Enterprise Funds

Overview

In FY 2021/22, 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 15 Express Lanes opened in April 2021.

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 are A- and BBB+, respectively.

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 2021/22. 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 December 2025; principal payments are expected to commence in December 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 39). 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.

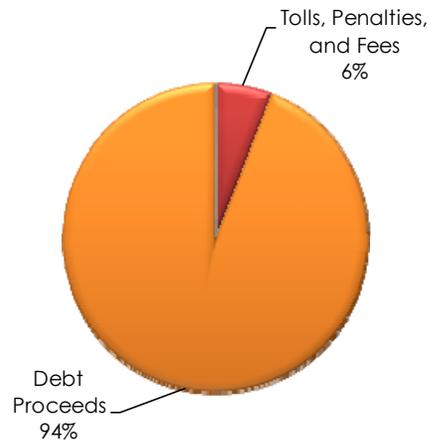
Table 39 – RCTC 91 Express Lanes Enterprise Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Local Reimbursements	\$ -	\$ -	\$ 52,400	\$ 840,800	\$ 840,800	N/A
Tolls, Penalties, and Fees	56,434,000	28,205,000	40,757,800	41,551,900	13,346,900	47%
Other Revenue	6,300	-	-	-	-	N/A
Investment Income	3,896,700	691,900	1,144,400	149,500	(542,400)	-78%
TOTAL Revenues	60,337,000	28,896,900	41,954,600	42,542,200	13,645,300	47%
Expenses						
Personnel Salaries and Benefits	786,200	1,189,700	1,189,700	1,141,200	(48,500)	-4%
Professional and Support						
Professional Services	1,341,700	5,253,600	2,829,500	4,006,100	(1,247,500)	-24%
Support Costs	3,321,300	4,284,700	2,625,400	4,677,800	393,100	9%
TOTAL Professional and Support Costs	4,663,000	9,538,300	5,454,900	8,683,900	(854,400)	-9%
Program and Operations						
Program and Operations	7,290,400	15,340,800	12,742,400	11,744,900	(3,595,900)	-23%
Engineering	-	-	-	150,000	150,000	N/A
Construction	26,000	1,280,000	1,000,000	9,783,000	8,503,000	664%
Design Build	193,400	620,000	620,000	3,560,000	2,940,000	474%
TOTAL Program and Operations	7,509,800	17,240,800	14,362,400	25,237,900	7,997,100	46%
Debt Service						
Principal Payments	-	-	-	488,391,600	488,391,600	N/A
Interest Payments	7,119,900	7,119,900	7,119,900	20,292,900	13,173,000	185%
Cost of Issuance	-	-	-	2,883,400	2,883,400	N/A
TOTAL Debt Service	7,119,900	7,119,900	7,119,900	511,567,900	504,448,000	7085%
Capital Outlay	417,300	305,000	-	130,000	(175,000)	-57%
TOTAL Expenses	20,496,200	35,393,700	28,126,900	546,760,900	511,367,200	1445%
Excess (deficiency) of Revenues over (under) Expenses	39,840,800	(6,496,800)	13,827,700	(504,218,700)	(497,721,900)	7661%
Other Financing Sources (Uses)						
Transfers Out	(2,923,500)	(1,025,300)	(1,025,300)	(19,970,900)	(18,945,600)	1848%
Debt Proceeds	-	-	-	627,600,000	627,600,000	N/A
Payment to Escrow Agent	-	-	-	(147,488,000)	(147,488,000)	N/A
Bond Premium	-	-	-	39,978,000	39,978,000	N/A
Net Financing Sources (Uses)	(2,923,500)	(1,025,300)	(1,025,300)	500,119,100	501,144,400	-48878%
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	36,917,300	(7,522,100)	12,802,400	(4,099,600)	3,422,500	-45%
Beginning Fund Balance	104,066,100	140,983,400	140,983,400	153,785,800	12,802,400	9%
ENDING FUND BALANCE	\$ 140,983,400	\$ 133,461,300	\$ 153,785,800	\$ 149,686,200	\$ 16,224,900	12%

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 \$35,421,700 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of \$6,130,200 represents penalties and fees related to toll transactions and other customer account fees. Local reimbursements of \$840,800 are the 241/91 Direct Connector project costs reimbursed from the Transportation Corridor Agency. Investment income represents earnings on operating and other restricted funds and reflects a 78% decrease due to extremely conservative investment yield projections and use of fund balance in FY 2021/22.

Debt proceeds, a one-time financing source, including bond premium, consist of \$667,578,000 in 2021 Refunding Bonds from the refinancing of the Commission's 2013 Toll Bonds and 2013 TIFIA Loan. The Commission originally 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 2021/22

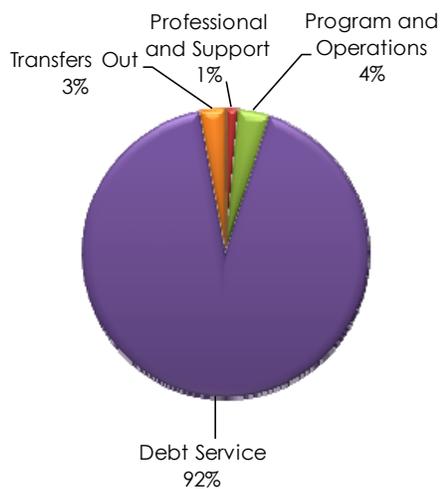


Toll operations expenses in FY 2021/22 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 24). Personnel salaries and benefits represent less than 1% of the total budgeted uses. Personnel salaries and benefits decreased 4% due to the allocation of FTEs, offset by a 4% pool for performance merit-based salary increases, an annual salary range adjustment, and the addition of three FTEs to support the reorganization of the toll program. Professional and support costs are 1% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$11,744,900 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. Engineering, construction, and design-build costs of \$150,000, \$9,783,000, and \$3,560,000, 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 2021 Refunding Bonds; principal payments of \$3,820,000 on the 2013 Toll Bonds; and interest payments of \$7,119,900 for the current interest portion of the 2013 Toll Bonds and \$1,921,000 for the 2013 TIFIA Loan.

Capital outlay of \$130,000 is related to the transition to new 6c transponder technology.

Chart 24 – RCTC 91 Express Lanes Enterprise Fund Uses FY 2021/22



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 2021 Refunding Bonds. Transfers out include \$18,896,200 of excess 91 Express Lanes surplus toll revenues to the SB 132 fund for the 15/91 North Director Connector project and \$1,074,700 to the General fund for administrative cost allocations.

15 Express Lanes

The 15 Express Lanes opened in April 2021 and 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 40). 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 40 – RCTC 15 Express Lanes Enterprise Fund FY 2020 – 2022

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ -	\$ 19,500	\$ -	\$ -	\$ (19,500)	-100%
Tolls, Penalties, and Fees	-	3,513,600	3,787,900	23,571,800	20,058,200	571%
Other Revenue	-	24,100	24,100	98,000	73,900	307%
Investment Income	-	-	-	7,300	7,300	N/A
TOTAL Revenues	-	3,557,200	3,812,000	23,677,100	20,119,900	566%
Expenses						
Personnel Salaries and Benefits	-	174,300	174,300	955,500	781,200	448%
Professional and Support	-	-	-	-	-	-
Professional Services	-	819,300	254,800	985,900	166,600	20%
Support Costs	-	1,291,400	837,300	4,097,700	2,806,300	217%
TOTAL Professional and Support Costs	-	2,110,700	1,092,100	5,083,600	2,972,900	141%
Program and Operations	-	-	-	-	-	-
Program and Operations	-	3,542,400	2,382,100	9,866,600	6,324,200	179%
TOTAL Projects and Operations	-	3,542,400	2,382,100	9,866,600	6,324,200	179%
Capital Outlay	-	3,300	3,300	50,000	46,700	1415%
TOTAL Expenses	-	5,830,700	3,651,800	15,955,700	10,125,000	174%
Excess (deficiency) of Revenues over (under) Expenses	-	(2,273,500)	160,200	7,721,400	9,994,900	-440%
Other Financing Sources (Uses)						
Transfers In	-	2,675,400	-	-	(2,675,400)	-100%
Transfers Out	-	(115,000)	(115,000)	(457,800)	(342,800)	298%
Net Financing Sources (Uses)	-	2,560,400	(115,000)	(457,800)	(3,018,200)	-118%
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	-	286,900	45,200	7,263,600	6,976,700	2432%
Beginning Fund Balance	-	-	-	45,200	45,200	N/A
ENDING FUND BALANCE	\$ -	\$ 286,900	\$ 45,200	\$ 7,308,800	\$ 7,021,900	2448%

Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 25). Such revenues consist of \$21,599,800 based on estimated toll transactions, while the balance of \$1,972,000 represents penalties and fees related to toll transactions and other customer account fees. Other revenues reflect operating lease payments from OCTA for its share of the 91 Express Lanes' customer service center, which is owned by the 15 Express Lanes. Investment income represents earnings on operating and other restricted funds.

Chart 25 – RCTC 15 Express Lanes Enterprise Fund Sources FY 2021/22

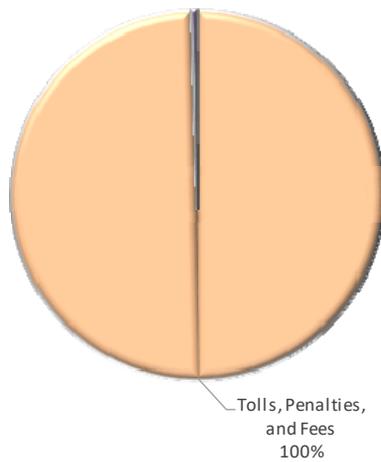


Chart 26 – RCTC 15 Express Lanes Enterprise Fund Uses FY 2021/22



Toll operations expenses in FY 2021/22 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 26). Personnel salaries and benefits represents 6% of the total budgeted uses. Personnel salaries and benefits increased 448% due to a full year of toll operations, a 4% pool for performance merit-based salary increases, an annual salary range adjustment, and the addition of three FTEs to support the reorganization of the toll program. Professional and support costs is 31% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$9,866,600 consist of the toll services provider 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 \$50,000 is related to computer equipment. Transfers out include \$457,800 to the General fund for the administrative cost allocations.

Table 41 – Budget Comparison by Department FY 2020 – 2022

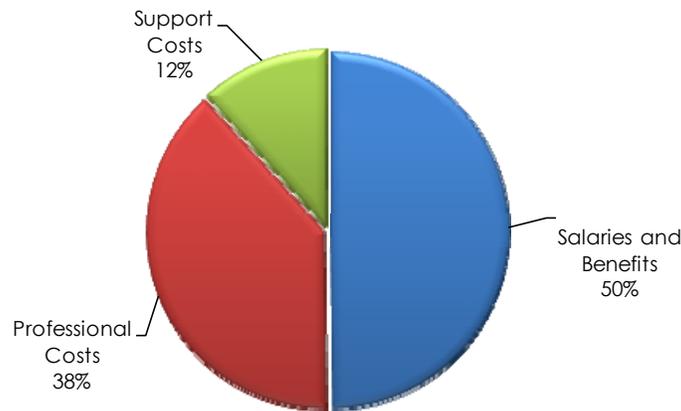
	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 195,036,300	\$ 210,000,000	\$ 210,000,000	\$ 210,000,000	\$ -	0%
LTF Sales Tax	100,283,600	105,000,000	105,000,000	105,000,000	-	0%
STA Sales Tax	27,796,500	28,915,700	19,015,100	23,862,200	(5,053,500)	-17%
Federal Reimbursements	34,120,400	103,535,700	71,624,500	107,438,700	3,903,000	4%
State Reimbursements	109,840,500	149,063,600	140,552,600	210,931,000	61,867,400	42%
Local Reimbursements	3,659,100	20,716,100	14,930,600	21,657,800	941,700	5%
TUMF Revenue	23,257,900	11,000,000	11,000,000	11,000,000	-	0%
Tolls, Penalties, and Fees	56,434,000	31,718,600	44,545,700	65,123,700	33,405,100	105%
Other Revenue	566,600	549,100	582,400	657,300	108,200	20%
Investment Income	18,491,600	3,545,500	6,462,500	910,100	(2,635,400)	-74%
Total Revenues	569,486,500	664,044,300	623,713,400	756,580,800	92,536,500	14%
Expenditures/Expenses						
Management Services:						
Executive Management	924,100	874,000	863,100	780,700	(93,300)	-11%
Administration	3,404,500	3,498,600	2,665,900	3,833,200	334,600	10%
External Affairs	2,035,600	1,987,200	1,921,500	2,262,100	274,900	14%
Finance	4,451,800	5,685,100	4,331,400	5,684,900	(200)	0%
Total Management Services	10,816,000	12,044,900	9,781,900	12,560,900	516,000	4%
Regional Programs:						
Planning and Programming Services	7,153,200	7,141,300	4,033,600	7,355,600	214,300	3%
Rail Maintenance and Operations	30,261,300	49,444,700	39,338,400	41,259,100	(8,185,600)	-17%
Public and Specialized Transit	100,694,200	102,578,100	56,428,400	125,989,400	23,411,300	23%
Commuter Assistance	3,660,500	5,071,100	3,093,700	4,487,100	(584,000)	-12%
Motorist Assistance	4,639,500	6,378,900	4,725,800	6,189,400	(189,500)	-3%
Regional Conservation	-	1,850,000	1,830,300	4,113,500	2,263,500	122%
Total Regional Programs	146,408,700	172,464,100	109,450,200	189,394,100	16,930,000	10%
Capital Project Development and Delivery	376,273,100	508,747,700	353,555,800	556,478,800	47,731,100	9%
Toll Operations	13,376,300	34,104,500	24,658,800	51,148,700	17,044,200	50%
Debt Service						
Principal Payments	27,253,700	28,495,000	28,495,000	518,386,600	489,891,600	1719%
Interest Payments	49,631,300	48,143,900	48,453,600	60,335,600	12,191,700	25%
Cost of Issuance	-	-	-	2,883,400	2,883,400	N/A
Total Debt Service	76,885,000	76,638,900	76,948,600	581,605,600	504,966,700	659%
Total Expenditures/Expenses	623,759,100	804,000,100	574,395,300	1,391,188,100	587,188,000	73%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(54,272,600)	(139,955,800)	49,318,100	(634,607,300)	(494,651,500)	353%
Other Financing Sources (Uses)						
Transfers In	146,618,000	179,922,600	153,100,800	196,890,000	16,967,400	9%
Transfers Out	(146,618,000)	(179,922,600)	(153,100,800)	(196,890,000)	(16,967,400)	9%
Debt Proceeds	-	-	-	627,600,000	627,600,000	N/A
TIFIA Loan Proceeds	111,301,900	47,371,900	15,661,000	6,919,000	(40,452,900)	-85%
Payment to Escrow Agent	-	-	-	(147,488,000)	(147,488,000)	N/A
Bond Premium	-	-	-	39,978,000	39,978,000	N/A
Net Financing Sources (Uses)	111,301,900	47,371,900	15,661,000	527,009,000	479,637,100	1012%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	57,029,300	(92,583,900)	64,979,100	(107,598,300)	(15,014,400)	16%
Beginning Fund Balance	894,280,200	951,309,500	951,309,500	1,016,288,600	64,979,100	7%
Ending Fund Balance	\$ 951,309,500	\$ 858,725,600	\$ 1,016,288,600	\$ 908,690,300	\$ 49,964,700	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 \$780,700 (Table 42) for oversight of all Commission functions. The 19% decrease in salaries and benefits reflects the net change in FTE allocations, offset by the addition of the Community Engagement Manager, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$300,000 include legal fees and organizational consulting services. Support costs include various membership dues and staff-related travel costs of \$91,800.

Table 42 – Executive Management Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 628,300	\$ 482,200	\$ 482,200	\$ 388,900	\$ (93,300)	-19%
Professional Costs						
Legal Services	220,400	200,000	200,000	200,000	-	0%
Professional Services - General	13,600	100,000	100,000	100,000	-	0%
Total Professional Costs	234,000	300,000	300,000	300,000	-	0%
Support Costs	61,800	91,800	80,900	91,800	-	0%
TOTAL Executive Management	\$ 924,100	\$ 874,000	\$ 863,100	\$ 780,700	\$ (93,300)	-11%

Executive Management Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Administrative Services Manager-Clerk of the Board	0.00	0.05	0.00
Chief Financial Officer	0.00	0.06	0.00
Community Engagement Manager	0.00	0.00	0.20
Deputy Director of Finance Administration	0.00	0.02	0.00
Deputy Executive Director	0.16	0.23	0.20
Executive Director	0.44	0.50	0.28
External Affairs Director	0.00	0.28	0.05
Human Resources Administrator	0.00	0.02	0.00
Project Delivery Director	0.00	0.01	0.00
Public Affairs Manager	0.00	0.01	0.00
Senior Administrative Assistant	0.00	0.00	0.06
Senior Financial Analyst	0.00	0.03	0.00
Senior Office Assistant	0.18	0.11	0.20
FTE	0.78	1.32	0.99

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 has been 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 is 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 – Continue and enhance the effective administration of the MSHCP with the integration of the RCA into the Commission. *(Policy Goals: Quality of Life and Operational Excellence)*.

EM7 – Foster and maintain a Commission culture that provides equal opportunity, 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)*

EM8 – Ensure a safe and productive workplace environment that serves the public effectively in response to the challenges posed by COVID-19. This includes strategies such as conducting public and business meetings electronically and modifications to work schedules, equipment and procedures. *(Policy Goal: Operational Excellence)*

EM9 – Develop and ensure an agency culture that prioritizes equity in every facet of the Commission's activities and especially in its interaction with the public, including:

- Proactive communication with a wide variety of communities throughout Riverside County, ensuring transportation services, programs and opportunities to serve all – especially rural, low-income and disadvantaged communities; and
- Specialized outreach to small and disadvantaged businesses in terms of contracting opportunities and to create and maintain a diverse and empathetic Commission workforce reflecting the residents of all of Riverside County.

(Policy Goals: Connecting the Economy, Operational Excellence, Quality of Life, Responsible Partner).

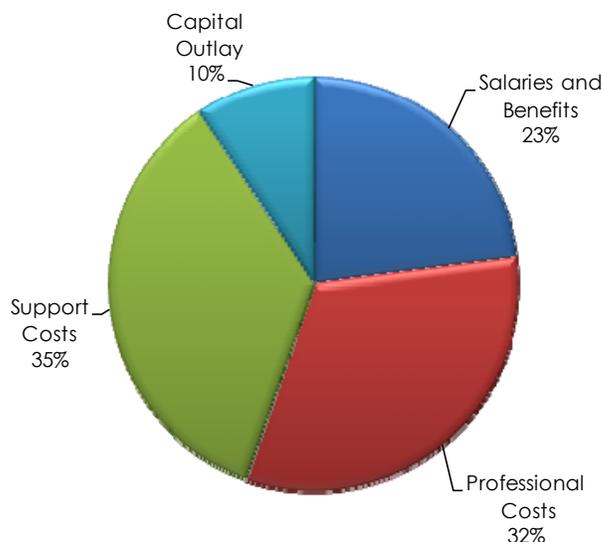
ID	Executive Management Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
EM1 EM3	Expenditures / Expenses	\$704,038,500	\$623,759,100	\$574,395,300	\$1,391,188,100
EM5 EM6	Staffing levels	54	50	73	77
EM5	Administration costs as percentage of expenditures / expenses	2.8%	1.7%	1.8%	1.9%

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 as well as the RCA Board of Directors, staff, and external customers in compliance with applicable federal, state, and local requirements.

Chart 28 – Administration



Expenditures

As noted in Table 43, the Administration Department's total budget is \$3,833,200 for office operations including management of office space, lease, and equipment; records; Commission and committee meetings; RCA Board of Directors and committee meetings; special events; Clerk of the Board; and Human Resources. Salaries and benefits expenditures of \$881,200 reflect an increase of 15% for the net change in FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$1,241,600 cover various services including, but not limited to, Commissioner per diems, legal fees, and consultant and other professional services and reflect an increase of 11% related to information technology services. Support costs of \$1,350,400 cover administrative overhead including office maintenance; information technology updates, support, and maintenance; and recruitments. Capital outlay of \$360,000 covers office space improvements, information technology improvements and upgrades, and equipment upgrades. Clerk of the Board costs related directly to regional conservation are included in the Regional Conservation Department.

Table 43 – Administration Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,418,600	\$ 767,600	\$ 766,800	\$ 881,200	\$ 113,600	15%
Professional Costs						
Commissioner Per Diem	47,600	65,000	40,000	65,000	-	0%
Legal Services	36,700	95,000	34,000	95,000	-	0%
Professional Services - General	945,200	953,600	937,500	1,081,600	128,000	13%
Total Professional Costs	1,029,500	1,113,600	1,011,500	1,241,600	128,000	11%
Support Costs	823,500	1,212,400	887,600	1,350,400	138,000	11%
Capital Outlay	132,900	405,000	-	360,000	(45,000)	-11%
Debt Service	15,800	-	-	-	-	N/A
TOTAL Administration	\$ 3,420,300	\$ 3,498,600	\$ 2,665,900	\$ 3,833,200	\$ 334,600	10%

Administration Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Administrative Assistant	0.00	0.00	0.15
Administrative Services Manager-Clerk of the Board	1.00	0.73	0.75
Deputy Clerk of the Board	1.00	1.13	1.08
Deputy Director of Finance	0.01	0.00	0.00
Deputy Director of Finance Administration	0.00	0.00	0.02
Deputy Executive Director	0.06	0.06	0.08
Executive Director	0.00	0.00	0.02
Facilities Administrator	0.06	0.04	0.04
Human Resources Administrator	1.00	0.98	1.00
IT Administrator	0.00	0.80	0.81
Procurement Analyst	0.00	0.00	0.06
Procurement Manager	0.00	0.00	0.04
Records Technician	1.00	0.90	0.90
Senior Administrative Assistant	0.59	0.44	0.25
Senior Management Analyst	0.00	0.00	0.04
Senior Office Assistant	0.60	0.50	0.40
Senior Procurement Analyst	0.01	0.02	0.06
FTE	5.33	5.60	5.70

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 and its alternates and for Commission and committee meetings; the Clerk of the Board also supports the RCA Board of Directors and its alternates and for RCA board and committee meetings. It serves as an important resource for the Commission and RCA and has the responsibility for:

- Recording, publishing, preserving, and filing meeting proceedings of documents acted upon by the boards and their committees;
- Processing claims against the Commission and RCA;
- Fulfilling requirements of the Commission and RCA, including 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 and RCA;
- Coordinating special events and meetings; and
- Performing all duties required by law, rules, or order of the Board and RCA.

As such, this department has a direct link and responsibility to serve local taxpayers and the public while supporting the actions of the Commission and RCA. 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 board and committee meetings as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate public access to board meetings, agenda items, and records as required by state regulations. *(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 diverse, dynamic, and talented workforce to meet the needs of the growing organization. *(Policy Goal: Operational Excellence)*

HR3 – Train and develop staff 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 in person or virtual settings. *(Policy Goal: Operational Excellence)*

HR5 – Improve the quality of the work culture and administer appropriate safety protocols and precautions as it relates to COVID-19 in the workplace. *(Policy Goal: Operational Excellence)*

HR6 – Promote diversity and inclusion by providing equal access to opportunities and ensuring fair treatment of all candidates and staff. *(Policy Goal: Operational Excellence)*

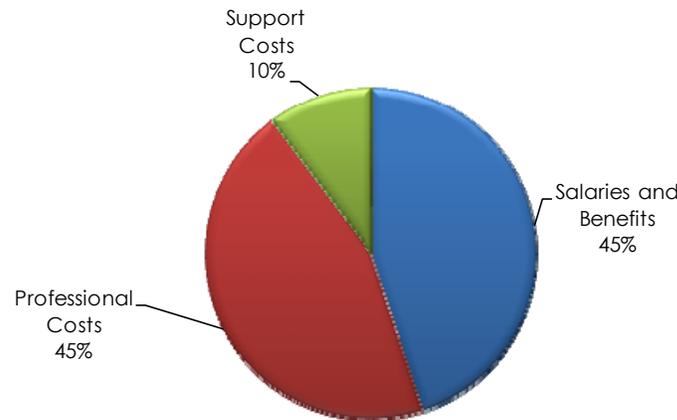
ID	Administration Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
OO1	Staff supported: Regular full-time	54	50	73	77
OO2	Legal notices	25	15	15	25
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	50	54	65	75
CB1	RCTC and RCA board members supported (including alternates)	62	62	108	108
HR1, HR4	Employee Policies and Procedures/Benefits review sessions held	2	4	5	5
HR2	Recruitments	6	4	15	11
HR2	Positions filled	6	4	15	11
HR3	Employee Training Sessions held	3	2	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 \$2,262,100 (Table 44), an overall 14% increase primarily due to salaries and benefits. Salaries and benefits reflect an increase of 38% due to the change in FTE allocations, the addition of the Community Engagement Manager, additional staff positions related to maintain management services levels, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$1,014,900, reflect a 1% decrease and include legislative advocacy, graphic design, and website updates. Support costs of \$230,500 reflect a 1% 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 44 - External Affairs Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,255,300	\$ 734,600	\$ 729,500	\$ 1,016,700	\$ 282,100	38%
Professional Costs						
Legal Services	3,800	35,000	11,500	35,000	-	0%
Professional Services - General	668,000	985,500	979,000	979,900	(5,600)	-1%
Total Professional Costs	671,800	1,020,500	990,500	1,014,900	(5,600)	-1%
Support Costs	108,500	232,100	201,500	230,500	(1,600)	-1%
TOTAL External Affairs	\$ 2,035,600	\$ 1,987,200	\$ 1,921,500	\$ 2,262,100	\$ 274,900	14%

External Affairs Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Community Engagement Manager	0.00	0.00	0.80
Deputy Director of Finance Administration	0.00	0.01	0.02
Deputy Executive Director	0.47	0.39	0.35
External Affairs Director	0.49	0.34	0.49
Legislative Affairs Manager	0.91	0.78	0.70
Procurement Analyst	0.00	0.00	0.03
Procurement Manager	0.00	0.03	0.02
Public Affairs Manager	0.34	0.36	0.38
Senior Administrative Assistant	0.32	0.30	0.26
Senior Management Analyst	0.42	1.19	1.16
Senior Procurement Analyst	0.02	0.03	0.03
FTE	2.97	3.43	4.24

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
- Ensuring Commission projects are eligible for competitive new and existing grant programs.

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 2021/22 budget does not contemplate any increases in retainer fees for legislative consulting services.

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 collaborates 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. This legislation would include reauthorization of federal surface transportation programs to replace the expiring Fixing America's Surface Transportation (FAST) Act and a possible COVID-19 economic stimulus package which may include new transportation investment. This means significant advocacy and bill language development are anticipated.

The Commission will continue to engage state and federal officials regarding the implementation of climate action policies and identify any impact to the Commission's ability to complete projects in Measure A.

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. Staff will continue to ensure that Commission projects are eligible and competitive for new and existing grant programs.

The Commission is now the managing agency for the RCA as of January 2021. Outreach to elected and policy officials will include information regarding the MSHCP, issues associated with its completion, and benefits to transportation infrastructure project delivery.

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 promptly responding to website inquiries from residents and other interested parties;
- 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, cable television recordings, and podcasts;
- Interacting with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Participating in or hosting public meetings, with a shift to more virtual public meetings;
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders; and
- Integrating RCA communications, due to the Commission's new management role of this agency.

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

- I-15 Express Lanes
- SR-60 Truck Lanes
- I-15/Railroad Canyon Interchange
- MCP I-215/Placentia Avenue Interchange
- 91 COP
- Pachappa Underpass
- Riverside layover facility
- 15/91 Express Lanes Connector
- 71/91 Connector
- 15 COP
- I-15 Express Lanes–Southern Extension
- Metrolink station improvements
- Coachella Valley-San Gorgonio Pass Corridor Rail Service
- Santa Ana River Trail Extension

The Commission also promotes high-value public services, such as FSP, the VanClub vanpool subsidy program, 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 the RCTC 91 Express Lanes, 15 Express Lanes, and public transit operations including Metrolink service. The Commission has a significant stake in ensuring positive experiences by the public with these toll and transit services.

An ongoing emphasis for the Commission is increased digital communications. 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. Additionally, the public can expect more information related to the RCA including progress toward completing the MSHCP. Efforts will include expanded social media engagement, website outreach, email outreach, video production, stakeholder communication, school programs, and recreational opportunities. Staff will provide quarterly analytics to measure the success of these communication activities.

In 2019, the Traffic Relief Strategy Committee directed the development of a draft Traffic Relief Plan, following the #RebootMyCommute program. The Commission collected public input and opinion polling data from across Riverside County and adopted the draft Traffic Relief Plan for public review in January 2020. In April 2020, as a result of the COVID-19 pandemic, the Commission took action to defer placing the Traffic Relief Plan on the November 2020 ballot. The Commission approved 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; however, 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 2009 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.

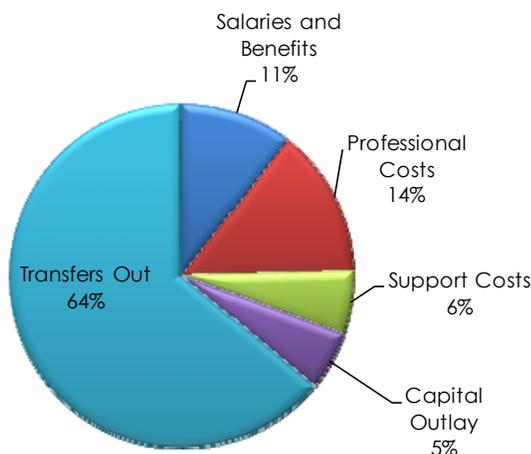
External Affairs Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
Legislative action submittals to Commission	8	3	6	6
Commission-adopted legislative positions	8	3	6	6
Letters received supporting State/federal/regional grants pursuits	25	68	25	25
Items of state or federal legislation sponsored by the Commission	0	0	0	1
Annual legislative delegation staff briefing	1	0	1	1
Speakers bureau/stakeholder presentations/events	110	64	70	75
Social media postings per week (average)	6	5	5	6
Facebook "likes"	8,500	9,618	10,000	10,500
Twitter followers	1,300	1,282	1,340	1,400
Instagram followers	600	680	840	900
<i>The Point</i> postings per month (average)	4	3	4	4
<i>The Point</i> subscribers	3,300	3,920	4,000	4,500
Website visitors per month (average)	28,000	27,363	30,000	33,000

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 \$15,763,500 (Table 45) and is consistent with the prior year's budget. Department staffing costs will total \$1,664,100 and reflects a 1% decrease due to the net change in FTE allocations, offset by additional staff positions related to to maintain management services levels, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$2,217,000 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, annual financial report and annual graphic design and publications, and procurement. Support costs of \$933,800, which include insurance, printing, and staff training, are expected to increase due to rising insurance costs. Capital outlay of \$870,000 includes ERP updates. Transfers out of \$10,000,000 and \$78,600 are related to funding a portion of the sales tax debt service interest payments and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

Table 45 – Finance Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,569,200	\$ 1,686,500	\$ 1,672,800	\$ 1,664,100	\$ (22,400)	-1%
Professional Costs						
Legal Services	75,200	240,000	220,000	220,000	(20,000)	-8%
Audit Services	448,500	622,300	453,500	512,800	(109,500)	-18%
Financial Advisory	91,300	275,000	101,000	277,000	2,000	1%
Professional Services - General	775,700	1,279,000	1,044,500	1,207,200	(71,800)	-6%
Total Professional Costs	1,390,700	2,416,300	1,819,000	2,217,000	(199,300)	-8%
Support Costs	359,400	669,000	678,000	933,800	264,800	40%
Capital Outlay	132,500	913,300	161,600	870,000	(43,300)	-5%
Transfers Out	10,033,300	10,007,700	10,007,700	10,078,600	70,900	1%
TOTAL Finance	\$ 14,485,100	\$ 15,692,800	\$ 14,339,100	\$ 15,763,500	\$ 70,700	0%

Finance Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Accountant	0.98	0.98	0.97
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	1.00	1.00	1.00
Accounting Technician	1.99	2.00	2.00
Chief Financial Officer	0.59	0.60	0.60
Deputy Director of Finance	0.92	0.96	0.94
Deputy Director of Finance Administration	0.00	0.19	0.15
Procurement Analyst	0.00	1.00	0.20
Procurement Manager	0.24	0.21	0.10
Senior Administrative Assistant	0.44	0.38	0.45
Senior Financial Analyst	0.66	0.70	0.60
Senior Management Analyst	0.01	0.01	0.01
Senior Office Assistant	0.22	0.29	0.30
Senior Procurement Analyst	0.22	0.39	0.10
Toll Project Manager	0.01	0.00	0.00
FTE	9.28	10.71	9.42

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. In connection with its accounting and financial reporting responsibilities, the Commission will continue to monitor GASB activities and implement new standards, such as leases, when required.

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. Measures have been implemented related to oversight, reporting, fraud, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association (GFOA) certificate programs. While the Commission continues to participate in GFOA's Certificate of Achievement for Financial Reporting Program, it did not participate in the Distinguished Budget Presentation program for the FY 2020/21 budget due to the impact of COVID-19 on staff resources. Similar to the prior year as a result of the continued impact of COVID-19, the Commission will not

submit the FY 2021/22 budget to the program; however, the budget document approved by the Commission provides essential information without some details provided in prior years that were required by the GFOA budget program.

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. The Commission approved the revised Procurement Policy Manual in February 2021 to include the RCA procurement policies and procedures.

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)

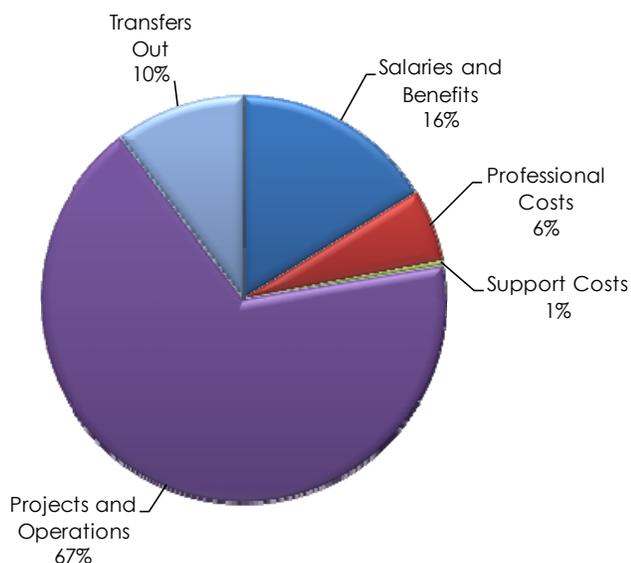
ID	Finance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
F2	Sales tax revenue bonds rating	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA
F2	Toll revenue bond rating: 2013 Bonds	A/BBB+	A/BBB+	A/BBB+	A/BBB+
F2	TIFIA loan rating: 2013 TIFIA Loan 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	1.50% operating and debt proceeds	.93% operating / 1.42% debt proceeds	.10 % operating and debt proceeds	.10% operating and debt proceeds
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F4	GFOA Distinguished Budget Award	Proficient	Proficient	N/A	N/A
F5	Accounts payable invoices processed	7,700	7,294	7,300	7,300
F5	Accounts payable checks processed	4,500	4,068	4,100	4,100
F3	Audit adjustments	0	0	0	0
F5	Payroll hours processed	99,800	101,989	151,800	156,000
F5	Accounts receivable invoices processed	250	288	290	290
F7	Agreements processed	180	189	210	230

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 \$8,197,600 remained comparable to last year's budget (Table 46). Salaries and benefits total \$1,333,800 and reflect a 30% increase due to the net change in FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services totaling \$473,000 decreased 59% due to completion of the Traffic Relief Plan work in the prior year. Professional services include air quality analysis; project database management; local, regional, and state planning activities; on-call goods movement consultants; and legal services. Support costs decreased 98% or \$1,338,500 due to completion of the Traffic Relief Plan work in the prior year and includes various membership dues and staff-related travel costs. Projects and operations costs increased 54% primarily due to engineering and right of way work for the Santa Ana River Trail Extension project for the District, grant-funded reimbursement of construction costs for a CVAG signal synchronization project; and a transit-oriented communities study. Transfers out of \$842,000 are related to administrative costs to the General fund.

Table 46 – Planning and Programming Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,479,900	\$ 1,028,000	\$ 1,010,600	\$ 1,333,800	\$ 305,800	30%
Professional Costs						
Legal Services	163,200	79,000	64,000	93,000	14,000	18%
Financial Advisory	1,800	2,000	-	-	(2,000)	-100%
Professional Services - General	785,300	1,086,300	250,000	380,000	(706,300)	-65%
Total Professional Costs	950,300	1,167,300	314,000	473,000	(694,300)	-59%
Support Costs	573,300	1,367,100	12,100	28,600	(1,338,500)	-98%
Projects and Operations						
Program Operations	272,600	352,400	350,400	308,200	(44,200)	-13%
Engineering	426,900	600,000	550,000	1,821,000	1,221,000	204%
Construction	865,000	45,000	35,000	311,000	266,000	591%
Right of Way	13,000	130,000	-	155,000	25,000	19%
Special Studies	249,100	815,000	50,000	1,350,000	535,000	66%
Operating and Capital Disbursements	1,323,100	1,636,500	1,711,500	1,575,000	(61,500)	-4%
Total Projects and Operations	3,149,700	3,578,900	2,696,900	5,520,200	1,941,300	54%
Transfers Out	925,000	1,061,400	1,061,400	842,000	(219,400)	-21%
TOTAL Planning and Programming	\$ 8,078,200	\$ 8,202,700	\$ 5,095,000	\$ 8,197,600	\$ (5,100)	0%

Planning and Programming Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Capital Project Manager	0.48	0.17	0.00
Chief Financial Officer	0.08	0.01	0.01
Deputy Director of Finance Administration	0.00	0.04	0.03
Deputy Executive Director	0.10	0.07	0.11
Executive Director	0.51	0.38	0.38
External Affairs Director	0.34	0.01	0.01
IT Administrator	0.00	0.02	0.02
Management Analyst	1.07	0.00	0.00
Multimodal Services Director	0.26	0.28	0.25
Planning and Programming Director	0.00	1.00	0.99
Planning and Programming Manager	1.00	1.00	0.99
Procurement Analyst	0.00	0.00	0.08
Procurement Manager	0.06	0.15	0.06
Project Delivery Director	0.09	0.04	0.04
Public Affairs Manager	0.16	0.00	0.02
Senior Administrative Assistant	0.28	0.24	0.20
Senior Capital Project Manager	0.00	0.00	0.15
Senior Management Analyst	1.13	1.31	2.11
Senior Procurement Analyst	0.00	0.10	0.14
Toll Project Delivery Director	0.24	0.00	0.00
FTE	5.80	4.82	5.59

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' Short-Range Transit Plans (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 metropolitan planning organization (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, including MARA	SB 821 for pedestrian and bicycle projects	STBG, formerly Surface Transportation Program
Western County TUMF regional arterial program	STIP-RIP	CMAQ
	ATP MPO County share	Highway Infrastructure Program (HIP)
	SB 1 LPP Formula Share	Transportation Alternatives Program (TAP)*
	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 with federal and state funds to prevent loss of funding. 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

STBG, CMAQ, HIP, and TAP/ATP: The Commission is responsible for obligating STBG and CMAQ, and HIP funds to transportation projects in the County. The Commission's policy states that priority shall be given to Western County Highway Delivery Plan-supporting projects for programming of STBG and CMAQ funds designated for the South Coast Air Basin. 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 RTPA 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 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 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 (SCCP), 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.

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 released a call for projects in February 2021 and will award the next round of funding in June 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.

Funding Pursuit

Having a local sales tax measure dedicated to transportation improvements gives Riverside County the ability to leverage Measure A funds in pursuit of competitive regional, state, and federal funding opportunities. The Planning and Programming Department, in collaboration with other departments, monitors competitive grant opportunities. Regional and local projects are identified that have the potential to meet each funding opportunity's criteria. An analysis is conducted to determine the feasibility of a grant application being successful, and a decision is made whether to pursue any given funding opportunity. In 2017, the Commission established a

bench of four firms to assist in these pursuits. Most recently, in December 2020, the Commission was awarded \$58,108,000 in SB 1 TCEP funding to construct the 71/91 Connector. These grant funds will leverage more than \$66 million in STIP-RIP funds.

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 passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation for future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.
- 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 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 participates in 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 also 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.

Other Agency Projects

The Commission entered into a MOU with the District for the Santa Ana River Trail Extension projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino.

Santa Ana River Trail Extension (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail Extension 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 2021/22 Cost	\$	1,821,000	Engineering
	\$	155,000	Right of way
	\$	398,400	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.		

Department Goals

PP1 – Build upon relationships with local, regional, 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 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 – 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)

PP5 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal FAST Act funds. (Policy Goal: Quality of Life)

PP6 – Provide support to the Commission’s Capital Project Development and Delivery, Toll Operations, and Finance departments to maintain project funding and schedules and minimize programming-related delays. (Policy Goals: Quality of Life, Operational Excellence)

PP7 – Collaborate with 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)

PP8 – Continue to work with state and federal agencies to streamline processes for funding and project approvals. (Policy Goals: Quality of Life, Operational Excellence)

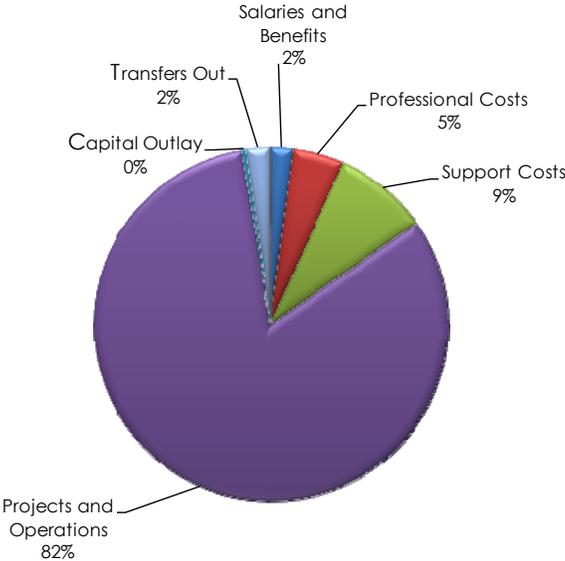
ID	Planning and Programming Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	10	11	6	6
PP6	TUMF regional arterial projects monitored for implementation/expenditures	3	3	3	2
PP6	TUMF agreements/amendments	5	5	2	1
PP6	MARA projects monitored for implementation/expenditures	4	4	4	3
PP6	MARA agreements/amendments	5	5	3	3
PP1	RTP/FTIP amended projects	197	209	269	200
PP4	2021 FTIP	389	387	N/A	380
PP1 PP5	STIP/TCEP/SB 1/ATP programming, allocations, amendments, and extensions for Commission projects/local agency projects	30	30	37	32
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	28	28	20	35
PP7	Measure A local streets and roads CIP projects	275	232	276	250
PP7	Review/processing of Measure A CIP project amendments and extension requests	10	11	10	10
PP3	2020 RTP/SCS Update projects reviewed	50	43	55	50
PP5 PP7	State/federal grants pursued	4	3	4	2

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 \$42,167,000 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 47). Salaries and benefits reflect a 1% decrease due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases and an annual salary range adjustment. Professional costs, which include legal and consultant services, decreased 22% due to refocusing department planning efforts. Support costs include station maintenance, media ads, printing services, and marketing incentives.

Projects and operations expenditures of \$34,613,700 decreased 17%. Program operations comprise rail state of good repair and a \$15,000,000 operating contribution for SCRRRA 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. Engineering and construction decreased 100% and 54%, respectively, related to the Indio special events train platform for the Coachella Valley–San Gorgonio Pass Corridor rail service due to the inability to obtain access agreements with the host railroads. Construction in FY 2021/22 relates to Riverside Downtown station mobility improvements. Capital outlay of \$180,000 reflects a 66% decrease and is due to a series of station-related improvement projects in the prior year. Transfers out of \$907,900 relate to administrative costs to the General fund.

Table 47 – Rail Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,347,200	\$ 866,700	\$ 866,700	\$ 862,100	\$ (4,600)	-1%
Professional Costs						
Legal Services	67,100	215,000	115,000	205,000	(10,000)	-5%
Professional Services - General	791,500	2,315,000	1,167,900	1,767,900	(547,100)	-24%
Total Professional Costs	858,600	2,530,000	1,282,900	1,972,900	(557,100)	-22%
Support Costs	2,789,400	4,021,100	2,732,300	3,630,400	(390,700)	-10%
Projects and Operations						
Program Operations	3,039,800	3,169,100	3,151,300	3,663,700	494,600	16%
Engineering	374,900	550,000	-	-	(550,000)	-100%
Construction	-	3,029,300	500,000	1,400,000	(1,629,300)	-54%
Special Studies	232,200	400,000	100,000	400,000	-	0%
Operating and Capital Disbursements	21,451,900	34,350,000	30,300,000	29,150,000	(5,200,000)	-15%
Total Projects and Operations	25,098,800	41,498,400	34,051,300	34,613,700	(6,884,700)	-17%
Capital Outlay	167,300	528,500	405,200	180,000	(348,500)	-66%
Transfers Out	754,600	1,754,800	907,100	907,900	(846,900)	-48%
TOTAL Rail Maintenance and Operations	\$ 31,015,900	\$ 51,199,500	\$ 40,245,500	\$ 42,167,000	\$ (9,032,500)	-18%

Rail Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Capital Project Manager	0.00	0.00	0.10
Chief Financial Officer	0.00	0.04	0.04
Deputy Director of Finance Administration	0.00	0.18	0.15
Deputy Executive Director	0.00	0.02	0.01
Facilities Administrator	0.87	0.90	0.73
IT Administrator	0.00	0.04	0.04
Management Analyst	0.89	1.00	1.00
Multimodal Services Director	0.32	0.30	0.30
Procurement Analyst	0.00	0.00	0.25
Procurement Manager	0.09	0.24	0.22
Project Delivery Director	0.05	0.04	0.05
Public Affairs Manager	0.03	0.04	0.06
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.01	0.02	0.02
Senior Management Analyst	0.06	0.36	0.15
Senior Procurement Analyst	0.18	0.20	0.25
FTE	3.50	4.38	4.37

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 SCRRRA, 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 SCRRRA'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 policy and technical guidance, coordination between various SCRRRA 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 SCRRRA 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, SCRRRA 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

	<i>Location</i>	<i>In Service Date</i>	<i>Size</i>	<i>Transit Services</i>	<i>Primary Features</i>
	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 48 summarizes the rail station maintenance costs.

Table 48 - Rail Station Maintenance Summary

	FY 19/20 Actual	FY 20/21 Budget	FY 20/21 Projected	FY 21/22 Budget
Equipment maintenance and repairs	\$ 614,462	\$ 761,200	\$ 517,300	\$ 678,300
Grounds maintenance and repairs	978,656	1,575,200	1,260,600	1,592,900
Utilities and support	480,781	564,300	515,000	589,500
Property management and operations	1,077,344	1,142,100	747,000	997,300
Security	2,656,144	2,792,700	2,777,600	3,088,300
Improvements	167,266	520,500	405,200	180,000
Total expenditures	\$ 5,974,653	\$ 7,356,000	\$ 6,222,700	\$ 7,126,300

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)*

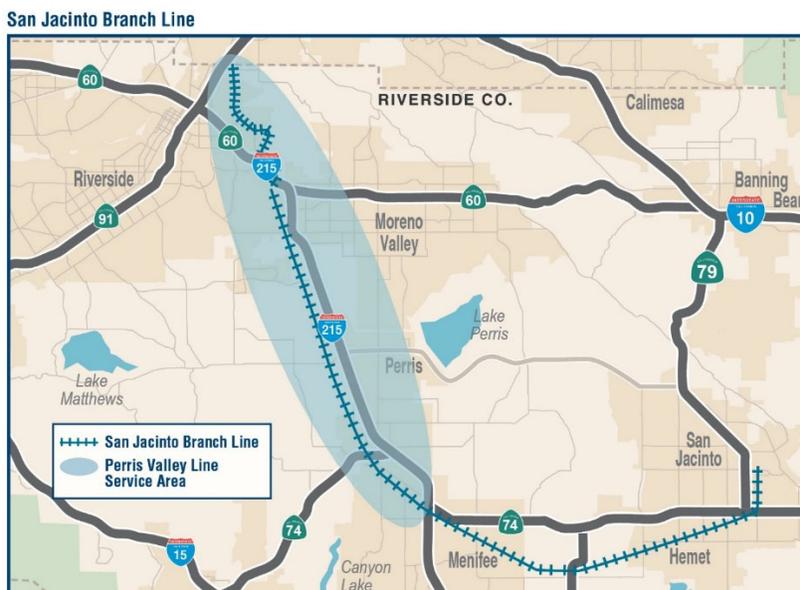
Department Overview – Rail Development

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 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. In October 2019, a fourth daily roundtrip to Los Angeles and regular weekend service was added.

Coachella Valley–San Geronio 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 Geronio 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 Geronio 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.

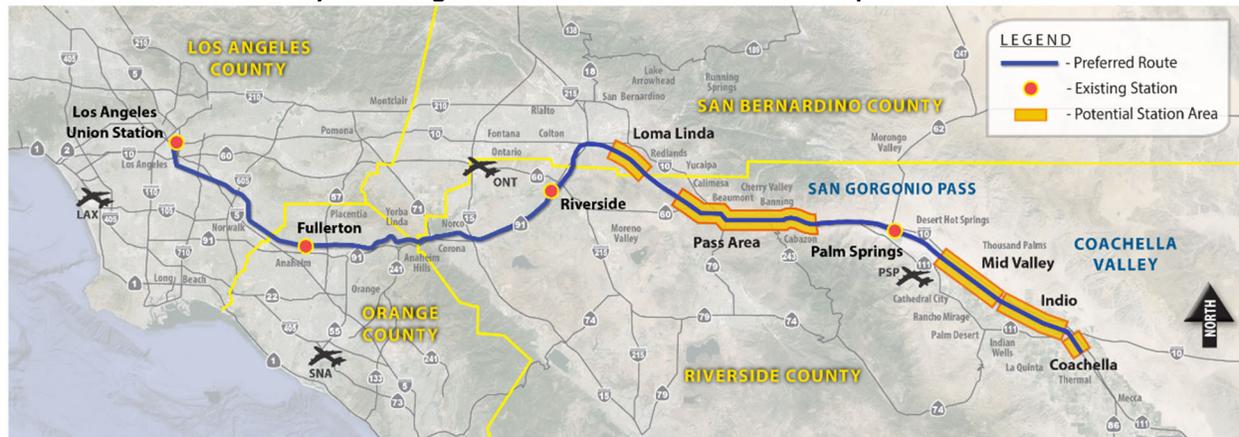
In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a Service Development Plan (SDP) with the following requirements:

- 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 leading the environmental process needed for the NEPA documentation. This project is ongoing and incorporated in the FY 2021/22 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)*

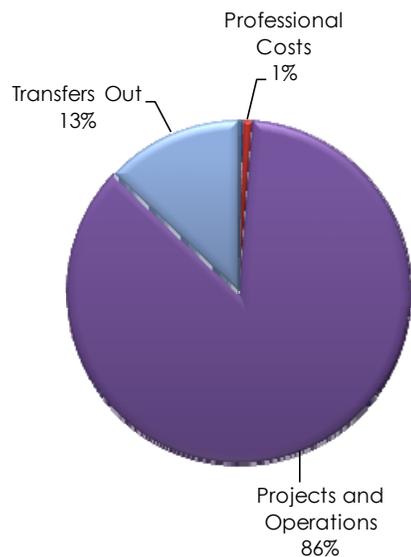
ID	Rail Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
RO1	Weekday trains in Riverside County	41	41	31	31
RD1	Marketing/outreach meetings	37	37	41	46
RD1	Strategic plans and studies	2	2	3	3
RD2	Monitoring of discretionary grant opportunities	4	4	3	3

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 and 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 \$144,686,800 for FY 2021/22, as presented in Table 49, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 5% increase in salaries and benefits reflects the change in FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services increased 104% due to the addition of the SB 1376 Transportation Network Companies Access for All Program and the required TDA performance audits. Special studies increased 44% due to the Commission taking the lead on the Innovative Clean Transit Regulation Bus plans required by the California Air Resources Board.

Operating and capital disbursements increased 22% as a result of the use of federal funds available in the prior year to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators.

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$64,613,000; bicycle and pedestrian facilities allocations to cities and the County of \$2,500,000; and planning and administration allocations to other agencies of \$800,000. STA/SGR disbursements of \$36,462,400 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 \$12,096,000, and \$4,830,700 in fund balances, respectively.

Measure A disbursements include \$6,500,000 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:

- \$2,000,000 for Western County Consolidated Transportation Service Agency allocations;
- \$4,000,000 for Western County intercity bus services; and
- \$7,000,000 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;
- \$3,150,000 for planning;
- \$350,000 for regional studies;
- \$642,900 for administration;
- \$4,237,000 for station rehabilitation and improvement project; and
- \$189,300 for Coachella Valley rail operations and capital.

Transfers out of \$1,128,200 relate to administrative costs to the General fund.

Table 49 – Public and Specialized Transit Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 878,400	\$ 523,100	\$ 450,000	\$ 547,700	\$ 24,600	5%
Professional Costs						
Legal Services	8,600	15,000	5,000	15,000	-	0%
Audit Services	76,500	-	-	-	-	N/A
Financial Advisory	16,100	17,000	16,400	17,000	-	0%
Professional Services - General	186,000	547,700	305,200	1,147,700	600,000	110%
Total Professional Costs	287,200	579,700	326,600	1,179,700	600,000	104%
Support Costs	45,100	91,600	67,700	115,600	24,000	26%
Projects and Operations						
Special Studies	-	188,000	-	271,000	83,000	44%
Operating and Capital Disbursements	99,483,500	101,195,700	55,584,100	123,875,400	22,679,700	22%
Total Projects and Operations	99,483,500	101,383,700	55,584,100	124,146,400	22,762,700	22%
Transfers Out	24,219,700	21,354,100	18,043,800	18,697,400	(2,656,700)	-12%
TOTAL Public and Specialized Transit	\$ 124,913,900	\$ 123,932,200	\$ 74,472,200	\$ 144,686,800	\$ 20,754,600	17%

Public and Specialized Transit Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Accountant	0.02	0.02	0.03
Chief Financial Officer	0.05	0.07	0.07
Deputy Director of Finance Administration	0.00	0.00	0.02
Deputy Executive Director	0.07	0.08	0.05
External Affairs Director	0.01	0.00	0.00
Management Analyst	1.04	0.00	0.00
Multimodal Services Director	0.42	0.42	0.45
Procurement Analyst	0.00	0.00	0.08
Procurement Manager	0.00	0.02	0.00
Senior Administrative Assistant	0.04	0.00	0.00
Senior Management Analyst	0.01	1.08	1.00
Senior Procurement Analyst	0.01	0.02	0.02
Transit Manager	1.00	1.00	1.00
FTE	2.67	2.71	2.72

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 GHG 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 Commission awarded funding under the next Call for Projects in May 2021 and funding will cover FY 2021/22 through FY 2023/24.

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)*

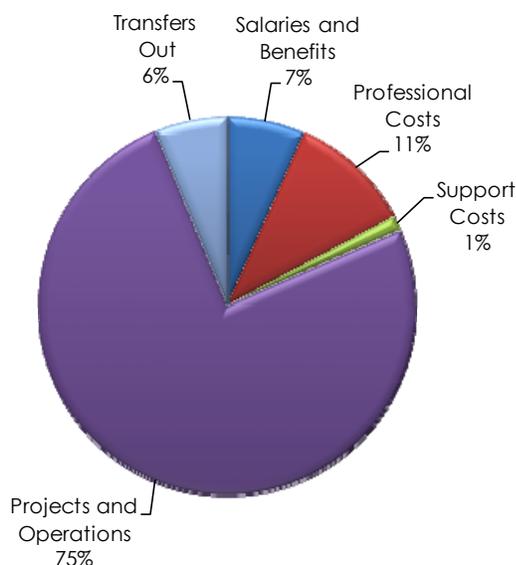
ID	Public and Specialized Transit Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
PST3	SRTPs submitted by operators and reviewed	9	9	9	9
PST3	SRTP amendments	6	15	10	8
PST2	Specialized Transit grants awarded/monitored	18	18	18	16
PST2	Specialized Transit site visits	9	2	9	16
PST1	Specialized Transit brochures distributed	3,500	12,800	0	5,000
PST3	Transit operator quarterly coordination meetings	16	8	8	16
PST4	Social service/partnering agencies monitored in database	430	430	430	430
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	25	15	25	25

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 \$4,783,700, which represents a 10% decrease from last year's budget (Table 50) due to a decline in projected vanpools and restructuring of rideshare/vanpool platforms. Salaries and benefits of \$319,400 reflect a 20% decrease due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases and an annual salary range adjustment. Professional costs of \$509,200 decreased 32% over the prior year due to reduced hosting and support costs for the new regional rideshare/vanpool system platform. Support costs of \$57,900 decreased 68% due to reduced media and consolidation of IE Commuter and VanClub outreach efforts.

Projects and operations expenditures of \$3,600,600 consist of:

- Regional transportation consultant services totaling \$2,621,000 to manage and implement the program;
- Vanpool subsidies and commuter incentives valued at \$829,600; and
- Park and ride lease payments of \$150,000.

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 \$296,600 for administrative costs.

Table 50 – Commuter Assistance Uses Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 638,200	\$ 401,700	\$ 401,700	\$ 319,400	\$ (82,300)	-20%
Professional Costs						
Legal Services	20,000	32,000	28,000	39,000	7,000	22%
Audit Services	-	20,000	10,000	20,000	-	0%
Financial Advisory	8,100	8,000	8,300	8,300	300	4%
Professional Services - General	413,800	687,700	431,100	441,900	(245,800)	-36%
Total Professional Costs	441,900	747,700	477,400	509,200	(238,500)	-32%
Support Costs	18,900	179,700	3,500	57,900	(121,800)	-68%
Projects and Operations						
Program Operations	2,561,500	3,742,000	2,211,100	3,600,600	(141,400)	-4%
Transfers Out	278,100	262,800	262,800	296,600	33,800	13%
TOTAL Commuter Assistance	\$ 3,938,600	\$ 5,333,900	\$ 3,356,500	\$ 4,783,700	\$ (550,200)	-10%

Commuter Assistance Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Chief Financial Officer	0.00	0.01	0.01
Commuter and Motorist Assistance Manager	0.84	0.84	0.69
Deputy Director of Finance Administration	0.00	0.01	0.05
Deputy Executive Director	0.01	0.03	0.02
External Affairs Director	0.06	0.09	0.12
IT Administrator	0.00	0.02	0.02
Management Analyst	0.42	0.00	0.00
Procurement Manager	0.01	0.00	0.00
Project Delivery Director	0.02	0.23	0.00
Public Affairs Manager	0.00	0.00	0.02
Senior Administrative Assistant	0.11	0.20	0.20
Senior Management Analyst	0.01	0.34	0.54
FTE	1.48	1.77	1.67

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, consideration, and adoption of telework and alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, and bicycling.

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 telework and 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 transitional 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.
- **Expand Program Reach:** The traditional approach for the Commuter Assistance Program has been to leverage larger employer (250+ employees) partnerships to cost effectively access and market to employee commuters. IE Commuter will explore opportunities to efficiently expand outreach and support to small/medium sized businesses (less than 250 employees) where a significant volume of employers and employees exist. Additionally, regionalizing the TDM platform will introduce new community-based tools (i.e. city microsites, first/last mile resources) that will help the program also engage commuters on the home front as well. These efforts will broaden the reach of the Commission's Commuter Assistance Program and help further increase the awareness and consideration of rideshare options.
- **Standardize Services and Incentives Countywide:** Due to the current Measure A funding structure, core Commuter Assistance Program services (i.e. employer support, leased park and ride spaces) 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.
- **Help Transit Ridership Ramp Back Up:** The best time to change a behavior is during a major change or "Fresh Start" such as a relocation or a new job. Although shared-ride modes such as rail and bus transit, carpools and vanpools, have been significantly impacted by the COVID-19 pandemic, an expansive "fresh start" will emerge on the other side. Through coordination with transit, full scale marketing, and new incentives, IE Commuter aims to leverage this unique window of opportunity to maximize both telework and rideshare adoption across existing and expanded target markets.
- **Continue to Evolve the Commission's TDM Program:** In response to the COVID-19 pandemic, IE Commuter enhanced its core employer services offering with a new Telework Employer Assistance Program (TEA) providing telework tools, resources, and employee incentives. The TEA aims to support employers with work from home arrangements during the pandemic and to help maintain telework momentum and longer-term adoption post COVID-19 pandemic. Potential SB 743 applications of vehicle miles traveled, GHG emission reduction data tied to TEA, and other new program enhancement efforts toward offsetting capacity increasing projects will be explored. Lastly, building upon these initiatives, a request for proposals will be released in FY 2021/22 to secure a program administrator to implement a Next Generation TDM Program for the Inland Empire.

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)

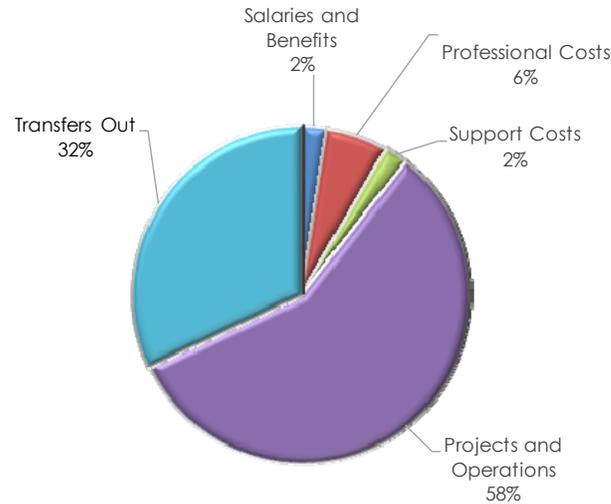
ID	Commuter Assistance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
CA2	Number of Employer Partners	325	313	360	410
CA3	Number of Employee Transportation Surveys	82,000	60,639	97,000	102,000
CA3	RideGuides Produced	7,100	10,970	12,000	14,000
CA1	Rideshare Week Pledges	8,349	N/A	N/A	9,000
	Incentive Participation:				
CA1	Rideshare Incentive	800	1,049	1,300	1,400
CA1	Rideshare Plus	1,700	1,451	2,600	2,700
CA1	Rideshare Spotlight	2,000	2,763	3,700	4,200
CA1	Number of one-way single occupant vehicle trips reduced from Rideshare Incentive and Rideshare Spotlight participation	303,000	329,012	425,000	475,000
CA2	Leased Park & Ride Spaces	942	942	1,000	1,000
CA2	VanClub Vanpools	75	32	35	60

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 \$9,096,600, an increase of 1% compared to the prior year budget (Table 51) primarily due to transfers out for SAFE matching funds to FSP services and commuter assistance special projects. Salaries and benefits reflect an increase of 8% due to the change in FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range. Professional costs of \$535,300 are comparable to the prior year and includes maintenance of the FSP portal and website and traveler information related technical services supporting the IE511 interactive voice response (IVR), website, and mobile application. Support costs of \$203,600 are comparable to the prior year. Reimbursements from SBCTA for half of all locally-provided 511 system related expenditures is included in local revenues.

Program operations include \$4,200,000 in towing contract costs for the FSP program. Projects and operations costs decreased 4% due to less construction FSP services anticipated. Transfers out represent SAFE matching funds of \$2,260,000 for FSP services, \$360,000 for commuter assistance special projects, and a \$287,200 allocation for administrative costs.

Table 51 – Motorist Assistance Uses Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 279,300	\$ 207,600	\$ 207,600	\$ 223,500	\$ 15,900	8%
Professional Costs						
Legal Services	16,300	45,500	30,500	38,300	(7,200)	-16%
Professional Services - General	344,800	489,000	460,800	497,000	8,000	2%
Total Professional Costs	361,100	534,500	491,300	535,300	800	0%
Support Costs	272,300	203,800	170,800	203,600	(200)	0%
Projects and Operations						
Program Operations	3,726,800	5,433,000	3,856,100	5,227,000	(206,000)	-4%
Transfers Out	2,694,500	2,616,000	2,256,000	2,907,200	291,200	11%
TOTAL Commuter Assistance	\$ 7,334,000	\$ 8,994,900	\$ 6,981,800	\$ 9,096,600	\$ 101,700	1%

Motorist Assistance Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Commuter and Motorist Assistance Manager	0.16	0.16	0.31
Deputy Director of Finance Administration	0.00	0.03	0.03
External Affairs Director	0.01	0.01	0.02
IT Administrator	0.00	0.02	0.02
Management Analyst	0.58	0.00	0.00
Procurement Analyst	0.00	0.00	0.07
Procurement Manager	0.01	0.07	0.05
Public Affairs Manager	0.00	0.00	0.02
Senior Administrative Assistant	0.00	0.00	0.10
Senior Management Analyst	0.00	0.66	0.65
Senior Procurement Analyst	0.09	0.10	0.10
FTE	0.85	1.05	1.37

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.

In addition to delivering these core elements, the emphasis for Motorist Assistance in FY 2021/22 will be to:

- Launch a “Mobile” 511 Call Box Program to provide stranded motorists with convenient access to call box services by dialing 511 from their mobile phones; and
- Transition to a regional 511 traveler information solution to streamline resources and provide enhanced services such as a Spanish IVR and an enhanced congestion notification system.

Department Goals

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)*

MA2 – Support regional mobility by providing 24/7 access to real-time traffic information, transportation options and services. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA3 – Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA4 – Improve motorist safety on the highway system by providing “lifeline” call box services for stranded motorists. (Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)

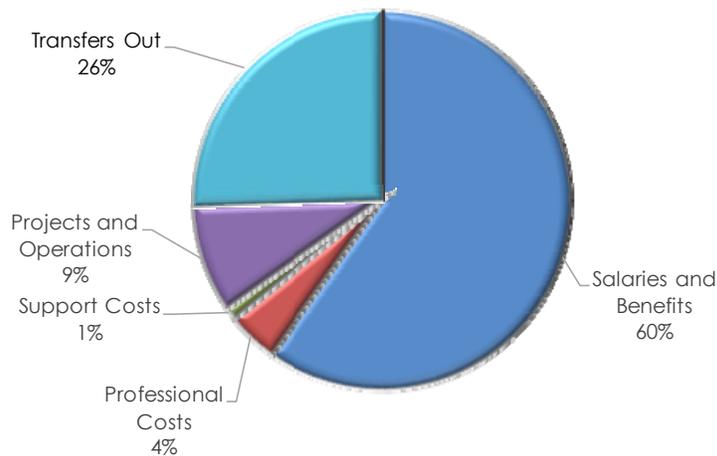
ID	Motorist Assistance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
MA1 MA4	Number of call boxes	158	158	158	158
MA1 MA4	Number of call box calls	1,100	979	950	850
MA1 MA3	Number of FSP vehicle assists	46,000	49,051	50,000	50,000
MA1 MA2	Number of 511 phone calls	108,000	95,164	32,000	40,000
MA1 MA2	Number of 511 web visits	220,000	296,339	250,000	275,000

Regional Conservation

Mission Statement:

Regional Conservation assists the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

Chart 41 – Regional Conservation



Expenditures

The Regional Conservation Department has a total budget of \$5,527,400 (Table 52). For FY 2020/21, the Commission was responsible for management of the RCA for the latter half of the fiscal year. The Implementation and Management Services Agreement between the Commission and the RCA became effective on January 1, 2021. Accordingly, the FY 2021/22 budget includes a full fiscal year of management responsibility and the staff resources approved in November 2020. Overall, the Regional Conservation budget is 170% higher than FY 2020/21. Professional costs of \$243,900 include general legal, legislative advocacy, public outreach, and website updates. Support costs of \$60,300 include advertising, various membership dues, seminars and conferences, office equipment and furniture, and office maintenance. Right of way costs of \$500,000 relate to professional services costs for RCA habitat acquisition. Transfers out of \$1,413,900 relate to the administration cost allocation.

Table 52 – Regional Conservation Expenditure Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 3,309,300	\$ 1,809,300	121%
Professional Costs						
Commissioner Per Diem	-	17,000	17,000	34,000	17,000	100%
Legal Services	-	25,000	25,000	10,000	(15,000)	-60%
Audit Services	-	-	-	85,000	85,000	N/A
Professional Services - General	-	44,200	30,500	114,900	70,700	160%
Total Professional Costs	-	86,200	72,500	243,900	157,700	183%
Support Costs	-	7,800	7,800	60,300	52,500	673%
Projects and Operations						
Right of Way	-	256,000	250,000	500,000	244,000	95%
Total Projects and Operations	-	256,000	250,000	500,000	244,000	95%
Transfers Out	-	200,000	200,000	1,413,900	1,213,900	607%
TOTAL Regional Conservation	\$ -	\$ 2,050,000	\$ 2,030,300	\$ 5,527,400	\$ 3,477,400	170%

Regional Conservation Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Accountant	0.00	1.00	1.00
Accounting Supervisor	0.00	1.00	1.00
Accounting Technician	0.00	1.00	1.00
Administrative Assistant	0.00	1.00	0.85
Administrative Services Manager-Clerk of the Board	0.00	0.22	0.25
Chief Financial Officer	0.00	0.04	0.10
Deputy Clerk of the Board	0.00	0.87	0.92
Deputy Director of Finance Administration	0.00	0.07	0.25
Deputy Executive Director	0.00	0.01	0.10
Executive Director	0.00	0.06	0.25
External Affairs Director	0.00	0.23	0.25
Facilities Administrator	0.00	0.00	0.03
Financial Administration Manager	0.00	1.00	1.00
IT Administrator	0.00	0.05	0.05
Legislative Affairs Manager	0.00	0.22	0.30
Procurement Manager	0.00	0.01	0.15
Public Affairs Manager	0.00	0.05	0.08
Records Technician	0.00	0.10	0.10
Regional Conservation Deputy Executive Director	0.00	1.00	1.00
Reserve Management and Monitoring Manager	0.00	1.00	1.00
Right of Way Manager	0.00	0.20	0.50
Senior Administrative Assistant	0.00	0.00	0.10
Senior Financial Analyst	0.00	0.01	0.00
Senior Management Analyst	0.00	5.46	6.11
Senior Office Assistant	0.00	0.10	0.10
Senior Procurement Analyst	0.00	0.05	0.05
Technical Information Program Manager	0.00	1.00	1.00
FTE	0.00	15.75	17.54

Department Overview

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation Department provides these management services through its staff and consultants to fulfill the needs and requirements of the RCA.

The MSHCP is the largest conservation plan of its kind in the United States, protecting 146 species and 500,000 acres of open space when completed. As a result of the MSHCP and related permits, the Commission and other agencies have saved significant amounts of taxpayer dollars and time from streamlined project approvals. Most importantly, the commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents. Ongoing implementation of the MSHCP is even more critical, and the Commission is the largest investor in the plan to date—having provided \$153 million in 2009 Measure A funding for habitat acquisition.

As RCA's managing agency and a vested stakeholder and investor in the MSHCP, the Commission offers long-term support and expertise for the implementation of the MSHCP. Such support and expertise consists of, but is not limited to:

- Preparation of board and committee agendas and provision of staff support for related meetings;
- Oversight and implementation of the MSHCP;
- Administration of the RCA Joint Powers Agreement among the RCA and its member agencies;
- Preparation of state and federal reports, including required audits and an annual budget and amendments;
- Oversight of collection and administration of the MSHCP Local Development Impact Fee, including preparation of required ordinances, resolutions, nexus studies, and member agency audits;
- Seeking, obtaining, and administering federal and state funding and grants to support assembly of habitat reserves;
- Management of consultant contracts and provision of legal support and representation;
- Provision of land acquisition services and oversight of land management and monitoring contracts;
- Provision of administrative support as required;
- Provision of any other support to carry out the purposes of the MSHCP, the RCA, and the Implementation and Management Services Agreement; and
- Oversight and implementation of the RCA Board of Directors actions and directives.

Efficiencies through the consolidation of professional services contracts will be realized over the long-term. Further, the collaboration between agencies on matters such as land acquisition, public outreach and awareness, internal administrative functions including Clerk of the Board and Finance, and legislative affairs will be significant. The Commission has long-standing, existing relationships with state and federal resource agencies and a track record of successful delivery of projects with approvals from those agencies.

The Regional Conservation Department has three key priorities for FY 2021/22.

- Sustainability of the MSHCP and funding sources;
- Organizational excellence related to staffing and consultant efficiencies and effectiveness; and
- Partnerships and open communications with member agencies and local, state, and federal agencies.

Department Goals

RC1 – Provide executive director services and such other administrative support as required to assist RCA in its obligations to administer the MSHCP.

RC2 – Facilitate and support member agency implementation of the MSHCP, including adoption of changes related to long-term strategies.

RC3 – Build upon relationships with local, state and federal agencies to maximize funding opportunities and create greater financial stability for implementation of the MSHCP.

RC4 – Strengthen communications to stakeholders, members of the public, and elected officials to be transparent about RCA's conservation efforts, funding, and collaboration opportunities.

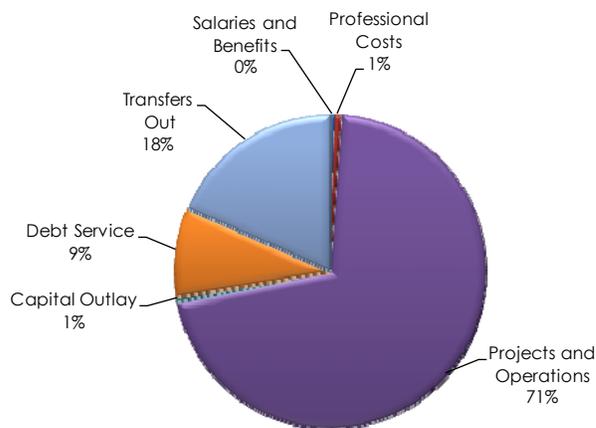
Regional Conservation Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
Acres purchased	N/A	N/A	722	700
Acres donated	N/A	N/A	302	550

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 42 – Capital Project Development and Delivery



Expenditures

The budgeted expenditures and transfers out total \$767,834,200 to cover all of the Commission's major capital projects (Table 53). Salaries and benefits expenditures represent less than 1% of the budgeted uses and are comparable to the prior year. Professional costs of \$4,586,300 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 \$1,478,600 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 \$6,709,600 comprise program management provided by Bechtel Infrastructure (Bechtel) and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of \$24,491,300 relate to the I-15 Express Lanes–Southern Extension; MCP; the 71/91 Connector; 15 COP; Santa Ana River Trail Extension; various commuter rail improvement and rehabilitation; and various Western County Measure A highway and TUMF regional arterial projects.

Construction expenditures of \$254,980,600 primarily relate to the I-15 Express Lanes project; 15/91 Express Lanes Connector project; 91 COP; 91 Express Lanes repair and rehabilitation; 71/91 Connector project; SR-60 Truck Lanes; Pachappa Underpass; MCP I-215/Placentia Avenue

Interchange; Hamner Bridge widening; Jurupa Road and McKinley Avenue grade separations; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of \$94,399,000 pertain primarily to the I-15 Express Lanes project and the 15/91 Express Lanes Connector project.

Right of way expenditures of \$66,891,600 on significant projects include the 91 Project; 71/91 Connector project; MCP I-215/Placentia Avenue Interchange; Jurupa Road grade separation project; 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 \$63,702,300. Disbursements of \$30,000,000 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 \$900,000 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 \$40,042,700. The Commission will make principal payments of \$29,995,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- \$10,334,300 in sales tax revenue bond proceeds to fund the I-15 Express Lanes project;
- \$5,907,600 in sales tax revenue bond proceeds to fund the 15 COP;
- \$69,594,300 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- \$8,218,600 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;
- \$3,522,300 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$11,517,900 from the TUMF Regional Arterial fund to the SB 132 fund for Hamner Bridge widening loan;
- \$11,517,900 from the 2009 Measure A Western County Regional Arterial fund to the SB 132 fund for the Hamner Bridge widening loan;
- \$5,461,400 from Measure A, SB 132, and TUMF for the allocation of administrative costs to the General fund;
- \$11,779,000 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for the MCP construction package and I-215/Placentia Avenue Interchange;
- \$2,809,100 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements;
- \$530,300 from the 2009 Measure A Western County new corridor fund to the 2009 Western County highway fund for the 71/91 Connector project; and
- \$125,000 from the 2009 Measure A Western County highway fund to the TUMF Regional Arterial fund for the SR-79 realignment project.

Table 53 – Capital Project Development and Delivery Uses Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 5,909,500	\$ 3,584,000	\$ 3,583,200	\$ 3,569,800	\$ (14,200)	0%
Professional Costs						
Legal Services	1,864,700	1,834,000	1,602,500	2,212,000	378,000	21%
Audit Services	33,300	38,000	35,000	40,000	2,000	5%
Financial Advisory	75,700	103,900	70,400	130,600	26,700	26%
Professional Services - General	868,900	2,327,800	866,900	2,203,700	(124,100)	-5%
Total Professional Costs	2,842,600	4,303,700	2,574,800	4,586,300	282,600	7%
Support Costs	526,100	2,457,900	2,140,000	1,478,600	(979,300)	-40%
Projects and Operations						
Program Operations	5,997,400	7,669,600	7,101,000	6,709,600	(960,000)	-13%
Engineering	10,167,500	29,300,200	16,816,100	24,491,300	(4,808,900)	-16%
Construction	73,759,500	201,828,400	131,327,700	254,980,600	53,152,200	26%
Design Build	143,784,400	99,995,600	60,030,100	94,399,000	(5,596,600)	-6%
Right of Way and Land	52,753,300	57,352,700	31,977,600	66,891,600	9,538,900	17%
Local Streets and Roads	58,983,400	63,725,100	63,725,100	63,702,300	(22,800)	0%
Regional Arterials	14,544,800	33,753,000	30,000,000	30,000,000	(3,753,000)	-11%
Special Studies	1,600	-	-	-	-	N/A
Operating and Capital Disbursements	3,638,300	850,000	637,700	900,000	50,000	6%
Total Projects and Operations	363,630,200	494,474,600	341,615,300	542,074,400	47,599,800	10%
Capital Outlay	3,364,700	3,927,500	3,642,500	4,769,700	842,200	21%
Debt Service	69,749,300	69,519,000	69,828,700	70,037,700	518,700	1%
Transfers Out	104,789,300	141,525,500	119,221,700	141,317,700	(207,800)	0%
TOTAL Capital Project Development and Delivery	\$ 550,811,700	\$ 719,792,200	\$ 542,606,200	\$ 767,834,200	\$ 48,042,000	7%

Capital Project Development and Delivery Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Capital Project Manager	2.52	4.83	2.90
Chief Financial Officer	0.13	0.08	0.14
Deputy Director of Finance	0.01	0.00	0.00
Deputy Director of Finance Administration	0.00	0.41	0.18
Deputy Executive Director	0.10	0.08	0.06
Executive Director	0.04	0.05	0.04
External Affairs Director	0.09	0.04	0.04
Facilities Administrator	0.03	0.03	0.10
IT Administrator	0.00	0.05	0.04
Legislative Affairs Manager	0.09	0.00	0.00
Planning and Programming Director	0.00	0.00	0.01
Planning and Programming Manager	0.00	0.00	0.01
Procurement Analyst	0.00	0.00	0.13
Procurement Manager	0.44	0.26	0.31
Project Delivery Director	0.84	0.68	0.91
Public Affairs Manager	0.47	0.54	0.33
Right of Way Manager	1.00	0.73	0.50
Senior Administrative Assistant	0.21	0.34	0.36
Senior Capital Project Manager	0.00	0.00	3.45
Senior Financial Analyst	0.10	0.10	0.00
Senior Management Analyst	4.16	6.41	4.21
Senior Procurement Analyst	0.45	0.06	0.17
Toll Operations Director	0.60	0.67	0.14
Toll Project Delivery Director	0.48	0.51	0.30
Toll Project Manager	0.99	0.88	0.00
Toll Technology Manager	0.57	0.60	0.14
FTE	13.32	17.35	14.47

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, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 32% of the Commission's FY 2021/22 budgeted expenditures originates in this department managed by the Toll Project Delivery 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 2021/22 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 and for habitat acquisition related to the RCA's MSHCP.

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 or RCA. 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 MCP 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 MCP and SR-79 realignment projects and has begun 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 SCRRRA 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 MCP is complete, acquisition for the second package is proceeding, and acquisitions for the remainder of MCP 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 2021/22 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 Federal Highway Administration. (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 2021/22 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 2022. The total project cost is estimated at \$138 million.

FY 2021/22 Cost	\$ 50,000	Engineering
	\$ 45,000,000	Construction
	\$ 120,000	Right of way
	\$ 455,800	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 2021/22 Cost	\$ 125,000	Engineering
	\$ 88,700	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 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 2021/22 Cost	\$ 1,471,000	Construction
	\$ 12,420,000	Right of way
	\$ 978,000	Design-build
	\$ 1,378,300	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A highway, new corridor, and economic development 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 \$17 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, environmental revalidation work, and commence construction of improvements to the 71/91 connector. Final design began in March 2012. The total estimated project cost is \$128 million.

FY 2021/22 Cost	\$ 1,380,000	Engineering
	\$ 5,739,000	Construction
	\$ 1,150,000	Right of way
	\$ 828,100	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; construction costs to be primarily with STIP-RIP and SB 1 TCEP funds. 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.	

91 Corridor Operations Project (P623046)

Complete construction for a westbound general-purpose lane on SR-91 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 be completed in Spring 2022. The project cost is estimated at \$43 million, including contingency.

FY 2021/22 Cost	\$ 16,049,000	Construction
	\$ 146,000	Right of way
	\$ 201,000	Design-build
	\$ 748,900	Other project-related costs
Funding Impact	Costs for environmental and final design work were 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 HIP 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)

Closeout the 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 were opened to traffic in April 2021. The estimated total project cost is \$472 million, including financing costs.

FY 2021/22 Cost	\$ 9,591,000	Construction
	\$ 7,323,000	Design-build
	\$ 517,200	Other project-related costs
Funding Impact	Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds were used 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 \$16 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 is being accomplished through a competitive design-build contract that was awarded in April 2020. Project development activities began in May 2017, and lanes are expected to be open to traffic in 2023. The estimated total project cost is \$270 million.

FY 2021/22 Cost	\$ 4,840,000	Construction
	\$ 85,697,000	Design-build
	\$ 2,088,900	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)

The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the 15 Express Lanes opened earlier this year. Public scoping of the project was completed in November 2019 and an Environmental Impact Report/Environmental Assessment is the expected environmental document. Engineering and environmental studies are ongoing and will continue through FY 2023/24. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract.

FY 2021/22 Cost	\$ 6,500,000	Engineering
	\$ 1,161,900	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.	

15 Corridor Operations Project (P003052)

The proposed project is to add a southbound auxiliary lane on the Interstate 15 between Cajalco Road and Weirick Road interchanges. Features of the project include paving of the median, widening of Bedford Wash Bridge, and restriping to accommodate the new lane. In summer 2020, the Commission evaluated the traffic operations, geometric, and funding feasibility of the project. The Commission approved, in October 2020, the commencement of project development and final design activities. The Commission executed a cooperative agreement with Caltrans for the project development, final design, and construction phases. The environmental document is expected to be completed in 2022 with construction starting as early as 2023.

FY 2021/22 Cost	\$ 4,300,000	Engineering
	\$ 368,100	Other project-related costs
Funding Impact	All project development costs funded by Federal CMAQ and Measure A funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

I-15 Express Lanes–Northern Extension (P003050)

In Spring 2020, the Commission agreed staff would work with SBCTA to help facilitate delivery of the Riverside County portion of the SBCTA I-15 Freight Corridor Project. The scope of the larger SBCTA project is to add express lanes in each direction from Foothill Boulevard in San Bernardino County to Cantu-Galleano Ranch Road in Riverside County. This project will connect seamlessly with the Riverside 15 Express Lanes and create a fifth toll zone for the Commission's toll facility. The project is expected to start construction in 2023 and open to traffic in 2026. The scope of the project will include all Riverside 15 Express lanes improvements, including civil work for the fifth toll zone, design and installation of in-lane and back-office toll systems, and changes to the Regional Operations Center, including the Traffic Operations Center and Customer Service Center. Although this cross-county project is not identified in Measure A, the delivery of the project would add to and enhance the planned regional express lanes network. The project will use a traditional design-bid-build delivery and is currently in final design. The Commission will need to exert significant staff and consultant effort in the coming years to manage the design, coordination, and implementation of the toll operations system of the fifth toll zone. In FY 2021/22, staff is working with SBCTA to develop a cooperative agreement and long-term loan agreement and start final design and oversight reviews. The Commission will be reviewing and ensuring all design, construction, and operation activities for the fifth toll zone will be completed to be consistent with the Riverside 15 Express Lanes.

FY 2021/22 Cost	\$ 200,000	Design-build
	\$ 454,800	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at \$67.2 million, will be funded initially by SBCTA through SB-1 TCEP grant funds and/or local SBCTA sources. It is estimated that the Commission will pay SBCTA back between \$15-22 million, depending on future actual costs, for a portion of the project development costs for the Riverside 15 Express Lane improvements with future 15 Express Lanes surplus toll revenues related to the fifth toll zone.	
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. 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 2021/22 Cost	\$ 195,500	Engineering
	\$ 12,900,000	Construction
	\$ 30,000	Right of way
	\$ 418,100	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 2021/22 Cost	\$ 4,376,000	Engineering
	\$ 22,295,600	Construction
	\$ 36,575,000	Right of way
	\$ 1,129,500	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)

Closeout 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 2021.

FY 2021/22 Cost	\$ 6,129,000	Construction
	\$ 110,000	Right of way
	\$ 142,400	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)

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 2021/22 Cost	\$ 115,248,500	Construction
	\$ 2,000,000	Right of way
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.	

Various Western County Highway Projects (P003001, P003005, P003017, P003023, P003051, P005134, P613999, P615133, P622402, P623994, P623999 & P735000)

Provide funding and support to close out various Western County highway and grade separation projects, including the SR-91 HOV lanes from Adams Street to the 60/91/215 interchange, 60/215 East Junction HOV lane connectors, and SR-74/I-15 to 7th Street projects and to continue development of the SR-74 corridor-Ethanac Road project.

FY 2021/22 Cost	\$ 4,091,800	Engineering
	\$ 45,000	Construction
	\$ 701,100	Right of way
	\$ 3,190,000	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 (P005200, P005209, P005210, P005116, P005127, P005135, & P725000)

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 2021/22 Cost	\$ 1,158,000	Engineering
	\$ 5,557,500	Construction
	\$ 11,055,000	Right of way
	\$ 203,400	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.	

Rail Projects

Riverside Layover Facility (P653822)

Closeout 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 2021/22 Cost	\$	115,000	Engineering
	\$	300,000	Construction
	\$	2,000	Right of way
	\$	23,200	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)

Begin 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 2021/22 Cost	\$	200,000	Engineering
	\$	9,815,000	Construction
	\$	30,000	Right of way
	\$	258,900	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 2021/22 Cost	\$	2,000,000	Engineering
	\$	2,400,000	Right of way
	\$	408,600	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 & P652402)

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 panel installation project, parking lot repaving and restriping, elevator modernization, high-definition camera replacement, fencing, ATP passenger access, signage, station painting, and walk-ways improvements. This is an ongoing project.

FY 2021/22 Cost	\$ 4,769,700	Property improvements (capital outlay)
	\$ 167,200	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 (P652402 & P654199)

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

FY 2021/22 Cost	\$ 152,500	Right of way
	\$ 3,293,000	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.	

Local Streets and Roads

Western County Area

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

FY 2021/22 Cost	\$	673,000	Banning
		1,142,000	Beaumont
		207,000	Calimesa
		217,000	Canyon Lake
		4,715,000	Corona
		1,585,000	Eastvale
		2,026,000	Hemet
		2,495,000	Jurupa Valley
		1,543,000	Lake Elsinore
		2,100,000	Menifee
		4,603,000	Moreno Valley
		2,810,000	Murrieta
		783,000	Norco
		2,357,000	Perris
		8,458,000	Riverside
		1,058,000	San Jacinto
		3,441,000	Temecula
		757,000	Wildomar
		6,406,000	Riverside County
		47,376,000	Total Western County
		(115,300)	Less: Allocation of administrative costs
		<u>\$ 47,260,700</u>	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 2021/22 Cost	\$	1,628,000	Cathedral City
		668,000	Coachella
		550,000	Desert Hot Springs
		286,000	Indian Wells
		2,173,000	Indio
		1,671,000	La Quinta
		3,056,000	Palm Desert
		2,703,000	Palm Springs
		1,065,000	Rancho Mirage
		1,943,000	Riverside County
		15,743,000	Total Coachella Valley
		(115,300)	Less: Allocation of administrative costs
		<u>\$ 15,627,700</u>	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.

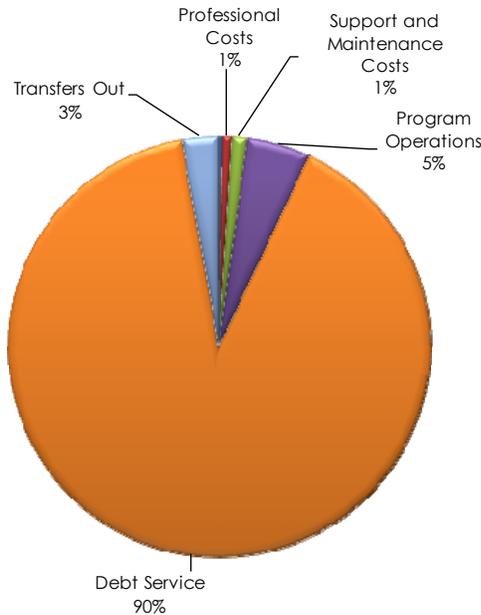
FY 2021/22 Cost	\$	729,000	Blythe
		<u>191,000</u>	Riverside County
		920,000	Total Palo Verde Valley
		<u>(106,100)</u>	Less: Allocation of administrative costs
	\$	<u>813,900</u>	Total Palo Verde Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads 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 43 – Toll Operations



Expenditures

Toll operations expenses of \$730,633,300 represent the fifth full year of operating expenses and debt service for the RCTC 91 Express Lanes and the first full year of operating expenses and debt service for the 15 Express Lanes. (Table 54).

Approximately 61% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service. Salaries and benefits reflect an increase of 54% due to net changes in FTE allocations; reorganization of the toll program to include the addition of three new FTEs for a Toll Customer Service Manager, Toll Systems Engineer, and Senior Capital Projects Manager; a 4% pool for performance merit-based salary increases; and an annual salary range adjustment. Professional costs of \$4,992,000 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 \$8,775,500 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 \$21,611,500 primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express Lanes, system changes to comply with statewide technology requirements, and FSP services. Engineering, construction, and design build costs of \$13,493,000 consist of RCTC 91 Express Lanes repair and rehabilitation. Capital outlay of \$180,000 consists of 6C transponder technology.

Debt service of \$659,055,900 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 2021 Refunding Bonds. It consists of a \$147,488,000 payment to escrow agent, \$2,883,400 cost of issuance, \$488,391,600

principal payment, and \$20,292,900 interest payment for the 2013 Toll Bonds (current interest bonds) and 2021 Refunding Bonds.

Transfers out relate to \$18,896,200 of toll operations surplus revenues to fund the 15/91 Express Lanes Connector project and \$1,532,500 for the administrative cost allocation.

Table 54 – Toll Operations Uses Detail

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 786,200	\$ 1,364,000	\$ 1,364,000	\$ 2,096,700	\$ 732,700	54%
Professional Costs						
Legal Services	286,200	928,000	205,000	430,000	(498,000)	-54%
Audit Services	50,500	64,800	31,600	64,800	-	0%
Financial Advisory	156,000	100,000	5,000	10,000	(90,000)	-90%
Professional Services - General	849,000	4,980,100	2,842,700	4,487,200	(492,900)	-10%
Total Professional Costs	1,341,700	6,072,900	3,084,300	4,992,000	(1,080,900)	-18%
Support and Maintenance Costs	3,321,300	5,576,100	3,462,700	8,775,500	3,199,400	57%
Projects and Operations						
Program Operations	7,290,400	18,883,200	15,124,500	21,611,500	2,728,300	14%
Engineering	-	-	-	150,000	150,000	N/A
Construction	26,000	1,280,000	1,000,000	9,783,000	8,503,000	664%
Design Build	193,400	620,000	620,000	3,560,000	2,940,000	474%
Total Projects and Operations	7,509,800	20,783,200	16,744,500	35,104,500	14,321,300	69%
Capital Outlay	417,300	308,300	3,300	180,000	(128,300)	-42%
Debt Service	7,119,900	7,119,900	7,119,900	659,055,900	651,936,000	9157%
Transfers Out	2,923,500	1,140,300	1,140,300	20,428,700	19,288,400	1692%
TOTAL Toll Operations	\$ 23,419,700	\$ 42,364,700	\$ 32,919,000	\$ 730,633,300	\$ 688,268,600	1625%

Toll Operations Staffing Summary

Position	FY 19/20	FY 20/21	FY 21/22
Accounting Technician	0.01	0.00	0.00
Chief Financial Officer	0.15	0.09	0.03
Deputy Director of Finance	0.06	0.04	0.06
Deputy Director of Finance Administration	0.00	0.04	0.10
Deputy Executive Director	0.03	0.03	0.02
Executive Director	0.01	0.01	0.03
External Affairs Director	0.00	0.00	0.02
Facilities Administrator	0.04	0.03	0.10
Financial Analyst	1.00	1.00	1.00
Procurement Analyst	0.00	0.00	0.10
Procurement Manager	0.15	0.01	0.05
Public Affairs Manager	0.00	0.00	0.09
Right of Way Manager	0.00	0.07	0.00
Senior Administrative Assistant	0.00	0.08	0.00
Senior Capital Project Manager	0.00	0.00	0.40
Senior Financial Analyst	0.24	0.16	0.40
Senior Management Analyst	1.20	1.18	2.02
Senior Procurement Analyst	0.02	0.03	0.08
Toll Customer Service Manager	0.00	0.00	1.00
Toll Operations Director	0.40	0.33	0.86
Toll Project Delivery Director	0.28	0.49	0.70
Toll Project Manager	0.00	0.12	0.00
Toll Systems Engineer	0.00	0.00	1.00
Toll Technology Manager	0.43	0.40	0.86
FTE	4.02	4.11	8.92

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 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. 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 the Commission purchased these facilities for express lanes operations.

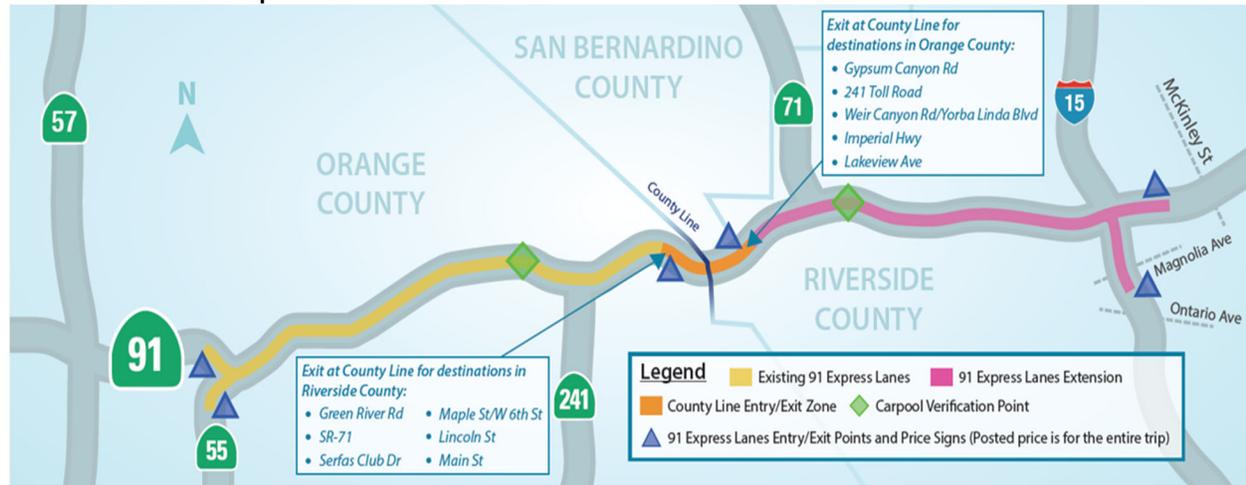
Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, public outreach, Regional Operations Center development, and toll policies and business rules.

RCTC 91 Express Lanes

In March 2021, the Commission completed its fourth 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 cooperative agreement between the Commission and Caltrans.

Chart 44 – 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

In April 2021, the Commission opened the 15 Express Lanes which generally includes two lanes in each direction of the center median from Cajalco Road to State Route (SR) 60, approximately 15 miles in each direction.

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 through April 2071 based on a cooperative agreement between the Commission and Caltrans.

Chart 45 –15 Express Lanes



The 15 Express Lanes operator provides 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, Caltrans, 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 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. Currently, Commission staff is actively developing the project as part of a multi-agency project development effort with a focus on the future pricing and operations of the connector. When this facility opens, currently planned in 2025, 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.

In December 2020, SBCTA received notification of significant SB 1 grant funding that will fully fund additional express lanes on the I-15 corridor from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County. This project will result in approximately two additional miles of a single express lane in each direction for the Commission from Cantu-Galleano Ranch Road to the county line. This SBCTA-led project will effectively become a northern extension of the Commission's existing 15 Express Lanes with the associated responsibilities of daily operations and maintenance.

State and Regional Toll Efforts

Toll Operations is also working on several important efforts related to tolling.

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.

Commission staff also participates in and provide input to regional studies performed by Caltrans District 8 and SCAG related to managed lanes (including express lanes, toll policies, and issues related to regional express lane networks).

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 2021/22, the Commission will deposit approximately \$2.9 million, to the extent available, to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures include \$17.5 million for major repair and rehabilitation expenses permitted under the master indenture.

91 Express Lanes Major Repair and Rehabilitation (P009103, 009104)

Commence asphalt overlays of pavement and other necessary repairs 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, Caltrans has agreed to share 50% of the cost. The Commission's future cost for this work will be estimated after geotechnical analysis, project scope creation, and cost responsibility allocations are determined. Additionally, continue replacement of the back office system and new data mart.

FY 2021/22 Cost	\$	150,000	Engineering
	\$	9,783,000	Construction
	\$	3,560,000	Design-build
	\$	3,250,000	Toll services
	\$	716,700	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.		

The RCTC 91 Express Lanes Engineer's Technical Report projected operations and maintenance costs of approximately \$16.3 million, whereas the FY 2021/22 budget is approximately \$16.7 million, including an internal administrative cost allocation. The FY 2021/22 costs budget amount is \$378,700, or 2% above the Engineer's Technical Report projection. In accordance with the 2013 TIFIA Loan agreement, expenses that account for any portion over 10% require additional explanation.

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 the first year of operations, the 15 Express Lanes Engineer's Technical Report projected operations and maintenance costs of approximately \$15.1 million (as adjusted by an escalation factor of 2.5%), whereas the FY 2021/22 budget is approximately \$16.4 million. The FY 2021/22 budgeted costs are \$1.3 million, or 9% above the Engineer's Technical Report projection. In accordance with the 2017 TIFIA Loan agreement, expenses that account for any portion over 10% require additional explanation.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2022 are presented in Table 55. The cash balances at June 30, 2022 include surplus toll revenues.

Table 55 – RCTC 91 Express Lanes and 15 Express Lanes Projected Cash Flows FY 2021/22

	RCTC 91	
	Express Lanes	15 Express Lanes
Cash balance at July 1, 2021, as projected	\$ 153,785,800	\$ 45,200
<i>Cash flows from operating activities:</i>		
<i>Sources of operating funds:</i>		
Toll revenue	35,421,700	21,599,800
Non-toll revenue	6,130,200	2,070,000
Total sources of operating funds	<u>41,551,900</u>	<u>23,669,800</u>
<i>Uses of funds for operations and maintenance:</i>		
Salaries and benefits	852,800	955,500
Professional costs	1,524,200	985,900
Support and maintenance costs	4,677,800	4,097,700
Projects and operations	8,457,300	9,866,600
Capital outlay	130,000	50,000
Administrative allocation to General fund	1,074,700	457,800
Total uses of funds for operations and maintenance	<u>16,716,800</u>	<u>16,413,500</u>
Net cash provided by operations	<u>24,835,100</u>	<u>7,256,300</u>
<i>Cash flows from non-capital financing activities:</i>		
Repair and rehabilitation costs	(17,459,700)	-
Use of surplus for development of 241/91 connector agreements	(184,900)	-
Use of surplus for 15/91 Express Lanes Connector	(18,896,200)	-
Net cash provided by (used for) non-capital financing activities	<u>(36,540,800)</u>	<u>-</u>
<i>Cash flows from capital and related financing activities:</i>		
Proceeds from 2021 Refunding Bonds, including premium	667,578,000	-
Payment to escrow agent for refunded bonds	(147,488,000)	-
Prepayment of 2013 TIFIA Loan related to refinancing	(484,571,600)	-
Costs of issuance paid in connection with 2021 Refunding Bonds	(3,948,900)	-
Interest paid on 2021 Refunding Bonds	(11,252,000)	-
Payment to U.S. DOT to repay 2013 TIFIA Loan	(3,820,000)	-
Interest paid on 2013 Toll Bonds	(9,040,900)	-
Net cash provided by capital and related financing activities	<u>7,456,600</u>	<u>-</u>
<i>Cash flows from investing activities:</i>		
Interest on investments	149,500	7,300
Net cash provided by investing activities	<u>149,500</u>	<u>7,300</u>
Net increase in cash	(4,099,600)	7,263,600
Cash balance at June 30, 2022, as projected	<u>\$ 149,686,200</u>	<u>\$ 7,308,800</u>

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 19/20 Estimated	FY 19/20 Actuals	FY 20/21 Estimated	FY 21/22 Projected
TO1	Toll transactions <ul style="list-style-type: none"> • 91 Express Lanes • 15 Express Lanes 	15,788,000 N/A	13,119,123 N/A	16,136,000 5,137,800	15,320,000 25,870,000
TO1	Toll revenues <ul style="list-style-type: none"> • 91 Express Lanes • 15 Express Lanes 	\$44,362,300 N/A	\$49,252,190 N/A	\$34,656,400 \$3,765,400	\$35,421,700 \$21,599,800
TO1	Non-toll revenues, excluding investment income <ul style="list-style-type: none"> • 91 Express Lanes • 15 Express Lanes 	\$5,259,700 N/A	\$7,181,835 N/A	\$6,101,400 \$22,500	\$6,130,200 \$2,070,000

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
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
COVID-19	–	An infectious disease caused by a newly discovered coronavirus that created a worldwide pandemic
CSTAC	–	Citizens and Specialized Transit Advisory Committee
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
GASB	–	Governmental Accounting Standards Board
GFOA	–	Government Finance Officers Association
GHG	–	Greenhouse Gas
HIP	–	Highway Infrastructure Program
HOV	–	High Occupancy Vehicle (Carpool Lane)
HSIPR	–	High Speed Intercity Passenger Rail

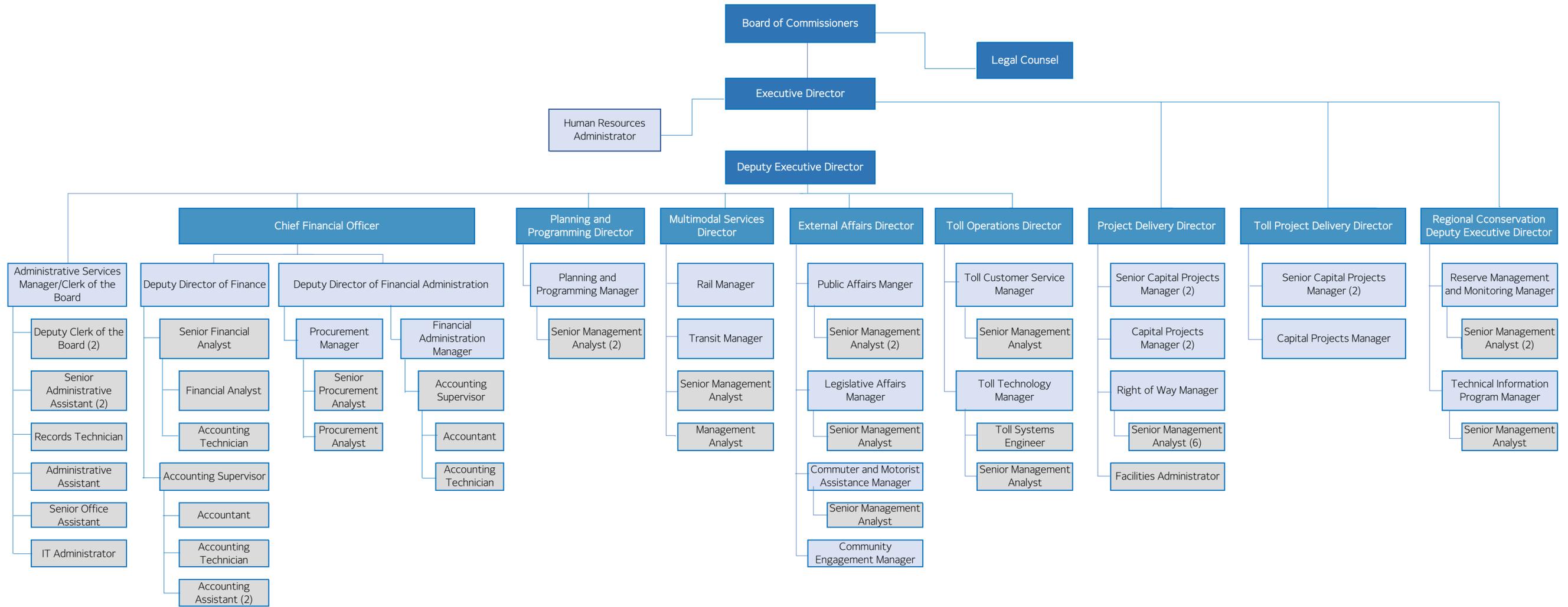
I	- Interstate
IE Commuter	- Inland Empire Commuter rideshare system
IE CMCP	- Inland Empire Comprehensive Multimodal Corridor Plan
IEOC	- Inland Empire–Orange County Metrolink Service
Inland Empire	- Region covering Riverside and San Bernardino counties
IVR	- Interactive Voice Response
LCTOP	- Low Carbon 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 SCRRRA (see SCRRRA)
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
RCA	- Western Riverside County Regional Conservation Authority
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

SB 1376	-	State legislation that designated the California Public Utilities Commission as the administrative agency for the Transportation Network Companies Access for All program
SBCTA	-	San Bernardino County Transportation Authority
SBE	-	Small Business Enterprise
SCAG	-	Southern California Association of Governments
SCCP	-	Solutions for Congested Corridors Program
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
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
TEA	-	Telework Employer Assistance Program
TIFIA	-	Transportation Infrastructure Finance and Innovation Act
TIP	-	Transportation Improvement Plan
TNC	-	Transportation Network Companies
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 COP	-	15 Corridor Operations Project
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; also referred to as Riverside Express
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 as two series (current interest bonds and capital appreciation bonds)
- 2016 Refunding Bonds – Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
- 2017 TIFIA Loan – TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
- 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
- 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
- 2021 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 but is anticipated to be completed in fall 2021

Appendix B – Salary Schedule Effective 7/1/2021

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt / Non-Exempt
ADMINISTRATION					
Administrative Services Manager/Clerk of the Board	1	51	\$ 9,969	\$ 13,459	E
Deputy Clerk of the Board	1	32	\$ 6,270	\$ 8,464	NE
Human Resources Administrator	1	45	\$ 8,612	\$ 11,626	E
IT Administrator	1	45	\$ 8,612	\$ 11,626	E
Records Technician	1	17	\$ 4,350	\$ 5,872	NE
Senior Administrative Assistant	2	25	\$ 5,287	\$ 7,137	NE
Senior Office Assistant	1	13	\$ 3,945	\$ 5,326	NE
Administration Subtotal	8				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	2	53	\$ 10,468	\$ 14,132	E
Facilities Administrator	1	45	\$ 8,612	\$ 11,626	E
Project Delivery Director	1	71	\$ 16,239	\$ 21,923	E
Right of Way Manager	1	53	\$ 10,468	\$ 14,132	E
Senior Capital Projects Manager	2	65	\$ 14,028	\$ 18,938	E
Senior Management Analyst	4	43	\$ 8,202	\$ 11,073	E
Capital Project Development and Delivery Subtotal	11				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	\$ 17,904	\$ 24,170	E
Executive Director	1	83	\$ 21,762	\$ 29,379	E
Executive Management Subtotal	2				
FINANCE					
Accountant	1	33	\$ 6,426	\$ 8,676	E
Accounting Assistant	2	17	\$ 4,350	\$ 5,872	NE
Accounting Supervisor	1	44	\$ 8,402	\$ 11,343	E
Accounting Technician	2	25	\$ 5,287	\$ 7,137	NE
Chief Financial Officer	1	67	\$ 14,729	\$ 19,885	E
Deputy Director of Finance	1	57	\$ 11,541	\$ 15,580	E
Deputy Director of Financial Administration	1	57	\$ 11,541	\$ 15,580	E
Financial Analyst	1	35	\$ 6,748	\$ 9,109	E
Procurement Analyst	1	36	\$ 6,912	\$ 9,332	E
Procurement Manager	1	53	\$ 10,468	\$ 14,132	E
Senior Financial Analyst	1	43	\$ 8,202	\$ 11,073	E
Senior Procurement Analyst	1	43	\$ 8,202	\$ 11,073	E
Finance Subtotal	14				
EXTERNAL AFFAIRS					
Community Engagement Manager	1	51	\$ 9,969	\$ 13,459	E
Commuter and Motorist Assistance Manager	1	51	\$ 9,969	\$ 13,459	E
External Affairs Director	1	63	\$ 13,360	\$ 18,036	E
Legislative Affairs Manager	1	51	\$ 9,969	\$ 13,459	E
Public Affairs Manager	1	51	\$ 9,969	\$ 13,459	E
Senior Management Analyst	4	43	\$ 8,202	\$ 11,073	E
External Affairs Subtotal	9				
MULTIMODAL SERVICES					
Management Analyst	1	35	\$ 6,748	\$ 9,109	E
Multimodal Services Director	1	63	\$ 13,360	\$ 18,036	E
Rail Manager	1	51	\$ 9,969	\$ 13,459	E
Senior Management Analyst	1	43	\$ 8,202	\$ 11,073	E
Transit Manager	1	51	\$ 9,969	\$ 13,459	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
Planning and Programming Director	1	63	\$ 13,360	\$ 18,036	E
Planning and Programming Manager	1	51	\$ 9,969	\$ 13,459	E
Senior Management Analyst	2	43	\$ 8,202	\$ 11,073	E
Planning and Programming Services Subtotal	4				
Regional Conservation					
Accountant	1	33	\$ 6,426	\$ 8,676	E
Accounting Supervisor	1	44	\$ 8,402	\$ 11,343	E
Accounting Technician	1	25	\$ 5,287	\$ 7,137	NE
Administrative Assistant	1	17	\$ 4,350	\$ 5,872	NE
Deputy Clerk of the Board	1	32	\$ 6,270	\$ 8,464	NE
Financial Administration Manager	1	53	\$ 10,468	\$ 14,132	E
Regional Conservation Deputy Executive Director	1	67	\$ 14,729	\$ 19,885	E
Reserve Management and Monitoring Manager	1	53	\$ 10,468	\$ 14,132	E
Senior Management Analyst	5	43	\$ 8,202	\$ 11,073	E
Technical Information Program Manager	1	45	\$ 8,612	\$ 11,626	E
Regional Conservation Subtotal	14				
TOLL OPERATIONS AND PROJECT DELIVERY					
Capital Projects Manager	1	53	\$ 10,468	\$ 14,132	E
Senior Capital Projects Manager	2	65	\$ 14,028	\$ 18,938	E
Senior Management Analyst	2	43	\$ 8,202	\$ 11,073	E
Toll Customer Service Manager	1	53	\$ 10,468	\$ 14,132	E
Toll Operations Director	1	67	\$ 14,729	\$ 19,885	E
Toll Project Delivery Director	1	71	\$ 16,239	\$ 21,923	E
Toll Systems Engineer	1	45	\$ 8,612	\$ 11,626	E
Toll Technology Manager	1	53	\$ 10,468	\$ 14,132	E
Toll Operations and Project Delivery Subtotal	10				
Total Authorized Positions					
Administration	8				
Capital Project Development and Delivery	11				
Executive Management	2				
Finance	14				
External Affairs	9				
Multimodal Services	5				
Planning and Programming Services	4				
Regional Conservation	14				
Toll Operations and Project Delivery	10				
Total Authorized Positions	77				



AGENDA ITEM 8A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, May 12, 2021

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Jan Harnik at 9:30 a.m., via Zoom Meeting ID 856 3069 4948. Pursuant to Governor Newsom’s Executive Order N-29-20.

2. ROLL CALL

Commissioners/Alternates Present

Ben J. Benoit
Brian Berkson
David Bricker
Chuck Conder
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Raymond Gregory
Yxstain Gutierrez
Jan Harnik
Steven Hernandez*
Jeff Hewitt
Ted Hoffman
Kevin Jeffries
Linda Krupa
Alonso Ledezma
Clint Lorimore

Bob Magee
Scott Matas
Lisa Middleton
Linda Molina
V. Manuel Perez
Kyle Pingree
Dana Reed
Wes Speake
Karen Spiegel
Jeremy Smith*
Michael M. Vargas
Scott Vinton
Chuck Washington
Ted Weill
Lloyd White
Bill Zimmerman

Commissioners Absent

Matt Rahn

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Commissioner Manuel Perez led the Commission in a flag salute.

At this time, Commissioner Steven Hernandez joined the meeting.

4. PUBLIC COMMENTS

Arnold San Miguel, Southern California Association of Governments (SCAG), announced SCAG’s 32nd Annual Demographic Virtual Workshop - Part 1 will be held on June 8, and it

is presented by the SCAG and the University of Southern California Sol Price School of Public Policy. Part 2 - The Post-Pandemic City Virtual Workshop will be held on June 15th and to register on the SCAG website. Arnold San Miguel stated he has made this promise, if anyone attends and they are not satisfied he will take a vacation and work for them.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

6. PUBLIC HEARING – ADOPTION OF A RESOLUTION OF NECESSITY FOR THE ACQUISITION OF A FEE INTEREST IN PORTIONS OF CERTAIN REAL PROPERTY, BY EMINENT DOMAIN, MORE PARTICULARLY DESCRIBED AS ASSESSOR PARCEL NUMBER 305-080-092 (RCPN 1030), FOR THE PLACENTIA AVENUE WIDENING PROJECT, IN RIVERSIDE COUNTY, CALIFORNIA

At this time, Chair Harnik opened the public hearing and called upon legal counsel to explain the nature and scope of this hearing.

Steve DeBaun, legal counsel, explained the purpose of this hearing is for the Board to consider the adoption of Resolution of Necessity No. 21-006 for the acquisition of real property for the Placentia Ave Widening Project. He stated at the conclusion of this hearing, the Board will be asked to adopt the resolution of necessity and he listed the findings. He explained the purpose of this hearing is to consider the need for acquisition of the property and not to consider the value of the property.

At this time, Chair Harnik called on the Clerk of the Board to confirm the proof of mailing and that the Commissioners received any written objections, protests, and requests to be heard from their owners or representatives.

Lisa Mobley, Clerk of the Board, verified the proof of mailing that certifies the notices were sent to the property owners of said parcel number are on file with the Commission. Ms. Mobley stated there were no written objections, protests, or requests to be heard from the owners or representatives. She then asked if there was anyone who wishes to speak either the owner or the owner's representatives that is present today. There was no one wishing to speak from the public.

Hector Casillas, Right of Way Manager, presented the resolution of necessity for the Placentia Ave Widening Project and discussed the following areas:

- Commission guidance
- Four findings required by the Board
- Ariel view of the parcel to be acquired
- Parcel information and offer of just compensation
- Contact summary

- District Condemnation Evaluation & Condemnation Panel Review meetings

Lisa Mobley asked if there was anyone who wishes to speak either the owners or the owner's representatives. There was no one wishing to speak from the public.

In response to Commissioner Chuck Conder's question that this is in no way going to affect this business' opportunities to do business or to affect their product output, Hector Casillas replied correct. Commissioner Conder clarified that their business will not be affected in anyway and it is a matter of finalizing an entrance that is about 12,000 square feet that is needed for the public good. Hector Casillas replied yes.

In response to Commissioner Ted Hoffman's confirmation that the area being discussed is located on the southside of the property on the roadway is the unimproved section, Mr. Casillas replied that is correct, the unimproved area of their property. Commissioner Hoffman concurred with Commissioner Conder's comments.

Commissioner Scott Vinton stated regarding the additional parcel looking along the corridor it looks like there is going to be a lot of takes specifically the one of concern is adjacent to the east of this parcel and there is a building in the way, and he wanted to know what the status is of those negotiations.

Chair Harnik clarified this is not germane to this specific issue and suggested to stay on track and called on Legal Counsel to clarify.

Commissioner Vinton asked if Steve DeBaun, Legal Counsel, would confirm that his concern that the Commission will get this one parcel and then they cannot finish the rest of it if that is germane to this. Steve DeBaun asked for clarification from Commission Vinton.

Commissioner Vinton clarified he was asking about other parcels as the Commission may have similar issues all up and down the corridor, specifically the one to the east with the building if they continue the right of way a crossed that might possibly affect that and Chair Harnik suggested it is not germane to this specific one.

Steve DeBaun explained the only parcel under consideration today is the parcel that is on the resolution of necessity so if there are additional parcels that are needed that cannot be acquired through negotiation then they will bring those forward at that point. He asked Commissioner Vinton if that answered his question. Commissioner Vinton clarified if he could ask the question because if they are not able to take those other properties by negotiation or otherwise as he is a little concerned about having to take this piece from this owner then they do not have a project. Steve DeBaun stated RCTC does have a project now and are committed to take this property based on their good faith belief that there is a project so there is no legal concern with proceeding with the project. He explained if in fact they cannot come to terms with another property owner then it will be up to the

Commission to decide whether or not there is a resolution of necessity, but on these projects of these sorts it is often done on a piecemeal basis. It is not unusual to have one property that is condemned and then sequentially another property later condemned. RCTC does have a project and are purchasing property in good faith and proceeding along with the resolution of necessity in good faith that they will be able to acquire all the necessary parcels. Steve DeBaun stated he does not know the status of the particular property that is under consideration but if it is something that is needed for the project, he is certain there are negotiations underway.

In response to Commissioner Vinton's clarification the bottom line is that he cannot ask his question, Steve DeBaun replied if he wanted to know whether or not RCTC is actually negotiating with the other property owners. Commissioner Vinton stated he would assume the Commission is in negotiations and wondered if the other property owners are somewhat fruitful at this point. It is not a guarantee but if staff thinks they can begin to move forward with some of the other negotiations, then it is possible. Anne Mayer, Executive Director, clarified the Commission is currently in negotiations.

Mark Lancaster, County of Riverside Director of Transportation, stated since he was involved with the project this is the last parcel that is needed for the Placentia Avenue Widening Project. He explained the parcel at the corner of Perris and Placentia Avenues has already been acquired and they have a plan to move that current tenant of that property to another facility. This particular parcel under consideration today will complete all the right of way necessary for the Placentia Avenue Widening Project. Commissioner Vinton thanked Mark Lancaster for answering his question.

Commissioner Brian Berkson expressed disliking having to do eminent domain as it is always the last resort and knows that RCTC has reached out numerous times. He stated since this seems to be a compensation issue what they are asking versus what RCTC is paying and is that something that can continue to be negotiated.

Chair Harnik reminded the Commissioners that this agenda item is not regarding the compensation. Staff had said right to the end even if they go to court, they will continue to negotiate and try to find a place where everyone agrees. Commissioner Berkson stated he understood that, and it is not that, but if they are talking about a few dollars that is one thing but if it is hundreds of thousands of dollars then obviously there may not be much alternative for the Commission to make that decision.

In response to Commissioner Linda Molina's question about the owner's driveway access issue and clarified if that had been resolved because it is the storage side of their property, Hector Casillas replied yes, they informed them of where their driver locations can go, and city staff has confirmed that. He stated now the owner is just going back to do their own due diligence to make sure that will work for their operations.

Commissioner Michael Vargas expressed appreciation to staff for their due diligence behind this project as it is a great project. Obviously, it will impact the Mid County Parkway Project and as Mr. Lancaster indicated this is the last piece and the benefit to everybody is that RCTC is taking four lanes up to Indian Avenue and the city will continue from Indian all the way to Perris, so there will be four lanes going back and forth to the interchange. He expressed appreciation for everybody's efforts and all the questions being asked because this is the final piece, and the key thing is that the reason for moving forward because they are trying to match the timeline so when they start the four lanes coming out it will end at the same time that the project is completed. Commissioner Vargas then moved staff's recommendation.

Chair Harnik asked if there were any owners or their representatives that wish to speak. There was no one wishing to speak from the public.

Chair Harnik asked if there was anyone else who would like to speak on this issue. There was no one wishing to speak.

At this time, Chair Harnik closed the public hearing.

M/S/C (Vargas/Benoit) to:

- 1) **Conduct a hearing to consider the adoption of a Resolution of Necessity, including providing all parties interested in the affected property and their attorneys, or their representatives, an opportunity to be heard on the issues relevant to the Resolution of Necessity;**
- 2) **Make the following findings as hereinafter described in this report:**
 - a) **The public interest and necessity require the proposed project;**
 - b) **The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;**
 - c) **The real property to be acquired is necessary for the project; and**
 - d) **The offer of just compensation has been made to the property owner;**
- 3) **Adopt Resolution of Necessity No. 21-006 described as *“Adoption of a Resolution of Necessity for the Acquisition of a Fee Interest in Portions of Certain Real Property, by Eminent Domain, More Particularly Described as Assessor Parcel Number 305-080-092 (RCPN 1030), Located in Perris, Riverside County, California, for the Placentia Avenue Widening Project.”***

Chair Harnik thanked everyone for their questions, comments, and information as eminent domain always deserves ample time and consideration.

7. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2021/22

Michele Cisneros, Deputy Director of Finance, presented the proposed Fiscal Year Budget for FY 2021/22, highlight the following areas:

- Budget process, FY 2021/22 budget considerations, budget summary
- Revenue/sources breakdown and by comparison
- Expenditure/expenses by department and by comparison
- Capital development and delivery department highlights
- Expenditures/expenses by function and by function comparison
- Next steps

At this time, Chair Harnik opened the public hearing and asked if there were any comments from the public. There were no comments received from the public.

Second Vice Chair Bob Magee expressed appreciation for a \$1 billion budget, which is amazing, and this is not the first time the Commission has been here. He stated during one of the Budget and Committee meetings there was discussion about one of the guiding principles being equity and equity ought to drive the Commission pun intended as they deliver these funds and projects. Second Vice Chair Magee explained the Commission has a new obligation, which is managing the Western Riverside County Regional Conservation Authority (RCA) and it was heard that managing the RCA amounts to less than 3 percent of RCTC's budget so at 3 percent with equity being one of RCTC's guiding principles he looks forward to staff's plan on how to make the administration of the RCA and the Multiple Species Habitat Conservation Plan (MSHCP) equitable among all the partners. Second Vice Chair Magee stated he plans to support this because guiding principle includes equity and looks forward to hearing the implementation as the Commission gets there.

Commissioner Jeffries expressed to Anne Mayer that there is extreme criticism now for the Interstate 15 south, which is a nightmare going from six lanes down to three when approaching Cajalco Road, literally miles of dead stopped traffic now on the I-15 south. He stated as the Commission is going through this process to adopt this budget what does he say, and Commissioner Wes Speake say to the residents who see this mostly as a failure although one can argue that RCTC was successful at moving the bottleneck from the heart of the 15/91 a couple of miles south to Cajalco Road. Commissioner Jeffries asked Anne Mayer what is his and Commissioner Speake's response in adopting nearly \$1 billion budget that may not fix the problem there now.

Anne Mayer stated the I-15 Express Lanes Project opened last month and they have been carefully monitoring the south end and there is significant congestion on the south end. She explained not only is there the reduction of the lanes at Cajalco Road but there is also a situation where all the auxiliary lanes at each of the on-ramps in that area of Corona

there are lane drops. There is a combination of freeway traffic and a lot of traffic getting on at Ontario, Magnolia Avenues, and Cajalco Road all going south. She explained there is this perfect storm of traffic congestion there where they are absolutely trying to do whatever mitigation they can for that. Anne Mayer then discussed what they are doing now, which is working closely with Caltrans on modifications to the ramp metering so they are working, which will reduce congestion on the mainline, and looking at operations and doing time trials to see before and after what is happening to realize what modifications can be made to ease that congestion at Cajalco Road. In addition, included in the budget is continued work on the I-15 Corridor Operations Project (I-15 COP), which is an almost \$40 million project to extend a lane from Cajalco Road all the way to Weirick Road that the Commission approved last year and they are continuing to work on that. She expressed it was never their intent to only build half of that project, when the Commission approved the project in 2006 it was supposed to go all the way to Lake Elsinore and SR-74. The recession hit in 2010, it had to all get cut back due to a lack of funding and unfortunately, the Commission was in a situation where they can only build what they have money for, so they are incrementally building on the I-15 and the Commission had to do this on the I-215 as well. There is congestion all over the County, on the I-15, I-215, the I-10 and the Commission is basically building pieces at a time and moving bottlenecks, and without enough money that is kind of the mode the Commission is in. The Commission builds with the funds that are available and they are not going to build their way out of this, they are trying but they cannot stay ahead of it. Anne Mayer stated just from when this project was approved in 2010 to when it opened, she does not know how many more houses were built along the I-15 corridor and they are trying desperately hard to chase this. The Commission has spent over \$2 billion just within the city limits of Corona trying to tackle SR-91 and I-15 and they can keep doing it, but they are not going to catch up. She explained the Commission has to figure out ways of having the freeways operate better and noted the next agenda item is about the Smart Freeways concept in Temecula, but she is highly concerned that this is the situation the Commission is in as population continues to grow. She acknowledged they know there is congestion there and did careful analysis on how to stripe that area so it would not give all the advantage to the express lanes, reduced the number of express lanes towards the south end, and they did not want to impact the people trying to get on the freeway. It is a tough situation, but she assured the Commissioners they are monitoring it and working with Caltrans and the next segment is coming. They are not going to build their way out of it and need to figure out a better way to do this because it is a matter of money not a lack of desire or anything else they simply do not have the money. Commissioner Jeffries noted welcome to California.

At this time, Commissioner Jeremy Smith joined the meeting.

Chair Harnik stated thank you for those comments and not only a lack of money because RCTC spends an unfortunate amount of time looking for money for these projects but it is also a shift in thinking because they cannot build their way out of it. She asked when Michele Cisneros mentioned that the 15/91 Express Lanes Connector and the I-15 Express

Lanes that will be worked on in this coming year if it will have any impact on the congestion and is there any mitigation effort there.

Anne Mayer replied the 15/91 Express Lanes Connector it is a connection to the north so that is connecting the 91 Express Lanes to the I-15 Express Lanes to the north to serve the cities of Corona, Norco, Eastvale, and Jurupa Valley and it will primarily alleviate congestion and improve connectivity between SR-91 and the communities to the north. The I-15 COP is in the design and environmental phase and it will not be going to construction next year, but there is money in the budget to continue doing that work on an accelerated basis.

Commissioner Wes Speake expressed appreciation for Commissioner Jeffries comments as they are both getting slammed with that. He apologized to Anne Mayer for the angry emails that were passed onto her and his frustration, but it is real, and he knows that staff realizes it is real. He expressed gratitude to the Commissioners for their continued investments that this budget does show but as Commissioner Jeffries and Anne Mayer commented there is still a long way to go and there are some funding shortfalls. The folks in Western Riverside County spent \$2 billion as Anne Mayer just noted to help traffic flow through these two freeways. He expressed it is time for the state to pony up too as he has mentioned a few times. The city of Corona passed a resolution a year or so ago, Caltrans did a study on some auxiliary lanes and there is a need. He suggested this could be a future agenda item to get some support from Commissioners for pursuing that at the state level and finding ways for the state to do it. Commissioner Speake expressed the Commission should not have to pay for it and the folks in Western Riverside County have ponied up enough, but they deserve those fixes on the I-15 as it will help those bottlenecks and it is an awful situation. He invited anyone that wants to join him to stand on the bridge at Cajalco Road, look north and look at the desperation in the people's eyes, it is maddening. He expressed appreciation for continuing to invest in Corona with this budget and really the SR-91 and I-15 being the lifeblood for Western Riverside County, because the better the freeway moves the less impacts there are in all their communities.

Commissioner Hoffman concurred with Commissioner Speake's comments as he travels I-15 going south and tries to pick the right time to go through there and come back because it is a mess. He expressed concern there is an 851 percent increase in RCTC's debt service and yet there is a \$2 billion budget being approved and asked if there is a plan on how to get that debt service down.

Anne Mayer stated she wanted to provide a little bit of background, Measure A in 2010 the voters authorized up to \$975 million in debt at anyone time. So RCTC is actually capped by voter determination in the amount of debt that can be issued, which is capped at \$975 million and that is a Measure A debt. She discussed when RCTC went to build the 91 Project, which is a \$1.4 billion and the I-15 Project that was recently finished and RCTC financed those projects using a federal Transportation Infrastructure Finance and Innovation Act TIFIA loan. In addition, on the 91 Project RCTC issued toll revenue bonds,

which are bonds that RCTC was issued to payback with toll revenue, and they also used some Measure A bonds. While it may seem counter intuitive this is actually a good opportunity for RCTC, the debt service included in RCTC's budget is that they are refinancing their debt on the SR-91 to lower their interest rates and interest payments. She stated before the lockdown with COVID the Commission had approved a refinancing plan that not only with the right market conditions reduce RCTC's overall debt, but also allow RCTC to pay off the TIFIA loan and use other debt instruments so RCTC would no longer owe the federal government a significant amount of money. That debt from a TIFIA loan comes with a lot of reporting requirements and there are restrictions on what this Commission can do with its surplus revenue. The Commission is at a point on the 91 where with surplus revenue once all the costs have been paid RCTC shares it 50/50 with the federal government. She stated RCTC keeps 50 percent of their surplus revenue and the other 50 percent goes to the federal government to purchase down RCTC's debt. By paying off the TIFIA loan and refinancing RCTC is saving money and streamlining costs this Commission will have control over 100 percent of the surplus revenues on the 91 and can choose to continue paying down more debt or choose to invest in other projects. Anne Mayer explained that is a very large number, but it is a good news story and RCTC is doing it to save the Commission and the taxpayers overall both money as well as retaining some local control over the investment. Commissioner Hoffman expressed appreciation for Anne Mayer's comments, and he understands that there is a plan.

Commissioner Chuck Washington expressed appreciation to Anne Mayer for her thorough comments and he wanted to reference in 2018 he accompanied her and RCTC staff to the Bond Rating agencies meetings in New York. He learned an immeasurable amount regarding financing and debt, and he does not believe without the debt the improvements on SR-91 would have been completed and asked Anne Mayer if that was correct. Anne Mayer replied that is correct. Commissioner Washington replied that was the only way to do it and he used purchasing a house as an example where some people can save up the cash to save on the interest, but it might take 30 years to save that much. He explained financing is the only way to get these big projects done and RCTC is doing it in a fashion that is top shelf. He was filled with pride as they made their rounds while in New York to the rating agencies and they were telling him about all the different entities that finance infrastructure such as the very prevalent toll passageways up and down the eastern seaboard and how they wished these entities were more like RCTC with the way RCTC manage their finances and their debt. He is not sure if all the Commissioners are aware of the details of how that is done and how RCTC functions at a very high level. Commissioner Washington shared a story of a road trip to Santa Barbara that he and his wife took about a month ago after being fully vaccinated and they took I-15 north and got in the toll lane and could not get out to get on SR-71 and they drove through Los Angeles and they were able to see all the traffic mid-day on a Friday through Southern California and arrived in Santa Barbara after five hours of driving. He expressed it pretty much cured him of wanting to do road trips in Southern California. He stated for those Commissioners that feel they are the only ones being singled out for traffic southbound on I-215 and southbound on I-15 as they near the merge and then beyond are dramatically bad every

day. The last six or seven months there have been two fatal accidents southbound on I-15 near Temecula due to a combination of inattention and traffic backup and he wanted to share so that no one thinks that their region of Riverside County is being neglected.

Commissioner Karen Spiegel stated she cannot really say much more in addition to what has been said, but something they tend to fail to look at is that why they are at the point of expanding like it happened on SR-91. A couple of decades and she has gone back and found newspaper articles long before on SR-91 needing to improve the traffic situation, so when Anne Mayer commented on the additional housing because the state says additional housing must be added but the state is not adding the transportation and roadways for them. She expressed the same thing is happening with what is going on I-15 and there have been problems for quite some time, it is not new, and it not only because of the I-15 expansion, which because of new construction people assume that is why it is worse. Commissioner Spiegel expressed it was bad, the Commission was trying to make it better and as elected officials they need to remind them it is not just because of construction, or that it went from five to four lanes, traffic was already backing up at Cajalco Road, that was the reason they were looking at it, and the reason for the expansion with the projections of the additional housing. These are key factors the Commissioners have to remind them, and it is hard, but they need to stick together with the same message that it was a necessity of adding more roadway and as it was added Riverside County continues to grow. The SR-91 expansion was started over a decade ago in some of the beginnings it was just trying to capture the money and the same thing with the I-15, so it takes a few years to get everything in order before construction begins. It is important to remind folks they were trying to expand at the request of constituents complaining of the traffic increasing and there are houses being built but there was also a demand before those houses came. Commissioner Spiegel stated as Anne Mayer noted there is a total lack of funding and it has to be done piece by piece and the elected officials are the message carriers, and they have to make sure they have that same message.

At this time, Commissioner Hernandez left the meeting.

Chair Harnik reminded everyone that this is a public hearing on the budget.

M/S/C (Ledezma/Perez) to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year 2021/22 Budget;**
- 2) Open the public hearing in order to receive input and comments on the proposed FY 2021/22 Budget on May 12 and June 9, 2021, and thereafter close the public hearing; and**
- 3) Approve an increase in the FY 2020/21 budget for revenues and expenditures for \$250,000 related to regional conservation right of way consultant costs.**

8. CONSENT CALENDAR

M/S/C (Gregory/Benoit) to approve the following Consent Calendar items.

8A. APPROVAL OF MINUTES – APRIL 14, 2021

8B. SINGLE SIGNATURE AUTHORITY REPORT

Receive and file the Single Signature Authority report for the third quarter ended March 31, 2021.

8C. AGREEMENTS FOR AUDIT AND ATTESTATION SERVICES

- 1) Award the following agreements to provide audit and attestation services for the Western Riverside County Measure A recipients and Transportation Development Act (TDA) claimants of the Commission and the member agencies of the Western Riverside County Regional Conservation Authority (RCA) for a three-year term, with three one-year options to extend the agreements in the total aggregate amount of \$1,524,661, plus a contingency amount of \$75,339, for a total aggregate amount not to exceed \$1,600,000:
 - a) Agreement No. 21-19-034-00 to BCA Watson Rice LLP;
 - b) Agreement No. 21-19-035-00 to Brown Armstrong Accountancy Corporation (Brown Armstrong);
 - c) Agreement No. 21-19-036-00 to Conrad LLP; and
 - d) Agreement No. 21-19-037-00 to Eide Bailly LLP;
- 2) Award the following agreements to provide audit and attestation services for the Eastern Riverside County Measure A Recipients and Transportation Development Act Claimants of the Commission for a three-year term, with three one-year options to extend the agreements in the total aggregate amount of \$413,160, plus a contingency amount of \$19,840, for a total aggregate amount not to exceed \$433,000:
 - a) Agreement No. 21-19-056-00 to Brown Armstrong; and
 - b) Agreement No. 21-19-057-00 to Conrad LLP;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements, including options years, on behalf of the Commission; and
- 4) Authorize the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for these audit and attestation services.

8D. STATE AND FEDERAL LEGISLATIVE UPDATE

- 1) Receive and file an update on state and federal legislation;

- 2) Adopt the following bill positions:
 - a) SB 261 (Allen) – Oppose.

8E. 2021 MID-CYCLE STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND PROGRAMMING

- 1) Approve the 2021 Mid-Cycle State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP Intracounty Memorandum of Understanding (MOU);
- 2) Approve programming \$10,069,068 of 2021 Mid-Cycle STIP Western Riverside County, Coachella Valley, and Palo Verde Valley funding capacity to the 71/91 Connector project, and submit the 2021 Mid-Cycle STIP to the California Transportation Commission (CTC);
- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (2 percent of STIP programming capacity) in the amount of \$205,491 in Fiscal Year 2022/23;
- 4) Approve swapping the Coachella Valley STIP share with Surface Transportation Block Grant (STBG) funds in the amount of \$2,159,815;
- 5) Approve Agreement No. 07-71-028-04, Amendment No. 4 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$43,297 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects; and
- 6) Authorize the Executive Director, pursuant to legal counsel review, to execute Agreement No. 07-71-028-04 on behalf of the Commission upon CTC adoption of the 2021 Mid-Cycle STIP.

8F. AMENDMENT NO. 1 TO AGREEMENT NO. 16-31-102-00 WITH COUNTY OF RIVERSIDE TO FUND A PROJECT STUDY REPORT FOR THE INTERSTATE 215/ETHANAC ROAD INTERCHANGE

- 1) Approve Amendment No. 1 to Agreement No. 16-31-102-00 with the County of Riverside (County) to utilize the remaining balance of \$1,041,716 of 2009 Measure A Western County New Corridors Program funds from the original agreement for the preparation of a Project Study Report (PSR) for the Interstate 215/Ethanac Road Interchange, for which the County will serve as lead agency; and
- 2) Authorize the Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission.

8G. INTERSTATE 15 EXPRESS LANES PROJECT DESIGN-BUILD CONTRACT FINAL ACCEPTANCE

Approve Final Acceptance for the Interstate 15 Express Lanes Project (I-15 ELP or Project) Design-Build Contract, Agreement No. 16-31-057-00, with Skanska-Ames, a Joint Venture, subject to the Executive Director's verification that all contract requirements for Final Acceptance have been met.

8H. SMART FREEWAYS PILOT PROJECT

- 1) Approve Agreement No. 21-31-063-00 with WSP USA Inc, (WSP) to provide professional services for preliminary engineering/environmental document, final design, construction support, and operations support services for Smart Freeway improvements on Interstate 15 (I-15) project (Project), from the San Diego county line to Winchester Road in the city of Temecula in an amount of \$3,866,809, plus a contingency amount of \$133,191, for a total amount not to exceed of \$4,000,000;
- 2) Approve Agreement No. 21-31-059-00 with Caltrans to obtain a State Highway Operation and Protection Program (SHOPP) Minor Funds contribution for a total amount not to exceed of \$1,200,000;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 4) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project.

8I. AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT NO. 19-33-004-00 WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY FOR CONSTRUCTION OF THE RIVERSIDE LAYOVER FACILITY IMPROVEMENT PROJECT

- 1) Approve Agreement No. 19-33-004-01, Amendment No. 1 to Agreement No. 19-33-004-00, between the Commission and Southern California Regional Rail Authority (SCRRA) for the construction of the Riverside Layover Facility Improvement project (Project) in the amount of \$99,999, plus a contingency amount of \$10,000, for an additional amount of \$109,999, and a total amount not to exceed \$281,999;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the cooperative agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve the use of a contingency, as may be required for these services.

8J. QUARTERLY REPORTING OF CONTRACT CHANGE ORDER FOR CONSTRUCTION CONTRACTS

Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the past three months ending March 31, 2021.

8K. LOW CARBON TRANSIT OPERATIONS PROGRAM RESOLUTION

Adopt Resolution No. 21-005, *“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 the Expanded Perris Valley Line Operations Project Fiscal Year 2022 Funds in the Amount of \$864,540”*.

9. MEASURE A SPECIALIZED TRANSIT AWARD RECOMMENDATIONS FOR FISCAL YEARS 2021/22 – 2023/24

Monica Morales, Senior Management Analyst, presented the Measure A Specialized Transit Program awards for FY 2021/22 – 2023/24, highlighting the following areas:

- Call for projects applications
- Measure A awards
- Measure A Pilot Project

M/S/C (Vargas/Vinton) to:

- 1) Approve the staff recommendations for the Measure A Western Riverside County Specialized Transit Program Fiscal Year (FY) 2021/22 - 2023/24 Call for Projects totaling \$8,951,257;**
- 2) Approve an allocation of \$150,000 for a specialized transit pilot program for the city of Menifee (City);**
- 3) Direct staff to prepare agreements with the award recipients to outline the scope, project schedules, and local funding commitments; and**
- 4) Authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review.**

Due to technical difficulties, there was no confirmation of Commissioner Ledezma’s vote.

10. COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR TIER 1 PROGRAM DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

Sheldon Peterson, Rail Manager, thanked the Commissioners for getting through this effort and RCTC leadership, the partners at Caltrans, and the Federal Railroad

Administration (FRA) for helping to get this project along. He then presented the Coachella Valley-San Gorgonio Pass Rail service update, highlighting the following:

- Shared a project video preview of the Coachella Valley-San Gorgonio Pass Rail Corridor Project
- An updated map of the proposed Coachella Valley (CV) Passenger Rail Project
- CV Rail purpose and need, project process overview and the Program Level (Tier 1) draft EIR/EIS overview
- Passenger rail options studied, next steps in Program-Level (Tier 1) EIR/EIS, upcoming project phases, and the Program-Level (Tier 1) EIS/EIR Public Comment

Commissioner Middleton expressed appreciation to Sheldon Peterson for a really good presentation and asked if he could remind the Commissioners what the cost estimates are for building the third track from Colton to the CV.

Sheldon Peterson replied the very early estimates without any solid engineering is roughly \$1 billion to make that investment including the stations so that does seem like a very large number, but the state is investing heavily in rail and there are \$1 billion station projects in Los Angeles, San Diego, and all over the state so there are opportunities.

In response to Commissioner Middleton's inquiry about the timeframe that was provided that would include coming to a determination by the end of the year as to which one of the three options that Mr. Peterson laid out is the preferred option, Sheldon Peterson replied that is correct for the environmental document. It will environmentally clear one of those options and they could potentially build anything that is environmentally cleared.

Commissioner Middleton stated she will not belabor this, it is a lot of money and it is a generational public works project. She expressed it is one of the most important public works projects for the CV in well over a generation not only for the CV, but for anyone of the over 10 million people who visit the CV on an annual basis. Commissioner Middleton noted spending a lot of time in this valley and spoke to a tremendous number of people who visit and love coming here and in all of those years and she has yet to meet one individual who arrived in the CV by train, and it is time to change that.

Vice Chair Perez expressed appreciation to Sheldon Peterson for his presentation and for Commissioner Middleton's comments. He thanked all the people here that have gotten this project this far. He expressed sincere appreciation to the late former Commissioner Greg Pettis who was leading the charge for several years and he needs to be honored and recognized for that effort. He stated this is also transportation just like the future Cal State University Palm Desert Campus and the arena that is coming along and moving forward and for all those reasons Commissioner Middleton brought forward earlier this is critical. He thanked staff that there will be materials and interpreters to translate into Spanish as there is quite a bit of folks on the east end that go to the L.A. area and Orange County and folks over there that come this way by bus, and they have various stops in

Coachella and in Indio. Having that information in Spanish and getting their voices heard will be very helpful as well in moving this project along. He stated he needed to leave the Commission meeting as he has another meeting.

Commissioner Jeff Hewitt concurred with some of the comments made by the Commissioners and stated this helps connect the county in so many ways the eastern part of the county has had I-10 and some mountain roads to get over the backway. With the growth out in CV and in the Pass has increased and seeing the major impacts on I-10 this project will change everything. There are so many positive things from having easier access to Palm Springs International Airport, it gives people all sorts of choices, it is the future, this one makes sense in everyway if they can get the railroads to buy in, which might be one of the biggest issues. Commissioner Hewitt expressed if it is \$1 billion it is one of the best \$1 billion to be spent.

Commissioner Waymond Fermon concurred with a lot of the Commissioners' comments and expressed appreciation for all the hard work and a great presentation. He stated the city of Indio will do what they can to get the word out to their constituents. This project is going to really support their workforce as well expanding out into the Inland Empire in Los Angeles for their folks out in CV. Commissioner Fermon explained as the cities of Indio and Coachella really begin to reinvest in their downtown areas and see this growth this will be vital to them as well. This EIR/EIS being released is perfect timing for them and investing in rail is going to be crucial as they are growing out in the CV at a fast rate. He stated if they do not deal with how to mitigate those issues in the valley, they might end up with those same traffic issues they see in western county. This is crucial to start investing and changing the way they think as it pertains to transportation. Commissioner Fermon thanked staff for adding the bilingual piece into the presentation and for getting the message out because 60 percent of residents in the city of Indio are Hispanic and about 30 percent of that are Spanish speaking.

Chair Harnik asked if she pronounced Commissioner Kyle Pingree's name correctly. She stated he is representing the city of Banning and this is his first meeting.

Commissioner Pingree replied yes and stated it is a great project he is looking forward to being able to connect the CV with the Pass Area. He expressed concern with Cabazon as there is one exit in and one exit out into Cabazon as he has seen where two trains have already blocked the entrance in, which have set fire trucks off from getting into the south side of Cabazon south of the freeway. He asked if they are going to fix that to where the Metrolink and the freight trains running all at the same time and is there going to be away in case of an emergency evacuation the citizens can get out.

Chair Harnik stated that is an important comment and they will have the opportunity to make that comment when the draft EIR/EIS is released.

Sheldon Peterson replied to Commissioner Pingree that is a great comment and stated that is something they will bring into the design effort going into the Tier 2 document so raising it now, it will be addressed going forward. He explained conceptually the third track would help to keep traffic flowing so if there is a freight train there would be opportunity to get around that on the railroad, but the street crossings will need to be addressed as they get closer in the project.

M/S/C to receive and file an update on the Coachella Valley-SanGorgonio Pass Rail Corridor Service Planning Study with the imminent release of the Draft Tier 1 Program Draft Environmental Impact Statement/Environmental Impact Report.

11. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

12. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

There were no Commissioners or Executive Director reports.

13. CLOSED SESSION

13A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

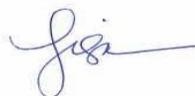
Item	Property Description	Property Owner	Buyer(s)
1	210-180-011, 034, 045, and 210-190-001	RCTC	Alexey Zaboloskikh
2	118-160-021	RCTC	SPX Investment, LLC
3	102-092-030, 031, 102-101-002, 033, 035, 037	RCTC	Realm AC, LLC

There were no announcements from the closed session.

14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Harnik adjourned the meeting at 11:33 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, June 9, 2021, via Zoom.

Respectfully submitted,



Lisa Mobley
Clerk of the Board

AGENDA ITEM 8B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Appropriations Limit FY 2021/22

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 21-010 “Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”, for Fiscal Year 2021/22.

BACKGROUND INFORMATION:

Section 7910 of the California Government Code implements Article XIII B 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 as \$542,714,188 for FY 2021/22. 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 2021/22 Appropriations Limit was posted on the *Commission’s website*.

Attachments:

- 1) Resolution No. 21-010
- 2) California Per Capita Income and Population, Riverside County – California Department of Finance

<i>Approved by the Budget and Implementation Committee on May 24, 2021</i>				
In Favor:	12	Abstain:	0	No: 0

RESOLUTION NO. 21-010**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ESTABLISHING THE ANNUAL APPROPRIATIONS LIMIT**

WHEREAS, Article XIII B 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 XIII B, 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 XIII B 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 (FY) 1990/91 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 FY 2021/22 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 FY 2021/22 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 FY 2021/22, 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 XIII B of the California Constitution for FY 2021/22 are hereby established and determined to be \$542,714,188.

3. A copy of the documentation used in the determination of the appropriations limit for FY 2021/22 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 9th day of June, 2021.

Jan Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2021/22 APPROPRIATIONS LIMIT

2020/21	Appropriations Limit	.....	\$ 509,885,755
<hr/>			
	2021/22 adjustment		
	Change in California per capita personal income		5.73%
	Per capita cost of living converted to a ratio:		1.0573
	Change in population, Riverside County		0.67%
	Population converted to a ratio:		1.0067
	Calculation of factor for FY 2021/22:		
	Per capita cost of living ratio		1.0573
	Population ratio	⊗	1.0067
	FY 2021/22 factor		1.0643839
	2020/21 Appropriations Limit		\$ 509,885,755
	FY 2021/22 factor	⊗	1.0643839
<hr/>			
2021/22	Appropriations Limit	.....	\$ 542,714,188

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](http://www.dof.ca.gov)

May 2021

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code section 2227 requires the Department of Finance (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, 2021, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2021-22. 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 2021-22 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, 2021.**

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.

KEELY MARTIN BOSLER
Director
By:

Erika Li
Chief Deputy 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 2021-22 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2021-22	5.73

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2021-22 appropriation limit.

2021-22:

Per Capita Cost of Living Change = 5.73 percent
 Population Change = -0.46 percent

Per Capita Cost of Living converted to a ratio: $\frac{5.73 + 100}{100} = 1.0573$

Population converted to a ratio: $\frac{-0.46 + 100}{100} = 0.9954$

Calculation of factor for FY 2021-22: $1.0573 \times 0.9954 = 1.0524$

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2020 to January 1, 2021 and Total Population, January 1, 2021

County City	Percent Change	--- Population Minus Exclusions ---		Total Population
	2020-2021	1-1-20	1-1-21	1-1-2021
Riverside				
Banning	3.79	31,057	32,233	32,233
Beaumont	1.85	51,731	52,686	52,686
Blythe	-0.02	13,934	13,931	18,556
Calimesa	7.50	9,522	10,236	10,236
Canyon Lake	0.06	11,018	11,025	11,025
Cathedral City	0.91	53,445	53,934	53,973
Coachella	0.51	47,583	47,825	47,825
Corona	0.67	168,332	169,454	169,454
Desert Hot Springs	0.17	30,036	30,086	30,086
Eastvale	1.64	66,535	67,626	67,626
Hemet	0.16	84,391	84,525	84,525
Indian Wells	1.06	5,371	5,428	5,428
Indio	0.90	90,804	91,621	91,621
Jurupa Valley	1.03	107,000	108,097	108,097
Lake Elsinore	1.85	63,446	64,617	64,762
La Quinta	0.83	40,906	41,247	41,247
Menifee	2.67	97,094	99,686	99,686
Moreno Valley	0.30	208,791	209,426	209,426
Murrieta	0.55	114,541	115,172	115,172
Norco	0.02	24,038	24,043	26,107
Palm Desert	0.12	53,828	53,892	53,892
Palm Springs	0.52	47,509	47,754	47,754
Perris	0.51	78,575	78,977	78,977
Rancho Mirage	1.01	18,611	18,799	18,799
Riverside	-1.36	328,707	324,243	324,302
San Jacinto	2.12	50,207	51,269	51,269
Temecula	0.23	112,512	112,771	112,771
Wildomar	0.14	36,963	37,013	37,013
Unincorporated	1.35	384,506	389,711	389,905
County Total	0.67	2,430,993	2,447,327	2,454,453

*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 8C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Financial Statements

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2021.

BACKGROUND INFORMATION:

During the 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 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 through January 2021.

On a cash basis, the Measure A and LTF sales tax receipts are 11.41 and 9.19 percent higher, respectively, than the same period last fiscal year. State Transit Assistance revenues, including State of Good Repair for the third quarter of 2021, are expected to be received in the fourth quarter of 2021. Based on monitoring of the trends in the sales taxes, staff intends to recommend revised Measure A and LTF sales tax revenue projections for FY 2020/21 and FY 2021/22 at the June meeting in connection with adoption of the FY 2021/22 budget.

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 reflect the reversal of FY 2019/20 accrued revenues at the beginning of FY 2020/21 in excess of amounts billed through the third quarter. Reimbursement invoices for third quarter expenditures will be prepared and submitted in the fourth quarter.

During the FY 2020/21 budget process, the Commission conservatively estimated Transportation Uniform Mitigation Fee (TUMF) revenues of \$11 million passed through from Western Riverside Council of Governments (WRCOG). The Commission expects to receive the November 2020 through March 2021 revenues by the end of the fourth quarter. The budgeted balance of \$4.5 million relates to the TUMF zone reimbursements from WRCOG for the Interstate 15 interchange at Railroad Canyon in the city of Lake Elsinore.

During the FY 2020/21 budget process, the Commission conservatively budgeted RCTC 91 Express Lanes and 15 Express Lanes toll revenues and toll violations and fee revenues at \$37.3 million and \$4.9 million, respectively. In January 2021, the Commission approved a \$10.7 million mid-year budget adjustment to reduce toll revenues and toll violations and fee revenues due to the delayed opening of the 15 Express Lanes. The operating statement shows the toll revenues at 97 percent of the revised budget and toll violations and fee revenues at 143 percent. All toll and fee revenues are related to the RCTC 91 Express Lanes, as the 15 Express Lanes opened in early April 2021. Staff will continue to monitor the toll transactions.

Other revenues primarily related to property management lease revenues are at 104 percent of the \$549,100 budget; investment income through the third quarter is 85 percent of the budget.

Gain on sale of land is recorded as part of the RCTC 91 Express Lanes Enterprise Fund accounting records and reflects the gain on sale of excess land purchased for the 91 Project. Gain on sale of land is not a budget-related item and, therefore, is not included in the FY 2020/21 budget.

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 are under budget primarily due to unfilled budgeted positions, including the regional conservation positions related to the Implementation and Management Services Agreement between the Commission and the Western Riverside County Regional Conservation Authority effective January 1, 2021;
- Professional services are under budget primarily due to unused budget authority for rail operations and development activities, highway general legal and professional services, toll operations general legal and professional services, administrative professional services, and finance auditing and professional services;
- Support costs are under budget due to unused budget authority for administrative activities, rail operations and development activities, regional program and commuter assistance advertising, and toll operations;

- 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 feasibility studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through January 2021;
- Regional arterial expenditures primarily represent expenditures for 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, \$16.9 million of the \$22.2 million interest cost through the third quarter will not be paid in the current year and therefore is not included in the FY 2020/21 budget;
- Capital outlay expenditures are 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 2020/21 budget; and
- 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 \$15.7 million in TIFIA loan proceeds, for a cumulative inception to date total in TIFIA loan proceeds of \$141.9 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 December 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055.

Attachments:

- 1) Quarterly Project Status – March 2021
- 2) Quarterly Financial Statements – March 2021

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

ATTACHMENT 1

Project Description	FY 2020/21 3 rd Quarter Budget	Expenditures 3 rd Quarter Actuals	Project Status
<p>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 2020/21 budget amount is \$15,493,100.</p>	\$ 2,944,300	(\$ 536,041)	<p>The under run of the FY 2020/21 budget at the third quarter is due to a FY 2019/20 accrual reversal for the Army Corps of Engineers Reach 9 project (\$1.7 million), a FY 2019/20 accrual reversal for Caltrans not yet offset by actual invoices (\$0.6 million), a FY2019/20 accrual reversal for the design builder costs not yet offset by actual invoices (\$0.4 million), and an under run in the project and construction management (PCM) contract (\$0.7 million).</p>
<p>SR-91 Corridor Operations Project (623046) The project will add one additional general-purpose lane to westbound SR- 91 between Green River Road and the on-ramp to southbound SR-241. Included in the project is 9 to 10 feet of outside widening at some locations and restriping in others. The FY 2020/21 budget amount is \$37,390,100.</p>	13,715,500	5,070,009	<p>The under run of the FY 2020/21 budget at the third quarter is due to a slower than anticipated start for the construction contract (\$7.4 million) and under runs in construction management (\$0.9 million) and program management (\$0.1 million).</p>
<p>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 Spring 2021. The total project cost is estimated at \$472 million, which includes \$42 million of contingency. The FY 2020/21 budget amount is \$69,731,400.</p>	26,079,700	16,221,101	<p>The under run of the FY 2020/21 budget at the third quarter is due to design builder contingency not used (\$2.0 million), under runs in the PCM contract (\$1.9 million) and marketing and towing (\$0.9 million), late opening for the toll services provider (\$2.9 million), and an agreement that Caltrans extended oversight was not needed after October 2020 (\$1.5 million). Staff anticipates roughly \$6 million in dispute resolution claims that will draw down from unused contingency.</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

Project Description	FY 2020/21 3rd Quarter Budget	Expenditures 3rd Quarter Actuals	Project Status
<p>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 2023. The FY 2020/21 budget amount is \$51,620,000.</p>	31,743,500	28,692,504	The under run of the FY 2020/21 budget at the third quarter is due to under runs in the PCM contract (\$1.5 million), the toll service provider (\$0.5 million), and a BNSF temporary construction license (\$0.7 million).
<p>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 2020/21 budget amount is \$6,862,000.</p>	4,621,500	2,979,880	The under run of the FY 2020/21 budget at the third quarter is due to lagging invoices from the PA/ED firm (\$1.4 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

Project Description	FY 2020/21 3rd Quarter Budget	Expenditures 3rd Quarter Actuals	Project Status
<p>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 under construction. 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 \$2.1 billion. The FY 2020/21 budget amount is \$43,222,800.</p>	30,837,600	12,044,346	<p>The under run of the FY 2020/21 budget at the third quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> • MCP: Under runs in preliminary engineering due to lower than anticipated billing from consultants (\$0.3 million) and right of way (ROW) acquisition, acquisition support, and ROW support for moving expenses (\$0.3 million). • MCP Placentia: Under runs in construction, construction management, and construction support due to the contract bid being substantially lower than the engineer's estimate (\$4.9 million). • MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter in FY 2020/21 and the minimal under run was due to construction and construction management (\$0.1 million).
<p>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 (UPRR). The project construction cost is estimated at \$16 million. The FY 2020/21 budget amount is \$14,296,100.</p>	8,820,900	4,220,631	<p>The under run of the FY 2020/21 budget at the third quarter is due to additional time required for UPRR, pushing expenditures into the next quarter for construction (\$2.1 million) and construction management (\$0.5 million), as well as billings not yet received for UPRR construction support services (\$1.9 million).</p>
<p>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 2020/21 budget amount is \$43,565,700.</p>	28,818,300	21,120,445	<p>The under run of the FY 2020/21 budget at the third quarter is due to lower-than-expected construction invoice billings (\$6.0 million), one month lag in construction management billing (\$0.9 million), and FY 2019/20 accrual reversals for construction support services not yet offset by actual invoices (\$0.4 million).</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

Project Description	FY 2020/21 3rd Quarter Budget	Expenditures 3rd Quarter Actuals	Project Status
<p>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 2020/21 budget amount is \$5,055,700.</p>	3,791,800	1,227,099	The minimal under run of the FY 2020/21 budget at the third quarter is due to delayed billings on final design by the consultant (\$0.2 million).
<p>I-15/Railroad Canyon Interchange (P005104) The project is to relieve congestion by improving traffic operations through improvements of the Railroad Canyon Road interchange and correction of the merging/diverging freeway and ramp movements. The estimated project cost is \$51 million and the project is funded by TUMF Regional Arterial, SB-1 LPP-C, STIP/RIP, and city of Lake Elsinore contribution. The FY 2020/21 budget amount is \$26,952,500.</p>	19,584,400	16,404,131	The under run of the FY 2020/21 budget at the third quarter is due to under runs in construction (\$1.1 million), construction management (\$0.9 million), ROW services (\$0.6 million), construction support services (\$0.2 million), and final design (\$0.2 million).
<p>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 project is funded by Federal Transit Administration Section 5307. The FY 2020/21 budget amount is \$9,683,600.</p>	3,837,700	4,132,735	Construction was substantially completed in the third quarter of FY 2020/21 and the overrun is due to SCRRA billings of engineering support services (\$0.1 million) and additional work items identified by SCRRA, postponing construction and construction management (\$0.4 million) into the fourth quarter of FY 2020/21. The total overrun is offset by an under run of construction support & ROW services (\$0.2 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.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL
 3RD QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

ATTACHMENT 2

	FY 2020/21 BUDGET	3RD QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	\$ 323,915,700	\$ 207,991,603	\$ (115,924,097)	64%
Federal reimbursements	103,535,700	9,544,633	(93,991,067)	9%
State reimbursements	149,063,600	51,487,951	(97,575,649)	35%
Local reimbursements	20,466,100	6,025,484	(14,440,616)	29%
Transportation Uniform Mitigation Fee	15,500,000	5,660,120	(9,839,880)	37%
Toll revenues	28,268,400	27,303,540	(964,860)	97%
Toll violations and fee revenues	3,450,200	4,936,554	1,486,354	143%
Other revenues	549,100	571,922	22,822	104%
Investment income	3,545,500	3,025,229	(520,271)	85%
Gain on sale of land	-	1,772,393	1,772,393	N/A
Total revenues	648,294,300	318,319,429	(329,974,871)	49%
Expenditures/Expenses				
Salaries and benefits	13,246,000	6,967,050	6,278,950	53%
Professional and support				
Professional services	20,786,400	5,471,787	15,314,613	26%
Support costs	15,885,400	5,350,392	10,535,008	34%
Total Professional and support costs	36,671,800	10,822,179	25,849,621	30%
Projects and operations				
Program operations	40,119,300	15,710,522	24,408,778	39%
Engineering	30,450,200	9,902,676	20,547,524	33%
Construction	206,567,700	69,834,120	136,733,580	34%
Design Build	100,395,600	34,307,303	66,088,297	34%
Right of way/land	57,482,700	13,983,635	43,499,065	24%
Operating and capital disbursements	136,775,700	45,057,194	91,718,506	33%
Special studies	1,445,000	-	1,445,000	N/A
Local streets and roads	59,152,100	39,604,120	19,547,980	67%
Regional arterials	33,753,000	8,122,453	25,630,547	24%
Total projects and operations	666,141,300	236,522,023	429,619,277	36%
Debt service				
Principal	28,495,000	-	28,495,000	N/A
Interest	48,143,900	42,839,656	5,304,244	89%
Total debt service	76,638,900	42,839,656	33,799,244	56%
Capital outlay	6,072,600	2,007,159	4,065,441	33%
Depreciation	-	8,083,625	(8,083,625)	N/A
Total Expenditures/Expenses	798,770,600	307,241,692	491,528,908	38%
Excess revenues over (under) expenditures/expenses	(150,476,300)	11,077,737	512,076,432	-7%
Other financing sources/(uses)				
Transfer in	179,922,600	120,772,379	(59,150,221)	67%
Transfer out	(179,922,600)	(120,772,379)	59,150,221	67%
TIFIA loan proceeds	47,371,900	15,660,996	(31,710,904)	33%
Total financing sources/(uses)	47,371,900	15,660,996	31,710,904	33%
Net change in fund balances	(103,104,400)	26,738,733	543,787,336	-26%
Fund balance July 1, 2020	821,472,700	534,094,125	(287,378,575)	65%
Fund balance March 31, 2021	\$ 718,368,300	\$ 560,832,858	\$ 256,408,761	78%

QUARTERLY BUDGET TO ACTUAL BY FUND

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

3RD QUARTER

FOR NINE MONTHS ENDED 3/31/2021

	SPECIAL REVENUE FUNDS												
	GENERAL FUND	MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT			TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132	
		FSP/SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE						STATE OF GOOD REPAIR
Revenues													
Sales tax	\$ -	\$ -	\$ 101,981,152	\$ 27,953,147	\$ 571,420	\$ 65,607,661	\$ 9,516,550	\$ 2,361,673	\$ -	\$ -	\$ -	\$ -	
Federal reimbursements	(3,006,558)	-	11,049,247	-	-	-	-	-	89,691	-	-	-	
State reimbursements	(49,034)	1,840,687	10,327,916	-	-	-	-	-	6,954,883	-	-	32,413,499	
Local reimbursements	410,907	19,107	5,086,070	-	-	-	-	-	-	192,105	317,295	-	
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	5,660,120	-	-	-	
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	-	
Toll violations and fee revenues	-	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	346	-	504,166	-	-	-	-	-	15,000	-	-	-	
Investment income	58,066	22,676	592,575	167,824	-	204,980	312,257	22,177	298,957	7,242	843	16,656	
Gain on sale of land	-	-	-	-	-	-	-	-	-	-	-	-	
Total revenues	(2,586,273)	1,882,470	129,541,126	28,120,971	571,420	65,812,641	9,828,807	2,383,850	12,928,960	96,933	192,948	317,295	32,430,155
Expenditures/Expenses													
Salaries and benefits	3,332,522	92,273	2,221,127	-	-	-	-	-	177,522	16,355	27,008	488,046	59,775
Professional and support													
Professional services	2,038,613	192,086	1,890,141	5,882	-	-	11,763	-	43,516	494,230	3,496	20,221	10,348
Support costs	1,397,202	83,412	2,170,241	-	-	-	-	-	2,253	-	-	1,202	6
Total Professional and support costs	3,435,815	275,498	4,060,382	5,882	-	-	11,763	-	45,769	494,230	3,496	21,423	10,354
Projects and operations													
Program operations	-	2,431,635	6,424,143	-	-	-	-	-	438,693	-	126,231	1,172	259,267
Engineering	-	-	5,034,543	-	-	-	-	-	452,915	3,667	97,932	-	4,313,619
Construction	(375,000)	-	50,633,033	-	-	-	-	-	15,958,459	-	-	-	3,195,965
Design Build	-	-	7,697,538	-	-	-	-	-	-	-	-	-	26,550,097
Right of way/land	-	-	(1,070,068)	-	-	-	-	-	3,581,094	-	-	6,861	11,465,748
Operating and capital disbursements	747,995	-	1,066,507	3,970,589	-	31,386,634	7,352,778	532,691	-	-	-	-	-
Special studies	-	-	-	-	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	29,351,087	9,693,703	559,330	-	-	-	-	-	-	-	-
Regional arterials	-	-	8,122,453	-	-	-	-	-	-	-	-	-	-
Total projects and operations	372,995	2,431,635	99,136,783	21,786,745	559,330	31,386,634	7,352,778	532,691	20,431,161	3,667	224,163	8,033	45,784,696
Debt service													
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	67,306	-	1,939,853	-	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	7,208,638	2,799,406	107,358,145	21,792,627	559,330	31,386,634	7,364,541	532,691	20,654,452	514,252	254,667	517,502	45,854,825
Excess revenues over (under) expenditures/expenses	(9,794,911)	(916,936)	22,182,981	6,328,344	12,090	34,426,007	2,464,266	1,851,159	(7,725,492)	(417,319)	(61,719)	(200,207)	(13,424,670)
Other financing sources/(uses)													
Transfer in	12,745,356	1,965,900	51,188,164	-	-	-	-	-	61,680	672,000	-	-	2,000,000
Transfer out	(272,900)	(2,065,700)	(87,418,023)	(242,500)	(12,500)	(11,019,855)	(751,600)	(845,203)	(4,024,299)	(11,300)	-	-	-
TIFIA loan proceeds	-	-	15,660,996	-	-	-	-	-	-	-	-	-	-
Total financing sources/(uses)	12,472,456	(99,800)	(20,568,863)	(242,500)	(12,500)	(11,019,855)	(751,600)	(845,203)	(3,962,619)	660,700	-	-	2,000,000
Net change in fund balances	2,677,545	(1,016,736)	1,614,118	6,085,844	(410)	23,406,152	1,712,666	1,005,956	(11,688,111)	243,381	(61,719)	(200,207)	(11,424,670)
Fund balance July 1, 2020	25,862,291	10,908,798	263,779,809	63,573,136	411	97,108,303	119,712,384	9,087,946	117,537,108	2,902,126	20,861	-	28,746
Fund balance March 31, 2021	\$ 28,539,836	\$ 9,892,062	\$ 265,393,927	\$ 69,658,980	\$ 1	\$ 120,514,455	\$ 121,425,050	\$ 10,093,902	\$ 105,848,997	\$ 3,145,507	\$ (40,858)	\$ (200,207)	\$ (11,395,924)

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL BY FUND
 3RD QUARTER
 FOR NINE MONTHS ENDED 3/31/2021**

	ENTERPRISE FUND		CAPITAL PROJECTS FUNDS		
	TOLL OPERATIONS	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues					
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ 207,991,603
Federal reimbursements	-	-	-	1,412,253	9,544,633
State reimbursements	-	-	-	-	51,487,951
Local reimbursements	-	-	-	-	6,025,484
Transportation Uniform Mitigation Fee	-	-	-	-	5,660,120
Toll revenues	27,303,540	-	-	-	27,303,540
Toll violations and fee revenues	4,936,554	-	-	-	4,936,554
Other revenues	52,410	-	-	-	571,922
Investment income	251,333	813,527	243,075	13,041	3,025,229
Gain on sale of land	1,772,393	-	-	-	1,772,393
Total revenues	34,316,230	813,527	243,075	1,425,294	318,319,429
Expenditures/Expenses					
Salaries and benefits	552,422	-	-	-	6,967,050
Professional and support					
Professional services	761,491	-	-	-	5,471,787
Support costs	1,696,076	-	-	-	5,350,392
Total Professional and support costs	2,457,567	-	-	-	10,822,179
Projects and operations					
Program operations	6,029,381	-	-	-	15,710,522
Engineering	-	-	-	-	9,902,676
Construction	421,663	-	-	-	69,834,120
Design Build	59,668	-	-	-	34,307,303
Right of way/land	-	-	-	-	13,983,635
Operating and capital disbursements	-	-	-	-	45,057,194
Special studies	-	-	-	-	-
Local streets and roads	-	-	-	-	39,604,120
Regional arterials	-	-	-	-	8,122,453
Total projects and operations	6,510,712	-	-	-	236,522,023
Debt service					
Principal	-	-	-	-	-
Interest	22,234,617	-	93,020	20,512,019	42,839,656
Total debt service	22,234,617	-	93,020	20,512,019	42,839,656
Capital outlay	-	-	-	-	2,007,159
Depreciation	8,083,625	-	-	-	8,083,625
Total Expenditures/Expenses	39,838,943	-	93,020	20,512,019	307,241,692
Excess revenues over (under) expenditures/expenses	(5,522,713)	813,527	150,055	(19,086,725)	11,077,737
Other financing sources/(uses)					
Transfer in	-	-	-	52,139,279	120,772,379
Transfer out	(489,200)	-	(12,207,045)	(1,412,254)	(120,772,379)
TIFIA loan proceeds	-	-	-	-	15,660,996
Total financing sources/(uses)	(489,200)	-	(12,207,045)	50,727,025	15,660,996
Net change in fund balances	(6,011,913)	813,527	(12,056,990)	31,640,300	26,738,733
Fund balance July 1, 2020	(276,232,056)	18,123,165	70,028,781	11,652,316	534,094,125
Fund balance March 31, 2021	\$ (282,243,969)	\$ 18,936,692	\$ 57,971,791	\$ 43,292,616	\$ 560,832,858

AGENDA ITEM 8D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Megan Kavand, Senior Financial Analyst Michele Cisneros, Deputy Finance Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Investment Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2021.

BACKGROUND INFORMATION:

The Commission’s quarterly investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments and in the state Local Agency Investment Fund. 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 engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013 and the I-15 ELP project and 91 Project completion financing (2017 Financing) in July 2017. Consistent with financing expectations, the Commission expended 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 continues to expend the 2017 Financing bond proceeds on the I-15 ELP and funded required reserve accounts.

The quarterly investment report for the third quarter of FY 2020/21, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project,

2017 Financing, and available operating cash. As of March 31, 2021, the Commission’s cash and investments was comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS
Operating	\$ 593,520,758
Trust	120,230,491
Commission-managed	132,351,764
STAMP for 91 CIP	65,697,097
STAMP for 2017 Financing	54,034,909
Total	\$ 965,835,019

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 2021 Review;
- Payden & Rygel Operating Portfolio by Investment Category;
- Payden & Rygel Operating Portfolio Transaction Report;
- Payden & Rygel Operating Portfolio First Quarter 2021 Review; and
- County of Riverside Investment Report for the Quarter Ended March 31, 2021.

The Commission’s investments were in full compliance with the Commission’s investment policy adopted on August 12, 2020, 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

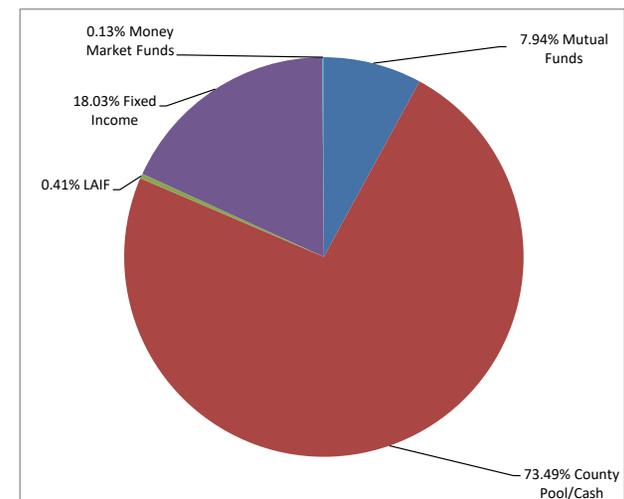
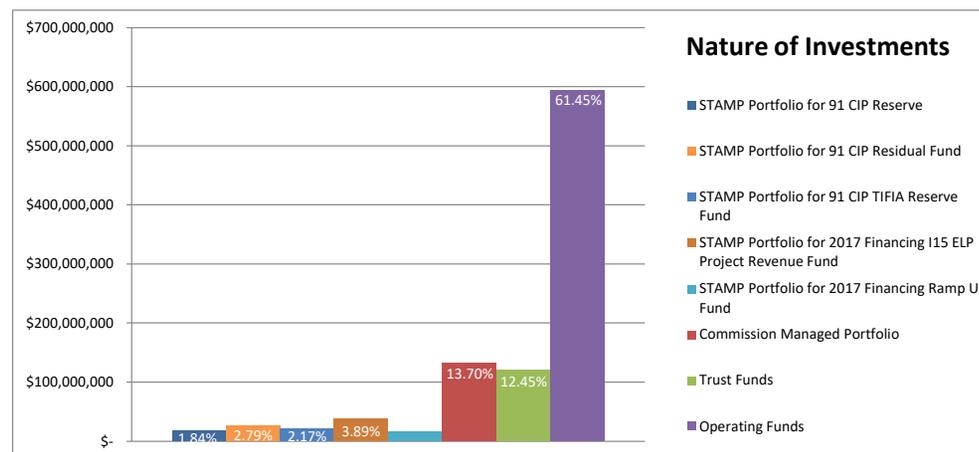
Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

Riverside County Transportation Commission
 Investment Portfolio Report
 Period Ended: March 31, 2021

(Amounts subject to rounding differences)

	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	7,122,796	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	582,479,182	Aaa-bf/AAA-V1	N/A				0.33%			
Local Agency Investment Fund (LAIF)	3,918,780	N/A	N/A				N/A			
Subtotal Operating Funds	593,520,758									
FUNDS HELD IN TRUST										
County Treasurer's Pooled Investment Fund:										
Local Transportation Fund	120,230,491	Aaa-bf/AAA-V1	N/A				0.33%			
Subtotal Funds Held in Trust	120,230,491									
COMMISSION MANAGED PORTFOLIO										
US Bank Payden & Rygel Operating	55,628,262							See attached report for details		
First American Government Obligation Fund	76,723,502	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	132,351,764									
STAMP PORTFOLIO for 91 CIP										
Series A & Series B Reserve Fund	17,797,766							See attached report for details		
Residual Fund Required Retained Balance	26,955,167							See attached report for details		
TIFIA Reserve Fund	20,944,165							See attached report for details		
Subtotal STAMP Portfolio - 91 CIP	65,697,097									
STAMP PORTFOLIO for 2017 Financing										
Sales Tax I15 ELP Project Revenue Fund	37,555,430							See attached report for details		
Ramp Up Fund	16,479,479							See attached report for details		
Subtotal STAMP Portfolio - 2017 Financing	54,034,909									
TOTAL All Cash and Investments	\$ 965,835,019									





91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2021

Source Account	Account	Identifier	Security Type			Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Net Total			Summarized
			Category	Issuer	Agency						Unrealized Gain/Loss	Coupon	Yield		Credit Rating
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	---	208,100.95	5,598.06	3.250	1.510	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWN4D	Agency	Freddie Mac	08/12/2025	08/14/2020	300,000.00	299,580.00	08/12/2021	296,103.00	(3,528.45)	0.600	0.904	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	290,000.00	289,956.50	09/28/2021	290,116.00	152.12	0.300	0.219	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	145,000.00	145,000.00	05/24/2021	144,841.95	(158.05)	0.350	0.391	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	200,000.00	200,000.00	04/12/2021	200,026.00	26.00	0.500	0.471	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/22/2020	400,000.00	399,960.00	07/20/2021	400,132.00	159.71	0.320	0.211	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	270,000.00	269,959.50	09/28/2021	270,108.00	141.63	0.300	0.219	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GWY42	Agency	Freddie Mac	10/13/2023	10/07/2020	300,000.00	299,850.00	10/13/2021	299,730.00	(143.26)	0.300	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136G46A6	Agency	Federal National Mortgage Association	10/27/2023	10/20/2020	415,000.00	414,896.25	10/27/2021	415,087.15	176.14	0.300	0.263	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	---	224,974.00	6,051.96	3.250	1.510	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAE99	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	271,053.00	180.49	1.125	0.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWN4D	Agency	Freddie Mac	08/12/2025	08/14/2020	325,000.00	324,545.00	08/12/2021	320,778.25	(3,822.49)	0.600	0.904	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	315,000.00	314,952.75	09/28/2021	315,126.00	165.23	0.300	0.219	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	160,000.00	160,000.00	05/24/2021	159,825.60	(174.40)	0.350	0.391	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	508,995.00	7,224.68	2.375	0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	250,000.00	250,000.00	04/12/2021	250,032.50	32.50	0.500	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	130,887.60	124,343.22	---	132,591.76	2,453.70	2.482	0.477	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,138.00	2,960.28	2.396	0.352	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	20,922.21	21,492.04	---	21,359.07	236.63	3.500	0.260	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	42,772.58	44,686.66	---	44,623.78	885.29	3.000	0.720	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	72,010.87	72,021.73	---	74,398.03	2,440.22	2.500	0.687	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	83,625.11	85,967.27	---	88,640.94	2,936.55	3.000	1.749	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CR7E	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	20,107.18	19,415.99	---	20,515.55	733.02	2.000	0.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	112,040.82	114,859.32	---	119,677.52	4,911.41	4.000	1.257	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	52,071.68	53,110.55	---	53,375.03	969.99	3.000	1.119	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	---	143,966.20	3,521.80	2.573	0.384	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,458.81	6,763.40	2.373	0.306	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	461,767.50	20,457.82	2.273	1.365	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	78,800.61	75,956.40	---	81,215.06	4,361.04	2.250	0.394	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	22,983.47	22,408.88	---	23,214.23	501.09	2.500	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	8,850.50	8,583.50	---	8,968.04	300.72	1.250	0.288	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	12,467.38	12,327.13	---	12,912.47	550.03	2.500	-0.083	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	22,078.79	22,803.25	---	23,424.94	777.02	4.500	0.580	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	24,810.87	25,513.52	---	25,393.68	257.17	5.000	1.351	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	46,613.48	45,943.41	---	46,923.46	714.89	1.500	0.502	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	22,634.28	23,083.43	---	22,970.40	133.32	3.500	0.798	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	23,316.56	23,740.08	---	23,985.75	294.33	3.000	1.172	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	11,166.53	11,238.50	---	11,261.11	82.43	2.500	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	24,735.18	24,425.99	---	25,046.84	541.67	1.500	0.487	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	138,103.82	136,075.42	---	141,530.17	5,490.12	2.000	1.319	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T7T9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	26,430.38	27,049.84	---	27,656.74	616.51	3.000	0.413	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	---	240,000.00	250,336.72	---	248,726.40	1,816.64	2.637	0.341	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	74,259.70	76,394.67	---	76,119.91	507.65	3.000	-0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	56,945.05	58,410.96	---	57,046.41	(30.72)	3.989	1.264	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	68,229.20	69,178.01	---	68,483.01	(51.83)	3.000	0.275	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	12/16/2020	17,837.88	18,069.22	---	18,093.32	(1.42)	2.000	1.243	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	44,830.55	45,706.15	---	45,944.14	260.63	1.500	0.068	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AQOE1	Agency CMO	Freddie Mac	05/15/2027	---	89,950.00	91,636.58	---	91,740.01	111.16	1.500	0.453	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADZA0	Agency CMO	Federal National Mortgage Association	04/25/2028	---	111,705.60	113,097.17	---	113,299.64	208.40	1.250	0.356	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	43,778.40	44,770.26	---	45,122.39	385.03	2.500	-0.463	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	52,922.20	53,980.64	---	54,443.71	470.91	2.000	0.243	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	49,308.88	50,341.29	---	50,573.66	254.22	1.750	0.264	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	45,249.19	45,722.90	---	45,793.54	87.80	2.500	0.958	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	58,221.08	59,217.48	---	59,371.53	137.74	1.500	0.341	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	208,348.06	219,058.46	---	217,769.56	(872.14)	2.802	0.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	86,731.28	88,614.97	---	88,529.22	(73.94)	2.000	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	74,312.18	76,695.40	---	76,617.34	(98.58)	2.000	0.593	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BBSD8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	43,316.76	45,123.88	---	45,356.98	181.82	3.000	0.631	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LTK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	33,656.87	34,335.27	---	34,316.88	462.87	4.500	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	17,683.12	17,373.67	---	17,824.76	313.43	1.500	0.633	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GXU9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	14,381.91	14,993.14	---	15,000.62	247.46	5.500	0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	18,224.85	18,331.51	---	18,462.14	184.95	2.482	0.477	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	48,502.04	49,464.50	---	49,222.29	285.68	3.500	0.798	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,152.80	7,735.43	2.682	0.437	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	89,746.68	88,821.17	---	90,663.89	1,471.04	1.500	0.296	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	101,896.00	1,561.01	2.373	0.306	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	42,880.23	43,183.40	---	43,613.91	476.87	2.500	0.922	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25									



91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2021

Source Account	Account	Identifier	Security Type			Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized			Summarized Credit Rating
			Category	Issuer	Issuer							Gain/Loss	Coupon	Yield	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	108,414.10	107,287.61	---	110,661.52	3,041.16	2.000	0.431	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	22,342.67	22,624.57	---	22,414.39	52.31	3.500	0.728	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	0.00	0.00	---	(0.00)	(0.00)	0.556	0.454	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	70,227.90	69,372.00	---	71,233.56	1,780.16	2.000	1.243	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	34,055.28	34,108.49	---	34,169.02	126.83	2.500	1.116	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIUG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	207,272.00	5,419.42	2.637	0.341	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	12,497.07	12,580.55	---	12,721.39	196.00	3.000	0.013	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,184.00	3,677.69	2.396	0.352	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	305,688.00	5,063.82	2.373	0.306	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,249.50	3,389.02	2.573	0.384	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	24,251.02	24,732.25	---	24,611.15	142.84	3.500	0.798	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	78,011.78	78,158.05	---	80,597.87	2,499.74	2.500	0.687	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	25,157.34	25,614.30	---	25,879.35	317.56	3.000	1.172	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	75,400.72	78,463.88	---	80,104.22	2,333.75	4.000	0.357	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM97	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	12,025.49	12,103.00	---	12,127.35	87.77	2.500	0.995	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	26,281.13	25,952.61	---	26,612.27	575.52	1.500	0.487	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	123,288.97	124,271.43	---	126,893.94	2,835.40	2.500	0.084	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	62,302.59	65,359.31	---	66,549.13	1,321.62	4.000	1.257	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	145,776.25	143,635.16	---	149,392.96	5,795.13	2.000	1.319	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	24,141.02	24,669.10	---	24,645.08	140.79	3.500	0.260	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	11,383.26	11,489.98	---	11,789.64	315.14	2.500	-0.083	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38376T1T9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	28,728.67	29,401.99	---	30,061.68	670.12	3.000	0.413	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	80,748.42	83,069.93	---	82,771.16	552.00	3.000	-0.645	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	84,848.12	86,992.11	---	84,999.15	(31.65)	3.989	1.264	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	244,874.35	249,207.48	---	246,186.87	786.77	3.230	0.135	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	92,847.18	93,775.66	---	94,131.26	496.19	2.750	0.466	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZN1	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	37,047.67	37,111.35	---	37,056.56	(7.68)	2.500	0.910	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136A8S9X	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	51,909.06	52,922.92	---	53,198.48	301.79	1.500	0.068	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQQE1	Agency CMO	Freddie Mac	05/15/2027	---	104,152.65	106,105.51	---	106,225.28	128.73	1.500	0.453	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZA0	Agency CMO	Federal National Mortgage Association	04/25/2028	---	131,169.45	132,803.01	---	133,041.24	244.99	1.250	0.356	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	63,065.61	64,326.93	---	64,878.74	561.16	2.000	0.243	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	50,690.78	51,839.25	---	52,246.99	445.83	2.500	-0.463	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	57,094.49	58,289.91	---	58,558.96	294.35	1.750	0.264	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	52,933.01	53,487.16	---	53,569.80	102.70	2.500	0.958	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	69,180.34	70,364.02	---	70,547.35	163.89	1.500	0.341	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	243,072.74	255,568.20	---	254,064.49	(1,017.50)	2.802	0.203	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	87,688.37	90,500.57	---	90,408.46	(116.32)	2.000	0.593	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137BB5D8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	50,689.82	52,804.54	---	53,077.31	212.77	3.000	0.631	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/26/2021	25,918.58	27,518.24	---	27,498.84	(75.53)	4.500	0.580	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	62,525.17	60,927.85	---	64,514.72	1,950.45	2.299	2.042	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	85,355.89	87,977.38	---	89,705.63	2,559.46	3.000	0.562	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	137,203.67	138,897.27	---	141,192.18	2,580.41	2.500	1.768	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	30,307.31	28,798.89	---	30,407.93	610.23	1.400	0.828	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	318EJJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	183,248.64	194,637.25	---	186,241.09	(339.42)	2.996	1.609	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	182,380.56	187,595.50	---	185,468.26	(2,133.97)	2.349	0.122	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	84,139.38	88,174.15	---	92,342.97	5,351.22	4.500	0.585	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378KR50	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	455,359.50	9,811.84	2.389	1.091	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	58,199.34	57,917.43	---	58,529.32	414.55	1.705	0.894	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	190,853.73	188,140.84	---	194,938.00	4,025.78	2.325	1.230	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	434,392.50	14,836.26	2.795	2.398	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	28,557.16	29,172.92	---	28,758.20	(94.42)	2.548	1.913	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	97,155.15	94,092.48	---	98,542.53	2,736.40	1.826	1.271	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137BIU75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	310,070.94	322,243.65	---	317,766.91	5,186.04	2.522	0.274	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	---	43,218.77	42,637.25	---	44,668.76	1,672.23	2.532	0.800	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	---	39,434.50	3,091.58	3.600	1.578	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	60,463.80	62,665.06	---	64,294.18	2,276.96	4.000	-0.326	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	---	220,702.00	11,584.08	3.281	1.481	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137BIBS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	371,437.20	10,094.90	2.510	0.332	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	131,309.57	133,930.25	---	139,821.06	6,588.13	2.631	1.053	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	273,018.94	282,307.99	---	288,717.53	7,332.74	2.550	1.820	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,260.53	---	24,984.58	750.38	2.500	0.601	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	22,776.71	23,730.49	---	24,291.37	817.68	4.500	-0.589	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	30,692.84	31,062.11	---	31,942.65	911.65	2.500	0.725	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	180,313.28	181,130.33	---	189,155.84	8,249.96	2.258	0.979	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	180,763.75	180,827.30	---	188,784.24	8,017.29	2.190	1.159	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	143,660.16	149,855.50	---	151,367.53	1,803.55	3.000	0.836	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,373.16	---	19,454.31	31.41	3.000	1.150	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	45,077.47	47,007.34	---	46,472					



91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2021

Source Account	Account	Identifier	Security Type			Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized			Summarized Credit Rating
			Category	Issuer	Association							Gain/Loss	Coupon	Yield	
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	76,115.59	79,635.94	---	80,259.03	814.32	3.000	-0.158	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	80,492.95	84,819.45	---	84,800.93	(12.17)	3.000	0.722	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	137,223.00	143,783.97	---	144,873.18	1,135.77	3.000	0.202	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	30,815.91	32,525.24	---	32,467.96	(9.23)	3.000	0.781	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36202FH37	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	52,390.47	54,944.51	---	55,187.60	298.27	3.000	0.453	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	259,005.56	277,368.65	---	277,081.55	3,077.51	3.045	0.291	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	206,410.01	217,536.80	---	214,748.98	(2,864.68)	2.500	1.170	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	139,696.17	147,226.67	---	147,513.57	(454.92)	3.000	1.203	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	08/19/2020	50,015.12	50,452.76	---	50,335.22	33.63	1.583	0.282	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138X0Z77	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	37,758.65	39,676.08	---	39,431.74	(148.94)	2.500	0.645	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3141RAM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	43,863.98	45,796.74	---	45,807.59	32.37	2.500	0.482	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAB2	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	120,000.00	131,714.06	---	129,374.40	(869.54)	3.038	1.123	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	31,436.24	32,899.99	---	32,732.36	(98.06)	2.500	0.729	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	400,248.39	430,829.87	---	432,196.21	2,729.36	3.500	1.132	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	75,466.41	80,300.97	---	80,583.79	(32.48)	3.500	1.135	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179HM44	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	72,617.10	76,928.75	---	77,523.83	638.81	3.500	0.859	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31406FU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	89,430.89	95,467.47	---	96,027.31	619.21	3.000	0.678	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.97	---	238,553.13	(543.49)	2.905	0.770	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	78,970.93	85,905.56	---	85,338.35	(606.65)	3.500	0.666	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	113,177.55	123,197.10	---	123,070.40	(108.82)	3.500	0.418	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	01/14/2021	12,466.16	12,473.95	---	12,479.37	6.64	2.150	0.781	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	168,932.49	176,534.45	---	174,762.35	(1,647.62)	2.000	0.995	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	151,311.76	159,681.19	---	157,424.75	(2,354.06)	2.500	1.178	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	02/08/2021	37,000.00	40,815.63	---	40,381.43	(307.55)	3.284	0.940	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	181,957.98	195,263.67	---	193,021.02	(2,119.05)	3.000	0.756	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	204,825.08	219,610.89	---	216,209.26	(3,467.71)	3.000	0.983	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	85,835.01	93,077.33	---	93,633.98	658.81	3.500	-0.077	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36176XOB8	Agency MBS	Government National Mortgage Association	05/15/2027	02/23/2021	41,880.50	43,817.48	---	44,215.33	387.16	3.000	0.289	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3140R3R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	85,039.73	88,893.10	---	88,972.82	46.58	2.500	0.519	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	67,249.51	70,527.93	---	70,509.10	(45.75)	2.500	0.757	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	34,198.14	35,704.99	---	35,715.17	(2.72)	2.500	0.595	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	165,224.08	171,187.64	---	170,076.71	(1,046.52)	2.000	1.280	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	173,951.72	180,366.24	---	178,622.37	(1,666.32)	2.000	1.407	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	60,900.99	65,468.57	---	65,949.68	506.55	3.500	0.505	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	113,075.57	118,446.66	---	118,108.56	(307.26)	2.500	0.956	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	03/18/2021	36,393.52	36,393.52	---	36,395.34	1.82	4.244	3.092	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	35,000.00	36,110.16	---	36,211.35	98.85	2.000	1.054	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3140R8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	03/18/2021	48,946.21	52,204.19	---	51,903.54	(363.12)	3.000	0.877	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	36179NAH1	Agency MBS	Government National Mortgage Association	04/20/2028	03/26/2021	128,758.46	134,029.51	---	133,648.71	(518.88)	2.500	0.852	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	03/31/2021	40,000.00	42,250.00	---	42,720.40	470.40	2.920	0.806	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	6,752.37	6,653.19	---	6,813.47	97.86	1.785	0.254	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	20,839.64	20,452.15	---	20,973.01	272.19	1.583	0.282	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	39,603.79	41,045.61	---	42,112.69	1,491.41	4.000	-0.326	AAA	
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	18,132.60	18,030.60	---	18,151.82	49.81	2.150	0.781	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31406DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	137,373.90	138,296.88	---	143,320.82	5,186.76	2.500	0.621	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3138EKLL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	41,265.67	41,729.91	---	42,148.76	450.32	2.325	1.230	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	278,385.60	279,951.52	---	281,283.60	2,541.37	2.509	0.756	AAA	
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	79,981.13	80,868.42	---	83,281.95	2,501.27	2.500	0.601	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	52,329.36	53,310.54	---	55,247.24	2,162.93	3.000	0.882	AAA	
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	102,309.46	103,540.37	---	106,475.50	3,038.81	2.500	0.725	AAA	
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	58,317.69	59,757.41	---	61,289.56	1,668.77	3.000	0.562	AAA	
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	49,230.54	51,661.30	---	51,878.15	84.26	3.000	1.150	AAA	
256350021	MIM-RCTC 2013 Residual Fund	36179QD28	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	257,678.18	272,494.68	---	272,324.61	(735.17)	3.000	1.014	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	184,951.94	192,407.81	---	192,584.90	620.81	2.500	0.581	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2020	28,938.69	29,354.69	---	28,927.70	(11.00)	3.763	0.525	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	120,169.36	117,624.84	---	120,134.51	384.93	1.870	1.685	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31381RL16	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	50,745.22	51,498.48	---	50,727.97	(30.20)	3.840	3.245	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3137BJP56	Agency MBS	Freddie Mac	01/25/2025	07/23/2020	40,831.52	42,574.83	---	42,568.49	280.17	2.697	0.216	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3137BFE80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	274,033.61	286,151.03	---	284,107.08	217.06	2.720	0.436	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	58,360.00	59,226.28	---	58,340.16	(6.77)	3.840	3.215	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	279,925.91	295,015.67	---	291,234.92	(3,884.98)	2.500	1.170	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	167,032.79	179,795.14	---	180,365.34	1,139.01	3.500	1.132	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31407Q32	Agency MBS	Federal National Mortgage Association	10/01/2031	10/20/2020	43,187.77	46,507.83	---	47,060.85	656.24	3.500	-0.171	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3140R8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	93,861.55	100,138.55	---	99,532.66	(582.64)	3.000	0.877	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	246,163.46	258,048.54	---	257,058.65	(801.08)	2.500	0.623	AAA	
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	59,080.47</								



91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2021

Source Account	Account	Identifier	Security Type		Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized			Summarized Credit Rating
			Category	Category								Gain/Loss	Coupon	Yield	
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	120,927.60	125,330.12	---	---	128,588.36	4,553.91	4.000	-0.326	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	57,698.96	59,576.44	---	---	61,338.61	2,330.57	4.000	-0.541	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	56,632.23	59,014.77	---	---	59,647.89	1,369.59	4.000	0.856	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	98,378.98	101,583.98	---	---	104,610.30	4,009.25	4.000	-0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	60,155.98	62,381.28	---	---	63,969.87	2,202.42	4.000	0.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	46,918.09	46,654.18	---	---	46,967.83	128.89	2.150	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	133,373.66	131,894.05	---	---	134,227.26	1,541.36	1.583	0.282	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	---	665,491.65	17,616.99	2.510	0.332	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	---	169,005.00	8,343.21	3.600	1.578	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	305,991.06	308,943.40	---	---	313,585.76	6,448.45	2.522	0.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	198,847.40	204,253.57	---	---	204,118.85	3,269.00	3.090	0.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	---	202,921.90	9,081.82	2.920	0.806	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	---	220,702.00	11,584.08	3.281	1.481	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	37,853.53	39,249.38	---	---	38,833.94	331.49	5.500	0.864	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AAEA0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	34,156.60	34,471.87	---	---	34,397.06	(102.59)	2.548	1.913	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	206,154.72	209,915.43	---	---	209,521.23	895.81	2.996	1.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	18,597.67	17,781.98	---	---	18,659.41	481.97	1.400	0.828	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	76,114.03	77,615.50	---	---	78,004.70	814.92	2.838	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	---	(0.00)	(0.00)	3.005	1.087	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	145,899.53	148,811.39	---	---	155,356.73	7,320.15	2.631	1.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	297,838.85	307,972.35	---	---	314,964.58	7,999.36	2.550	1.820	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	38,686.57	39,121.79	---	---	39,514.46	422.17	2.325	1.230	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	100,309.30	101,120.40	---	---	102,007.54	1,306.73	2.349	0.122	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	---	309,628.00	7,574.50	3.563	1.785	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	---	214,794.00	7,071.34	2.849	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QGS	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	250,874.39	266,211.06	---	---	272,336.69	7,036.87	3.010	1.851	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	31,992.45	32,347.37	---	---	33,312.78	1,000.51	2.500	0.601	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	24,757.29	25,794.01	---	---	26,403.65	888.78	4.500	-0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	---	214,602.00	9,920.96	2.770	0.927	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	---	163,708.50	6,455.61	3.284	0.940	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	122,771.35	124,248.45	---	---	127,770.60	3,646.57	2.500	0.725	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	132,540.21	135,812.30	---	---	139,294.46	3,792.66	3.000	0.562	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	194,933.27	195,816.56	---	---	204,492.80	8,918.89	2.258	0.979	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	195,420.27	195,488.97	---	---	204,091.07	8,667.34	2.190	1.159	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	47,894.09	52,347.59	---	---	52,563.77	500.47	4.500	0.585	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	---	19,454.31	31.60	3.000	1.150	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	---	70,256.59	(61.96)	2.500	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	48,833.92	50,924.63	---	---	50,345.33	(496.38)	2.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	64,684.89	67,454.22	---	---	67,318.21	(130.1)	2.500	0.709	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	83,843.67	87,433.23	---	---	86,434.44	(770.41)	2.500	1.026	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140AU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	50,281.68	52,277.23	---	---	51,442.68	(256.40)	2.596	1.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	15,922.16	16,402.48	---	---	15,922.96	(41.36)	4.244	3.092	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	87,200.70	91,887.74	---	---	91,867.68	(13.17)	3.000	0.722	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	110,999.69	116,202.79	---	---	115,943.61	(459.95)	2.500	1.047	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	84,127.75	88,018.66	---	---	88,817.87	900.03	3.000	-0.158	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	149,230.01	156,365.07	---	---	157,549.58	1,235.14	3.000	0.202	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	57,877.38	58,826.94	---	---	57,855.39	(21.99)	3.763	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	33,314.50	35,162.42	---	---	35,100.49	(9.97)	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	302,173.15	323,596.75	---	---	323,261.81	3,590.43	3.045	0.291	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	223,375.22	235,416.55	---	---	232,399.57	(3,100.15)	2.500	1.170	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	150,442.03	158,551.80	---	---	158,860.77	(489.91)	3.000	1.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138XOZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	41,534.52	43,643.69	---	---	43,374.91	(163.83)	2.500	0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	---	184,467.84	(8,927.46)	0.826	1.688	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	47,444.71	49,535.25	---	---	49,546.98	35.01	2.500	0.482	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBA82	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	130,000.00	142,690.23	---	---	140,155.60	(942.00)	3.038	0.123	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	39,295.31	41,124.98	---	---	40,915.45	(122.56)	2.500	0.729	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	431,764.00	464,753.47	---	---	466,227.40	2,944.26	3.500	1.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RHM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	84,719.95	89,750.20	---	---	90,444.48	745.29	3.500	0.859	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	84,899.70	90,338.60	---	---	90,656.75	(36.55)	3.500	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31406FU6F	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	98,373.98	105,014.22	---	---	105,630.04	681.12	3.000	0.678	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	12/23/2020	146,310.24	149,945.14	---	---	149,780.72	195.26	2.592	-0.024	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.98	---	---	238,553.13	(543.50)	2.905	0.770	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	90,223.16	95,561.41	---	---	95,561.41	(707.76)	3.500	0.666	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	133,150.06	144,933.85	---	---	144,788.71	(124.29)	3.500	0.418	AAA
256350018															



91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2021

Source Account	Account	Identifier	Security Type			Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized			Summarized Credit Rating
			Category	Issuer	Issuer							Gain/Loss	Coupon	Yield	
256350018	MIM-RCTC 91 TIFIA Reserve	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	198,802.01	206,132.84	---	204,139.85	(1,904.35)	2.000	1.407	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	70,776.83	76,085.09	---	76,644.23	588.69	3.500	0.055	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	129,229.22	135,367.60	---	134,981.21	(351.15)	2.500	0.956	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	185,877.09	192,586.09	---	191,336.30	(1,177.33)	2.000	1.280	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	40,000.00	41,268.75	---	41,384.40	112.97	2.000	1.054	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	314018ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	03/18/2021	59,311.29	63,259.20	---	62,894.88	(440.02)	3.000	0.877	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAH1	Agency MBS	Government National Mortgage Association	04/20/2028	03/26/2021	151,602.70	157,808.94	---	157,360.57	(610.95)	2.500	0.852	AAA	
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	6,781.79	6,746.82	---	6,791.83	11.75	2.650	0.709	AAA	
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	2,368.53	2,331.62	---	2,370.12	2.40	2.120	0.370	AAA	
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	39,498.43	40,222.06	---	40,079.85	362.12	3.210	0.232	AAA	
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	160,000.00	160,387.50	---	160,374.40	346.41	2.210	0.370	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	---	80,537.60	540.27	2.230	0.849	AAA	
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	111,173.22	112,988.47	---	113,019.80	1,104.78	3.190	0.211	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	---	61,339.80	1,346.80	1.890	0.567	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	---	102,013.00	1,829.32	1.720	0.333	AAA	
256350021	MIM-RCTC 2013 Residual Fund	34528QHK3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, Series 2020-1	09/15/2025	09/15/2020	225,000.00	224,986.86	---	225,470.25	484.64	0.700	0.614	AAA	
256350021	MIM-RCTC 2013 Residual Fund	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	78,931.76	78,931.76	---	78,931.76	0.00	0.189	0.189	AAA	
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	01/29/2021	0.02	0.02	---	0.02	(0.00)	2.210	0.451	AAA	
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	Asset Backed	World Omni Automobile Lease Securitization Trust 2020-A	01/17/2023	02/04/2021	235,000.00	239,773.44	---	239,206.50	(9.17)	1.700	0.104	AAA	
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	Asset Backed	Ford Credit Floorplan Master Owner Trust A	05/15/2023	02/04/2021	300,000.00	302,226.56	---	300,858.00	(140.00)	2.950	0.596	AAA	
256350021	MIM-RCTC 2013 Residual Fund	98162YAD5	Asset Backed	World Omni Auto Receivables Trust 2019-A	05/15/2024	02/04/2021	129,923.55	132,253.05	---	132,189.42	(41.82)	3.040	0.903	AAA	
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	Asset Backed	Verizon Owner Trust 2019-A	09/20/2023	02/04/2021	180,000.00	183,058.59	---	182,449.80	(144.39)	2.930	0.941	AAA	
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, 2017-3	09/15/2022	02/12/2021	100,000.00	103,445.31	---	103,097.00	(73.12)	2.480	0.346	AAA	
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	Asset Backed	Carmax Auto Owner Trust 2020-1	06/16/2025	03/03/2021	280,000.00	291,309.38	---	290,449.60	(602.20)	2.030	0.813	AAA	
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Truist Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,282.50	282.50	0.782	0.266	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	100,580.00	580.00	0.802	0.281	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	170,492.85	5,622.26	2.200	0.408	A	
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	197,061.15	2,061.15	2.312	0.528	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	250,467.50	467.50	0.501	0.329	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	---	120,054.00	54.00	0.582	0.237	A	
256350021	MIM-RCTC 2013 Residual Fund	14913R2D8	Corporate	Caterpillar Financial Services Corporation	07/07/2023	07/06/2020	200,000.00	199,888.00	---	200,982.00	1,066.95	0.650	0.432	A	
256350021	MIM-RCTC 2013 Residual Fund	438516CC8	Corporate	Honeywell International Inc.	08/19/2022	08/17/2020	265,000.00	265,000.00	08/19/2021	265,243.80	243.80	0.483	0.243	A	
256350021	MIM-RCTC 2013 Residual Fund	06051GHC6	Corporate	Bank of America Corporation	12/20/2023	10/09/2020	185,000.00	194,412.80	12/20/2022	192,401.85	(23.63)	3.004	0.660	A	
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	Corporate	JPMorgan Chase & Co.	12/05/2024	---	495,000.00	544,824.45	12/05/2023	537,010.65	(3,356.19)	4.023	0.812	A	
256350021	MIM-RCTC 2013 Residual Fund	06051GIH3	Corporate	Bank of America Corporation	10/24/2024	11/05/2020	205,000.00	205,604.75	10/24/2023	205,498.15	(26.71)	0.810	0.714	A	
256350021	MIM-RCTC 2013 Residual Fund	6174468T9	Corporate	Morgan Stanley	11/10/2023	11/09/2020	380,000.00	380,000.00	11/10/2022	380,110.20	110.20	0.560	0.517	A	
256350021	MIM-RCTC 2013 Residual Fund	38141GXL3	Corporate	The Goldman Sachs Group, Inc.	11/17/2023	---	485,000.00	486,140.00	11/17/2022	485,038.80	(954.32)	0.627	0.594	A	
256350021	MIM-RCTC 2013 Residual Fund	863667BB6	Corporate	Stryker Corporation	12/01/2023	11/18/2020	160,000.00	159,860.80	12/01/2021	160,096.00	218.98	0.600	0.510	A	
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	457,150.50	7,250.61	2.900	0.260	A	
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	Corporate	National Rural Utilities Cooperative Finance Corporation	11/15/2023	12/23/2020	165,000.00	178,234.65	08/15/2023	175,754.70	(1,181.00)	3.400	0.628	A	
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	Corporate	American Express Company	05/20/2022	12/30/2020	150,000.00	154,734.00	04/19/2022	153,733.50	(116.17)	2.750	0.373	A	
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	Corporate	Toyota Motor Credit Corporation	01/11/2024	01/06/2021	170,000.00	169,989.80	---	169,615.80	(374.75)	0.450	0.532	A	
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	Corporate	Coöperatieve Rabobank U.A., New York Branch	01/12/2024	01/05/2021	285,000.00	284,803.35	---	283,483.80	(1,333.78)	0.375	0.568	AA	
256350021	MIM-RCTC 2013 Residual Fund	22550L2E0	Corporate	Comit Suisse AG, New York Branch	02/02/2024	01/26/2021	250,000.00	250,000.00	---	247,160.00	(2,840.00)	0.495	0.902	AA	
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	Corporate	Comcast Corporation	04/15/2024	02/04/2021	250,000.00	275,055.00	03/15/2024	273,012.50	(867.00)	3.700	0.556	A	
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	Corporate	U.S. Bancorp	02/05/2024	02/04/2021	500,000.00	543,865.00	01/05/2024	538,170.00	(3,537.64)	3.375	0.584	A	
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation	03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,341.90	1,106.22	0.884	0.326	A	
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	Corporate	Wells Fargo & Company	06/02/2024	03/05/2021	395,000.00	404,254.85	06/02/2023	403,492.50	(505.33)	1.654	0.654	A	
256350021	MIM-RCTC 2013 Residual Fund	842400HC0	Corporate	Southern California Edison Company	04/01/2024	03/24/2021	160,000.00	160,000.00	04/01/2023	160,249.60	249.60	0.840	0.762	A	
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	2.04	---	2.04	0.00	0.000	0.000	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(258,514.62)	---	(258,514.62)	0.00	0.000	0.000	AAA	
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(160,000.00)	---	(160,000.00)	0.00	0.000	0.000	AAA	
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	0.01	---	0.01	0.00	0.000	0.000	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(0.00)	---	(0.00)	0.00	0.000	0.000	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(43,410.25)	---	(43,410.25)	0.00	0.000	0.000	AAA	
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	289,267.93	---	289,267.93	0.00	0.010	0.010	AAA	
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	605,440.05	---	605,440.05	0.00	0.010	0.010	AAA	
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	143,181.47	---	143,181.47	0.00	0.010	0.010	AAA	
256350021	MIM-RCTC 2013 Residual Fund	072024WV8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	96,650.15	1,650.15	2.128	0.386	AA	
256350021	MIM-RCTC 2013 Residual Fund	783186T22	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	107,051.70	2,051.70	2.057	0.250	AA	
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation	03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,702.00	702.00	0.965	0.831	AA	
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas	02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,111.25	1,111.25	0.867	0.643	AAA	
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	Muni	New York City Transitional Finance Authority	08/01/2023	07/07/2020	155,000.00	164,850.25	---	163,447.50	(910.98)	2.710	0.362	AAA	
256350021	MIM-RCTC 2013 Residual Fund	916544ES4	Muni	Upper Santa Clara Valley Joint Powers Authority	08/01/2023	07/16/2020	170,000.00	170,000.00	---	170,974.10	974.10	0.680	0.433	AA	
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District	03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,666.50	666.50	0.739	0.269	AA	
256350021	MIM-RCTC 2013 Residual Fund	4581XOCZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---						

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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	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	1,560,000.00	1,572,206.84	---	1,570,062.00	(26.22)	0.500	0.170	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	---	483,336.00	4,480.81	1.250	0.057	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	11/09/2020	810,000.00	808,354.69	---	808,890.30	282.52	0.125	0.190	AAA
256350021	MIM-RCTC 2013 Residual Fund	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	12/31/2020	350,000.00	349,753.91	---	348,810.00	(965.06)	0.125	0.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828QO8	US Gov	United States Department of The Treasury	04/30/2021	---	2,045,000.00	2,045,706.29	---	2,045,122.70	(112.97)	0.159	0.086	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828I43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	126,895.00	1,697.09	1.750	0.093	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	305,000.00	306,894.34	---	312,374.90	6,433.18	1.750	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	710,000.00	744,402.74	---	751,293.60	12,989.93	2.125	0.692	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	764,235.00	5,509.47	1.375	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAM3	US Gov	United States Department of The Treasury	09/30/2025	10/30/2020	700,000.00	695,679.69	---	682,444.00	(13,601.94)	0.250	0.819	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	1,530,000.00	1,524,537.31	---	1,524,798.00	(96.47)	0.125	0.259	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAE1	US Gov	United States Department of The Treasury	08/15/2030	12/04/2020	110,000.00	106,515.23	---	99,601.70	(7,021.86)	0.625	1.721	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828ZF0	US Gov	United States Department of The Treasury	03/31/2025	03/08/2021	85,000.00	84,508.59	---	84,422.00	(94.17)	0.500	0.673	AAA
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	04/20/2021	460,000.00	0.00	0.110	0.110	AAA
							63,304,262.78	65,259,136.30		65,697,097.31	590,542.49			



91 CIP STAMP Portfolio by Account for quarter ended March 31, 2021

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	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	224,974.00	6,051.96	3.250	1.510	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEC9	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	271,053.00	180.49	1.125	0.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWND4	Agency	Freddie Mac	08/12/2025	08/14/2020	325,000.00	324,545.00	08/12/2021	320,778.25	(3,822.49)	0.600	0.904	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	315,000.00	314,952.75	09/28/2021	315,126.00	165.23	0.300	0.219	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	160,000.00	160,000.00	05/24/2021	159,825.60	(174.40)	0.350	0.391	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	508,995.00	7,224.68	2.375	0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	250,000.00	250,000.00	04/12/2021	250,032.50	32.50	0.500	0.471	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	49,355.45	48,645.96	---	49,683.66	756.95	1.500	0.502	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	1,253.90	1,244.50	---	1,253.46	(0.44)	2.000	0.974	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	108,414.10	107,287.61	---	110,661.52	3,041.16	2.000	0.431	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	22,342.67	22,624.57	---	22,414.39	52.31	3.500	0.728	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	0.00	0.00	---	(0.00)	(0.00)	0.556	0.454	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	70,227.90	69,372.00	---	71,233.56	1,780.16	2.000	1.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	34,055.28	34,108.49	---	34,169.02	126.83	2.500	1.116	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	207,272.00	5,419.42	2.637	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	12,497.07	12,580.55	---	12,721.39	196.00	3.000	0.013	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,184.00	3,677.69	2.396	0.352	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	305,688.00	5,063.82	2.373	0.306	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,249.50	3,389.02	2.573	0.384	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	24,251.02	24,732.25	---	24,611.15	142.84	3.500	0.798	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	78,011.78	78,158.05	---	80,597.87	2,499.74	2.500	0.687	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	25,157.34	25,614.30	---	25,879.35	317.56	3.000	1.172	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	75,400.72	78,463.88	---	80,104.22	2,333.75	4.000	0.357	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	12,025.49	12,103.00	---	12,127.35	88.77	2.500	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378ZJD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	26,281.13	25,952.61	---	26,612.27	575.52	1.500	0.487	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	123,288.97	124,271.43	---	126,893.94	2,835.40	2.500	0.084	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	62,302.59	63,359.31	---	66,549.13	1,321.62	4.000	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	145,776.25	143,635.16	---	149,392.96	5,795.13	2.000	1.319	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	24,141.02	24,669.10	---	24,645.08	140.79	3.500	0.260	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSA60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	11,383.26	11,489.98	---	11,789.64	315.14	2.500	-0.083	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	08/728.67	28,728.67	29,401.99	---	30,061.68	670.12	3.000	0.413	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	80,748.42	83,069.93	---	82,771.16	552.00	3.000	-0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	84,848.12	86,992.11	---	89,991.15	(31.65)	3.989	1.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	244,874.35	249,207.48	---	246,186.87	786.77	3.230	0.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	92,847.18	93,775.66	---	94,131.26	496.19	2.750	0.466	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZN1	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	37,047.67	37,111.35	---	37,056.56	(7.68)	2.500	0.910	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	51,909.06	52,922.92	---	53,198.48	301.79	1.500	0.068	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	Agency CMO	Freddie Mac	05/15/2027	---	104,152.65	106,105.51	---	106,225.28	128.73	1.500	0.453	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	Agency CMO	Federal National Mortgage Association	04/25/2028	---	131,169.45	132,803.01	---	133,041.24	244.99	1.250	0.356	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	63,065.61	64,326.93	---	64,878.74	561.16	2.000	0.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	50,690.78	51,839.25	---	52,246.99	445.83	2.500	-0.463	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	57,094.49	58,289.91	---	58,558.96	294.35	1.750	0.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	52,933.01	53,487.16	---	53,569.80	102.70	2.500	0.958	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	69,180.34	70,364.02	---	70,547.35	163.89	1.500	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	243,072.74	255,568.20	---	254,064.49	(1,017.50)	2.802	0.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	87,688.37	90,500.57	---	90,408.46	(116.32)	2.000	0.593	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BB5D8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	50,689.82	52,804.54	---	53,077.31	212.77	3.000	0.631	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/26/2021	25,918.58	27,518.24	---	27,498.84	(75.53)	4.500	0.580	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	120,927.60	125,330.12	---	128,588.36	4,553.91	4.000	-0.326	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	57,698.96	59,576.44	---	61,338.61	2,330.57	4.000	-0.541	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	56,632.23	59,014.77	---	59,647.89	1,369.59	4.500	0.856	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	98,378.98	101,583.98	---	104,610.30	4,009.25	4.000	-0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	60,155.98	62,381.28	---	63,969.87	2,202.42	4.000	0.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	46,918.09	46,654.18	---	46,967.83	128.89	2.150	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	133,373.66	131,894.05	---	134,227.26	1,541.36	1.583	0.282	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	665,491.65	17,616.99	2.510	0.332	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	169,005.00	8,343.21	3.600	1.578	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	305,991.06	308,943.40	---	313,585.76	6,448.45	2.522	0.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	198,847.40	204,253.57	---	204,118.85	3,269.00	3.090	0.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	202,921.90	9,081.82	2.920	0.806	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/28/2019	200,000.00	211,593.75	---	220,702.00	11,584.08	3.281	1.481	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	37,853.53	39,249.38	---	38,833.94	331.49	5.500	0.864	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	34,156.60	34,471.87	---	34,397.06	(102.59)	2.548	1.913	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	206,154.72	209,915.43	---	209,521.23	895.81	2.996	1.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	18,597.67	18,781.98	---	18,659.41	481.97	1.400	0.828	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ2	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	76,114.03	77,615.50	---	78,004.70	814.92	2.838	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	(0.00)	(0.00)	3.005	1.087	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2												



91 CIP STAMP Portfolio by Account for quarter ended March 31, 2021

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	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	100,309.30	101,120.40	---	102,007.54	1,306.73	2.349	0.122	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	309,628.00	7,574.50	3.563	1.785	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	214,794.00	7,071.34	2.849	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	250,874.39	266,211.06	---	272,336.69	7,036.87	3.010	1.851	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	31,992.45	32,347.37	---	33,312.78	1,000.51	2.500	0.601	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	24,757.29	25,794.01	---	26,403.65	888.78	4.500	-0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	214,602.00	9,920.96	2.770	0.927	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	163,708.50	6,455.61	3.284	0.940	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	122,771.35	124,248.45	---	127,770.60	3,646.57	2.500	0.725	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	132,540.21	135,812.30	---	139,294.46	3,792.66	3.000	0.562	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	194,933.27	195,816.56	---	204,492.80	8,918.89	2.258	0.979	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	195,420.27	195,488.97	---	204,091.07	8,667.34	2.190	1.159	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	47,894.09	52,347.59	---	52,563.77	500.47	4.500	0.585	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	19,454.31	31.60	3.000	1.150	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	70,256.59	(61.96)	2.500	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	48,833.92	50,924.63	---	50,345.33	(496.38)	2.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	64,684.89	67,454.22	---	67,318.21	(13.01)	2.500	0.709	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	83,843.67	87,433.23	---	86,434.44	(770.41)	2.500	1.026	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	50,281.68	52,277.23	---	51,442.68	(256.40)	2.596	1.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138JRPJ5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	15,922.16	16,402.48	---	15,922.96	(41.36)	4.244	3.092	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	87,200.70	91,887.74	---	91,867.68	(13.17)	3.000	0.722	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	110,999.69	116,202.79	---	115,943.61	(459.95)	2.500	1.047	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZEA	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	84,127.75	88,018.66	---	88,817.87	900.03	3.000	-0.158	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	149,230.01	156,365.07	---	157,549.58	1,235.14	3.000	0.202	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	57,877.38	58,826.94	---	57,855.39	(21.99)	3.763	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	33,314.50	35,162.42	---	35,100.49	(9.97)	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	302,173.15	323,596.75	---	323,261.81	3,590.43	3.045	0.291	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	223,375.22	235,416.55	---	232,399.57	(3,100.15)	2.500	1.170	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	150,442.03	158,551.80	---	158,860.77	(489.91)	3.000	1.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMDE6	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138XOZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	41,534.52	43,643.69	---	43,374.91	(163.83)	2.500	0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	47,444.71	49,535.25	---	49,546.98	35.01	2.500	0.482	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBBAB	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	130,000.00	142,690.23	---	140,155.60	(942.00)	3.038	0.123	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	39,295.31	41,124.98	---	40,915.45	(122.56)	2.500	0.729	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	431,764.00	464,753.47	---	466,227.40	2,944.26	3.500	0.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RHM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	84,719.95	89,750.20	---	90,444.48	745.29	3.500	0.859	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	84,899.70	90,338.60	---	90,656.75	(66.55)	3.000	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JFU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	98,373.98	105,014.22	---	105,630.04	681.12	3.000	0.678	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	12/23/2020	146,310.24	149,945.14	---	149,780.72	195.26	2.592	-0.024	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.98	---	238,553.13	(543.50)	2.905	0.770	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	92,132.75	100,223.16	---	99,561.41	(707.76)	3.500	0.666	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	133,150.06	144,933.85	---	144,788.71	(124.29)	3.500	0.418	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	193,065.70	201,753.66	---	199,728.40	(1,883.01)	2.000	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	179,682.71	189,621.41	---	186,941.89	(2,795.45)	2.500	1.178	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	213,415.58	229,021.60	---	226,391.25	(2,485.40)	3.000	0.756	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	243,839.38	261,441.54	---	257,391.97	(4,128.23)	3.000	0.983	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	97,539.78	105,769.70	---	106,402.24	748.64	3.500	-0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	02/23/2021	48,323.66	50,558.62	---	51,017.70	446.74	3.000	0.289	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140H3R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	106,299.67	111,116.37	---	111,216.03	58.23	2.500	0.519	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	67,249.51	70,527.93	---	70,509.10	(45.75)	2.500	0.757	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	39,083.58	40,805.71	---	40,817.33	(3.13)	2.500	0.595	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	198,802.01	206,132.84	---	204,139.85	(1,904.35)	2.000	1.407	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	70,776.83	76,085.09	---	76,644.23	588.69	3.500	0.055	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	10/24/2021	129,229.22	135,367.60	---	134,981.21	(351.15)	2.500	0.956	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	185,877.09	192,586.09	---	191,336.30	(1,177.33)	2.000	1.280	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	40,000.00	41,268.75	---	41,384.40	112.97	2.000	1.054	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JME0	Agency MBS	Federal National Mortgage Association	12/01/2032	03/18/2021	59,311.29	63,259.20	---	62,894.88	(440.02)	3.000	0.877	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAH1	Agency MBS	Government National Mortgage Association	04/20/2028	03/26/2021	151,602.70	157,808.94	---	157,360.57	(610.95)	2.500	0.872	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(0.00)	---	(0.00)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(43,410.25)	---	(43,410.25)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	143,181.47	---	143,181.47	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128285W6	US Gov	United States Department of The Treasury	01/15/2029	---	155,373.00	164,273.78	---	177,978.22	15,252.41	0.875	-0.921	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	312828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	305,000.00	306,894.34	---	312,374.90	6,433.18	1.750	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	312828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	710,000.00	744,402.74	---	751,293.60	12,989.93	2.125	0.692	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	312828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	764,235.00	5,509.47	1.375	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31282CAM3	US Gov	United States Department of The Treasury	09/30/2025	10/30/2020	700,000.00	695,679.69	---	682,444.00	(13,601.94)	0.250	0.819	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	1,53							



91 CIP STAMP Portfolio by Account for quarter ended March 31, 2021

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	31397LUX3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	33,656.87	34,335.27	---	34,316.88	462.87	4.500	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	17,683.12	17,373.67	---	17,824.76	313.43	1.500	0.633	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	14,381.91	14,993.14	---	15,000.62	247.46	5.500	0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	18,224.85	18,331.51	---	18,462.14	184.95	2.482	0.477	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	48,502.04	49,464.50	---	49,222.29	285.68	3.500	0.798	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,152.80	7,735.43	2.682	0.437	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	89,746.68	88,821.17	---	90,663.89	1,471.04	1.500	0.296	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	101,896.00	1,562.01	2.373	0.306	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	42,880.23	43,183.40	---	43,613.91	476.87	2.500	0.922	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	25,083.64	25,597.07	---	25,076.61	(7.02)	3.871	0.402	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	117,306.80	119,497.14	---	117,515.61	42.62	3.989	1.264	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	27,985.64	28,527.87	---	28,135.64	45.46	3.230	0.135	AAA
256350021	MIM-RCTC 2013 Residual Fund	3133Q5GZ3	Agency CMO	Freddie Mac	09/25/2033	01/05/2021	239,530.96	242,861.94	---	239,250.71	(3,571.55)	1.000	1.026	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	312,522.09	328,587.68	---	326,654.33	(1,308.22)	2.802	0.203	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	6,752.37	6,653.19	---	6,813.47	97.86	1.785	0.254	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	20,839.64	20,452.15	---	20,973.01	272.19	1.583	0.282	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	39,603.79	41,045.61	---	42,112.69	1,491.41	4.000	-0.326	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	18,132.60	18,030.60	---	18,151.82	49.81	2.150	0.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	137,373.90	138,296.88	---	143,320.82	5,186.76	2.500	0.621	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	41,265.67	41,729.91	---	42,148.76	450.32	2.325	1.230	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	278,385.60	279,951.52	---	281,283.60	2,541.37	2.509	0.756	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	79,981.13	80,868.42	---	83,281.95	2,501.27	2.500	0.601	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	52,329.36	53,310.54	---	55,247.24	2,162.93	3.000	0.082	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	102,309.46	103,540.37	---	106,475.50	3,038.81	2.500	0.725	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	58,317.69	59,757.41	---	61,289.56	1,668.77	3.000	0.562	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	49,230.54	51,661.30	---	51,878.15	84.26	3.000	1.150	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179Q2A8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	257,678.18	272,494.68	---	272,324.61	(735.17)	3.000	1.014	AAA
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	184,951.94	192,407.81	---	192,584.90	620.81	2.500	0.581	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	28,938.69	29,354.69	---	28,927.70	(1.00)	3.763	0.525	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	120,169.36	117,624.84	---	120,134.51	(384.93)	1.870	1.685	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RLLE	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	50,745.22	51,498.48	---	50,727.97	(30.20)	3.840	3.425	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BJP56	Agency MBS	Freddie Mac	01/25/2025	07/23/2020	40,831.52	42,574.83	---	42,568.49	280.17	2.697	0.216	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BFE80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	274,033.61	286,151.03	---	284,107.08	217.06	2.720	0.436	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	58,360.00	59,226.28	---	58,340.16	(6.77)	3.840	3.215	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	279,925.91	295,015.67	---	291,234.92	(3,884.98)	2.500	1.170	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	167,032.79	179,795.14	---	180,365.34	11,339.01	3.500	0.132	AAA
256350021	MIM-RCTC 2013 Residual Fund	31407Q32	Agency MBS	Federal National Mortgage Association	10/01/2031	10/20/2020	43,187.77	46,507.83	---	47,060.85	656.24	3.500	-0.171	AAA
256350021	MIM-RCTC 2013 Residual Fund	31408ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	93,861.55	100,138.55	---	99,532.66	(582.64)	3.000	0.877	AAA
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	246,163.46	258,048.54	---	257,058.65	(801.08)	2.500	0.623	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	59,080.47	62,200.67	---	61,711.91	(577.33)	2.500	1.047	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	12,517.55	12,721.93	---	12,718.83	143.11	2.789	0.327	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	226,967.63	239,521.72	---	236,137.12	(3,531.09)	2.500	1.178	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	121,919.69	130,720.77	---	128,695.99	(2,064.11)	3.000	0.983	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	5,712.83	5,634.28	---	5,733.97	40.77	1.749	0.176	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BY7Y9	Agency MBS	Freddie Mac	01/25/2024	02/26/2021	120,000.00	129,506.25	---	129,010.80	(215.41)	3.490	0.519	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	50,000.00	51,585.94	---	51,730.50	141.22	2.000	1.054	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	6,781.79	6,746.82	---	6,791.83	11.75	2.650	0.709	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	2,368.53	2,331.62	---	2,370.12	2.40	2.120	0.370	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	39,498.43	40,222.06	---	40,079.85	362.12	3.210	0.232	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	160,000.00	160,387.50	---	160,374.40	346.41	2.210	0.370	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	---	80,537.60	540.27	2.230	0.849	AAA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	111,173.22	112,988.47	---	113,019.80	1,104.78	3.190	0.211	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	---	61,339.80	1,346.80	1.890	0.567	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2020-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	102,013.00	1,829.32	1.720	0.333	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QHK3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, Series 2019-1	09/15/2025	09/15/2020	225,000.00	224,986.86	---	225,470.25	484.64	0.700	0.614	AAA
256350021	MIM-RCTC 2013 Residual Fund	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	78,931.76	78,931.76	---	78,931.76	0.00	0.189	0.189	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	01/29/2021	0.02	0.02	---	0.02	(0.00)	2.210	0.451	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	Asset Backed	World Omni Automobile Lease Securitization Trust 2020-A	01/17/2023	02/04/2021	235,000.00	239,773.44	---	239,206.50	(9.17)	1.700	0.104	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	Asset Backed	Ford Credit Floorplan Master Owner Trust A	05/15/2023	02/04/2021	300,000.00	302,226.56	---	300,858.00	(140.00)	2.950	0.596	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162YAD5	Asset Backed	World Omni Auto Receivables Trust 2019-A	05/15/2024	02/04/2021	129,923.55	132,253.05	---	132,189.42	(41.82)	3.040	0.903	AAA
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	Asset Backed	Verizon Owner Trust 2019-A	09/20/2023	02/04/2021	180,000.00	183,058.59	---	182,449.80	(144.39)	2.930	0.941	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, 2017-3	09/15/2022	02/12/2021	100,000.00	103,445.31	---	103,097.00	(73.12)	2.480	0.346	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	Asset Backed	Carmax Auto Owner Trust 2020-1	06/16/2025	03/03/2021	280,000.00	291,309.38	---	290,449.60	(602.20)	2.030	0.813	AAA
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Trust Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,282.50	282.50	0.782	0.266	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	100,580.00	580.00	0.802	0.281	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Trust Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	170,492.85	5,662.26	2.200	0.408	A
25635002														



91 CIP STAMP Portfolio by Account for quarter ended March 31, 2021

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	863667BB6	Corporate	Stryker Corporation	12/01/2023	11/18/2020	160,000.00	159,860.80	12/01/2021	160,096.00	218.98	0.600	0.510	A
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	457,150.50	7,250.61	2.900	0.260	A
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	Corporate	National Rural Utilities Cooperative Finance Corporation	11/15/2023	12/23/2020	165,000.00	178,234.65	08/15/2023	175,754.70	(1,181.00)	3.400	0.628	A
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	Corporate	American Express Company	05/20/2022	12/30/2020	150,000.00	154,734.00	04/19/2022	153,733.50	(116.17)	2.750	0.373	A
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	Corporate	Toyota Motor Credit Corporation	01/11/2024	01/06/2021	170,000.00	169,989.80	---	169,615.80	(374.75)	0.450	0.532	A
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	Corporate	Cooperative Rabobank U.A., New York Branch	01/12/2024	01/05/2021	285,000.00	284,803.35	---	283,483.80	(1,333.78)	0.375	0.568	AA
256350021	MIM-RCTC 2013 Residual Fund	22550L2E0	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	250,000.00	250,000.00	---	247,160.00	(2,840.00)	0.495	0.902	AA
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	Corporate	Comcast Corporation	04/15/2024	02/04/2021	250,000.00	275,055.00	03/15/2024	273,012.50	(867.00)	3.700	0.556	A
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	Corporate	U.S. Bancorp	02/05/2024	02/04/2021	500,000.00	543,865.00	01/05/2024	538,170.00	(3,537.64)	3.375	0.584	A
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation	03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,341.90	1,106.22	0.884	0.326	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	Corporate	Wells Fargo & Company	06/02/2024	03/05/2021	395,000.00	404,254.85	06/02/2023	403,492.50	(505.33)	1.654	0.654	A
256350021	MIM-RCTC 2013 Residual Fund	842400HC0	Corporate	Southern California Edison Company	04/01/2024	03/24/2021	160,000.00	160,000.00	04/01/2023	160,249.60	249.60	0.840	0.762	A
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(160,000.00)	---	(160,000.00)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	0.01	---	0.01	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	605,440.05	---	605,440.05	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	---	96,650.15	1,650.15	2.128	0.386	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	---	107,051.70	2,051.70	2.057	0.250	AA
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation	03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,702.00	702.00	0.965	0.831	AA
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas	02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,111.25	1,111.25	0.867	0.643	AAA
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	Muni	New York City Transitional Finance Authority	08/01/2023	07/07/2020	155,000.00	164,850.25	---	163,447.50	910.98	2.710	0.362	AAA
256350021	MIM-RCTC 2013 Residual Fund	916544ES4	Muni	Upper Santa Clara Valley Joint Powers Authority	08/01/2023	07/16/2020	170,000.00	170,000.00	---	170,974.10	974.10	0.680	0.433	AA
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District	03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,666.50	666.50	0.739	0.269	AA
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	---	664,287.00	13,256.90	1.750	0.234	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.10	---	2,201,987.00	47,025.53	1.750	0.136	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,820,000.00	1,830,721.10	---	1,854,543.60	24,105.66	1.375	0.142	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	1,560,000.00	1,572,206.84	---	1,570,062.00	(26.22)	0.500	0.170	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	---	483,336.00	4,480.81	1.250	0.057	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	11/09/2020	810,000.00	808,354.69	---	808,890.30	282.52	0.125	0.190	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828CAP6	US Gov	United States Department of The Treasury	10/15/2023	12/31/2020	350,000.00	349,753.91	---	348,810.00	(965.06)	0.125	0.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	2,045,000.00	2,045,706.29	---	2,045,122.70	(112.97)	0.159	0.086	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	---	126,895.00	1,697.09	1.750	0.093	AAA
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	04/20/2021	460,000.00	0.00	0.110	0.110	AAA
							26,032,782.00	26,868,537.92		26,955,166.72	125,970.51			
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	---	208,100.95	5,598.06	3.250	1.510	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWND4	Agency	Freddie Mac	08/12/2025	08/14/2020	300,000.00	299,580.00	08/12/2021	296,103.00	(3,528.45)	0.600	0.904	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	290,000.00	289,956.50	09/28/2021	290,116.00	152.12	0.300	0.219	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	145,000.00	145,000.00	05/24/2021	144,841.95	(158.05)	0.350	0.391	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	200,000.00	200,000.00	04/12/2021	200,026.00	26.00	0.500	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	130,887.60	124,343.22	---	132,591.76	2,453.70	2.482	0.477	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,138.00	2,960.28	2.396	0.352	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	20,922.21	21,492.04	---	21,359.07	236.63	3.500	0.260	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TSZ1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	42,772.58	44,686.66	---	44,623.78	885.29	3.000	0.720	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	72,010.87	72,021.73	---	74,398.03	2,440.22	2.500	0.687	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	83,625.11	85,967.27	---	88,640.94	2,936.55	3.000	1.749	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	20,107.18	19,415.99	---	20,515.55	733.02	2.000	0.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	112,040.82	114,859.32	---	119,677.52	4,911.41	4.000	1.257	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	52,071.68	53,110.55	---	53,375.03	969.99	3.000	1.119	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	---	143,966.20	3,521.80	2.573	0.384	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,458.81	6,763.40	2.373	0.306	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	461,767.50	20,457.82	2.273	1.365	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	78,800.61	75,956.40	---	81,215.06	4,361.04	2.250	0.394	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	22,983.47	22,408.88	---	23,214.23	501.09	2.500	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	8,850.50	8,583.50	---	8,968.04	300.72	1.250	0.288	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BSA60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	12,467.38	12,327.13	---	12,912.47	550.03	2.500	-0.083	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	22,078.79	22,803.25	---	23,424.94	777.02	4.500	0.580	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	24,810.87	25,513.52	---	25,393.68	257.17	5.000	1.351	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	46,613.48	45,943.41	---	46,923.46	714.89	1.500	0.502	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	22,634.28	23,083.43	---	22,970.40	133.32	3.500	0.798	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	23,316.56	23,740.00	---	23,985.75	294.33	3.000	1.172	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	11,166.53	11,238.50	---	11,261.11	82.43	2.500	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	24,735.18	24,425.99	---	25,046.84	541.67	1.500	0.487	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	138,103.82	136,075.42						



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Source Account	Account	Reserve	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		3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	208,348.06	219,058.46	---	217,769.56	(872.14)	2.802	0.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	86,731.28	88,614.97	---	88,529.22	(73.94)	2.000	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	74,312.18	76,695.40	---	76,617.34	(98.58)	2.000	0.593	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137BBD58	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	43,316.76	45,123.88	---	45,356.98	181.82	3.000	0.631	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	62,525.17	60,927.85	---	64,514.72	1,950.45	2.299	2.042	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	85,355.89	87,977.38	---	89,705.63	2,559.46	3.000	0.562	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	137,203.67	138,897.27	---	141,192.18	2,580.41	2.500	1.768	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	30,307.31	28,798.89	---	30,407.93	610.23	1.400	0.828	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	183,248.64	194,637.25	---	186,241.09	(339.42)	2.996	1.609	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	182,380.56	187,595.50	---	185,468.26	2,133.97	2.349	0.122	AAA
256350023	MIM-Sr Lien Reserve Fund-1		31417YK3F	Agency MBS	Federal National Mortgage Association	01/01/2030	---	84,139.38	88,174.15	---	92,342.97	5,351.22	4.500	0.585	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	---	455,359.50	9,811.84	2.389	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	58,199.34	57,917.43	---	58,529.32	414.55	1.705	0.894	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3138EKX14	Agency MBS	Federal National Mortgage Association	03/01/2023	---	190,853.73	188,140.84	---	194,938.00	4,025.78	2.325	1.230	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	434,392.50	14,836.26	2.795	2.398	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	28,557.16	29,172.92	---	28,758.20	(94.42)	2.548	1.913	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378BA62	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	97,155.15	94,092.48	---	98,542.53	2,736.40	1.826	1.271	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	310,070.94	322,243.65	---	317,766.91	5,186.04	2.522	0.274	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3136AC714	Agency MBS	Federal National Mortgage Association	03/25/2023	---	43,218.77	42,637.25	---	44,668.76	1,672.23	2.532	0.800	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FD4D1	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	39,434.50	3,091.58	3.600	1.578	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	60,463.80	62,665.06	---	64,294.18	2,276.96	4.000	-0.326	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	---	220,702.00	11,584.08	3.281	1.481	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	---	371,437.20	10,094.90	2.510	0.332	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	131,309.57	133,930.25	---	139,821.06	6,588.13	2.631	1.053	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	273,018.94	282,307.99	---	288,717.53	7,332.74	2.550	1.820	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,266.53	---	24,984.58	750.38	2.500	0.601	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	22,776.71	23,730.49	---	24,291.37	817.68	4.500	-0.589	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179M446	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	30,692.84	31,062.11	---	31,942.65	911.65	2.500	0.725	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FPFJ3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	180,313.28	181,130.33	---	189,155.84	8,249.96	2.258	0.979	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	180,763.75	180,872.30	---	188,784.24	8,017.29	2.190	1.159	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	143,660.16	149,855.50	---	151,367.53	1,803.55	3.000	0.836	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,373.16	---	19,454.31	31.41	3.000	1.150	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	45,077.47	47,007.34	---	46,472.61	(458.19)	2.500	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	59,631.39	62,184.36	---	62,058.98	(12.00)	2.500	0.709	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	70,256.59	(61.96)	2.500	0.796	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	77,394.16	80,707.59	---	79,785.64	(711.15)	2.500	1.026	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3140JAL97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	46,091.54	47,920.80	---	47,155.79	(235.03)	2.596	1.181	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179MKL3	Agency MBS	Government National Mortgage Association	08/20/2027	05/28/2020	80,682.67	84,061.25	---	83,178.19	(764.88)	2.500	1.052	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	107,419.05	112,454.31	---	112,203.49	(445.11)	2.500	1.047	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	76,115.59	79,635.94	---	80,359.03	814.32	3.000	-0.158	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	80,492.95	84,819.45	---	84,800.93	(12.17)	3.000	0.722	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	137,223.00	143,783.97	---	144,873.18	1,135.77	3.000	0.202	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	30,815.91	32,525.24	---	32,467.96	(9.23)	3.000	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	52,390.47	54,944.51	---	55,187.60	298.27	3.000	0.453	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	259,005.56	277,368.65	---	277,081.55	3,077.51	3.045	0.291	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	206,410.01	217,536.80	---	214,748.98	(2,864.68)	2.500	1.170	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	139,696.17	147,226.67	---	147,513.57	(454.92)	3.000	1.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	08/19/2020	50,015.12	50,452.76	---	50,335.22	33.63	1.583	0.282	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3138XOZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	37,758.65	39,678.08	---	39,431.74	(148.94)	2.500	0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FHWY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA
256350023	MIM-Sr Lien Reserve Fund-1		31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	43,863.98	45,796.74	---	45,807.59	32.37	2.500	0.482	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137FBBAB	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	120,000.00	131,714.06	---	129,374.40	(869.54)	3.038	0.123	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	31,436.24	32,899.99	---	32,732.36	(98.06)	2.500	0.729	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	400,248.39	430,829.87	---	432,196.21	2,729.36	3.500	0.132	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	75,466.41	80,300.97	---	80,583.79	(32.48)	3.500	1.135	AAA
256350023	MIM-Sr Lien Reserve Fund-1		36179RHM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	72,617.10	76,928.75	---	77,523.83	638.81	3.500	0.859	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3140J6FU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	89,430.89	95,467.47	---	96,027.31	619.21	3.000	0.678	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.97	---	238,553.13	(543.49)	2.905	0.770	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3132AEFF7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	85,338.35	85,905.56	---	85,338.35	(606.65)	3.500	0.666	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	113,177.55	123,197.10	---	123,070.40	(108.82)	3.500	0.418	AAA
256350023	MIM-Sr Lien Reserve Fund-1		38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	01/14/2021	12,466.16	12,473.95	---	12,479.37	6.64	2.150	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1		31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	168,932.49	176,534.45	---	174,762.35	(1,647.62)	2.000	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	151,311.76	159,681.19	---	157,424.75	(2,354.06)	2.500	1.178	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	02/08/2021	37,000.00	40,815.63	---	40,381.43	(307.55)	3.284	0.940	AAA
256350023	MIM-Sr Lien Reserve Fund-1		31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	181,957.98	195,263.67	---	193,021.02	(2,119.05)	3.000	0.756	AAA
256350023	MIM-Sr Lien Reserve Fund-1		3140X9VX8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	204,825.08	219,610.89	---	216,209.26	(3,467.71)	3.000	0.	

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2021

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	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	2.04	---	2.04	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(258,514.62)	---	(258,514.62)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	289,267.93	---	289,267.93	0.00	0.010	0.010	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	08/26/2019	129,477.50	139,651.12	---	148,315.18	10,390.09	0.875	-0.921	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	US Gov	United States Department of The Treasury	11/15/2024	04/18/2017	795,000.00	806,210.74	---	843,383.70	42,803.67	2.250	0.552	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	1,250,000.00	1,278,552.74	---	1,322,700.00	55,573.81	2.125	0.692	AAA
256350023	MIM-Sr Lien Reserve Fund-1	91282CAM3	US Gov	United States Department of The Treasury	09/30/2025	10/30/2020	425,000.00	422,376.95	---	414,341.00	(8,258.32)	0.250	0.819	AAA
256350023	MIM-Sr Lien Reserve Fund-1	91282CAE1	US Gov	United States Department of The Treasury	08/15/2030	12/04/2020	90,000.00	87,148.83	---	81,492.30	(5,745.16)	0.625	1.721	AAA
256350023	MIM-Sr Lien Reserve Fund-1	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	03/08/2021	420,000.00	418,369.93	---	418,572.00	164.45	0.125	0.259	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828ZF0	US Gov	United States Department of The Treasury	03/31/2025	03/08/2021	365,000.00	362,889.84	---	362,518.00	(404.41)	0.500	0.673	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	03/31/2021	180,000.00	180,020.01	---	180,010.80	(9.21)	0.159	0.086	AAA
							17,143,042.21	17,568,781.02		17,797,765.61	257,235.00			

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2021

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/Ac creation	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	536,691.75	-	-	-	-	-	(1,526.08)	(201.17)	534,964.50	3,331.73
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	FHMS K-063 A1	328,798.95	-	-	-	(5,178.79)	(312.81)	(1,290.73)	1,245.20	323,261.81	766.76
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	FHMS K-726 A2	241,682.57	-	-	-	(719.91)	(46.10)	(1,178.47)	(1,184.95)	238,553.13	545.67
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	FH ZT1963	504,038.82	-	-	-	(33,285.10)	(2,501.12)	(1,103.06)	(922.13)	466,227.40	1,259.31
256350018	MIM-RCTC 91 TIFIA Reserve	3137F6L94	FHMS K-089 A2	325,578.00	-	-	-	-	-	(830.10)	(15,119.90)	309,628.00	816.52
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	161,895.00	-	-	-	-	-	(677.29)	(2,493.71)	158,724.00	1,206.32
256350018	MIM-RCTC 91 TIFIA Reserve	3140AU97	FN BM6007	70,201.57	-	-	-	(18,074.29)	(725.76)	(677.22)	718.39	51,442.68	112.40
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAE9	FEDERAL HOME LOAN MORTGAGE CORP	271,657.80	-	-	-	-	-	(585.60)	(19.20)	271,053.00	413.44
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	FEDERAL HOME LOAN BANKS	239,176.00	-	-	-	-	-	(572.04)	(13,629.96)	224,974.00	2,437.50
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	511,560.00	-	-	-	-	-	(555.70)	(2,009.30)	508,995.00	2,572.92
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBA82	FHMS K-IR3 A1	142,758.20	-	-	-	-	-	(548.75)	(2,053.85)	140,155.60	329.12
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	FHMS K-015 A2	284,108.54	-	-	-	(36,204.16)	(134.47)	(540.11)	(1,042.92)	246,186.87	659.12
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	485,685.00	-	-	-	-	-	(517.41)	(8,995.59)	476,172.00	3,618.96
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	FHMS K-721 A2	206,626.00	-	-	-	(1,152.59)	(13.27)	(504.22)	(837.07)	204,118.85	512.03
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	FHMS K-050 A1	-	261,251.43	-	-	(5,405.37)	(273.14)	(490.93)	(1,017.50)	254,064.49	567.57
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYX1	FHMS K-037 A1	168,253.12	-	-	-	(17,843.96)	(435.61)	(488.11)	295.28	149,780.72	316.03
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	118,723.00	-	-	-	-	-	(486.23)	(1,839.17)	116,397.60	884.63
256350018	MIM-RCTC 91 TIFIA Reserve	38378A90	GNR 2011-158 CA	95,879.87	-	-	-	(12,935.51)	(289.01)	(411.04)	526.85	82,771.16	201.87
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	FHMS K-IR1 A2	220,142.00	-	-	-	-	-	(385.75)	(4,962.25)	214,794.00	474.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	FHMS K-IR3 A2	229,026.00	-	-	-	-	-	(382.84)	(7,941.16)	220,702.00	546.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137FD4D1	FHMS K-074 A2	175,879.50	-	-	-	-	-	(376.32)	(6,498.18)	169,005.00	450.00
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	UNITED STATES TREASURY	1,028,240.00	-	(712,987.69)	-	-	-	15,714.86	(375.15)	312,374.90	14.58
256350018	MIM-RCTC 91 TIFIA Reserve	3137BI850	FHMS K-026 A2	407,888.85	-	-	-	-	-	(339.09)	(0.61)	407,549.15	836.21
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIUG5	FHMS K-027 A2	207,460.00	-	-	-	-	-	(324.38)	136.38	207,272.00	439.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138EIPZ5	FN AL2239	212,019.57	-	-	-	(1,506.04)	(18.57)	(303.81)	(6,699.92)	209,521.23	531.86
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CV7	FHMS K-BX1 A1	203,503.30	-	-	-	-	-	(297.98)	(283.42)	202,921.90	462.33
256350018	MIM-RCTC 91 TIFIA Reserve	3137BQ7F1	FHMS K-PLB A	215,986.00	-	-	-	-	-	(290.20)	(1,093.80)	214,602.00	461.67
256350018	MIM-RCTC 91 TIFIA Reserve	3137BI850	FHMS K-026 A2	258,157.50	-	-	-	-	-	(289.61)	74.61	257,942.50	522.92
256350018	MIM-RCTC 91 TIFIA Reserve	3135GV075	FEDERAL NATIONAL MORTGAGE ASSOCIATION	103,291.00	-	(104,342.00)	-	-	(652.83)	(277.24)	(18.93)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K-048 A2	100,195.20	-	-	-	-	-	(274.31)	(1,695.79)	98,225.10	246.30
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	FHMS K-020 A2	306,876.00	-	-	-	-	-	(272.29)	(915.71)	305,688.00	593.25
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	UNITED STATES TREASURY	1,191,737.40	-	-	(1,190,000.00)	-	(0.00)	(257.43)	(1,479.97)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2Q65	FN AM2254	282,342.00	-	-	-	(2,394.12)	(139.04)	(254.71)	(7,216.64)	272,336.69	650.25
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	FHMS K-J09 A2	89,804.15	-	-	-	(10,944.30)	(165.83)	(245.78)	(443.54)	78,004.70	180.01
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	FNA 2011-M1 A3	126,162.93	-	-	-	(67,414.77)	(34.43)	(205.32)	(653.01)	57,855.39	181.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIU75	FHMS K-S01 A2	343,220.04	-	-	-	(27,880.58)	(103.97)	(205.15)	(1,444.58)	313,585.76	643.09
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	FHMS K-024 A2	154,527.00	-	-	-	-	-	(199.54)	(77.96)	154,249.50	321.63
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	FN AN2905	328,997.52	-	-	-	(1,320.53)	(41.00)	(197.99)	(12,473.42)	314,964.58	654.00
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUP63	FHMS K-021 A2	205,284.00	-	-	-	-	-	(184.40)	(915.60)	204,184.00	399.33
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	GN 778953	173,448.70	-	-	-	(16,100.95)	(773.39)	(178.58)	1,153.80	157,549.58	373.08
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMD66	FHMS K-J24 A1	94,588.46	-	-	-	(7,143.34)	(417.25)	(177.58)	(1,169.75)	85,680.55	157.42
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K-048 A2	66,796.80	-	-	-	-	-	(171.52)	(1,141.88)	65,483.40	164.20
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	GNR 2013-005 JE	159,475.20	-	-	-	(9,982.54)	137.68	(152.80)	(84.58)	149,392.96	242.96
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	FHR 4243 LH	-	111,594.42	-	-	(17,642.34)	(165.70)	(151.31)	496.19	94,131.26	212.77
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	47,007.16	-	-	-	(483.17)	(2.08)	(148.26)	(166.06)	46,207.59	153.33
256350018	MIM-RCTC 91 TIFIA Reserve	31307NP40	FH J32243	-	233,219.57	-	-	(3,911.91)	(287.52)	(311.91)	(4,285.40)	226,391.25	533.54
256350018	MIM-RCTC 91 TIFIA Reserve	31418DVU3	FN MA4226	-	206,939.29	-	-	(4,962.32)	(222.39)	(143.18)	(1,883.01)	199,728.40	321.78
256350018	MIM-RCTC 91 TIFIA Reserve	3620AR667	GN 737261	143,050.01	-	-	-	(13,858.66)	(365.95)	(142.06)	(94.97)	128,588.36	403.09
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	GN 723370	115,722.32	-	-	-	(10,652.10)	(250.38)	(132.77)	(76.76)	104,610.30	327.93
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	39,462.80	-	-	-	(405.63)	(1.71)	(122.20)	(141.71)	38,791.56	128.72
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	GNR 2010-019 UA	87,626.76	-	-	-	(7,111.90)	(230.94)	(120.44)	(59.27)	80,104.22	251.34
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZ4E	GN 737941	99,203.39	-	-	-	(10,452.57)	(479.85)	(118.37)	665.27	88,817.87	210.32
256350018	MIM-RCTC 91 TIFIA Reserve	3138ETQP4	FN AL8561	-	107,740.12	-	-	(1,817.10)	(152.68)	(116.74)	748.64	106,402.24	284.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNA02	FHMS K-095 A1	159,404.92	-	-	-	(483.20)	(7.28)	(110.44)	(3,447.27)	155,356.73	319.88
256350018	MIM-RCTC 91 TIFIA Reserve	36179RHM4	G2 MA2936	96,466.63	-	-	-	(6,102.09)	(364.19)	(100.97)	545.10	90,444.48	247.10
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	FN MA0293	32,808.88	-	-	-	(1,922.82)	(200.63)	(97.75)	247.48	30,835.16	105.36
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7M99	FNA 2012-M8 A2	116,720.03	-	-	-	(14,024.59)	(58.74)	(90.07)	(539.09)	102,007.54	196.39
256350018	MIM-RCTC 91 TIFIA Reserve	31418DXH0	FN MA4279	-	206,132.84	-	-	-	-	(88.64)	(1,904.35)	204,139.85	331.34
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	FN AE0379	51,197.42	-	-	-	(11,899.56)	(216.02)	(87.65)	(1,602.25)	38,833.94	173.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	FN AL2293	57,311.08	-	-	-	(41,408.41)	(293.48)	(81.78)	395.55	15,922.96	58.19
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZN1	GNR 2014-010 B	-	80,066.97	-	-	(42,881.91)	(46.29)	(74.53)	(7.68)	37,056.56	77.18
256350018	MIM-RCTC 91 TIFIA Reserve	31418DQ47	FN MA4074	-	192,586.09	-	-	-	-	(72.46)	(1,177.33)	191,336.30	309.80
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	FNR 2013-92 A	54,749.33	-	-	-	(31,966.77)	(81.74)	(68.30)	(218.14)	22,414.39	65.17
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	GN 728920	69,747.82	-	-	-	(8,012.21)	(186.19)	(151.71)	(61.3861)	61,338.61	192.33
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	GNR 2010-158 EC	141,294.45	-	-	-	(14,284.14)	(93.27)	(53.72)	30.62	126,893.94	256.85
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SUS	GN 748531	71,025.32	-	-	-	(6,769.49)	(185.38)	(53.17)	(47.42)	63,969.87	200.52
256350018	MIM-RCTC 91 TIFIA Reserve	3128MEN56	FH G15601	44,337.81	-	-	-	(3,114.14)	(140.76)	(49.35)	(118.10)	40,915.45	81.87
256350018	MIM-RCTC 91 TIFIA Reserve	3137PJPF3	FHMS K-099 A1	211,110.48	-	-	-	(1,238.71)	(4.27)	(49.12)	(5,325.58)	204,492.80	366.80
256350018	MIM-RCTC 91 TIFIA Reserve	3136A4H49	FNA 2013-M14 APT	38,677.15	-	-	-	(4,203.70)	(45.08)	(47.69)	16.37	34,397.06	72.53
256350018	MIM-RCTC 91 TIFIA Reserve	3138A0Z77	FN AU1658	46,989.25	-	-	-	(3,414.07)	(167.39)	(47.45)	14.47	43,374.91	86.53
256350018	MIM-RCTC 91 TIFIA Reserve	3620FA30	G2 004536	49,073.19	-	-	-	(2,512.54)	(79.42)	(40.22)	(37.36)	26,403.65	92.84
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	G2 MA0138	96,355.15	-	-	-	(8,484.13)	(341.09)	(39.77)	(1,055.72)	86,434.44	174.67
256350018	MIM-RCTC 91 TIFIA Reserve	3132CIAJ2	FH SA0009	83,825.41	-	(75,569.50)	-	(8,277.39)	(182.49)	(38.70)	(1,767.26)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137BRN7	FHR 4328 EA	-	53,614.72	-	-	(1,736.14)	(37.09)	(38.32)	445.83	52,246.99	105.61
256350018	MIM-RCTC 91 TIFIA Reserve	912828608	UNITED STATES TREASURY	-	400,144.56	(400,101.03)	-	-	-	(5.96)	-	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMT52	FH G18571	-	135,367.60	-	-	-	-	-	-	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDDK2	FHR 4384 LA	30,342.35	-	(22,997.70)	-	(7,102.85					



91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2021

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/Ac cretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance	
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	GNR 2010-116 NE	-	58,978.40	-	-	(5,434.35)	(58.02)	(18.94)	102.70	53,569.80	110.28	
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	FN MA1277	54,993.65	-	-	(5,168.72)	(224.86)	(18.44)	(34.65)	49,546.98	98.84		
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	GNR 2015-045 AG	19,636.20	-	-	(7,392.82)	(14.56)	(17.41)	(84.05)	12,127.35	25.05		
256350018	MIM-RCTC 91 TIFIA Reserve	38377YT14	GNR 2011-136 GA	93,066.02	-	-	(21,171.90)	231.93	(17.40)	(875.08)	71,233.56	117.05		
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	FH ZT1989	-	106,154.97	-	-	(4,184.83)	(381.63)	(15.87)	(220.54)	101,352.10	271.85	
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	G2 MA0601	56,118.90	-	-	(4,936.20)	(202.56)	(61.79)	(19.29)	50,345.33	101.74		
256350018	MIM-RCTC 91 TIFIA Reserve	3137Q3V7	FHMS K-101 A1	210,290.82	-	-	(1,004.90)	(0.06)	(13.65)	(5,181.14)	204,091.07	356.64		
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384 LA	13,577.33	-	(10,290.81)	(3,178.32)	84.36	(12.60)	(179.96)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	FHR 4039 QB	-	54,470.44	-	(1,399.80)	(25.99)	(12.54)	(80.53)	53,112.64	65.10		
256350018	MIM-RCTC 91 TIFIA Reserve	9128285V2	UNITED STATES TREASURY	175,014.00	-	(100,005.11)	(75,000.00)	-	0.00	(11.66)	2.77	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	FNR 2013-27 KA	-	58,287.48	-	(1,697.31)	(21.76)	(10.98)	92.38	56,649.82	58.18		
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABN2Z	FNR 2012-148 MC	-	66,816.53	-	(2,440.79)	(49.00)	(9.16)	561.16	64,878.74	105.11		
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZ3A	FNR 2013-101 A	15,316.36	-	-	(2,549.06)	(6.78)	(8.95)	(30.18)	12,721.39	31.24		
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	GN AB2764	36,067.38	-	-	(2,600.91)	(26.33)	(7.99)	(119.38)	33,312.78	66.65		
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	GNR 2013-124 CP	56,418.62	-	-	(21,869.52)	7.67	(7.07)	(380.67)	34,169.02	70.95		
256350018	MIM-RCTC 91 TIFIA Reserve	36179M416	G2 MA0825	140,858.86	-	-	(11,910.99)	(130.41)	(5.44)	(1,041.43)	127,770.60	255.77		
256350018	MIM-RCTC 91 TIFIA Reserve	313785A60	FHR 4257 EK	12,972.54	-	-	(1,179.25)	(9.79)	(4.80)	10.94	11,789.64	23.72		
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	GNR 2013-071 GA	383,787.19	-	-	(5,398.80)	(5.74)	(1.93)	80,597.87	162.52			
256350018	MIM-RCTC 91 TIFIA Reserve	3138KXLL4	FN AL3382	39,922.30	-	-	(268.10)	(2.67)	(1.11)	(135.96)	39,514.46	77.45		
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	GNR 2010-117 GK	33,513.57	-	-	(8,519.47)	(118.66)	(0.85)	(229.50)	24,645.08	70.41		
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	FIRST AMERGVT OBLG D	311,324.23	4,158,998.94	(4,327,141.70)	-	-	-	-	143,181.47	-		
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Cash	0.01	-	-	-	-	-	-	-	(0.00)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Payable	(240,195.73)	-	-	-	-	-	-	-	(43,410.25)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	313781HX9	FHR 4231 FB	(0.00)	-	-	-	(0.00)	-	-	-	(0.00)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	GNR 2012-053 A	71,190.14	-	-	(70,772.59)	238.38	-	(655.93)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	GNR 2014-017 AM	(0.00)	-	-	-	(0.00)	-	-	(0.00)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWB6B	FEDERAL HOME LOAN MORTGAGE CORP	225,049.50	-	-	(225,000.00)	-	-	(49.50)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD78	FEDERAL HOME LOAN MORTGAGE CORP	160,068.80	-	-	-	-	-	(243.20)	159,825.60	197.56		
256350018	MIM-RCTC 91 TIFIA Reserve	3137845W2	FHR 4243 LH	126,206.66	(125,688.98)	-	-	-	-	(517.69)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZ11	GNR 2014-010 B	114,655.33	(114,437.00)	-	-	-	-	(218.33)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJZ8	FEDERAL HOME LOAN BANKS	-	250,000.00	-	-	-	-	32.50	250,032.50	65.97		
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	FH ZT1989	-	43,340.35	-	-	-	-	96.26	43,436.61	69.90		
256350018	MIM-RCTC 91 TIFIA Reserve	3136AK8R6	FNR 2012-31 AD	18,486.42	-	-	(18,486.55)	42.14	0.67	(42.68)	-	-		
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	GNR 2010-158 HA	34,392.34	-	-	(9,496.09)	(75.51)	0.85	(210.44)	24,611.15	70.73		
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAU7	G2 MA0909	38,193.43	-	-	(3,005.53)	(160.46)	2.62	70.43	35,100.49	83.29		
256350018	MIM-RCTC 91 TIFIA Reserve	31418DYF3	FN MA4309	-	41,268.75	-	-	-	2.68	112.97	41,384.40	66.67		
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWTLO	FEDERAL HOME LOAN MORTGAGE CORP	315,053.55	-	-	-	-	3.90	68.55	315,126.00	7.88		
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	FHR 4039 QB	-	54,487.16	-	(1,399.80)	(26.87)	3.96	48.19	53,112.64	65.10		
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAPE	UNITED STATES TREASURY	-	54,798.05	-	-	-	4.47	10.48	54,813.00	31.73		
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	FNR 2013-27 KA	-	78,551.28	-	(2,288.80)	(28.39)	4.72	152.61	76,391.42	78.45		
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	GNR 2012-096 AD	-	45,995.86	-	(1,346.92)	(24.67)	4.92	74.08	44,703.27	54.80		
256350018	MIM-RCTC 91 TIFIA Reserve	38376TT19	GNR 2010-006 AB	34,532.65	-	-	(4,367.92)	(99.30)	4.98	(8.73)	30,061.68	71.82		
256350018	MIM-RCTC 91 TIFIA Reserve	912828ZF0	UNITED STATES TREASURY	-	84,508.59	-	-	-	7.58	(94.17)	84,422.00	1.16		
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCDD	GN 711168	74,000.55	-	-	(14,027.54)	(395.32)	7.71	62.49	59,647.89	212.37		
256350018	MIM-RCTC 91 TIFIA Reserve	3137ASTD0	FHR 4084 TC	37,042.92	-	-	(35,720.25)	77.82	12.04	(159.06)	1,253.46	2.09		
256350018	MIM-RCTC 91 TIFIA Reserve	36176X0B8	GN 779250	-	51,694.02	-	(1,085.21)	(51.54)	13.69	446.74	51,017.70	120.81		
256350018	MIM-RCTC 91 TIFIA Reserve	3131X83H7	FH ZK3300	-	40,805.71	-	-	-	14.75	(3.13)	40,817.33	81.42		
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	GNR 2012-096 AD	-	25,739.28	-	-	-	14.99	89.81	25,844.08	31.68		
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	GNR 2013-047 EC	29,630.95	-	-	(3,001.65)	29.17	16.97	(63.16)	26,612.27	32.85		
256350018	MIM-RCTC 91 TIFIA Reserve	3137WHY19	FHMR 2020-P003 A1	195,013.11	-	-	(2,832.89)	13.82	20.20	(7,746.40)	184,467.84	133.86		
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWNDA	FEDERAL HOME LOAN MORTGAGE CORP	323,492.00	-	-	-	-	22.24	(2,735.99)	320,778.25	265.42		
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	FNR 2015-89 KE	-	90,500.57	-	-	-	24.21	(116.32)	90,408.46	146.15		
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	425,837.25	-	(425,212.50)	-	-	567.84	26.24	(1,218.83)	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3138WEMJ5	FN AS4860	-	70,527.93	-	-	-	26.91	(45.75)	70,509.10	140.10		
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	G2 MA2864	21,385.99	-	-	(1,872.47)	(93.90)	30.17	4.51	19,454.31	46.15		
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	G2 MA0602	100,790.42	-	-	(8,760.70)	(463.29)	31.32	156.92	91,867.68	218.00		
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	12,117.87	-	-	-	-	32.06	(284.71)	11,865.21	19.03		
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	G2 005276	153,801.53	-	-	(14,084.06)	(307.05)	35.01	(150.96)	139,294.46	331.35		
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	GNR 2013-138 A	109,065.98	-	-	(61,795.66)	137.26	40.78	(480.54)	46,967.83	84.06		
256350018	MIM-RCTC 91 TIFIA Reserve	3140R3R2	FN BM4407	-	111,116.37	-	-	-	41.43	58.23	111,216.03	221.46		
256350018	MIM-RCTC 91 TIFIA Reserve	3135G05G4	FEDERAL NATIONAL MORTGAGE ASSOCIATION	426,015.75	-	(425,110.50)	-	-	640.08	41.65	(1,586.98)	-		
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADF11	FNR 2013-36 KC	64,108.22	-	-	(14,390.06)	133.04	48.51	(216.05)	49,683.66	61.69		
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	FHR 4272 YG	124,250.42	-	-	(12,860.25)	98.06	51.64	(878.34)	110,661.52	180.69		
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	FH ZT1970	-	105,524.56	-	-	(4,873.45)	(433.81)	51.87	(707.76)	99,561.41	268.72	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	FHR 4247 AK	-	27,518.24	-	-	-	56.13	(75.53)	27,498.84	97.19		
256350018	MIM-RCTC 91 TIFIA Reserve	3137BBS5D	FHR 4338 HP	-	52,804.54	-	-	-	60.00	212.77	53,077.31	126.72		
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	GNR 2011-018 PG	31,034.45	-	-	(4,611.63)	(60.18)	65.32	(548.61)	25,879.35	62.89		
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAP6	UNITED STATES TREASURY	-	796,875.00	-	-	-	72.46	332.54	797,280.00	461.54		
256350018	MIM-RCTC 91 TIFIA Reserve	3140R3R2	FN BM2956	-	63,259.20	-	-	-	75.70	(440.02)	62,894.88	148.28		
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	GNR 2010-015 PD	72,086.36	-	-	(5,280.06)	(238.03)	80.06	(99.19)	66,549.13	207.68		
256350018	MIM-RCTC 91 TIFIA Reserve	3140X9VK8	FN FM6017	-	268,046.88	-	(6,160.62)	(449.96)	83.91	(4,128.23)	257,391.97	609.60		
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAE1	UNITED STATES TREASURY	107,250.00	-	-	-	-	84.93	(7,733.23)	99,601.70	85.46		
256350018	MIM-RCTC 91 TIFIA Reserve	3128MUL5	FH G18586	128,194.52	-	-	(11,617.00)	(553.22)	90.20	(170.88)	115,943.61	231.25		
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A	20,502.35	-	-	(13,458.87)	465.35	98.29	(696.23)	6,910.89	8.04		
256350018	MIM-RCTC 91 TIFIA Reserve	36179TFR1	G2 MA4691	99,718.15	-	-	(8,972.99)	(598.92)	109.91	400.61	90,656.75	247.62		
256350018	MIM-RCTC 91 TIFIA Reserve	3132AASV1	FH ZS8063	255,768.36	-	-	(21,376.86)	(1,144.01)	112.17	(960.08)	232,399.57	465.37		
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWOG3	FHMS K-023 A1	165,246.57	-	-	(30,686.75)	174.60	118.38	(625.55)	134,227.26	175.94		
256350018	MIM-RCTC 91 TIFIA Reserve	3140X4190	FN FM1155	-	195,554.72	-	(5,622.32)	(314.12)	119.06	(2,795.45)	186,941.89	374.34		
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	230,010.75	-	-	-	-	124.70	(864.95)	229,270.50	1,427.88		
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A	34,853.99	-	-	(22,880.08)	739.96	159.54					

91 CIP STAMP Portfolio Transaction Report by Account Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Ac creation	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	169,650.13	-	-	-	-	-	426.14	(3,963.27)	166,113.00	266.39
				21,044,875.46	9,152,514.06	(6,603,758.54)	(1,490,000.00)	(1,138,540.17)	649.32	(19,349.53)	(199,011.10)	20,944,164.98	49,278.31
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	807,593.30	-	-	-	-	-	(2,367.75)	(231.35)	804,994.20	5,013.46
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	U.S. BANCORP	-	543,865.00	-	-	-	-	(2,157.36)	(3,537.64)	538,170.00	2,625.00
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	JPMORGAN CHASE & CO	269,899.35	-	-	-	-	-	(2,017.69)	(2,088.51)	265,793.15	3,175.94
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	JPMORGAN CHASE & CO	-	274,562.50	-	-	-	-	(1,247.26)	(2,097.74)	271,217.50	3,240.75
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	177,969.00	-	-	-	-	-	(1,243.68)	(970.62)	175,754.70	2,119.33
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	FORDP 2018-1 A1	-	302,226.56	-	-	-	-	(1,228.56)	(140.00)	300,858.00	393.33
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	COMCAST CORP	-	275,055.00	-	-	-	-	(1,175.50)	(867.00)	273,012.50	4,265.28
256350021	MIM-RCTC 2013 Residual Fund	06051GHC6	BANK OF AMERICA CORP	194,714.35	-	-	-	-	-	(1,061.50)	(1,251.00)	192,401.85	1,559.16
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	258,780.00	-	(257,990.83)	-	-	(61.37)	(910.30)	182.50	-	-
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	AMERICAN EXPRESS CO	154,747.50	-	-	-	-	-	(884.33)	(129.67)	153,733.50	1,501.04
256350021	MIM-RCTC 2013 Residual Fund	3137BFEB0	FHMS K-041 A1	303,999.33	-	-	-	(17,466.22)	(662.52)	(858.13)	(905.38)	284,107.08	621.14
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	NEW YORK N Y CITY TRANSITIONAL FIN AUTH REV	163,512.60	-	-	-	-	-	(791.24)	726.14	163,447.50	700.08
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	FHMS K-025 A2	372,254.40	-	-	-	-	-	(681.90)	(419.70)	371,152.80	804.60
256350021	MIM-RCTC 2013 Residual Fund	3137BLW87	FHMS K-050 A1	-	335,894.70	-	-	(6,949.76)	(351.19)	(631.20)	(1,308.22)	326,654.33	729.74
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	WOLS 2020-A A3	-	239,773.44	-	-	-	-	(557.77)	(9.17)	239,206.50	177.56
256350021	MIM-RCTC 2013 Residual Fund	3137ADT76	FHMS K-014 A2	362,708.04	-	-	-	(336,902.87)	(456.98)	(474.34)	202.76	25,076.61	80.92
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	VZOT 2019-A A1A	-	183,058.59	-	-	-	-	(464.40)	(144.39)	182,449.80	161.15
256350021	MIM-RCTC 2013 Residual Fund	912828608	UNITED STATES TREASURY	-	2,150,777.01	(375,111.12)	-	-	(1.63)	(459.91)	(97.85)	1,775,106.50	524.38
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	539,349.55	-	-	-	-	-	(452.20)	(446.60)	538,450.75	123.57
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	554,471.50	-	-	-	-	-	(451.36)	(472.64)	553,547.50	127.04
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	1,181,722.80	-	-	(1,180,000.00)	-	-	(443.44)	(1,279.36)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	FH ZT1963	194,993.12	-	-	-	(12,876.72)	(967.59)	(426.73)	(356.74)	180,365.34	487.18
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	539,826.00	-	-	-	-	-	(383.33)	(1,748.17)	537,694.50	25.10
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	478,861.75	-	-	-	-	-	(373.61)	(424.39)	478,063.75	109.71
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	243,253.20	-	(242,511.38)	-	-	4,909.60	(304.03)	(5,347.39)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137B7Y9Y	FHMS K-037 A2	-	129,506.25	-	-	-	-	(280.04)	(215.41)	129,010.80	349.00
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	FORDP 2017-3 A	-	103,445.31	-	-	-	-	(275.19)	(73.12)	103,097.00	110.22
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	CARMX 2020-1 A4	-	291,309.38	-	-	-	-	(257.58)	(602.20)	290,449.60	252.62
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	WELLS FARGO & CO	-	404,254.85	-	-	-	-	(257.02)	(505.33)	403,492.50	2,159.62
256350021	MIM-RCTC 2013 Residual Fund	3137ABF19	FHMS K-AIV A2	119,549.08	-	-	-	(1,228.80)	(3.45)	(246.05)	(555.18)	117,515.61	389.95
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	431,860.80	-	-	-	-	-	(244.95)	(1,460.25)	430,155.60	20.08
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	FNA 2015-M4 AV2	327,131.80	-	-	-	(44,226.40)	(85.66)	(233.67)	(1,302.47)	281,283.60	582.06
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	282,766.00	-	-	-	-	-	(203.54)	(912.96)	281,649.50	13.15
256350021	MIM-RCTC 2013 Residual Fund	3622AGZC0	GN 783795	209,194.38	-	-	-	(15,719.91)	(605.56)	(203.02)	(80.99)	192,584.90	385.32
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	853,439.20	-	-	-	-	-	(202.85)	(3,166.95)	850,069.40	39.69
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	CNH 2018-B A3	125,968.29	-	-	-	(23,159.33)	(174.65)	(191.58)	(352.93)	113,019.80	157.62
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	FH J32368	-	270,048.14	-	-	(11,446.93)	(554.17)	(187.30)	(801.08)	257,058.65	512.84
256350021	MIM-RCTC 2013 Residual Fund	4581XOC29	INTER-AMERICAN DEVELOPMENT BANK	667,387.50	-	-	-	-	-	(173.29)	(2,927.21)	664,287.00	537.15
256350021	MIM-RCTC 2013 Residual Fund	38141GRX3	GOLDMAN SACHS GROUP INC	251,012.50	-	-	-	-	-	(146.88)	(845.62)	250,020.00	574.75
256350021	MIM-RCTC 2013 Residual Fund	3137ATR44	FHMS K-020 A2	102,292.00	-	-	-	-	-	(122.09)	(273.91)	101,896.00	197.75
256350021	MIM-RCTC 2013 Residual Fund	314007Q32	FEDERAL NATIONAL MORTGAGE ASSOCIATION	50,750.29	-	-	-	(3,205.28)	(246.11)	(116.65)	(121.99)	47,060.85	125.96
256350021	MIM-RCTC 2013 Residual Fund	912828685	UNITED STATES TREASURY	228,889.22	-	(227,657.31)	-	-	-	(115.40)	(12,309.43)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137BJP56	FHMS K-046 A1	-	45,153.97	-	-	-	-	(2,590.78)	(114.99)	217.24	42,568.49
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	FH U79019	-	58,518.52	-	-	-	-	(3,399.91)	(55.74)	295.58	55,247.24
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	FHMS K-015 A2	-	32,469.55	-	-	(4,137.61)	(26.75)	(107.39)	(62.15)	28,135.64	75.33
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	FN 468861	-	59,021.89	-	-	(381.70)	(0.23)	(81.93)	(217.87)	58,340.16	192.98
256350021	MIM-RCTC 2013 Residual Fund	61746BEF2	MORGAN STANLEY	200,102.00	-	-	(200,000.00)	-	-	(76.37)	(25.63)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31397LTK3	FNR 2008-45 DB	50,851.57	-	-	-	(16,122.95)	(119.79)	(76.00)	(215.95)	34,316.88	126.21
256350021	MIM-RCTC 2013 Residual Fund	912828Y22	UNITED STATES TREASURY	1,150,929.00	-	(540,035.02)	(610,000.00)	-	-	(1.19)	(73.95)	18.17	-
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	AMERICAN EXPRESS CREDIT CORP	271,674.00	-	-	-	-	-	(69.55)	(262.55)	271,341.90	192.32
256350021	MIM-RCTC 2013 Residual Fund	31381RL16	FN 468431	51,170.28	-	-	-	(304.59)	(0.21)	(68.58)	(68.93)	50,727.97	167.80
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	FNA 2011-M1 A3	63,081.47	-	-	-	(33,707.39)	2.87	(68.01)	(381.25)	28,927.70	90.75
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCT 2014-A1 A1	110,145.20	-	-	-	(110,000.00)	-	(59.96)	(85.24)	-	-
256350021	MIM-RCTC 2013 Residual Fund	87165LB86	SYNCT 2016-2 A	161,124.80	-	-	-	-	-	(55.12)	(695.28)	160,374.40	157.16
256350021	MIM-RCTC 2013 Residual Fund	912828J43	UNITED STATES TREASURY	127,363.75	-	-	-	-	-	(53.08)	(415.67)	126,895.00	190.22
256350021	MIM-RCTC 2013 Residual Fund	06051GH3	BANK OF AMERICA CORP	206,914.70	-	-	-	-	-	(50.28)	(1,366.27)	205,498.15	738.00
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	GMCAR 2018-4 A3	51,095.19	-	-	-	(10,652.41)	(65.73)	(49.69)	(247.50)	40,079.85	52.83
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCT 2014-A1 A1	90,118.80	-	-	-	(90,000.00)	-	(49.41)	(69.39)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3620AR867	GN 737261	46,848.87	-	-	-	(4,538.71)	(119.85)	(46.53)	(31.10)	42,112.69	132.01
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	FN MA3159	64,064.46	-	(59,845.25)	-	-	4.27	(44.91)	229.78	-	-
256350021	MIM-RCTC 2013 Residual Fund	3133Q5G23	FHS 370 A3	-	256,319.76	-	-	(13,273.25)	(183.44)	(40.83)	(3,571.55)	239,250.71	199.61
256350021	MIM-RCTC 2013 Residual Fund	912828608	UNITED STATES TREASURY	-	270,064.80	-	-	-	-	(33.48)	(15.12)	270,016.20	79.76
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	FHR 2666 OD	17,809.00	-	-	-	(2,674.23)	(71.86)	(31.91)	(30.37)	15,000.62	65.92
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	COMET 2019-2 A	102,427.00	-	-	-	-	-	(31.16)	(382.84)	102,013.00	76.44
256350021	MIM-RCTC 2013 Residual Fund	912828609	UNITED STATES TREASURY	308,202.00	-	(308,203.13)	-	-	5,430.36	(28.01)	(5,401.22)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y22	UNITED STATES TREASURY	275,022.00	-	-	(275,000.00)	-	-	(26.55)	(4.35)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	FHMS K-018 A2	13,719.88	-	-	-	-	-	(921.33)	(6.04)	(24.96)	(48.72)
256350021	MIM-RCTC 2013 Residual Fund	17305FEGK5	CCCT 2018-A1 A1	100,123.00	-	-	-	(100,000.00)	-	(21.86)	(101.14)	12,718.83	29.09
256350021	MIM-RCTC 2013 Residual Fund	912828N65	UNITED STATES TREASURY	45,371.84	-	(45,531.46)	-	-	-				



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Quarter ended March 31, 2021

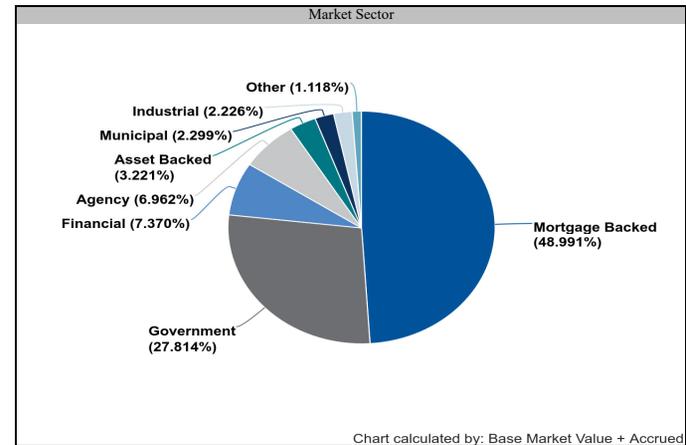
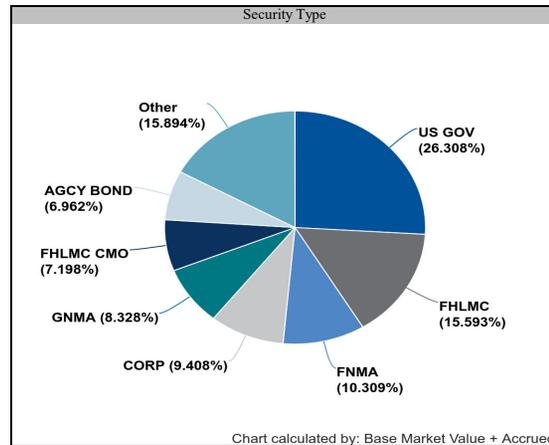
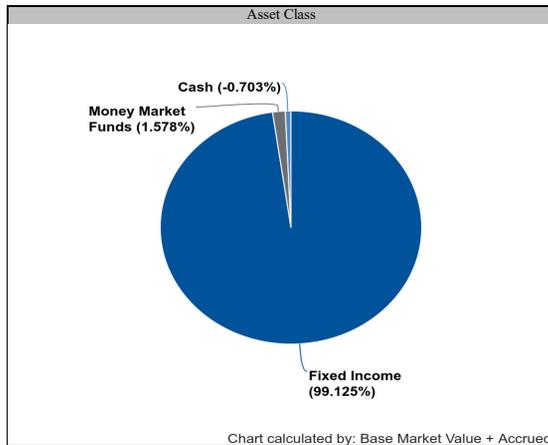
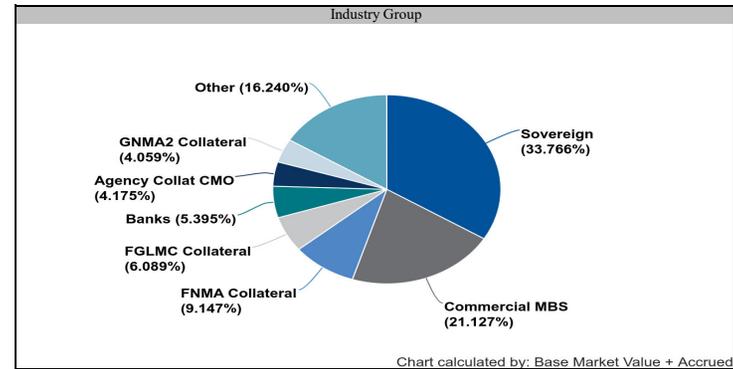
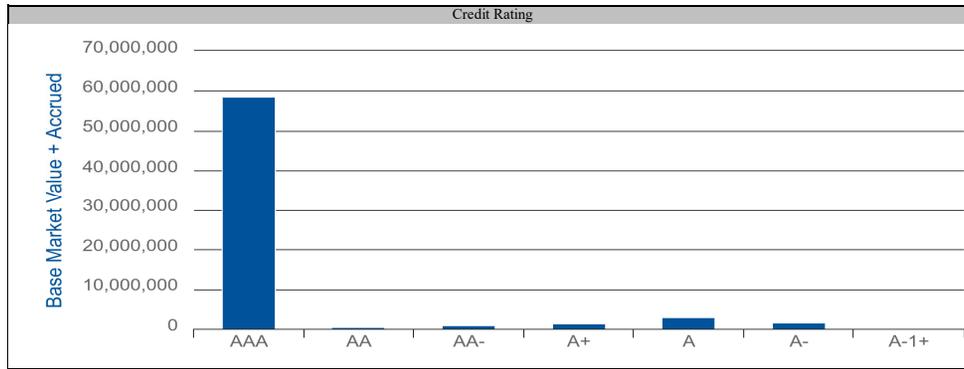
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Ac cretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	345280HK3	FORDF 2020-1 A1	226,593.00	-	-	-	-	-	(2.50)	(1,120.25)	225,470.25	70.00
256350021	MIM-RCTC 2013 Residual Fund	3128KXK4	FN AL382	42,583.79	-	-	-	(285.97)	(2.85)	(1.19)	(145.03)	42,148.76	82.62
256350021	MIM-RCTC 2013 Residual Fund	3136ASKR6	FNR 2012-31 AD	11,091.85	-	-	-	(11,091.96)	(1.23)	(0.46)	1.80	-	-
256350021	MIM-RCTC 2013 Residual Fund	31846V401	FIRST AMER-GVT OBLG D	1,141,444.51	7,603,400.37	(8,139,404.83)	-	-	-	-	-	605,440.05	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Payable	(1,125,143.21)	-	-	-	-	-	-	-	(160,000.00)	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Receivable	-	-	-	-	-	-	-	-	0.01	-
256350021	MIM-RCTC 2013 Residual Fund	658886D26	NORTH DAKOTA ST HSG FIN AGY MTG REV	100,000.00	-	(100,000.00)	-	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	86787BD8	TRUIST BANK	50,304.00	-	-	-	-	-	-	(21.50)	50,282.50	46.67
256350021	MIM-RCTC 2013 Residual Fund	025816C67	AMERICAN EXPRESS CO	100,635.00	-	-	-	-	-	-	(55.00)	100,580.00	84.66
256350021	MIM-RCTC 2013 Residual Fund	072024W8	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	97,004.50	-	-	-	-	-	-	(354.35)	96,650.15	1,010.80
256350021	MIM-RCTC 2013 Residual Fund	783186T22	RUTGERS ST UNIV N J	106,564.50	-	-	-	-	-	-	487.20	107,051.70	899.94
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	CITIGROUP INC	198,116.10	-	-	-	-	-	-	(1,054.95)	197,061.15	1,840.93
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	FHR 3791 DA	13,694.81	-	-	-	(13,699.90)	0.02	-	5.07	-	-
256350021	MIM-RCTC 2013 Residual Fund	6953RFU7	PNC BANK NA	250,452.50	-	-	-	-	-	-	15.00	250,467.50	125.13
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	FN 467260	96,240.43	-	-	-	(96,284.72)	42.49	-	1.80	-	-
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	COLORADO HSG & FIN AUTH	460,000.00	-	-	-	-	-	-	-	460,000.00	288.25
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	CATERPILLAR FINANCIAL SERVICES CORP	120,159.60	-	-	-	-	-	-	(105.60)	120,054.00	83.35
256350021	MIM-RCTC 2013 Residual Fund	28306ZD80	EL DORADO CALIF IRR DIST REV	155,754.85	-	-	-	-	-	-	(88.35)	155,666.50	95.45
256350021	MIM-RCTC 2013 Residual Fund	650036A55	NEW YORK ST URBAN DEV CORP REV	181,443.60	-	-	-	-	-	-	(741.60)	180,702.00	77.20
256350021	MIM-RCTC 2013 Residual Fund	19470PP7	COLLIV CNTY TEX	176,842.75	-	-	-	-	-	-	(731.50)	176,111.25	193.87
256350021	MIM-RCTC 2013 Residual Fund	91654HE54	UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	170,578.00	-	-	-	-	-	-	-	396.10	170,974.10
256350021	MIM-RCTC 2013 Residual Fund	3134CWB6	FEDERAL HOME LOAN MORTGAGE CORP	300,066.00	-	-	(300,000.00)	-	-	-	(66.00)	-	-
256350021	MIM-RCTC 2013 Residual Fund	43851CC8	HONEYWELL INTERNATIONAL INC	265,424.00	-	-	-	-	-	-	(180.20)	265,243.80	149.33
256350021	MIM-RCTC 2013 Residual Fund	43813KA0A	HAROT 2020-3 A1	338,938.83	-	-	-	(260,007.08)	0.01	-	(0.00)	78,931.76	5.79
256350021	MIM-RCTC 2013 Residual Fund	362569A18	GMALT 2020-3 A1	282,003.71	-	-	-	(282,003.70)	(0.01)	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	6174468T9	MORGAN STANLEY	380,881.60	-	-	-	-	-	-	(771.40)	380,110.20	815.73
256350021	MIM-RCTC 2013 Residual Fund	38141GXK3	GOLDMAN SACHS GROUP INC	235,951.75	-	-	-	-	-	-	(932.95)	235,018.80	540.27
256350021	MIM-RCTC 2013 Residual Fund	22550L2E0	CREDIT SUISSE AG (NEW YORK BRANCH)	-	250,000.00	-	-	-	-	-	(2,840.00)	247,160.00	202.81
256350021	MIM-RCTC 2013 Residual Fund	842400H0C	SOUTHERN CALIFORNIA EDISON CO	-	160,000.00	-	-	-	-	-	-	249.60	160,249.60
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	JDOT 2019-B A2	20,823.26	-	-	-	(20,781.09)	0.02	0.00	(42.19)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	FITAT 2019-1 A2A	1,190.79	-	-	-	(1,189.73)	(0.00)	0.00	(1.06)	-	-
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	NALT 2019-B A2A	11,654.90	-	-	-	(11,642.79)	0.06	0.02	(12.19)	-	-
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	CARMX 2019-3 A2A	40,934.27	-	(26,873.59)	-	(13,953.85)	80.96	0.11	(187.89)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	FNR 2012-31 AD	9,428.07	-	-	-	(9,428.16)	28.83	0.58	(29.32)	-	-
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	TOYOTA MOTOR CREDIT CORP	-	169,989.80	-	-	-	-	-	0.75	(374.75)	169,615.80
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	CARMX 2020-1 A3	61,551.60	-	-	-	-	-	1.05	(212.85)	61,339.80	50.40
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	DRIVE 2019-4 B	80,209.80	-	-	-	-	-	1.69	(284.89)	80,537.60	79.29
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	GNR 2010-158 HA	68,784.68	-	-	-	(18,992.18)	(151.03)	1.69	(420.88)	49,222.29	141.46
256350021	MIM-RCTC 2013 Residual Fund	3134GWTL0	FEDERAL HOME LOAN MORTGAGE CORP	270,045.90	-	-	-	-	-	3.34	58.76	270,108.00	6.75
256350021	MIM-RCTC 2013 Residual Fund	31418DYF3	FN MA4309	-	51,585.94	-	-	-	-	3.34	141.22	51,730.50	83.33
256350021	MIM-RCTC 2013 Residual Fund	65478DAB9	NAROT 2018-A A3	19,385.01	-	-	-	(12,527.91)	5.69	4.08	(75.04)	6,791.83	7.99
256350021	MIM-RCTC 2013 Residual Fund	3134GVT66	FEDERAL HOME LOAN MORTGAGE CORP	400,340.00	-	-	-	-	-	4.43	(212.43)	400,132.00	252.44
256350021	MIM-RCTC 2013 Residual Fund	3137AXHM6	FHMS K-024 A1	8,318.65	-	-	-	(2,568.96)	10.15	5.27	(31.15)	5,733.97	8.33
256350021	MIM-RCTC 2013 Residual Fund	3137B1JF7	FHMS K-027 A1	8,138.73	-	-	-	(1,308.99)	7.77	5.31	(29.35)	6,813.47	10.04
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	FN AM1568	122,744.71	-	-	-	(122,836.85)	503.78	6.66	(418.30)	-	-
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	NAROT 2017-C A3	11,372.96	-	-	-	(8,975.16)	10.08	7.42	(45.19)	2,370.12	2.23
256350021	MIM-RCTC 2013 Residual Fund	3136G46A6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	415,012.45	-	-	-	-	-	8.52	66.18	415,087.15	532.58
256350021	MIM-RCTC 2013 Residual Fund	05531FB91	TRUIST FINANCIAL CORP	171,279.90	-	-	-	-	-	8.57	(795.62)	170,492.85	151.25
256350021	MIM-RCTC 2013 Residual Fund	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	201,676.00	-	-	-	-	-	9.23	(703.23)	200,982.00	303.33
256350021	MIM-RCTC 2013 Residual Fund	3137AWOG3	FHMS K-023 A1	10,327.91	-	-	-	(1,917.92)	14.08	10.02	(44.88)	8,389.20	11.00
256350021	MIM-RCTC 2013 Residual Fund	863667B86	STRYKER CORP	160,252.80	-	-	-	-	-	11.32	(168.12)	160,096.00	341.33
256350021	MIM-RCTC 2013 Residual Fund	3134GWY42	FEDERAL HOME LOAN MORTGAGE CORP	299,991.00	-	-	-	-	-	12.31	(273.31)	299,730.00	420.00
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	-	284,803.35	-	-	-	-	14.23	(1,333.78)	283,483.80	234.53
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	255,402.50	-	-	-	-	-	14.95	(1,444.95)	253,972.50	2,275.69
256350021	MIM-RCTC 2013 Residual Fund	3137AWOG3	FHMS K-023 A1	15,491.87	-	-	-	(2,876.89)	21.35	15.23	(67.76)	12,583.81	16.49
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	G2 005276	67,627.67	-	-	-	(6,196.98)	(135.11)	15.40	(66.42)	61,289.56	145.79
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	GNR 2013-138 A	42,151.10	-	-	-	(23,882.38)	53.05	15.76	(185.72)	18,151.82	32.49
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	33,824.09	-	-	-	(245.54)	0.53	16.65	(55.17)	33,140.56	53.38
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	204,322.00	-	-	-	-	-	20.71	(1,164.71)	203,178.00	1,820.56
256350021	MIM-RCTC 2013 Residual Fund	91282CAP6	UNITED STATES TREASURY	349,275.00	-	-	-	-	-	21.15	(966.15)	348,810.00	201.92
256350021	MIM-RCTC 2013 Residual Fund	3137AP2P7	FHR 3760 BA	19,544.00	-	-	-	(1,727.53)	18.34	23.64	(33.68)	17,824.76	22.10
256350021	MIM-RCTC 2013 Residual Fund	3140X9VK8	FN FM6017	-	134,023.44	-	-	(3,080.31)	(224.98)	41.95	(2,064.11)	128,695.99	304.80
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	GNR 2013-190 GA	56,308.54	-	-	-	(12,370.26)	(50.09)	66.46	(340.74)	43,613.91	89.33
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	FHR 3737 MA	101,435.21	-	-	-	(11,036.47)	73.72	66.92	124.52	90,663.89	112.18
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	G2 MA2864	57,029.31	-	-	-	(4,993.24)	(250.42)	80.47	12.04	51,878.15	123.08
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	FH G18586	-	66,730.47	-	-	(4,302.57)	(230.49)	91.84	(577.33)	61,711.91	123.08
256350021	MIM-RCTC 2013 Residual Fund	91282B858	UNITED STATES TREASURY	265,386.90	-	-	(265,000.00)	-	-	101.72	(488.62)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y60	UNITED STATES TREASURY	184,008.60	-	-	-	-	-	-	(700.23)	183,416.40	1,142.31
256350021	MIM-RCTC 2013 Residual Fund	3132A85Y1	FH ZS8063	320,519.85	-	-	-	(26,788.71)	(1,433.65)	140.56	(1,203.14)	291,234.92	583.18
256350021	MIM-RCTC 2013 Residual Fund	3140X4H90	FN FM1155	-	247,016.48	-	-	(7,101.88)	(396.77)	150.39	(3,531.09)	236,137.12	472.85
256350021	MIM-RCTC 2013 Residual Fund	912828ZP8	UNITED STATES TREASURY	809,781.30	-	-	-	-	-	162.76	(1,053.76)	808,890.30	383.18
256350021	MIM-RCTC 2013 Residual Fund	91282B858	UNITED STATES TREASURY	285,416.10	-	-	(285,000.00)	-	-	-	(600.85)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	87,738.24	-	-	-	(644.53)	3.79	196.42	(299.95)	86,993.95	140.13
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	102,824.00									



91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2021

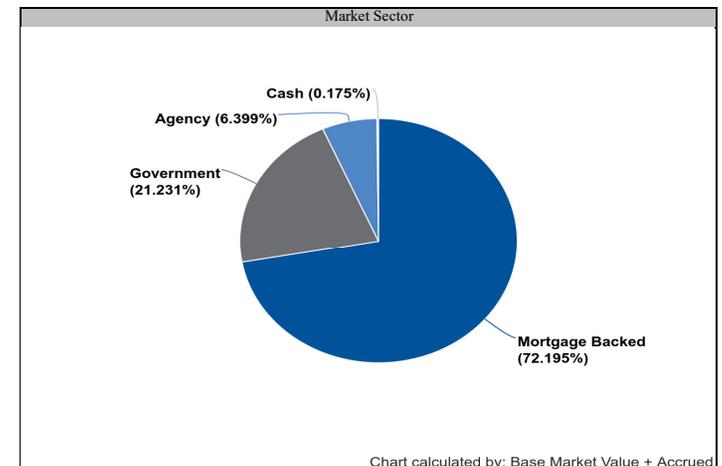
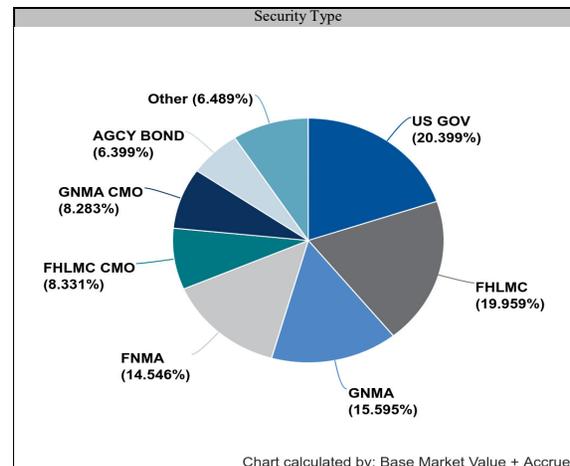
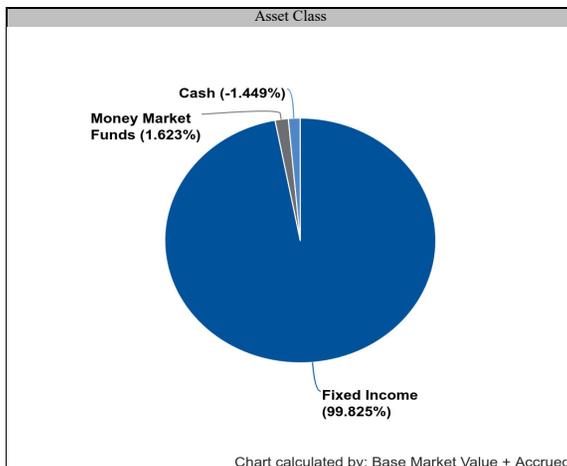
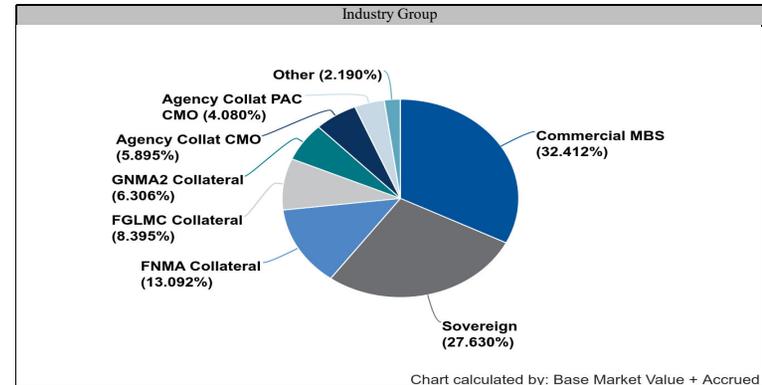
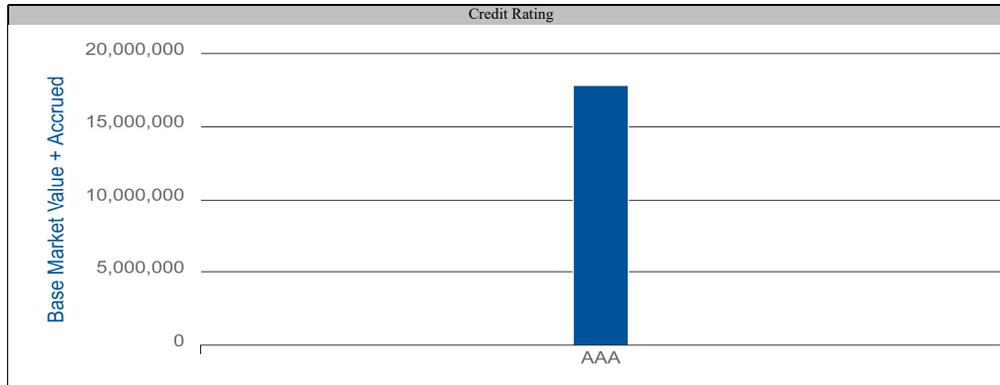
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance	
256350023	MIM-Sr Lien Reserve Fund-1	3132AE6F8	FH ZT1989	-	36,116.96	-	-	-	-	-	80.21	36,197.17	58.25	
256350023	MIM-Sr Lien Reserve Fund-1	912828608	UNITED STATES TREASURY	-	180,020.01	-	-	-	-	-	(9.21)	180,010.80	53.18	
256350023	MIM-Sr Lien Reserve Fund-1	3137F4CY6	FHMS K-BX1 A1	-	42,250.00	-	-	-	-	-	470.40	42,720.40	16.22	
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	FNA 2013-M6 2A	8,348.63	-	-	-	(180.77)	(0.00)	0.00	(46.26)	8,121.60	16.58	
256350023	MIM-Sr Lien Reserve Fund-1	3136ASKR6	FNR 2012-31 AD	6,137.49	-	-	-	(6,137.56)	18.78	0.38	(19.09)	-	-	
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	GNR 2010-158 HA	32,099.52	-	-	-	(8,863.02)	(70.48)	0.79	(196.41)	22,970.40	66.02	
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	19,071.39	-	-	-	(1,746.42)	(0.59)	1.06	(52.93)	-	41.09	
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 2010-166 GP	11,322.19	-	-	-	(1,057.15)	9.92	1.22	(80.95)	10,195.23	24.87	
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	GNR 2013-071 GA	79,360.42	-	-	-	(4,983.52)	3.85	1.27	16.02	74,398.03	150.02	
256350023	MIM-Sr Lien Reserve Fund-1	31418DYF3	FN MA4309	-	36,110.16	-	-	-	-	-	2.34	36,211.35	58.33	
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	GNR 2010-117 GK	17,873.90	-	-	-	(4,543.72)	(24.66)	2.41	(163.88)	13,144.04	37.55	
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	G2 MA0909	35,328.92	-	-	-	(2,780.13)	(148.41)	2.43	65.15	32,467.96	77.04	
256350023	MIM-Sr Lien Reserve Fund-1	91282CAP6	UNITED STATES TREASURY	19,986.00	-	(19,989.06)	-	-	-	46.94	2.43	(46.31)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137AQOE1	FHR 4039 QB	-	47,057.09	-	-	-	(1,208.92)	(23.21)	3.42	41.62	45,870.00	56.22
256350023	MIM-Sr Lien Reserve Fund-1	3134GWTL0	FEDERAL HOME LOAN MORTGAGE CORP	290,049.30	-	-	-	-	-	3.59	63.11	290,116.00	7.25	
256350023	MIM-Sr Lien Reserve Fund-1	91282CAP6	UNITED STATES TREASURY	-	44,834.77	-	-	-	-	3.66	8.57	44,847.00	25.96	
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	GNR 2013-105 A	64,545.01	-	-	-	(5,953.07)	8.89	3.72	(75.23)	58,529.32	82.69	
256350023	MIM-Sr Lien Reserve Fund-1	3136ADZAO	FNR 2013-27 KA	-	66,194.90	-	-	(1,928.76)	(23.92)	3.98	128.60	64,374.79	66.11	
256350023	MIM-Sr Lien Reserve Fund-1	3137BSA60	FHR 4257 EK	14,208.02	-	-	-	(1,291.56)	11.16	4.03	(19.19)	12,912.47	25.97	
256350023	MIM-Sr Lien Reserve Fund-1	38378HAU0	GNR 2012-096 AD	-	38,809.01	-	-	(1,136.46)	(20.82)	4.15	62.50	37,718.38	46.23	
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	GNR 2010-006 AB	31,770.04	-	-	-	(4,018.48)	(91.36)	4.58	(8.03)	27,656.74	66.08	
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	FN AM1568	160,512.32	-	-	-	(16,052.81)	658.79	8.71	(547.01)	-	-	
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	8,200.94	-	-	-	(5,383.55)	35.60	9.34	(97.98)	2,764.36	3.21	
256350023	MIM-Sr Lien Reserve Fund-1	38378XP82	GNR 2014-166 PL	165,431.01	-	-	-	(20,385.70)	(207.20)	9.48	(3,655.40)	141,192.18	285.84	
256350023	MIM-Sr Lien Reserve Fund-1	3137AUP63	FHMS K-021 A2	6,158.52	-	-	-	-	-	11.38	(44.38)	6,125.52	11.98	
256350023	MIM-Sr Lien Reserve Fund-1	36176XQB8	GN 779250	-	44,801.49	-	-	(940.51)	(44.67)	11.86	387.16	44,215.33	104.70	
256350023	MIM-Sr Lien Reserve Fund-1	38378HAU0	GNR 2012-096 AD	-	21,565.35	-	-	-	-	12.56	75.24	21,633.15	26.54	
256350023	MIM-Sr Lien Reserve Fund-1	3131X83H7	FH ZK5300	-	35,704.99	-	-	-	-	12.90	(2.72)	35,715.17	71.25	
256350023	MIM-Sr Lien Reserve Fund-1	38378ZD7D	GNR 2013-047 EC	27,887.95	-	-	-	(2,825.07)	27.44	15.97	(59.45)	25,046.84	30.92	
256350023	MIM-Sr Lien Reserve Fund-1	38377YTL4	GNR 2011-136 GA	23,638.76	-	-	-	(5,377.66)	(73.98)	16.04	(109.84)	18,093.32	29.73	
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 2013-074 AL	238,835.25	-	-	-	-	-	17.06	(8,879.81)	229,972.50	524.13	
256350023	MIM-Sr Lien Reserve Fund-1	31350G054	FEDERAL NATIONAL MORTGAGE ASSOCIATION	200,478.00	-	(200,280.20)	-	-	-	531.76	17.25	(746.81)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	31377WHY9	FHMR 2020-P003 A1	195,013.11	-	-	-	(2,832.89)	13.82	20.20	(7,746.40)	184,467.84	133.86	
256350023	MIM-Sr Lien Reserve Fund-1	3136AQZK9	FNR 2015-89 KE	-	76,695.40	-	-	-	-	20.52	(98.58)	76,617.34	123.85	
256350023	MIM-Sr Lien Reserve Fund-1	3134CWN24	FEDERAL HOME LOAN MORTGAGE CORP	298,608.00	-	-	-	-	-	20.53	(2,525.53)	296,103.00	245.00	
256350023	MIM-Sr Lien Reserve Fund-1	36202F3H7	G2 005300	61,792.28	-	-	-	(6,381.51)	(298.69)	21.07	54.45	55,187.60	130.98	
256350023	MIM-Sr Lien Reserve Fund-1	31417YK63	FN MA0293	47,900.96	-	-	-	(2,807.33)	(97.65)	24.52	(1.17)	45,019.33	153.82	
256350023	MIM-Sr Lien Reserve Fund-1	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	400,788.00	-	(400,200.00)	-	-	-	534.44	24.70	(1,147.14)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	GNR 2012-119 KB	9,993.02	-	-	-	(1,036.63)	24.23	26.67	(39.26)	8,968.04	9.22	
256350023	MIM-Sr Lien Reserve Fund-1	3138WEMJ5	FN AS4860	-	70,527.93	-	-	-	-	26.91	(45.75)	70,509.10	140.10	
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	FNA 2013-M6 2A	37,568.79	-	-	-	(813.47)	5.54	28.84	(242.55)	36,547.16	74.61	
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	G2 MA0602	93,141.61	-	-	-	(8,086.82)	(427.63)	28.91	144.85	84,800.93	201.23	
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	G2 MA2864	21,385.99	-	-	-	(1,872.47)	(93.92)	30.18	4.53	19,454.31	46.15	
256350023	MIM-Sr Lien Reserve Fund-1	3138EKX44	FN AL3382	10,645.95	-	-	-	(71.49)	1.04	31.12	(69.42)	10,537.19	20.65	
256350023	MIM-Sr Lien Reserve Fund-1	912828ZF0	UNITED STATES TREASURY	-	362,889.84	-	-	-	-	32.57	(404.41)	362,518.00	4.99	
256350023	MIM-Sr Lien Reserve Fund-1	3140J83R2	FN BM4407	-	88,893.10	-	-	-	-	33.14	46.58	88,972.82	177.17	
256350023	MIM-Sr Lien Reserve Fund-1	3138EKX44	FN AL3382	13,307.43	-	-	-	(89.37)	0.98	33.54	(81.11)	13,171.49	25.82	
256350023	MIM-Sr Lien Reserve Fund-1	912828LS7	UNITED STATES TREASURY	231,354.00	-	(231,120.11)	-	-	-	6,709.22	33.77	(6,976.88)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	91282CAP6	UNITED STATES TREASURY	-	373,535.16	-	-	-	-	33.96	155.88	373,725.00	216.35	
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	21,145.33	-	-	-	(1,548.82)	(42.14)	35.77	(69.07)	19,521.08	60.92	
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFK7	FH ZT1970	-	90,449.62	-	-	(4,177.25)	(371.83)	44.46	(606.65)	85,338.35	230.33	
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	30,753.52	-	-	-	(20,188.31)	164.58	45.13	(408.58)	10,366.34	12.05	
256350023	MIM-Sr Lien Reserve Fund-1	3136ADF11	FNR 2013-36 KC	60,546.66	-	-	-	(13,590.62)	125.66	45.82	(204.05)	46,923.46	58.27	
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	209,565.35	-	(209,389.45)	-	-	-	5,173.18	47.97	(5,397.05)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	GNR 2013-116 MA	91,302.79	-	-	-	(10,025.71)	249.37	50.38	(361.78)	81,215.06	147.75	
256350023	MIM-Sr Lien Reserve Fund-1	31378B5D8	FHR 4338 HP	-	45,123.88	-	-	-	-	51.27	181.82	45,356.98	108.29	
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	GNR 2013-012 AB	103,530.69	-	-	-	(4,271.93)	61.14	56.07	(833.44)	98,542.53	147.84	
256350023	MIM-Sr Lien Reserve Fund-1	38377QK9H	GNR 2011-018 PG	28,763.64	-	-	-	(4,274.20)	(55.77)	60.54	(508.46)	23,985.75	58.29	
256350023	MIM-Sr Lien Reserve Fund-1	3140J83E0	FN BM3956	-	52,204.19	-	-	-	-	62.47	(363.12)	51,903.54	122.37	
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	86,864.06	-	-	-	(6,362.47)	(92.59)	159.32	(282.32)	80,191.71	250.25	
256350023	MIM-Sr Lien Reserve Fund-1	91282CAE1	UNITED STATES TREASURY	87,750.00	-	-	-	-	-	69.49	(6,327.19)	81,492.30	69.92	
256350023	MIM-Sr Lien Reserve Fund-1	3140J9VX8	FN FM6017	-	225,159.38	-	-	(5,174.92)	(377.97)	70.48	(3,467.71)	216,209.26	512.06	
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	79,976.80	-	-	-	(7,323.71)	(178.79)	79.41	(120.58)	72,433.12	172.30	
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 2013-074 AL	212,298.00	-	-	-	-	-	80.04	(7,958.04)	204,420.00	465.89	
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	GNR 2015-029 AD	70,158.41	-	-	-	(3,948.59)	(0.29)	82.61	(1,777.42)	64,514.72	119.78	
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	G2 MA1134	165,183.24	-	-	-	(13,416.37)	(539.27)	82.80	57.13	151,367.53	359.15	
256350023	MIM-Sr Lien Reserve Fund-1	3128MMUL5	FH G18586	124,059.21	-	-	-	(1,242.26)	(535.37)	87.29	(165.37)	112,203.49	223.79	
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	21,625.91	-	-	-	(1,584.02)	(77.21)	90.46	(90.41)	19,964.74	62.30	
256350023	MIM-Sr Lien Reserve Fund-1	36179TF83	G2 MA4691	88,638.36	-	-	-	(7,975.99)	(532.37)	97.69	356.10	80,583.79	220.11	
256350023	MIM-Sr Lien Reserve Fund-1	3140J4H90	FN FM1155	-	164,677.66	-	-	(4,734.59)	(264.51)	100.26	(2,354.06)	157,424.75	315.23	
256350023	MIM-Sr Lien Reserve Fund-1	3132A85Y1	FH ZS8063	236,342.92	-	-	-	(19,753.30)	(1,017.13)	103.65	(887.16)	214,748.98	430.02	
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	FNA 2012-M9 A2	172,283.82	-	-	-	(38,479.70)	246.88	109.32	(1,568.56)	132,591.76	270.72	
256350023	MIM-Sr Lien Reserve Fund-1	91282CAM3	UNITED STATES TREASURY	423,389.25	-	-	-	-	-	130.80	(9,179.05)	414,341.00	230.90	
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	20,502.35	-	-	-	(13,458.87)	586.48	131.64	(850.70)	6,910.89	8.04	
256350023	MIM-Sr Lien Reserve Fund-1	36179NAH1	G2 MA0908	-	134,029.51	-	-	-	-	139.93	(518.88)	133,648.71	268.25	
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	475,355.55	-	(474,897.86)	-	-	-	12,430.38	69.93	(13,058.00)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	UNITED STATES TREASURY	161,895.00	-	-	-	-	-	183.47	(3,354.47)	158,724.00	1,206.32	
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	30,753.52	-	-	-	(20,188.31)	819.48	207.19	(1,225.55)	10,366.34	12.05	
256350023	MIM-Sr Lien Reserve Fund-1	3138EKX44	FN AL3382	172,996.63	-	-	-	(1,161.76)	(0.35)	224.10	(861.12)	171,229.33	335.63	
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	FHMS K-020 A2	160,710.96	-	-	-	-	-					

91 CIP STAMP Portfolio Summary of Investments for quarter ended March 31, 2021



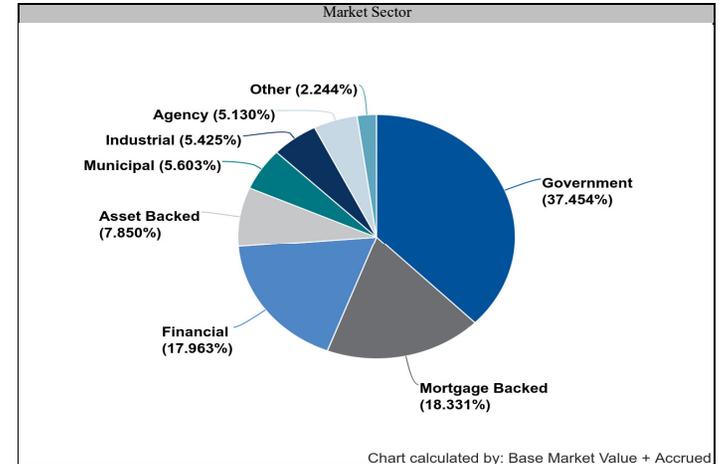
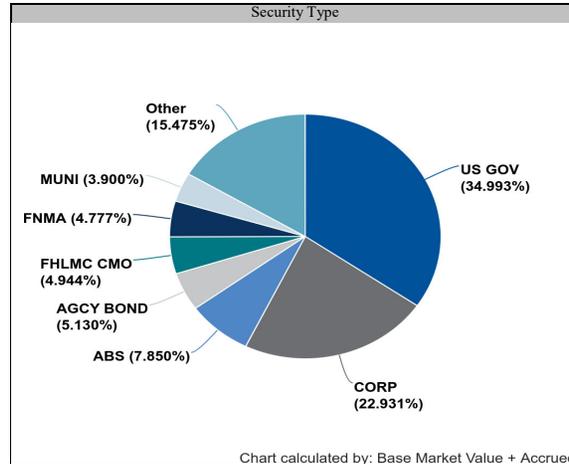
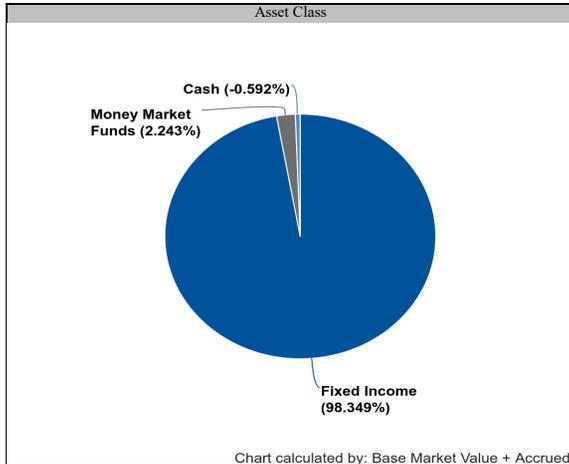
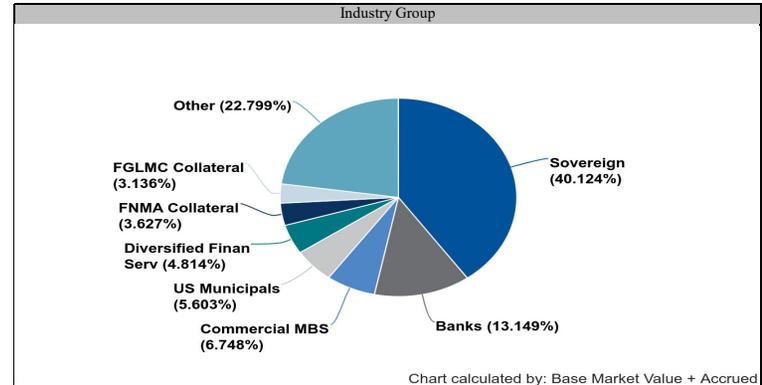
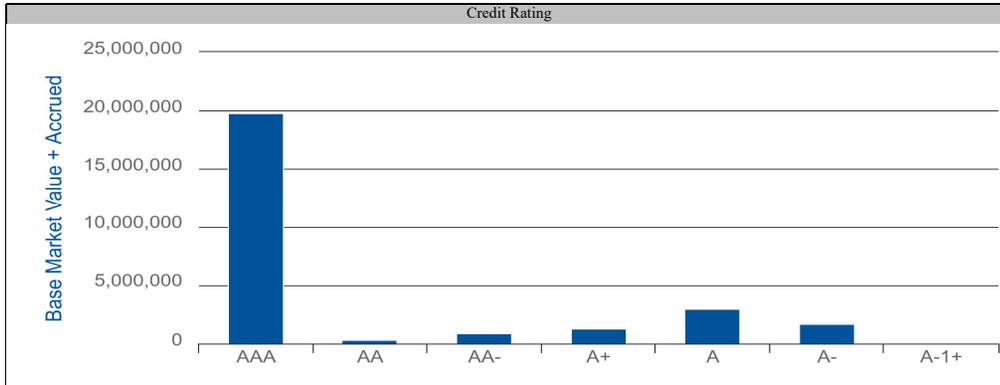
*Negative cash reflects securities in transit at month end

91 CIP STAMP Portfolio
Series A & Series B Reserve Fund Summary of Investments for quarter ended March 31, 2021



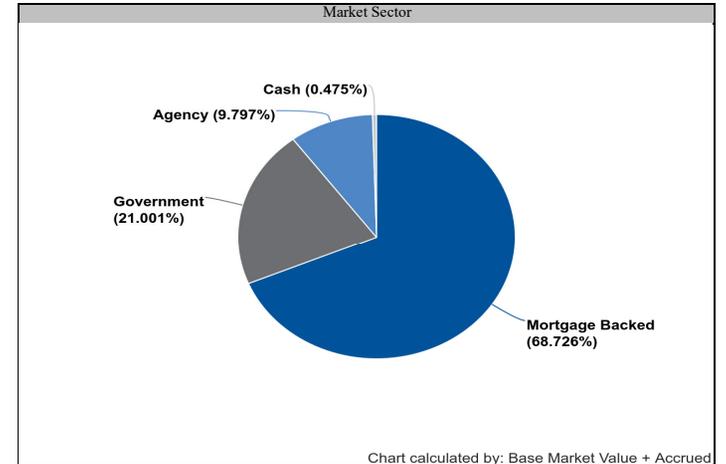
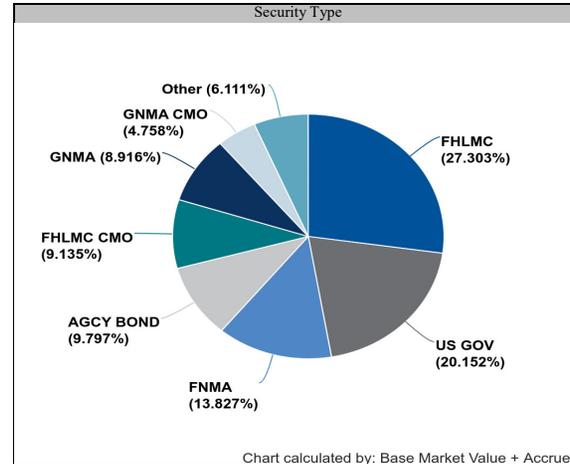
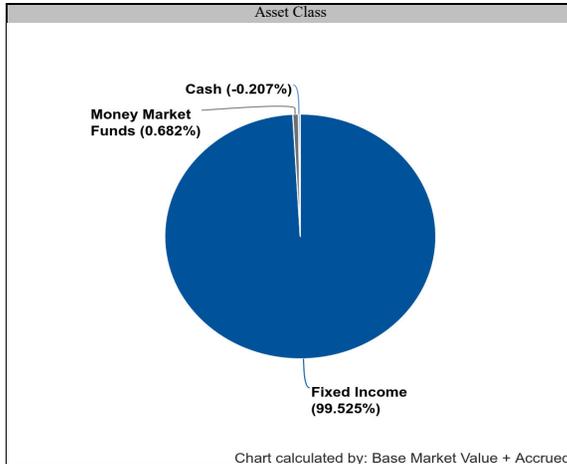
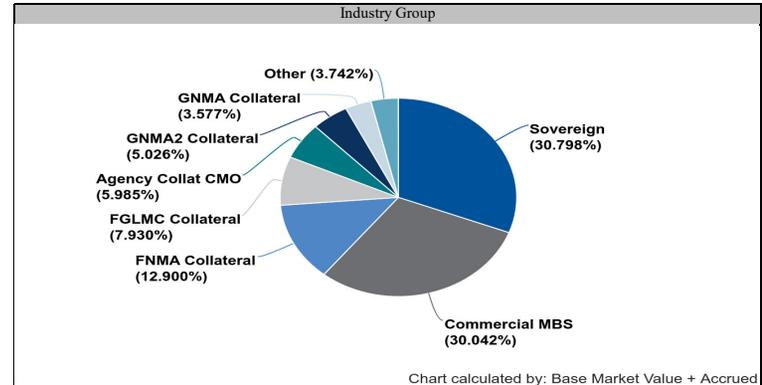
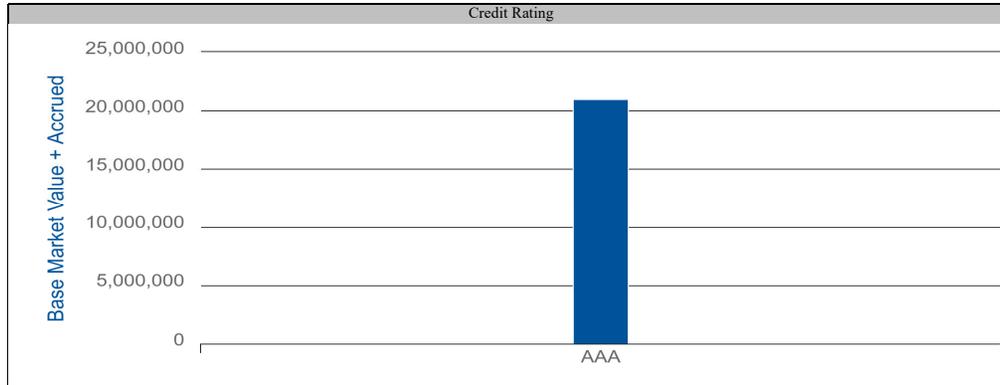
*Negative cash reflects securities in transit at month end

91 CIP STAMP Portfolio
Residual Fund Required Retained Balance Summary of Investments for quarter ended March 31, 2021



*Negative cash reflects securities in transit at month end

91 CIP STAMP Portfolio
TIFIA Reserve Fund Summary of Investments for quarter ended March 31, 2021



*Negative cash reflects securities in transit at month end

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2021

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		Yield	Summarized Credit Rating
											Unrealized Gain/Loss	Coupon		
24097004	MIM-RCTC Toll Revenue: -1-15	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/20/2020	500,000.00	499,850.00	07/20/2021	500,165.00	268.78	0.320	0.211	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3134GWEH5	Agency	Freddie Mac	07/27/2022	07/27/2020	749,850.00	749,850.00	07/27/2021	750,292.50	391.97	0.280	0.159	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/16/2020	1,000,000.00	999,300.00	04/05/2021	999,630.00	140.53	0.180	0.205	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	1,250,000.00	1,252,443.00	---	1,252,312.50	418.91	0.190	0.047	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3134GXJF2	Agency	Freddie Mac	12/30/2022	12/15/2020	405,000.00	404,989.88	06/30/2021	404,708.40	(282.76)	0.200	0.241	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	750,000.00	750,000.00	04/12/2021	750,097.50	97.50	0.500	0.471	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/22/2020	125,000.00	124,987.50	07/20/2021	125,041.25	49.91	0.320	0.211	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/15/2020	200,000.00	199,880.00	04/05/2021	199,926.00	13.52	0.180	0.205	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	85,000.00	84,987.25	09/28/2021	85,034.00	44.59	0.300	0.219	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3134GWY42	Agency	Freddie Mac	10/13/2023	10/07/2020	100,000.00	99,950.00	10/13/2021	99,910.00	(47.75)	0.300	0.336	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136G46A6	Agency	Federal National Mortgage Association	10/27/2023	10/20/2020	130,000.00	129,967.50	10/27/2021	130,027.30	55.18	0.300	0.263	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	100,000.00	100,195.44	---	100,185.00	33.51	0.190	0.047	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3134GXJF2	Agency	Freddie Mac	11/24/2023	---	135,000.00	135,035.00	05/24/2021	134,852.85	(160.40)	0.350	0.391	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	407,196.00	4,960.81	2.375	0.077	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3134GW6E1	Agency	Freddie Mac	11/02/2023	02/23/2021	400,000.00	400,536.00	11/02/2021	399,648.00	(809.08)	0.320	0.354	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	350,000.00	350,000.00	04/12/2021	350,045.50	45.50	0.500	0.471	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	147,618.14	160,590.95	---	152,803.97	(99.56)	5.500	0.875	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	47,370.42	46,778.29	---	48,255.77	1,260.25	2.000	1.174	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	33,900.60	34,748.11	---	34,751.16	459.41	4.000	1.636	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	09/26/2018	100,000.00	97,238.28	---	101,896.00	2,824.92	2.373	0.306	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	35,324.41	34,049.42	---	36,406.75	1,954.95	2.250	0.394	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	10,325.90	10,067.76	---	10,429.58	225.12	2.500	0.893	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	3,406.83	3,358.39	---	3,407.95	20.18	0.456	0.301	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	4,022.96	3,813.92	---	4,076.38	197.03	1.250	0.288	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	10,925.89	11,235.31	---	11,182.54	113.25	5.000	1.351	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	8,284.03	8,332.50	---	8,391.88	84.07	2.482	0.477	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	10,508.77	10,171.31	---	10,664.83	61.90	3.500	0.798	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	103,098.00	2,148.73	2.682	0.437	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	10,431.09	10,620.57	---	10,730.46	131.67	3.000	1.172	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	14,661.25	15,256.87	---	15,575.82	453.78	4.000	3.577	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	4,867.46	4,898.83	---	4,908.69	35.93	2.500	0.995	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	10,821.64	10,686.38	---	10,957.99	236.98	1.500	0.487	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	30,147.78	30,567.03	---	30,259.93	(22.90)	3.000	2.755	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	69,964.10	70,399.82	---	70,339.11	66.84	3.230	1.335	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137A6Z47	Agency CMO	Freddie Mac	01/15/2041	08/31/2020	33,263.35	34,999.28	---	35,106.14	(36.53)	4.500	0.893	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	90,433.31	90,133.05	---	91,174.86	940.01	2.968	0.476	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3133Q5GZ3	Agency CMO	Freddie Mac	09/25/2033	01/05/2021	73,701.82	74,726.75	---	73,615.59	(1,098.95)	1.000	1.026	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	69,635.39	70,331.74	---	70,598.44	372.14	2.750	0.466	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38378PZN1	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	14,975.14	15,000.88	---	14,978.73	(3.11)	2.500	0.910	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	1,221.85	1,194.36	---	1,222.05	3.77	1.573	0.268	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137AQQE1	Agency CMO	Freddie Mac	05/15/2027	---	42,607.89	43,406.79	---	43,455.79	52.65	1.500	0.453	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	21,235.53	21,460.28	---	21,763.02	123.46	1.500	0.668	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	20,737.13	21,206.96	---	21,373.76	182.38	2.500	0.463	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136ABN22	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	25,138.04	25,640.80	---	25,860.76	223.69	2.000	0.243	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	23,356.84	23,845.87	---	23,955.94	120.42	1.750	0.264	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136ADZ00	Agency CMO	Federal National Mortgage Association	04/25/2028	---	53,314.03	53,978.09	---	54,074.82	99.52	1.250	0.356	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136A7D25	Agency CMO	Federal National Mortgage Association	07/25/2041	02/12/2021	52,534.81	53,142.25	---	54,332.03	1,188.80	3.000	0.716	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	31394KJP0	Agency CMO	Freddie Mac	10/15/2023	02/18/2021	43,651.75	45,336.44	---	45,214.48	(115.45)	4.500	0.824	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137BZ7F8	Agency CMO	Freddie Mac	07/15/2023	02/18/2021	55,129.63	55,394.52	---	55,345.19	(42.98)	1.400	0.669	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	21,343.95	21,567.40	---	21,600.72	41.41	2.500	0.958	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	53,426.40	54,302.93	---	54,482.10	156.30	1.500	0.341	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137AWWM3	Agency CMO	Freddie Mac	12/15/2027	02/17/2021	23,845.74	24,151.27	---	24,265.90	112.68	1.250	0.166	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/25/2021	206,031.47	216,325.01	---	215,348.21	(706.26)	2.802	0.203	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	81,310.57	83,076.54	---	82,996.14	(69.33)	2.000	0.431	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	68,367.21	70,559.77	---	70,487.96	(90.69)	2.000	0.593	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	---	387,722.15	396,380.71	---	396,918.92	3,114.48	2.592	0.024	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	169,020.13	176,309.12	---	175,672.76	2,125.22	5.500	0.593	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3137FOXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	635,118.47	635,118.47	---	636,248.98	1,130.51	0.455	0.252	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3137B36H6	Agency MBS	Freddie Mac	10/25/2022	---	81,005.56	82,393.77	---	81,929.02	6.02	2.839	0.199	AAA
24097004	MIM-RCTC Toll Revenue: -1-15	3137BFDQ1	Agency MBS	Freddie Mac	09/25/2021	08/19/2020	111,247.91	112,016.63	---	112,016.63	193.73	2.991	0.342	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	14,469.36	14,256.84	---	14,600.31	209.71	1.785	0.254	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136A7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	29,467.34	28,982.74	---	30,455.97	1,173.83	2.532	0.800	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	43,203.34	41,875.17	---	44,082.52	1,277.58	2.184	0.281	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	97,917.14	96,257.14	---	100,347.44	3,086.26	2.522	0.274	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	5,828.49	5,955.99	---	6,105.41	204.47	4.000	0.446	AAA
24097020	RCTC L-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	13,302.03	13,302.03	---	14,144.72	660.42	4.000	0.326	AAA
2409702														



2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2021

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		Yield	Summarized Credit Rating
											Unrealized Gain/Loss	Coupon		
24097020	RCTC I-15 Prj RAMP UP RESERVE	36179QZ8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	81,700.71	86,398.50	---	86,344.57	(233.10)	3.000	1.014	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	58,084.12	60,449.96	---	60,449.31	(446.58)	2.500	1.216	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132A9QE0	Agency MBS	Freddie Mac	02/01/2030	04/29/2020	95,420.31	99,984.11	---	99,676.76	(443.99)	2.500	0.881	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	20,718.86	20,607.17	---	20,712.85	27.93	1.870	1.685	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138L1RL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	43,745.88	44,395.24	---	43,731.00	(26.03)	3.840	3.425	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	23,172.71	24,302.38	---	24,409.90	131.92	3.000	0.453	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	13,325.80	14,064.96	---	14,040.20	(3.98)	3.000	0.781	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BFE80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	82,210.08	85,845.31	---	85,232.12	(65.12)	2.720	0.436	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	08/31/2020	0.02	0.02	---	0.02	(0.00)	3.000	0.467	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138X0ZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	100,689.73	105,802.89	---	105,151.29	(397.17)	2.500	0.645	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DSA1	Agency MBS	Federal National Mortgage Association	08/01/2035	08/31/2020	105,583.77	111,654.83	---	112,280.95	595.96	3.000	1.201	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	15,718.13	16,366.19	---	16,366.19	(49.03)	2.500	0.729	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	53,576.56	57,670.14	---	57,853.04	365.35	3.500	0.132	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	28,791.89	30,717.34	---	30,531.50	(178.71)	3.000	0.877	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	77,227.75	80,956.40	---	80,645.85	(251.32)	2.500	0.623	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	19,693.49	20,733.56	---	20,570.64	(192.44)	2.500	1.047	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	---	223,184.84	234,917.61	---	232,201.50	(2,806.37)	2.500	1.178	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	86,087.64	92,382.81	---	91,321.77	(1,062.57)	3.000	0.756	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	97,535.75	104,576.61	---	102,956.79	(1,651.29)	3.000	0.983	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	40,966.70	44,423.27	---	44,688.93	314.42	3.500	-0.077	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	---	179,763.98	188,014.45	---	189,785.83	1,761.00	3.000	0.289	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	13,622.92	13,435.60	---	13,673.32	97.22	1.749	0.176	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X4TL0	Agency MBS	Federal National Mortgage Association	09/01/2028	02/25/2021	75,092.50	78,577.26	---	78,268.91	(337.04)	2.500	0.586	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140J83R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	225,886.79	236,122.29	---	236,334.05	123.73	2.500	0.519	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137B7Y99	Agency MBS	Freddie Mac	01/25/2024	02/26/2021	209,000.00	225,556.72	---	224,693.81	(375.18)	3.490	0.519	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BDCW4	Agency MBS	Freddie Mac	07/25/2024	02/26/2021	175,000.00	189,916.02	---	188,956.25	(593.66)	3.303	0.670	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	229,993.35	241,205.53	---	241,141.13	(156.44)	2.500	0.757	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	213,738.37	223,156.22	---	223,219.80	(17.05)	2.500	0.595	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	02/26/2021	241,332.12	250,382.08	---	249,660.49	(700.08)	2.000	0.995	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	242,304.77	253,814.26	---	253,089.76	(658.43)	2.500	0.956	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138QRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	213,976.46	230,024.69	---	231,715.11	1,779.77	3.500	0.055	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	248,502.52	257,666.05	---	255,174.81	(2,380.44)	2.000	1.407	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	227,183.11	235,383.00	---	233,855.48	(1,438.96)	2.000	1.280	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	53,992.00	54,340.00	---	54,728.45	642.02	2.183	0.356	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	65478AD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	47,871.45	47,624.61	---	47,942.30	82.92	2.650	0.709	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/23/2019	184,326.03	187,702.94	---	187,039.31	(1,689.89)	3.210	0.232	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	63,859.72	63,856.85	---	64,009.15	149.82	2.210	0.534	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	87165BB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	525,000.00	526,271.48	---	526,228.50	(1,136.65)	2.210	0.370	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.99	---	261,747.20	1,755.88	2.230	0.849	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	34528GAJ5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	10/15/2022	05/07/2020	225,349.57	225,280.57	---	225,811.54	484.95	1.870	0.233	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	65,407.87	65,404.31	---	65,574.66	168.60	1.080	0.479	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	145,570.86	145,570.86	---	145,570.86	0.00	0.189	0.189	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	36,759.16	37,043.47	---	36,807.68	(25.96)	2.840	0.322	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	14687AAM0	Asset Backed	Carvana Auto Receivables Trust, Series 2020-P1	11/08/2023	12/03/2020	385,000.00	384,978.32	---	385,065.45	80.76	0.280	0.255	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	98162CAE1	Asset Backed	World Omni Automobile Lease Securitization Trust 2018-B	03/15/2024	03/30/2021	550,000.00	551,246.09	---	551,292.50	46.41	3.300	-0.176	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	05586F5B9	CD	BNP Paribas New York Branch	04/05/2021	11/02/2020	1,150,000.00	1,149,901.52	---	1,150,023.00	25.56	0.210	0.066	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	65602V6W1	CD	Norinchukin Bank NY Branch	05/11/2021	01/13/2021	1,000,000.00	1,000,098.24	---	1,000,150.00	116.70	0.240	0.108	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	60710AWB4	CD	Mizuho Bank Ltd., New York Branch	08/13/2021	01/25/2021	1,500,000.00	1,500,124.74	---	1,500,195.00	111.42	0.220	0.185	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	15101HAK5	CD	Landesbank Baden-Württemberg, New York Branch	10/25/2021	02/01/2021	1,000,000.00	1,000,000.00	---	1,000,160.00	160.00	0.240	0.212	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	83050PRZ4	CD	Skandinaviska Enskilda Banken AB (publ)	08/17/2021	02/22/2021	700,000.00	699,999.99	---	700,014.00	14.01	0.170	0.165	AAA
24097004	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	536,000.45	1,000.45	0.501	0.329	A
24097004	MIM-RCTC Toll Revenue: - I-15	31677QB63	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/15/2021	501,115.00	1,107.55	2.250	0.422	A
24097004	MIM-RCTC Toll Revenue: - I-15	06051GFZ7	Corporate	Bank of America Corporation	10/21/2022	10/09/2020	920,000.00	940,037.60	10/21/2021	930,699.60	(216.55)	2.503	0.405	A
24097004	MIM-RCTC Toll Revenue: - I-15	61746BEA0	Corporate	Morgan Stanley	04/21/2021	10/13/2020	864,000.00	873,987.84	---	864,846.72	(215.49)	2.500	0.727	A
24097004	MIM-RCTC Toll Revenue: - I-15	025816CD9	Corporate	American Express Company	05/20/2022	12/30/2020	423,000.00	436,349.88	04/19/2022	433,528.47	(327.59)	2.750	0.373	A
24097004	MIM-RCTC Toll Revenue: - I-15	172967LQ2	Corporate	Citigroup Inc.	10/27/2022	12/30/2020	750,000.00	780,862.50	09/27/2022	774,120.00	(2,443.54)	2.700	0.529	A
24097004	MIM-RCTC Toll Revenue: - I-15	14913R2E6	Corporate	Caterpillar Financial Services Corporation	01/06/2022	07/06/2020	500,000.00	500,000.00	---	500,525.00	525.00	0.457	0.291	A
24097004	MIM-RCTC Toll Revenue: - I-15	927804F8	Corporate	Virginia Electric and Power Company	09/01/2022	01/25/2021	750,000.00	781,477.50	06/01/2022	775,792.50	(1,509.66)	3.450	0.490	A
24097004	MIM-RCTC Toll Revenue: - I-15	3814GG57	Corporate	The Goldman Sachs Group, Inc.	01/24/2022	10/09/2020	900,000.00	967,074.00	---	939,168.00	(181.22)	5.750	0.388	A
24097004	MIM-RCTC Toll Revenue: - I-15	46625HDJ3	Corporate	JPMorgan Chase & Co.	01/24/2022	10/13/2020	1,000,000.00	1,053,810.00	---	1,034,170.00	(243.07)	4.500	0.293	A
24097004	MIM-RCTC Toll Revenue: - I-15	22550UAB7	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	410,000.00	410,000.00	---	406,187.00	(3,813.00)	0.417	0.726	AA
24097004	MIM-RCTC Toll Revenue: - I-15	63902HAD1	Corporate	The Nature Conservancy	07/01/2021	01/27/2021	75,000.00	75,000.00	---	74,996.25	(3.75)	0.317	0.337	AA
24097004	MIM-RCTC Toll Revenue: - I-15	15189WAM2	Corporate	CenterPoint Energy Resources Corp.	03/02/2023	02/26/2021	485,000.00	484,529.55	09/02/2021	484,830.25	281.63	0.700	0.718	A
24097004	MIM-RCTC Toll Revenue: - I-15	24422EVM8	Corporate	John Deere Capital Corporation	01/17/2023	03/01/2021	625,000.00	624,781.25	---	625,000.00	209.82	0.250	0.250	A
24097004	MIM-RCTC Toll Revenue: - I-15	46647PCA2	Corporate	JPMORGAN CHASE & CO	03/16/2024	03/09/2021	340,000.00	340,000.00	03/16/2023	340,921.40	921.40	0.652	0.455	A
24097004	MIM-RCTC Toll Revenue: - I-15	92343VGD0	Corporate	Verizon Communications Inc.	03/22/2024	03/11/2021	340,000							

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2021

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			Summarized Credit Rating
											Unrealized Gain/Loss	Coupon	Yield	
240907004	MIM-RCTC Toll Revenue: - I-15	459058JQ7	Non-US Gov	International Bank for Reconstruction and Development	01/13/2023	01/07/2021	205,000.00	205,000.00	---	205,098.40	98.40	0.168	0.113	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828T67	US Gov	United States Department of The Treasury	10/31/2021	11/03/2020	1,500,000.00	1,516,347.66	---	1,510,425.00	833.08	1.250	0.057	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828S76	US Gov	United States Department of The Treasury	07/31/2021	11/30/2020	400,000.00	402,734.38	---	401,408.00	35.00	1.125	0.080	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	1,800,000.00	1,800,534.41	---	1,800,108.00	(103.77)	0.159	0.086	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128287F1	US Gov	United States Department of The Treasury	07/31/2021	03/31/2021	300,000.00	301,710.94	---	301,698.00	(12.94)	1.750	0.070	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	725,000.00	729,419.92	---	742,530.50	14,138.65	1.750	0.136	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	815,000.00	819,474.22	---	830,468.70	9,868.97	1.375	0.142	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	---	40,904.80	598.60	2.125	0.111	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	900,000.00	898,185.95	---	896,940.00	(1,342.93)	0.125	0.259	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	865,000.00	871,530.08	---	870,579.25	49.58	0.500	0.170	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	---	1,950,000.00	1,965,534.17	---	1,963,552.50	1,906.72	1.250	0.057	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	---	855,000.00	853,286.72	---	853,828.65	411.67	0.125	0.190	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	1,035,000.00	1,035,250.57	---	1,035,062.10	(56.65)	0.159	0.086	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YZ7	US Gov	United States Department of The Treasury	12/31/2021	02/26/2021	600,000.00	607,687.50	---	607,008.00	109.40	1.625	0.070	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	---	40,606.40	543.07	1.750	0.093	AAA
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	04/15/2021	1,500,000.00	-	0.110	0.110	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,200,000.00	1,200,000.00	04/30/2021	1,200,000.00	-	0.090	0.090	AA
240907004	MIM-RCTC Toll Revenue: - I-15	56052FJB2	VRDN	Maine State Housing Authority	11/15/2050	01/25/2021	440,000.00	440,000.00	04/30/2021	440,000.00	-	0.100	0.100	AA
240907004	MIM-RCTC Toll Revenue: - I-15	57419P7F0	VRDN	Maryland Department of Housing and Community Development	09/01/2033	01/25/2021	600,000.00	600,000.00	04/30/2021	600,000.00	-	0.090	0.090	AA
240907004	MIM-RCTC Toll Revenue: - I-15	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	01/25/2021	430,000.00	430,000.00	---	430,000.00	-	0.100	0.100	AA
							53,347,713.16	54,078,645.99		54,034,909.36	64,112.37			



2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2021

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
240097004	MM-RCTC Toll Revenue - I-15	3134GVH66	Agency	Freddie Mac	10/20/2022	07/20/2020	500,000.00	499,850.00	07/20/2021	500,165.00	268.78	0.320	0.211	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3134GVH61	Agency	Freddie Mac	07/27/2022	07/27/2020	750,000.00	749,850.00	07/27/2021	750,292.50	391.97	0.280	0.159	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/16/2020	1,000,000.00	999,300.00	04/05/2021	999,630.00	140.53	0.180	0.205	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	1,250,000.00	1,252,443.00	---	1,252,312.50	418.91	0.190	0.047	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3134GXJF2	Agency	Freddie Mac	12/30/2022	12/15/2020	405,000.00	404,989.88	06/30/2021	404,708.40	(282.76)	0.200	0.241	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3133ALZJ2	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	750,000.00	750,000.00	04/12/2021	750,097.50	97.50	0.500	0.471	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3137BYFX1	Agency MBS	Freddie Mac	04/25/2023	---	387,722.25	396,380.71	---	396,918.92	3,114.48	---	2.592	0.026	AAA
240097004	MM-RCTC Toll Revenue - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	169,020.13	176,309.12	---	175,672.76	2,125.22	5.500	5.953	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3137FQXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	635,118.47	635,118.47	---	636,248.98	1,130.51	0.455	0.252	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3137B3646	Agency MBS	Freddie Mac	10/25/2022	---	81,005.56	82,393.77	---	81,929.02	6.02	2.839	1.999	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3137BFDQ1	Agency MBS	Freddie Mac	09/25/2021	08/19/2020	111,247.91	113,160.30	---	112,016.63	193.73	2.991	3.342	AAA	
240097004	MM-RCTC Toll Revenue - I-15	65478AD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	47,871.45	47,824.61	---	47,942.30	82.92	2.650	0.709	AAA	
240097004	MM-RCTC Toll Revenue - I-15	3801FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	184,326.03	187,702.94	---	187,039.31	1,689.89	3.210	0.232	AAA	
240097004	MM-RCTC Toll Revenue - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	63,859.72	63,856.85	---	64,009.15	149.82	2.210	0.534	AAA	
240097004	MM-RCTC Toll Revenue - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	526,000.00	526,271.48	---	526,228.50	1,136.65	2.210	0.370	AAA	
240097004	MM-RCTC Toll Revenue - I-15	26209AAE1	Asset Backed	Drey Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	261,747.20	1,755.88	2.230	0.849	AAA	
240097004	MM-RCTC Toll Revenue - I-15	34583AA5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	05/15/2022	05/07/2020	225,349.57	225,280.57	---	225,811.54	484.95	1.870	0.233	AAA	
240097004	MM-RCTC Toll Revenue - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	65,407.87	65,404.31	---	65,574.66	168.60	1.080	0.479	AAA	
240097004	MM-RCTC Toll Revenue - I-15	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	145,570.86	145,570.86	---	145,570.86	0.00	0.189	0.189	AAA	
240097004	MM-RCTC Toll Revenue - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	36,759.16	37,043.47	---	36,807.68	25.96	2.840	0.322	AAA	
240097004	MM-RCTC Toll Revenue - I-15	14687AA00	Asset Backed	Carnva Auto Receivables Trust, Series 2020-P1	11/08/2023	12/03/2020	385,000.00	384,978.32	---	385,065.45	80.76	0.280	0.255	AAA	
240097004	MM-RCTC Toll Revenue - I-15	98162CAE1	Asset Backed	World Omn Automobile Lease Securitization Trust 2018-B	03/15/2024	03/30/2021	550,000.00	551,246.09	---	551,292.50	46.41	3.300	0.176	AAA	
240097004	MM-RCTC Toll Revenue - I-15	05586SB9	CD	BNP Paribas New York Branch	04/05/2021	11/02/2020	1,150,000.00	1,149,901.52	---	1,150,023.00	25.56	0.210	0.066	AAA	
240097004	MM-RCTC Toll Revenue - I-15	65602V6W1	CD	Norinchukin Bank NY Branch	05/11/2021	01/13/2021	1,000,000.00	1,000,098.24	---	1,000,150.00	116.70	0.240	0.108	AAA	
240097004	MM-RCTC Toll Revenue - I-15	60710AAW6	CD	Mizuho Bank Ltd., New York Branch	08/13/2021	01/25/2021	1,500,000.00	1,500,124.74	---	1,500,195.00	111.42	0.220	0.183	AAA	
240097004	MM-RCTC Toll Revenue - I-15	51501HA5	CD	Landesbank Baden-Wuerttemberg, New York Branch	10/25/2021	02/01/2021	1,000,000.00	1,000,000.00	---	1,000,160.00	160.00	0.240	0.212	AAA	
240097004	MM-RCTC Toll Revenue - I-15	83069BAC2	CD	Bank of America National Association	08/22/2021	08/22/2021	1,000,000.00	1,000,000.00	---	1,000,000.00	0.00	0.140	0.160	AAA	
240097004	MM-RCTC Toll Revenue - I-15	69353FU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	536,000.45	1,000.45	0.501	0.329	AAA	
240097004	MM-RCTC Toll Revenue - I-15	31677QBQ3	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/15/2021	501,115.00	1,107.55	2.250	0.422	A	
240097004	MM-RCTC Toll Revenue - I-15	06051GFZ7	Corporate	Bank of America Corporation	10/21/2022	10/09/2020	920,000.00	940,037.60	10/21/2021	930,699.60	(216.55)	2.503	0.405	A	
240097004	MM-RCTC Toll Revenue - I-15	61746BEA0	Corporate	Morgan Stanley	04/21/2021	10/13/2020	864,000.00	873,987.84	---	864,846.72	(215.49)	2.500	0.727	A	
240097004	MM-RCTC Toll Revenue - I-15	025816CP9	Corporate	United Express Company	05/20/2022	03/20/2020	412,000.00	412,000.00	04/19/2022	413,528.47	(327.59)	0.420	0.270	AAA	
240097004	MM-RCTC Toll Revenue - I-15	172967LQ2	Corporate	Citigroup, Inc.	10/27/2022	12/30/2020	750,000.00	780,862.50	09/27/2022	774,120.00	(2,443.54)	2.700	0.529	A	
240097004	MM-RCTC Toll Revenue - I-15	14913R2E6	Corporate	Caterpillar Financial Services Corporation	01/06/2022	07/06/2020	500,000.00	500,000.00	---	500,525.00	525.00	0.457	0.291	A	
240097004	MM-RCTC Toll Revenue - I-15	927804F8	Corporate	Virginia Electric and Power Company	09/01/2022	01/25/2021	750,000.00	781,477.50	06/01/2022	775,792.50	(1,509.66)	3.450	0.490	A	
240097004	MM-RCTC Toll Revenue - I-15	38141G6S7	Corporate	The Goldman Sachs Group, Inc.	01/24/2022	10/09/2020	900,000.00	901,074.00	---	939,168.00	181.22	5.750	0.388	A	
240097004	MM-RCTC Toll Revenue - I-15	692581DJ3	Corporate	Capital Lease & Co.	01/15/2024	08/07/2020	1,000,000.00	1,000,330.00	---	1,034,170.00	344,170.00	---	5.500	0.291	AAA
240097004	MM-RCTC Toll Revenue - I-15	22550LAB7	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	410,000.00	410,000.00	---	406,187.00	(3,813.00)	0.417	0.726	AAA	
240097004	MM-RCTC Toll Revenue - I-15	63902HAD1	Corporate	The Nature Conservancy	07/01/2021	01/27/2021	75,000.00	75,000.00	---	74,996.25	(3.75)	0.317	0.337	AA	
240097004	MM-RCTC Toll Revenue - I-15	15189WAM2	Corporate	CenterPoint Energy Resources Corp.	03/02/2023	02/26/2021	485,000.00	484,529.55	09/02/2021	484,830.25	281.63	0.700	0.718	A	
240097004	MM-RCTC Toll Revenue - I-15	24422VPM8	Corporate	John Deere Capital Corporation	01/17/2023	03/01/2021	625,000.00	624,781.25	---	625,000.00	209.82	0.250	0.250	AAA	
240097004	MM-RCTC Toll Revenue - I-15	46647KCA2	Corporate	JP MORGAN CHASE & CO	03/16/2024	03/09/2021	340,000.00	340,000.00	03/16/2023	340,921.40	921.40	0.652	0.455	A	
240097004	MM-RCTC Toll Revenue - I-15	92343VGD0	Corporate	Verizon Communications, Inc.	03/22/2024	03/11/2021	340,000.00	340,000.00	---	340,914.60	914.60	0.510	0.420	BBB	
240097004	MM-RCTC Toll Revenue - I-15	65339KBV1	Corporate	NEXTERA ENERGY CAPITAL HOLDINGS IN	03/01/2023	03/15/2021	225,000.00	225,000.00	---	225,562.50	562.50	0.550	0.421	BBB	
240097004	MM-RCTC Toll Revenue - I-15	84200HC0	Corporate	Southern California Edison Company	04/01/2024	03/24/2021	220,000.00	220,000.00	04/01/2023	220,343.20	343.20	0.840	0.762	AAA	
240097004	MM-RCTC Toll Revenue - I-15	80285V25	CP	Santander UK plc	08/02/2021	03/11/2021	1,000,000.00	999,200.00	---	999,390.00	73.33	0.000	0.177	AA	
240097004	MM-RCTC Toll Revenue - I-15	80285V25	CP	Santander UK plc	07/01/2021	08/02/2021	900,000.00	895,703.75	---	899,592.00	(4,307.75)	0.000	0.188	AA	
240097004	MM-RCTC Toll Revenue - I-15	69350ARP5	CP	PPG Industries, Inc.	04/23/2021	03/24/2021	775,000.00	774,890.21	---	774,907.00	(12.49)	0.000	0.188	AA	
240097004	MM-RCTC Toll Revenue - I-15	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	---	4.42	---	4.42	---	0.000	0.000	AAA	
240097004	MM-RCTC Toll Revenue - I-15	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	---	(1,074,633.87)	---	(1,074,633.87)	---	0.000	0.000	AAA	
240097004	MM-RCTC Toll Revenue - I-15	31846W203	MM Fund	FIRST AMERICAN FUND, Inc. - Government Obligations Fund	03/31/2021	---	---	1,136,591.71	---	1,136,591.71	---	0.010	0.010	AAA	
240097004	MM-RCTC Toll Revenue - I-15	60954RW6	Muni	Memorith County Improvement Authority	11/09/2021	10/23/2020	75,000.00	75,000.00	---	75,752.25	75.25	0.250	0.231	AAA	
240097004	MM-RCTC Toll Revenue - I-15	57582RM37	Muni	Commonwealth of Massachusetts	05/20/2021	12/10/2020	375,000.00	375,000.00	---	375,052.50	52.50	0.230	0.127	AAA	
240097004	MM-RCTC Toll Revenue - I-15	23504MAC8	Muni	Dallas Fort Worth Texas International Airport	08/25/2021	12/16/2020	410,000.00	410,000.00	---	410,065.60	65.60	0.380	0.340	NA	
240097004	MM-RCTC Toll Revenue - I-15	31013KAA1	Muni	California Community College Districts	12/30/2021	03/18/2021	150,000.00	150,000.00	---	149,994.00	(6.00)	0.250	0.255	NA	
240097004	MM-RCTC Toll Revenue - I-15	45818WC99	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,503,630.00	3,630.00	0.271	0.107	AAA	
240097004	MM-RCTC Toll Revenue - I-15	45908JQ7	Non-US Gov	International Bank for Reconstruction and Development	01/13/2023	01/07/2021	430,000.00	430,000.00	---	425,099.40	(4,900.60)	0.168	0.113	AAA	
240097004	MM-RCTC Toll Revenue - I-15	912828T67	US Gov	United States Department of The Treasury	10/31/2021	11/03/2020	1,500,000.00	1,516,347.66	---	1,510,425.00	(833.08)	1.250	0.057	AAA	
240097004	MM-RCTC Toll Revenue - I-15	912828T67	US Gov	United States Department of The Treasury	07/31/2021	11/30/2020	400,000.00	402,734.38	---	401,408.00	(35.00)	1.125	0.080	AAA	
240097004	MM-RCTC Toll Revenue - I-15	912828T68	US Gov	United States Department of The Treasury	04/30/2021	---	1,800,000.00	1,800,534.41	---	1,800,108.00					



2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2021

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 Ptg RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	1,221.85	1,194.36	---	1,222.05	---	3.77	1.573	0.268	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137AQOE1	Agency CMO	Freddie Mac	05/15/2022	---	43,667.89	---	---	43,655.79	---	---	---	---	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136ASX90	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	21,235.53	21,650.28	---	21,763.02	---	123.46	1.500	0.068	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137B9R27	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	20,737.13	21,206.96	---	21,373.76	---	182.38	2.500	-0.463	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136ABN22	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	25,138.04	25,640.80	---	25,860.76	---	223.69	2.000	0.243	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136AEYS4	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	23,356.84	23,845.87	---	23,955.94	---	120.42	1.750	0.264	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136ADZ40	Agency CMO	Federal National Mortgage Association	04/25/2021	---	53,314.03	53,978.09	---	54,074.82	---	99.52	1.250	0.356	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136ATD25	Agency CMO	Federal National Mortgage Association	07/25/2041	02/12/2021	52,534.81	53,142.25	---	54,332.03	---	1,188.80	3.000	0.716	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31394KJP0	Agency CMO	Freddie Mac	10/15/2023	02/18/2021	43,651.75	45,336.44	---	45,214.48	---	(115.45)	4.500	0.824	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BZ278	Agency CMO	Freddie Mac	07/15/2023	02/18/2021	55,129.63	55,394.52	---	55,345.19	---	(42.98)	1.400	0.669	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3837LFC77	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	21,343.95	21,567.40	---	21,600.72	---	41.41	2.500	0.958	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3837H4H10	Agency CMO	Government National Mortgage Association	08/20/2027	---	53,426.40	54,302.93	---	54,482.10	---	156.30	1.500	0.341	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137AWM33	Agency CMO	Freddie Mac	12/15/2027	02/17/2021	23,845.74	24,151.27	---	24,265.90	---	112.68	1.250	0.166	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/25/2021	206,031.47	216,325.01	---	215,348.21	---	(706.26)	2.802	0.203	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BD6F5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	81,310.57	83,076.54	---	82,996.14	---	(69.33)	2.000	0.431	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	68,367.21	70,559.77	---	70,487.96	---	(90.69)	2.000	0.593	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BFLU7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	14,469.36	14,256.84	---	14,600.31	---	209.71	1.785	0.254	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136AC7H4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	29,467.34	28,982.74	---	30,455.97	---	1,173.83	2.532	0.800	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136A9F00	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	43,203.34	41,875.17	---	44,082.52	---	1,277.58	2.184	0.281	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BIU75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	97,917.14	96,257.14	---	100,347.44	---	3,086.26	2.522	0.274	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3620AWW99	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	5,828.49	5,955.99	---	6,105.41	---	204.47	4.000	0.446	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	13,302.03	13,617.96	---	14,144.72	---	660.42	4.000	-0.326	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	66,282.29	65,291.73	---	66,672.28	---	99.52	2.509	0.756	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137B3N44	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	41,942.32	41,581.88	---	42,670.43	---	918.99	2.778	0.262	AAA
240907020	RCTC I-15 Ptg 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	0.065	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	38378KW09	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	6,888.05	6,461.83	---	6,910.89	---	221.03	1.400	0.828	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	9,066.30	9,075.50	---	9,075.51	---	24.91	2.150	0.781	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3138EPZ58	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	22,906.08	23,323.94	---	23,280.13	---	99.53	2.996	1.609	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	53,176.99	53,534.28	---	55,479.03	---	2,007.78	2.500	0.621	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,260.53	---	24,984.58	---	750.38	2.500	0.601	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3620TFA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	10,233.01	10,661.52	---	10,913.51	---	367.36	4.500	-0.589	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36179M446	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	20,461.89	20,708.07	---	21,295.10	---	607.76	2.500	0.725	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3620T2188	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	21,206.43	21,209.63	---	22,287.11	---	606.82	3.000	0.562	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	95,773.44	99,903.67	---	100,911.69	---	1,202.36	3.000	0.836	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	19,454.31	---	31.60	3.000	1.150	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	58,177.38	60,522.65	---	60,578.36	---	195.28	2.500	0.581	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36179QZAS	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	81,700.71	86,398.50	---	86,344.57	---	(233.10)	3.000	1.014	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	58,084.12	60,824.96	---	60,449.31	---	(446.28)	2.500	1.216	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3132A9G10	Agency MBS	Freddie Mac	02/01/2030	04/29/2020	95,450.23	99,584.11	---	99,676.99	---	443.99	2.500	0.881	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	20,718.86	20,607.17	---	20,712.85	---	27.93	1.870	1.685	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31381RL16	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	43,745.88	44,395.24	---	43,731.00	---	(26.03)	3.840	3.425	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	23,172.71	24,302.38	---	24,409.90	---	131.92	3.000	0.453	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/10/2028	06/30/2020	13,325.80	14,064.96	---	14,040.20	---	(3.98)	3.000	0.781	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137BF180	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	82,210.08	85,845.81	---	85,322.12	---	(65.12)	2.720	0.436	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	08/31/2020	0.02	0.02	---	0.02	---	(0.00)	3.000	0.467	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3138X0Z77	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	100,689.73	105,802.89	---	105,151.29	---	(397.17)	2.500	0.645	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31418DSA1	Agency MBS	Federal National Mortgage Association	08/01/2035	08/31/2020	105,583.77	111,654.83	---	112,280.95	---	595.96	3.000	1.201	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	15,718.13	16,450.00	---	16,366.19	---	(49.03)	2.500	0.729	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3132AFCF5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	53,576.56	57,670.14	---	57,615.04	---	365.35	3.500	0.132	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	28,791.89	30,717.34	---	30,531.50	---	(178.71)	3.000	0.877	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	77,227.75	80,956.40	---	80,645.85	---	(251.32)	2.500	0.623	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	19,693.49	20,733.56	---	20,570.64	---	(192.44)	2.500	1.047	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	---	223,184.84	234,917.61	---	232,201.50	---	(2,806.37)	2.500	1.178	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	31307P400	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	86,087.64	92,382.81	---	91,321.77	---	(1,062.37)	3.000	0.756	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	97,535.75	104,576.61	---	102,956.79	---	(1,651.29)	3.000	0.983	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	40,966.70	44,423.27	---	44,688.93	---	314.42	3.000	-0.077	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	---	179,763.98	188,014.45	---	189,785.83	---	1,761.00	3.000	0.289	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	13,625.92	13,435.60	---	13,673.32	---	97.22	1.749	0.176	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140X4TL0	Agency MBS	Federal National Mortgage Association	09/01/2028	02/25/2021	75,092.50	78,577.26	---	78,268.91	---	(337.04)	2.500	0.586	AAA
240907020	RCTC I-15 Ptg RAMP UP RESERVE	3140J8R22	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	225,886.79	236,122.29	---	236,334.05	---	123.7			



2017 Financing STAMP Portfolio Transaction Report by Account
 Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Payouts	Net Total Realized Gain/Loss	Base Amortization/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance	
240907004	MIM-RCTC Toll Revenue - I-15	3814IGD87	GOLDMAN SACHS GROUP INC	951,300.00	-	-	-	-	-	(11,829.64)	(302.36)	939,168.00	9,631.25	
240907004	MIM-RCTC Toll Revenue - I-15	46625HJD3	JPMORGAN CHASE & CO	1,044,540.00	-	-	-	-	-	(10,448.14)	78.14	1,034,170.00	8,375.00	
240907004	MIM-RCTC Toll Revenue - I-15	06051GFZ7	BANK OF AMERICA CORP	936,468.00	-	-	-	-	-	(4,855.74)	(912.66)	930,699.60	10,234.49	
240907004	MIM-RCTC Toll Revenue - I-15	61746BEA0	MORGAN STANLEY	869,356.80	-	-	-	-	-	(4,779.93)	269.85	864,846.72	9,600.00	
240907004	MIM-RCTC Toll Revenue - I-15	172967LQ2	CITIGROUP INC	780,015.00	-	-	-	-	-	(4,296.96)	(1,594.66)	774,120.00	8,662.50	
240907004	MIM-RCTC Toll Revenue - I-15	927804FJ8	VIRGINIA ELECTRIC AND POWER CO	1,513,950.00	781,477.50	-	-	-	-	(4,175.34)	(1,509.66)	775,925.50	2,156.25	
240907004	MIM-RCTC Toll Revenue - I-15	912828T67	UNITED STATES TREASURY	-	-	-	-	-	-	(4,108.22)	583.22	1,510,425.00	7,872.93	
240907004	MIM-RCTC Toll Revenue - I-15	950003ZB8	WELLS FARGO & CO	776,340.00	-	(773,972.50)	-	-	(184.10)	(2,730.90)	547.50	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	459088EW9	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,002,750.00	-	-	(1,000,000.00)	-	-	-	(2,688.04)	(61.96)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	025816CD9	AMERICAN EXPRESS CO	436,387.95	-	-	-	-	-	(2,493.82)	(365.66)	433,528.47	4,232.94	
240907004	MIM-RCTC Toll Revenue - I-15	22539CKZ3	Credit Agricole Corporate And Investment Bank, New	1,501,725.00	-	-	(1,500,000.00)	-	-	(1,556.56)	(168.44)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	912828S58	UNITED STATES TREASURY	3,505,110.00	-	-	(3,500,000.00)	-	-	(1,330.81)	(3,779.19)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	912828S76	UNITED STATES TREASURY	402,344.00	-	-	-	-	-	(1,015.52)	79.52	401,408.00	745.86	
240907004	MIM-RCTC Toll Revenue - I-15	31378FDQ1	FHMS K-717 A2	116,872.57	-	-	-	(4,149.87)	(32.65)	(542.14)	(131.28)	112,016.63	277.29	
240907004	MIM-RCTC Toll Revenue - I-15	31416BTW8	FN 995265	207,682.59	-	-	-	(37,098.58)	(1,056.52)	(460.89)	(885.61)	168,180.99	741.64	
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	67,301.25	-	-	-	(7,137.58)	(414.53)	(457.41)	620.56	59,912.29	126.41	
240907004	MIM-RCTC Toll Revenue - I-15	3135065F6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,252,300.00	-	-	-	-	-	(295.94)	308.44	1,252,312.50	628.47	
240907004	MIM-RCTC Toll Revenue - I-15	60956PWG3	MONMOUTH CNTY N J IMPT AUTH REV	76,032.00	-	-	-	-	-	(294.66)	14.91	75,752.25	587.50	
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	311,268.28	-	-	-	(33,011.31)	(223.08)	(667.76)	(667.76)	277,094.34	584.66	
240907004	MIM-RCTC Toll Revenue - I-15	3137836H6	FHMS K-029 A1	93,324.65	-	-	-	(19,131.08)	(265.50)	(249.11)	2.18	73,681.14	172.35	
240907004	MIM-RCTC Toll Revenue - I-15	38013FAD3	GMCR 2018-4 A3	238,444.22	-	-	-	(49,711.27)	(306.73)	(231.90)	(1,155.01)	187,039.31	246.54	
240907004	MIM-RCTC Toll Revenue - I-15	9128286Q8	UNITED STATES TREASURY	-	750,282.43	-	-	-	-	(192.45)	(44.98)	750,045.00	221.57	
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	67,301.25	-	-	-	(7,137.58)	(171.99)	(191.65)	112.27	59,912.29	126.41	
240907004	MIM-RCTC Toll Revenue - I-15	87365LBB6	SVINCT 2016-2 A	528,690.75	-	-	-	-	-	(180.88)	(2,281.37)	526,228.50	515.67	
240907004	MIM-RCTC Toll Revenue - I-15	17305EFM2	CCCT 2014-A1 A1	305,402.60	-	-	-	(305,000.00)	-	(167.44)	(235.16)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	912828S72	UNITED STATES TREASURY	2,800,224.00	-	(1,800,105.80)	(1,000,000.00)	-	-	4.14	(150.24)	27.90	-	-
240907004	MIM-RCTC Toll Revenue - I-15	9128286Q8	UNITED STATES TREASURY	-	1,050,251.98	-	-	-	-	(130.19)	(58.79)	1,050,063.00	310.20	
240907004	MIM-RCTC Toll Revenue - I-15	05586VAC6	BMWLT 2019-1 A3	180,278.47	-	-	-	(142,885.17)	(203.63)	(122.67)	(259.32)	36,807.68	31.90	
240907004	MIM-RCTC Toll Revenue - I-15	17305EFM2	CCCT 2014-A1 A1	195,257.40	-	-	-	(195,000.00)	-	(106.30)	(151.10)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	65602V6W1	Norinchukin Bank NY Branch	-	1,000,098.24	-	-	-	-	(64.94)	116.70	1,000,150.00	560.00	
240907004	MIM-RCTC Toll Revenue - I-15	02005AGP7	AMOT 2018-1 A2	175,155.75	-	-	-	(175,000.00)	-	(45.34)	(110.41)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	60710AWB4	Mizuho Bank Ltd., New York Branch	-	1,500,124.74	-	-	-	-	(41.16)	111.42	1,500,195.00	705.83	
240907004	MIM-RCTC Toll Revenue - I-15	26208MAE6	DRIVE 2018-5 B	52,605.61	-	-	-	(52,534.16)	(0.00)	(34.94)	(36.51)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	65602V572	Norinchukin Bank NY Branch	675,081.00	-	-	(675,000.00)	-	-	(29.14)	(51.86)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	31416BTW8	FN 995265	9,251.40	-	-	-	(1,652.59)	(47.06)	(20.53)	(39.45)	7,491.77	33.04	
240907004	MIM-RCTC Toll Revenue - I-15	3137836H6	FHMS K-029 A1	10,446.79	-	-	-	(2,141.54)	(17.13)	(17.42)	(22.80)	8,247.89	19.29	
240907004	MIM-RCTC Toll Revenue - I-15	31677QBQ3	FIFTH THIRD BANK NA (OHIO)	503,460.00	-	-	-	-	-	(15.59)	(2,329.41)	501,115.00	3,343.75	
240907004	MIM-RCTC Toll Revenue - I-15	51501GV32	Landesbank Baden-Württemberg, New York Branch	375,015.00	-	-	(375,000.00)	-	-	(4.75)	(10.25)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	12597PAB4	CNH 2020-A A2	144,926.39	-	-	-	(79,026.00)	2.27	(0.01)	(327.99)	65,574.66	31.40	
240907004	MIM-RCTC Toll Revenue - I-15	31846V203	FIRST AMER-GVT OBLG Y	1,652,508.24	19,528,933.03	(20,044,849.56)	-	-	-	-	-	1,136,591.71	-	
240907004	MIM-RCTC Toll Revenue - I-15	06CYLSD	Receivable	-	-	-	-	-	-	-	-	4.42	-	
240907004	MIM-RCTC Toll Revenue - I-15	06CYLSD	Payable	(2,008,149.76)	-	-	-	-	-	-	-	(1,074,633.87)	-	
240907004	MIM-RCTC Toll Revenue - I-15	658886DZ6	NORTH DAKOTA ST HSG FIN AGY MTG REV	-	430,000.00	-	-	-	-	-	-	430,000.00	111.66	
240907004	MIM-RCTC Toll Revenue - I-15	97689P2K3	WISCONSIN HSG & ECONOMIC DEV AUTH HOME OWNERSHIP R	1,200,000.00	-	-	-	-	-	-	-	1,200,000.00	80.33	
240907004	MIM-RCTC Toll Revenue - I-15	57419P7F0	MARYLAND ST CMNTY DEV ADMIN DEPT HSG & CMNTY DEV	-	600,000.00	-	-	-	-	-	-	600,000.00	47.51	
240907004	MIM-RCTC Toll Revenue - I-15	98162CAE1	WOLS 2018-B A4	-	551,246.09	-	-	-	-	-	46.41	551,292.50	806.67	
240907004	MIM-RCTC Toll Revenue - I-15	196479G29	COLORADO HSG & FIN ADMIN	1,500,000.00	-	-	-	-	-	-	-	1,500,000.00	939.94	
240907004	MIM-RCTC Toll Revenue - I-15	912828T71	UNITED STATES TREASURY	-	301,710.94	-	-	-	-	-	(12.94)	301,698.00	870.17	
240907004	MIM-RCTC Toll Revenue - I-15	45818WC99	INTER-AMERICAN DEVELOPMENT BANK	1,502,310.00	-	-	-	-	-	-	1,320.00	1,503,630.00	180.83	
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-105 A	887,685.36	-	-	-	(250,954.24)	-	-	(482.14)	636,248.98	7,970.31	
240907004	MIM-RCTC Toll Revenue - I-15	69353RFU7	PNC BANK NA	535,968.35	-	-	-	-	-	-	32.10	536,000.45	267.77	
240907004	MIM-RCTC Toll Revenue - I-15	14913R2E6	CATERPILLAR FINANCIAL SERVICES CORP	500,785.00	-	-	-	-	-	-	(260.00)	500,525.00	539.81	
240907004	MIM-RCTC Toll Revenue - I-15	3134GWHG4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,230.00	-	-	(1,000,000.00)	-	-	-	(230.00)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	362569AA8	GMAL T 2020-3 A1	522,229.09	-	-	-	(522,229.09)	(0.00)	-	(0.00)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	43813KA00	HAROT 2020-3 A1	625,092.10	-	-	-	(479,521.24)	0.01	-	-	145,570.86	10.69	
240907004	MIM-RCTC Toll Revenue - I-15	20775HC27	CONNECTICUT ST HSG FIN AUTH HSG MTG FIN PROG	164,930.70	-	-	(165,000.00)	-	-	-	69.30	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	544647CQ1	LOS ANGELES CALIF UNI SCH DIST	405,000.00	-	-	(405,000.00)	-	-	-	-	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	57582RM37	MASSACHUSETTS (COMMONWEALTH OF)	375,007.50	-	-	-	-	-	-	45.00	375,052.50	251.56	
240907004	MIM-RCTC Toll Revenue - I-15	23508AAC8	DALLAS FT WORTH TEX INTL ARPT REV SUB LIEN TAXABLE	409,971.30	-	-	-	-	-	-	94.30	410,065.60	454.42	
240907004	MIM-RCTC Toll Revenue - I-15	459088S07	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	205,000.00	-	-	-	-	-	98.40	205,098.40	74.67	
240907004	MIM-RCTC Toll Revenue - I-15	56052FJ82	MAINE ST HSG AUTH MTG PLUR	-	440,000.00	-	-	-	-	-	-	440,000.00	198.09	
240907004	MIM-RCTC Toll Revenue - I-15	22550UAB7	CREDIT SUISSE AG (NEW YORK BRANCH)	-	410,000.00	-	-	-	-	-	(3,813.00)	406,187.00	275.78	
240907004	MIM-RCTC Toll Revenue - I-15	63902HAD1	NATURE CONSERVANCY	-	75,000.00	-	-	-	-	-	(3.75)	74,996.25	39.63	
240907004	MIM-RCTC Toll Revenue - I-15	51501HAK5	Landesbank Baden-Württemberg, New York Branch	-	1,000,000.00	-	-	-	-	-	160.00	1,000,160.00	393.33	
240907004	MIM-RCTC Toll Revenue - I-15	3130ALJZ8	FEDERAL HOME LOAN BANKS	-	750,000.00	-	-	-	-	-	97.50	750,097.50	197.92	
240907004	MIM-RCTC Toll Revenue - I-15	46647PCA2	JPMORGAN CHASE & CO	-	340,000.00	-	-	-	-	-	921.40	340,921.40	89.16	
240907004	MIM-RCTC Toll Revenue - I-15	92343VGD0	VERIZON COMMUNICATIONS INC	-	340,000.00	-	-	-	-	-	914.60	340,914.60	48.17	
240907004	MIM-RCTC Toll Revenue - I-15	65339KBV1	NEXTERA ENERGY CAPITAL HOLDINGS INC	-	225,000.00	-	-	-	-	-	562.50	225,562.50	51.56	
240907004	MIM-RCTC Toll Revenue - I-15	13013KAA1	CALIFORNIA CMNTY COLLEGE DISTX & REV ANTIC NT	-	150,000.00	-	-	-	-	-	(6.00)	149,994.00	1.04	
240907004	MIM-RCTC Toll Revenue - I-15	842400HC0	SOUTHERN CALIFORNIA EDISON CO	-	220,000.00	-	-	-	-	-	343.20	220,343.20	-	
240907004	MIM-RCTC Toll Revenue - I-15	83050PRZ4	Skandinaviska Enskilda Banken AB (publ)	-	699,999.99	-	-	-	-	-	0.00	700,014.00	142.14	
240907004	MIM-RCTC Toll Revenue - I-15	477870AB5	JDOT 2019-B A2	67,097.18	-	-	-	(66,961.24)	0.01	0.00	(135.95)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	89114NVY8	Toronto-Dominion Bank, New York Branch	1,250,012.50	-	-	(1,250,000.00)	-	-	-	0.01	(12.51)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	65478LAB5	NALT 2019-B A2A	37,878.43	-	-	-	(37,839.10)	0.23	0.05	(39.61)	-	-	
240907004	MIM-RCTC Toll Revenue - I-15	14315PAB1	CARMX 2019-3 A2A	129,625.18	-	-	-	(65,171.91)	0.59	0.47	(445.17)	64,009.15	62.72	
240907004	MIM-RCTC Toll Revenue - I-15	3134GJFJ2	FEDERAL HOME LOAN MORTGAGE CORP	404,959.50	-	-	-	-	-	1.25	(252.35)	404,708.40	204.75	
240907004	MIM-RCTC Toll Revenue - I-15	14687AAM0	CRVNA 2020-P1 A2	385,069.30	-	-	-	-	-	5.15	(9.00)	385,065.45	68.87	
240907004	MIM-RCTC Toll Revenue - I-15	26209AAE1	DRIVE 2019-4 B	262,667.60	-	-	-	-	-	5.50	(925.90)	261,747.20	257.69	
240907004	MIM-RCTC Toll Revenue - I-15	24422EVM8	JOHN DEERE CAPITAL CORP	-	624,781.25	-	-	-	-	8.93	209.82	625,000.00	117.19	
240907004	MIM-RCTC Toll Revenue - I-15	34528GAJ5	FORDO 2020-A A2	345,247.71	-	-	-	(118,944.44)	15.17	12.90	(519.80)	225,811.54	103.16	
240907004	MIM-RCTC Toll Revenue - I-15	60683BK44	Mitsubishi UFJ Trust and Banking Corp. (New York B	1,500,120.00	-	-								



2017 Financing STAMP Portfolio Transaction Report by Account Quarter ended March 31, 2021

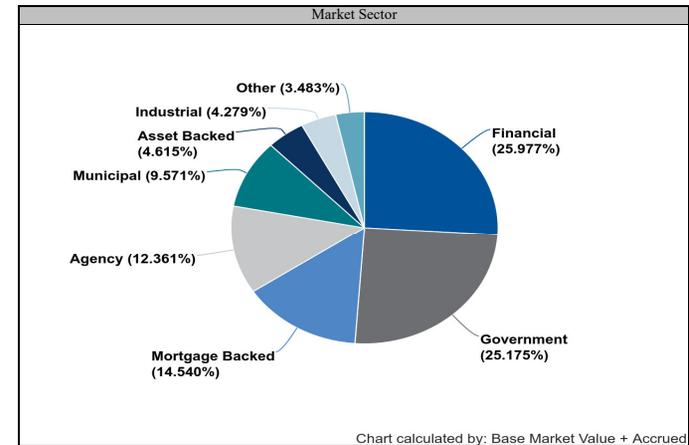
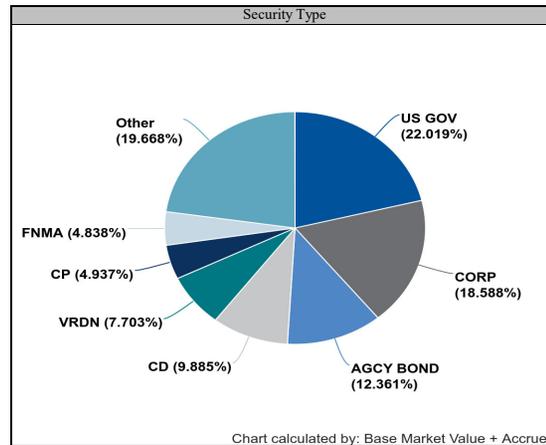
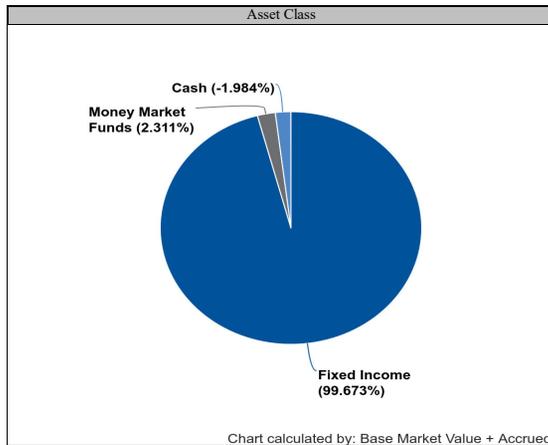
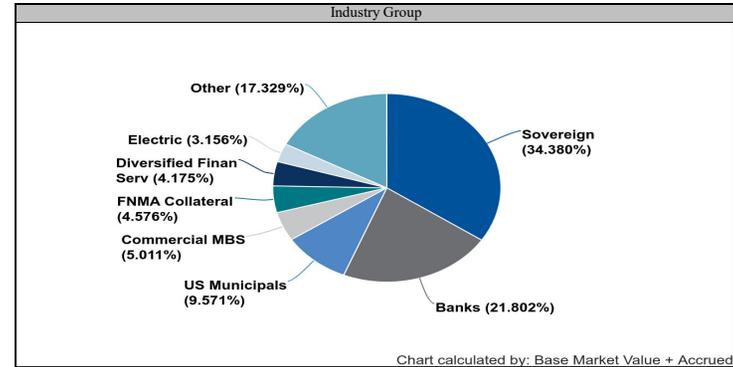
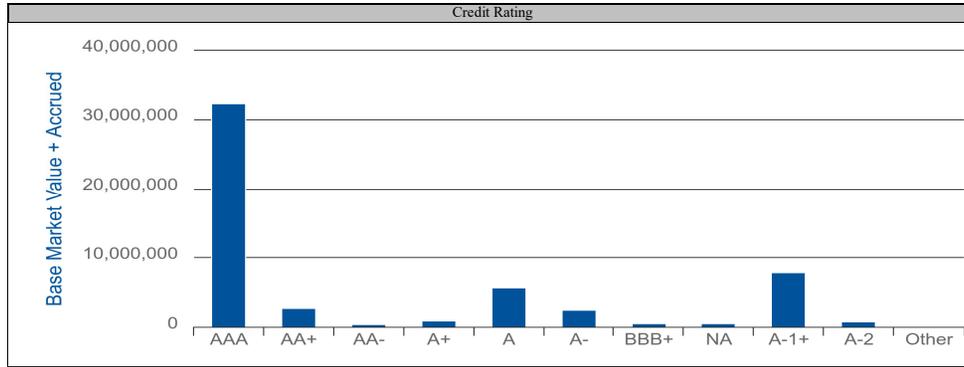
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Payouts	Net Total Realized Gain/Loss	Base Amortization/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue - I-15	80285PU18	Santander UK plc	-	899,570.75	-	-	-	-	42.50	(18.25)	899,595.00	-
240907004	MIM-RCTC Toll Revenue - I-15	05586F5B9	BNP Paribas New York Branch	1,150,069.00	-	-	-	-	-	57.55	(103.55)	1,150,023.00	1,194.08
240907004	MIM-RCTC Toll Revenue - I-15	3133ELF75	FEDERAL FARM CREDIT BANKS FUNDING CORP	999,640.00	-	-	-	-	-	86.86	(96.86)	999,630.00	80.00
240907004	MIM-RCTC Toll Revenue - I-15	93884ENM3	Washington Gas Light Company	749,970.00	-	-	(750,000.00)	-	-	104.17	(74.17)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	80285PV25	Santander UK plc	-	999,200.00	-	-	-	-	116.67	73.33	999,390.00	-
240907004	MIM-RCTC Toll Revenue - I-15	46640PQ65	J.P. Morgan Securities LLC	-	999,880.00	-	(1,000,000.00)	-	-	120.00	-	-	-
240907004	MIM-RCTC Toll Revenue - I-15	69350AQ01	PPG INDUSTRIES INC.	-	999,840.00	-	(1,000,000.00)	-	-	160.00	-	-	-
240907000	MIM-RCTC Toll Revenue - I-15	02665JQ98	AMERICAN HONDA FINANCE CORPORATION	-	724,608.70	-	(725,000.00)	-	-	391.30	-	-	-
240907004	MIM-RCTC Toll Revenue - I-15	5148XQ032	Landesbank Baden-Württemberg, New York Branch	999,810.00	-	-	(1,000,000.00)	-	-	423.61	(233.61)	-	-
				41,049,925.81	37,856,425.40	(22,618,927.86)	(16,845,000.00)	(2,740,670.29)	(2,860.36)	(58,967.80)	(18,014.89)	37,555,430.32	87,925.48
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828T67	UNITED STATES TREASURY	-	1,310,257.81	-	-	-	-	(1,319.15)	96.34	1,309,035.00	6,823.20
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828T67	UNITED STATES TREASURY	338,115.50	-	-	-	-	-	(886.53)	99.28	337,328.25	1,758.29
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828Y27	UNITED STATES TREASURY	-	607,687.50	-	-	-	-	(788.90)	109.40	607,008.00	2,450.97
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	409,248.00	-	-	(702.33)	-	-	(702.33)	(1,349.67)	407,196.00	2,058.33
240907020	RCTC I-15 Pj Ramp UP RESERVE	31392I6N4	FNR 0323B EQ	187,142.74	-	-	-	(32,765.62)	-	(1,247.96)	(625.80)	152,803.97	6,756.58
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137B7Y9Y	FHMS K-037 A2	-	225,556.72	-	-	-	-	(487.73)	(375.18)	224,693.81	6,078.84
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828YK0	UNITED STATES TREASURY	-	407,875.00	-	-	-	-	(450.05)	167.05	407,592.00	2,538.46
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BDCW4	FHMS K-039 A2	-	189,916.02	-	-	-	-	(365.91)	(593.86)	188,956.25	481.69
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BF8E0	FHMS K-041 A1	91,199.80	-	-	-	(5,239.87)	-	(198.75)	(257.44)	85,232.12	186.34
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137AYCE9	FHMS K-025 A2	103,404.00	-	-	-	-	-	(189.42)	(116.58)	103,098.00	223.50
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828T67	UNITED STATES TREASURY	-	151,207.03	-	-	-	-	(176.60)	12.07	151,042.50	787.29
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137ARVU7	FHR 4073 AJ	62,427.47	-	-	-	(3,810.04)	-	(268.95)	(174.88)	30,259.93	75.37
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828L57	UNITED STATES TREASURY	-	102,613.28	-	-	-	-	(161.73)	(33.55)	102,418.00	4.78
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828L57	UNITED STATES TREASURY	652,932.40	-	(10,281.64)	-	-	264.29	(152.88)	(2,649.66)	640,112.50	29,888
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828ZD5	UNITED STATES TREASURY	171,382.10	-	-	-	-	-	(143.69)	(141.91)	171,096.50	39.27
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828ZD5	UNITED STATES TREASURY	176,422.75	-	-	-	-	-	(143.61)	(150.39)	176,128.75	40.42
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828ZD5	UNITED STATES TREASURY	171,382.10	-	-	-	-	-	(140.45)	(145.15)	171,096.50	39.27
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828ZD5	UNITED STATES TREASURY	176,422.75	-	-	-	-	-	(137.65)	(156.35)	176,128.75	40.42
240907020	RCTC I-15 Pj Ramp UP RESERVE	3132AEFC5	FH ZT1963	62,544.96	-	-	-	(4,130.27)	-	(310.36)	(114.43)	57,853.04	156.27
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BLW87	FHMS K-050 A1	-	109,378.67	-	-	-	-	(136.79)	(357.10)	108,884.78	243.25
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BLW87	FHMS K-050 A1	-	111,810.99	(2,432.33)	-	-	-	(2,432.32)	(349.16)	106,463.43	237.84
240907020	RCTC I-15 Pj Ramp UP RESERVE	3138X0Z7Y	FN AU1658	113,913.33	-	-	-	(8,276.53)	-	(405.56)	(115.02)	35.07	105,151.29
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137B45W2	FHR 4243 LH	-	83,695.81	-	-	(13,231.76)	-	(124.27)	(113.48)	70,598.44	159.58
240907020	RCTC I-15 Pj Ramp UP RESERVE	31418DXH0	FN MA4279	-	257,666.05	-	-	-	-	(110.80)	(2,380.44)	255,174.81	414.17
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828Q68	UNITED STATES TREASURY	-	825,197.99	-	-	-	-	(102.29)	(46.20)	825,049.50	243.72
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BLW87	FHMS K-050 A1	-	111,964.90	(109,378.66)	-	-	(2,316.59)	(172.08)	(97.57)	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	3138EQRJ3	FN AL7688	-	230,024.69	-	-	-	-	(89.35)	1,779.77	231,715.11	624.10
240907020	RCTC I-15 Pj Ramp UP RESERVE	31418DQ47	FN MA4074	-	235,383.00	-	-	-	-	(88.57)	(1,438.96)	233,855.48	378.64
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137ARVU7	FHR 4073 AJ	39,407.83	400,536.00	-	-	-	-	(78.92)	(809.08)	399,648.00	529.78
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137B46Z7	FHR 380647	41,093.60	-	-	-	(4,113.79)	-	(238.25)	(72.51)	35,106.14	124.74
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828M39	UNITED STATES TREASURY	-	-	-	-	-	-	(67.23)	(121.57)	40,904.80	321.69
240907020	RCTC I-15 Pj Ramp UP RESERVE	3128MMT52	FH G18571	-	253,814.26	-	-	-	-	(66.07)	(658.43)	253,089.76	504.80
240907020	RCTC I-15 Pj Ramp UP RESERVE	3622A2G0C	GN 783795	65,802.93	-	-	-	(4,944.76)	-	(190.48)	(63.86)	60,578.36	121.20
240907020	RCTC I-15 Pj Ramp UP RESERVE	31381RL16	FN 468431	-	-	-	-	(262.57)	-	(0.19)	(59.42)	43,731.00	144.65
240907020	RCTC I-15 Pj Ramp UP RESERVE	31307NTZ7	FH J32368	-	84,720.98	-	-	(3,591.19)	-	(173.86)	(58.76)	80,645.85	160.89
240907020	RCTC I-15 Pj Ramp UP RESERVE	31307NP40	FH J32243	-	94,076.19	-	-	(1,577.99)	-	(115.98)	(57.88)	(1,002.57)	91,321.77
240907020	RCTC I-15 Pj Ramp UP RESERVE	31418CQ49	FN MA3159	78,400.56	-	(73,237.19)	-	(5,394.83)	34.31	(54.55)	251.71	0.02	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828ZD5	UNITED STATES TREASURY	-	176,114.26	-	-	-	-	(50.61)	65.10	176,128.75	40.42
240907020	RCTC I-15 Pj Ramp UP RESERVE	3138ET0P4	FN AL8561	-	45,250.85	-	(763.18)	-	(64.13)	(49.03)	314.42	44,688.93	119.49
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828B58	UNITED STATES TREASURY	130,189.80	-	-	(130,000.00)	-	-	(47.91)	(141.89)	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828B58	UNITED STATES TREASURY	100,146.00	-	-	(100,000.00)	-	-	(45.55)	(100.45)	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828M65	UNITED STATES TREASURY	85,210.54	-	(85,510.31)	-	-	4,966.66	(43.34)	(4,623.54)	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137BQB72	FHMS K-722 A1	56,803.97	-	-	-	(1,713.46)	-	(3.86)	(42.74)	54,728.45	98.22
240907020	RCTC I-15 Pj Ramp UP RESERVE	3138EIPZ5	FN AL2239	23,557.72	-	-	-	(167.34)	-	(2.06)	(33.76)	23,280.13	59.10
240907020	RCTC I-15 Pj Ramp UP RESERVE	9128285Y2	UNITED STATES TREASURY	350,028.00	-	-	(350,000.00)	-	-	(32.07)	4.07	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	38379PZ41	GNR 2014-010 B	-	32,364.09	-	-	-	-	(30.13)	(3.11)	14,978.73	31.20
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828M68	UNITED STATES TREASURY	-	200,049.11	-	-	-	-	(27.30)	(9.91)	200,012.00	59.08
240907020	RCTC I-15 Pj Ramp UP RESERVE	3135605F6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	100,184.00	-	-	-	-	-	(23.68)	24.68	100,185.00	50.28
240907020	RCTC I-15 Pj Ramp UP RESERVE	38376V2E6	GNR 2010-019 UA	17,038.54	-	-	-	(1,382.87)	-	(44.90)	(23.42)	15,575.82	48.87
240907020	RCTC I-15 Pj Ramp UP RESERVE	36176X0B8	GN 779250	-	53,191.45	-	-	-	-	(22.52)	569.70	53,738.63	127.25
240907020	RCTC I-15 Pj Ramp UP RESERVE	31346XD78	FEDERAL HOME LOAN MORTGAGE CORP	70,030.10	-	-	-	-	-	(21.75)	(84.65)	69,923.70	86.43
240907020	RCTC I-15 Pj Ramp UP RESERVE	31418DVU3	FN MA4226	-	250,382.08	-	-	-	-	(21.52)	(700.08)	249,660.49	402.22
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828M68	UNITED STATES TREASURY	-	175,060.73	(165,036.23)	-	-	-	(2.16)	(21.20)	10,000.60	2.95
240907020	RCTC I-15 Pj Ramp UP RESERVE	3128MENS6	FH G15601	17,735.13	-	-	-	(1,245.66)	-	(56.30)	(19.74)	16,366.19	32.75
240907020	RCTC I-15 Pj Ramp UP RESERVE	912828J43	UNITED STATES TREASURY	40,756.40	-	-	-	-	-	(16.98)	(133.02)	40,606.40	60.87
240907020	RCTC I-15 Pj Ramp UP RESERVE	38374ZC76	GNR 2008-032 PA	39,989.54	-	-	-	(5,067.97)	-	(58.92)	(16.91)	34,751.16	113.00
240907020	RCTC I-15 Pj Ramp UP RESERVE	36202FA30	G2 004526	12,016.91	-	-	-	(1,038.52)	-	(32.82)	(16.62)	10,913.51	38.37
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137B9R87	FHR 4328 EA	-	21,933.29	-	-	(710.24)	-	(15.99)	(15.68)	21,373.76	43.20
240907020	RCTC I-15 Pj Ramp UP RESERVE	31378A853	FHR 4305 CT	55,267.76	-	-	-	(6,987.92)	-	51.90	(15.66)	(60.30)	48,255.77
240907020	RCTC I-15 Pj Ramp UP RESERVE	3132CJAJ2	FH SA0009	33,530.16	-	(30,227.80)	-	-	-	(3,310.95)	730.97	-	-
240907020	RCTC I-15 Pj Ramp UP RESERVE	38375XC4M	GNR 2008-047 PC	14,032.73	-	-	-	(2,687.94)	-	(35.64)	(14.74)	11,182.54	45.52
240907020	RCTC I-15 Pj Ramp UP RESERVE	3133Q5G23	FHS 370 A3	-	78,867.63	-	-	(4,084.07)	-	(56.45)	(12.56)	73,615.59	61.42
240907020	RCTC I-15 Pj Ramp UP RESERVE	3137A1											



2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2021

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/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AQOE1	FHR 4039 QB	-	22,283.36	-	-	(572.65)	(10.63)	(5.13)	32.94	21,727.89	26.63
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285Y2	UNITED STATES TREASURY	100,008.00	-	(85,004.53)	(15,000.00)	-	(0.08)	(4.97)	1.58	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	FN MA3159	15,680.11	-	(14,647.44)	-	(1,078.97)	454.75	(4.75)	(403.71)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136ADZAO	FNR 2013-27 KA	-	23,844.88	-	-	(694.35)	(8.90)	(4.49)	37.79	23,174.92	23.80
240907020	RCTC I-15 Prj RAMP UP RESERVE	31394KJPO	FHR 2682 JG	-	47,692.41	-	-	(2,268.42)	(89.92)	(4.14)	(115.45)	45,214.48	163.69
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136ABWZ2	FNR 2012-148 MC	-	26,633.16	-	-	(972.90)	(19.53)	(3.65)	223.69	25,860.76	41.90
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	GN 723460	6,950.72	-	-	-	(789.47)	(10.07)	(3.39)	(43.38)	6,105.41	19.43
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	61,694.40	-	(61,689.85)	-	-	1,441.69	(1.94)	(1,444.30)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	GNR 2010-111 PE	14,139.56	-	-	-	(3,614.38)	39.42	(1.76)	(133.47)	10,429.58	21.51
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A7D23	FNA 2012-M9 A2	2,180.81	-	-	-	(487.09)	(1.55)	(1.55)	(12.24)	1,678.38	3.43
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4I6	G2 MA0825	23,476.48	-	-	-	(1,985.17)	(21.73)	(0.91)	(173.57)	21,295.10	42.63
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	10,282.40	-	(10,281.64)	-	-	229.89	(0.41)	(230.24)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	FIRST AMER-GVT OBLG Y	223,023.05	9,640,257.27	(9,744,549.60)	-	-	-	-	-	118,730.72	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Cash	0.00	-	-	-	-	-	-	-	0.00	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Payable	(243,388.59)	-	-	-	-	-	-	-	-	-
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	3137A5FP4	FHR 3791 P4	23,486.08	-	-	-	(23,494.76)	(0.01)	-	8.69	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B45W2	FHR 4243 LH	94,654.99	(94,266.73)	-	-	-	-	-	(388.26)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	FN 467260	54,396.76	-	-	-	(54,421.77)	23.99	-	1.02	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31346WGB6	FEDERAL HOME LOAN MORTGAGE CORP	100,022.00	-	-	(100,000.00)	-	-	-	(22.00)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31346XDT8	FEDERAL HOME LOAN MORTGAGE CORP	65,027.95	-	-	-	-	-	-	(98.80)	64,929.15	80.26
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378PZ21	GNR 2014-010 B	46,345.14	(46,256.88)	-	-	-	-	-	(88.26)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130ALJZ8	FEDERAL HOME LOAN BANKS	-	350,000.00	-	-	-	-	-	45.50	350,045.50	92.36
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377RE1V3	GNR 2010-158 HA	14,903.35	-	-	-	(4,114.98)	(32.72)	0.37	(91.19)	10,664.83	30.65
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AWWM3	FHR 4138 HA	-	10,411.51	-	-	(244.36)	(3.19)	0.87	47.42	10,212.26	10.45
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	G2 MA0909	15,277.37	-	-	-	(1,202.22)	(64.17)	1.05	28.17	14,040.20	33.31
240907020	RCTC I-15 Prj RAMP UP RESERVE	31346WTL0	FEDERAL HOME LOAN MORTGAGE CORP	85,014.45	-	-	-	-	-	1.05	18.50	85,034.00	2.13
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AWWM3	FHR 4138 HA	-	14,327.83	-	-	(336.27)	(4.38)	1.20	65.27	14,053.64	14.39
240907020	RCTC I-15 Prj RAMP UP RESERVE	31346V6H6	FEDERAL HOME LOAN MORTGAGE CORP	125,106.25	-	-	-	-	-	1.38	(66.38)	125,041.25	28.69
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AQOE1	FHR 4039 QB	-	22,290.20	-	-	(572.65)	(10.99)	1.62	19.71	21,727.89	76.83
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A7D25	FNR 2012-83 PC	-	56,293.49	-	-	(3,115.22)	(36.73)	1.69	1,188.80	54,332.03	131.34
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136ADZAO	FNR 2013-27 KA	-	31,773.55	-	-	(925.81)	(11.48)	1.91	61.73	30,899.90	31.73
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HAU0	GNR 2012-096 AD	-	18,685.82	-	-	(547.18)	(10.03)	2.00	30.09	18,160.70	22.26
240907020	RCTC I-15 Prj RAMP UP RESERVE	313646A66	FEDERAL NATIONAL MORTGAGE ASSOCIATION	130,003.90	-	-	-	-	-	2.67	20.73	130,027.30	166.83
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	FHMS K-020 A1	3,847.06	-	-	-	(2,619.79)	9.68	2.99	(17.90)	1,222.05	1.60
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	39,853.13	-	-	-	-	3.25	7.62	39,864.00	23.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	31346WY42	FEDERAL HOME LOAN MORTGAGE CORP	99,997.00	-	-	-	-	-	4.10	(91.10)	99,910.00	140.00
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620F2H8H	G2 005276	24,608.24	-	-	-	(2,253.46)	(49.12)	5.60	(24.15)	22,281.11	53.02
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	GNR 2013-047 EC	12,200.98	-	-	-	(1,235.98)	12.02	6.99	(26.01)	10,975.99	13.24
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	GNR 2013-138 A	21,075.55	-	-	-	(11,941.19)	26.52	7.88	(92.86)	9,075.91	16.53
240907020	RCTC I-15 Prj RAMP UP RESERVE	36203FH17	G2 005500	27,331.20	-	-	-	(2,822.60)	(132.11)	24.92	24.99	24,499.90	57.93
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381ZGH4	FN AM1999	20,890.06	-	-	-	(153.46)	0.33	10.40	(34.48)	20,712.85	33.36
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	174,822.27	-	-	-	-	10.65	(427.92)	174,405.00	100.96
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AEV17	FEDERAL HOME LOAN MORTGAGE CORP	175,344.75	-	(175,087.50)	-	-	233.82	10.81	(501.87)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BU1F7	FHMS K-027 A1	17,440.15	-	-	-	(2,804.96)	16.62	11.39	(62.89)	14,600.31	21.52
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJM18	FHMS 2011-K016 A2	92,335.59	-	-	-	(574.48)	1.31	11.94	(599.50)	91,174.86	223.64
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXH16	FHMS K-024 A1	19,836.79	-	-	-	(6,125.99)	24.22	11.57	(74.27)	13,673.32	19.86
240907020	RCTC I-15 Prj RAMP UP RESERVE	3133EL7F5	FEDERAL FARM CREDIT BANKS FUNDING CORP	199,928.00	-	-	-	-	-	14.89	(16.89)	199,926.00	16.00
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	164,355.47	-	-	-	-	14.94	68.59	164,439.00	95.19
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	FHMS K-031 A1	49,939.13	-	-	-	(7,029.61)	33.85	18.16	(291.10)	42,670.43	97.10
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AQZK9	FNR 2015-89 KE	-	70,559.77	-	-	-	-	18.88	(90.69)	70,487.96	113.95
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	349,480.47	-	-	-	-	19.45	(689.92)	348,810.00	201.92
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KH14	GNR 2012-119 KB	4,542.28	-	-	-	(471.20)	19.01	21.00	(34.71)	4,076.38	4.19
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HAU0	GNR 2012-096 AD	-	36,174.13	-	-	-	-	12.21	126.21	36,321.41	44.52
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140X4H90	FN FM155	-	78,908.04	-	-	(2,268.66)	(126.74)	22.17	(1,102.12)	75,432.69	151.05
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	GNR 2013-116 MA	40,928.84	-	-	-	(4,494.28)	111.78	22.59	(162.18)	36,406.75	66.23
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	FHR 4061 CF	11,609.99	-	-	-	(8,196.66)	62.70	23.49	(91.57)	3,407.95	0.69
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC714	FNA 2013-M6 2A	31,307.33	-	-	-	(677.90)	4.63	24.04	(202.12)	30,455.97	62.18
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	169,881.00	-	-	-	-	-	26.88	(485.88)	169,422.00	98.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QK19	GNR 2011-018 PG	17,867.94	-	-	-	(1,912.14)	(24.95)	27.08	(227.47)	10,730.46	26.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140X4TL0	FN FM1454	-	78,577.26	-	-	-	-	28.69	(337.04)	78,268.91	156.44
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179RFD6	G2 MA2864	21,385.99	-	-	-	(1,872.47)	(93.90)	30.17	4.51	19,454.31	46.15
240907020	RCTC I-15 Prj RAMP UP RESERVE	31378XKH7	FH G18586	-	22,243.49	-	-	(1,434.39)	(76.83)	30.61	(183.44)	20,570.64	41.83
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140X9VK8	FN FM6017	-	107,218.75	-	-	(2,464.25)	(179.98)	33.56	(1,651.29)	102,956.79	243.84
240907020	RCTC I-15 Prj RAMP UP RESERVE	36176X0B8	GN 779250	-	137,850.73	-	-	(2,893.89)	(137.44)	36.50	1,191.30	136,047.20	322.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZP8	UNITED STATES TREASURY	-	598,804.69	-	-	-	-	50.58	322.73	599,178.00	283.84
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZP8	UNITED STATES TREASURY	254,931.15	-	-	-	-	-	51.24	(331.74)	254,650.65	120.63
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	FNA 2015-M4 AV2	77,888.52	-	-	-	(10,530.09)	56.44	53.97	(496.56)	66,972.28	138.59
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	G2 MA1134	110,122.16	-	-	-	(8,944.24)	(359.52)	55.20	38.08	100,911.69	239.43
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BU1U5	FHMS K-S01 A2	109,830.41	-	-	-	(8,921.79)	59.61	60.18	(680.97)	100,347.44	205.79
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	FH ZS8624	66,992.13	-	-	-	(6,005.40)	(283.09)	61.66	(315.98)	60,449.31	121.01
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140X4H90	FN FM155	-	158,403.71	-	-	-	-				

2017 Financing STAMP Portfolio Summary of Investments for quarter ended March 31, 2021



*Negative cash reflects securities in transit at month end

**2017 Financing STAMP Portfolio
Sales Tax I15 ELP Project Revenue Fund Summary of Investments for quarter ended March 31, 2021**

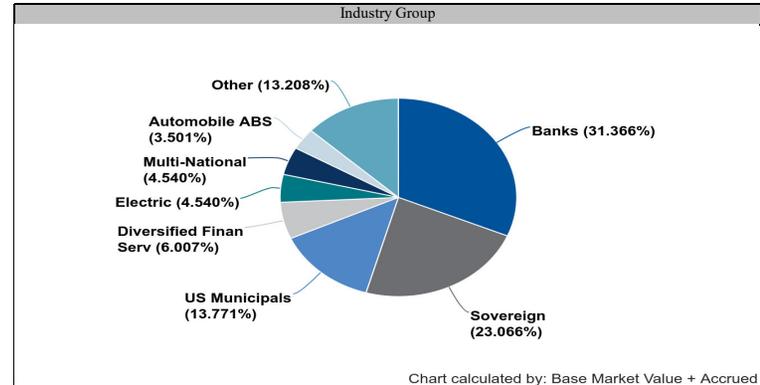
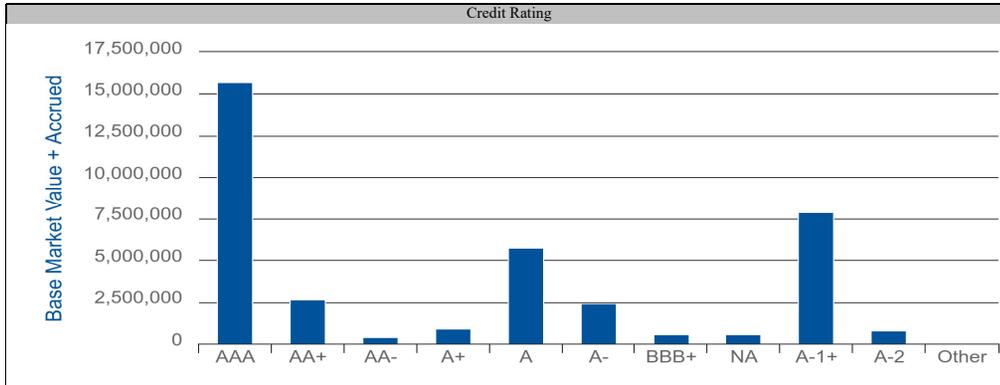


Chart calculated by: Base Market Value + Accrued

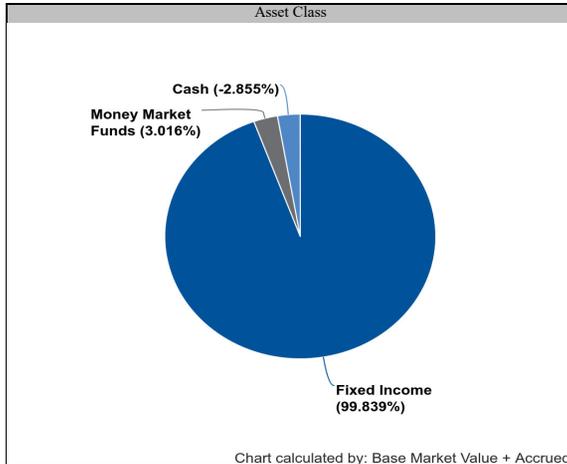


Chart calculated by: Base Market Value + Accrued

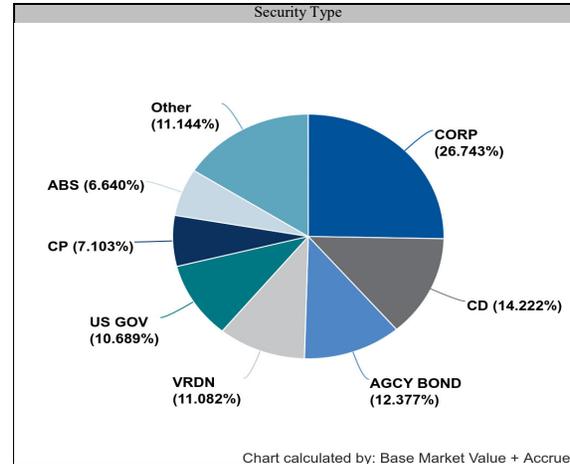


Chart calculated by: Base Market Value + Accrued

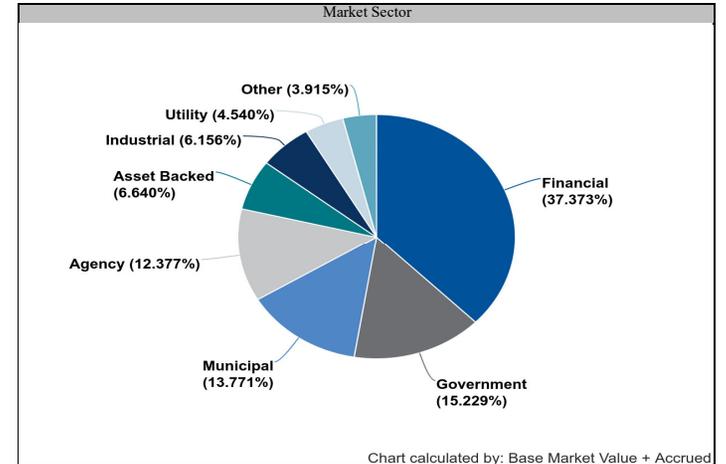
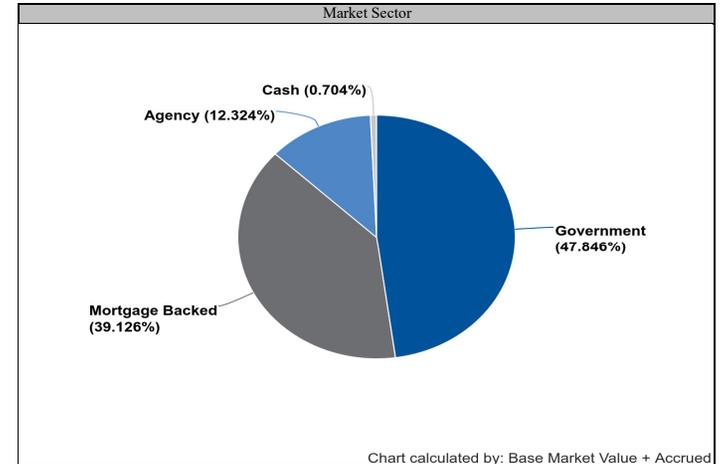
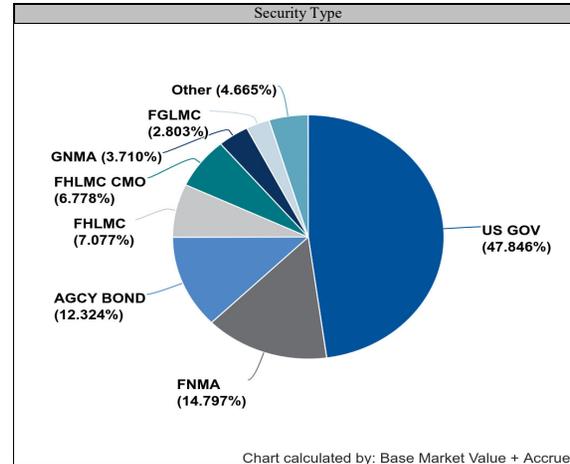
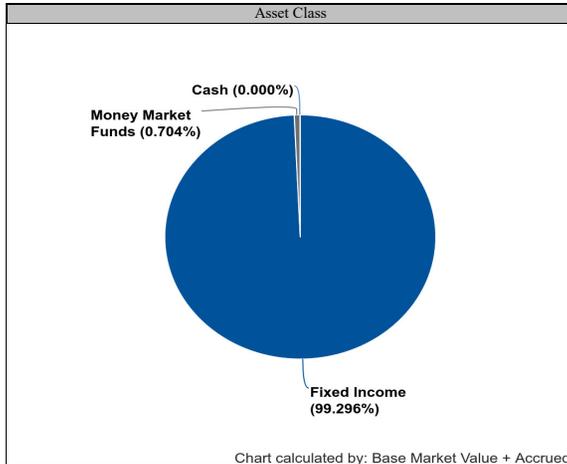
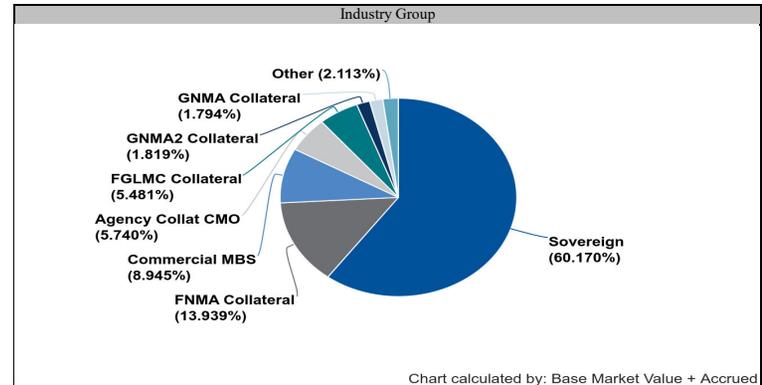
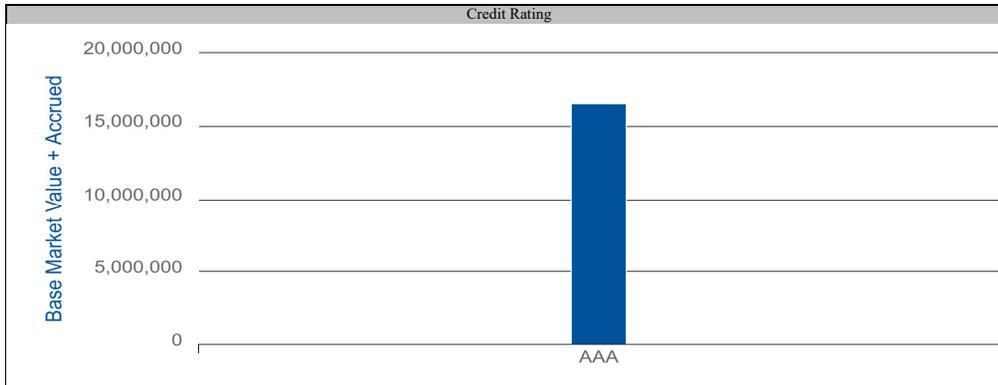


Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

2017 Financing STAMP Portfolio
Ramp Up Fund Summary of Investments for quarter ended March 31, 2021



*Negative cash reflects securities in transit at month end



Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2021

Account Number: 001050990415

Name: RIVERSIDE COUNTY TRANS COMM

CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call		Original Cost	Base Market		Unrealized Gain/Loss	Accrued		Yield	Credit Rating
					Date	Date		Value	Income		Coupon			
010831DN2	Taxable Muni	ALAMEDA CNTY CA JT 2.866% 6/01/21	04/24/2018	06/01/2021			255,000.00	256,058.25	1,058.25	5.11	2.870	2.858596236	AA+	
010831DQ5	Taxable Muni	ALAMEDA CNTY CA 3.095% 6/01/23	04/24/2018	06/01/2023			134,242.96	137,616.70	3,373.74	2,541.67	3.100	2.927544457	AA+	
023135AJ5	Credit	AMAZON COM INC 2.500% 11/29/22	11/29/2012	11/29/2022	08/29/2022		311,158.09	309,393.00	-1,765.09	354.00	2.500	2.424195410	AA-	
023135BP0	Credit	AMAZON COM INC SR NT 0.400% 6/03/23	06/03/2020	06/03/2023			269,622.00	270,834.30	1,212.30	568.75	0.400	0.399165744	AA-	
037833DL1	Credit	APPLE INC 1.700% 9/11/22	09/11/2019	09/11/2022			524,910.75	536,282.25	11,371.50	495.83	1.700	1.666192945	AA+	
037833DV9	Credit	APPLE INC 0.750% 5/11/23	05/11/2020	05/11/2023			194,469.60	196,959.75	2,490.15	3,179.37	0.750	0.742140730	AA+	
05588CAC6	Asset-Backed	BMW VEHICLE OWNER 1.920% 1/25/24	09/18/2019	01/25/2024			321,512.43	325,221.38	3,708.95	986.67	1.920	1.900425616	AAA	
06050TMJ8	Credit	BANK OF AMERICA MTN 3.335% 1/25/23	01/25/2019	01/25/2023	01/25/2022		520,000.00	532,433.20	12,433.20	205.83	3.340	3.261549896	A+	
06406RAK3	Credit	BANK OF NY MTN 1.950% 8/23/22	08/23/2019	08/23/2022			99,968.00	102,269.00	2,301.00	306.92	1.950	1.905990675	A	
06406RAM9	Credit	BANK OF NY MTN 1.850% 1/27/23	01/28/2020	01/27/2023	01/02/2023		299,790.00	308,610.00	8,820.00	68.04	1.850	1.802012410	A	
072024WN8	Taxable Muni	BAY AREA CA TOLL 2.184% 4/01/23	09/26/2019	04/01/2023			680,000.00	703,337.60	23,337.60	5,277.99	2.180	2.113371137	AA	
088006JW2	Taxable Muni	BEVERLY HILLS CA 0.373% 6/01/22	10/15/2020	06/01/2022			330,000.00	330,518.10	518.10	1,605.56	0.370	0.372430182	AA+	
13032UJZ9	Taxable Muni	CALIFORNIA ST HLTH 1.893% 6/01/22	11/25/2019	06/01/2022			520,000.00	528,964.80	8,964.80	1,404.50	1.890	1.860844605	AA-	
13063BFS6	Taxable Muni	CALIFORNIA ST BUILD 6.650% 3/01/22	04/01/2010	03/01/2022			205,120.83	222,282.90	12,282.90	713.25	6.650	6.304692018	AA-	
13063DGA0	Taxable Muni	CALIFORNIA ST 2.800% 4/01/21	04/25/2018	04/01/2021			500,000.00	500,000.00	0.00	164.09	2.800	2.800000000	N/R	
13066YTY5	Taxable Muni	CALIFORNIA ST DEPT 1.713% 5/01/21	09/28/2016	05/01/2021			80,813.58	81,726.27	912.69	7,776.98	1.710	1.712606101	AA+	
13066YTZ2	Taxable Muni	CALIFORNIA ST DEPT 2.000% 5/01/22	09/28/2016	05/01/2022			300,665.32	305,874.00	5,208.68	5.33	2.000	1.964366394	AA+	
13077DMJ8	Taxable Muni	CALIFORNIA ST UNIV 0.475% 11/01/23	09/17/2020	11/01/2023			150,000.00	150,099.00	99.00	126.67	0.480	0.474416468	AA-	
14043MAC5	Asset-Backed	CAPTIAL ONE PRIME 1.600% 11/15/24	02/19/2020	11/15/2024			289,938.35	294,567.50	4,629.15	333.33	1.600	1.574942662	AAA	
144141DC9	Credit	PROG ENERGY CAROLINA 2.800% 5/15/22	05/18/2012	05/15/2022	02/15/2022		251,702.70	255,190.00	3,487.30	2,644.44	2.800	2.746067239	A	
166756AJ5	Credit	CHEVRON USA INC 0.426% 8/11/23	08/12/2020	08/11/2023			115,000.00	115,217.35	217.35	2,442.92	0.430	0.425018208	AA-	
166764AU4	Credit	CHEVRON CORP 0.762% 3/03/22	03/03/2015	03/03/2022			501,284.95	501,970.00	685.05	1,105.90	0.710	0.759153176	AA-	
17325FAQ1	Credit	CITIBANK NA 3.400% 7/23/21	07/23/2018	07/23/2021	06/23/2021		251,087.90	251,732.50	644.60	731.59	3.400	3.382848956	A+	
17325FAY4	Credit	CITIBANK NA 2.844% 5/20/22	05/22/2019	05/20/2022	05/20/2021		510,379.83	511,616.70	1,236.87	8,485.52	2.840	2.839031695	A+	
20772JKP6	Taxable Muni	CONNECTICUT ST 2.401% 10/15/21	11/16/2012	10/15/2021			120,073.52	121,357.20	1,283.68	102.90	2.400	2.375440263	A	
20772KGM5	Taxable Muni	CONNECTICUT ST SER A 2.921% 4/15/23	04/11/2019	04/15/2023			301,026.67	315,168.00	14,141.33	206.22	2.920	2.786628761	A	
20772KJU4	Taxable Muni	CONNECTICUT ST 2.500% 7/01/22	06/11/2020	07/01/2022			121,480.10	123,229.20	1,749.10	33.20	2.500	2.433729545	A	
212204JC6	Taxable Muni	CONTRA COSTA CA 1.652% 8/01/22	09/12/2019	08/01/2022			300,000.00	305,277.00	5,277.00	496.82	1.650	1.624657022	AA+	
250847EJ5	Credit	DETROIT EDISON CO 2.650% 6/15/22	06/22/2012	06/15/2022			181,501.54	183,900.60	2,399.06	197.78	2.650	2.598268475	A	
26208VAD8	Asset-Backed	DRIVE AUTO 0.830% 5/15/24	06/17/2020	05/15/2024			89,996.56	90,319.50	322.94	210.22	0.830	0.827270009	AAA	
30231GBB7	Credit	EXXON MOBIL 1.902% 8/16/22	08/16/2019	08/16/2022			300,000.00	306,681.00	6,681.00	226.13	1.900	1.861184230	AA-	
3130AKXQ4	Agencies	F H L B DEB 0.600% 2/12/2026	02/12/2021	02/12/2026	05/12/2021		559,608.00	548,273.60	-11,334.40	232.80	0.600	0.606961852	AA+	
3130ALJZ8	Agencies	F H L B DEB 0.500% 3/12/24	03/12/2021	03/12/2024			560,000.00	560,072.80	72.80	114.49	0.500	0.499905018	AA+	
3134GXDX4	Agencies	F H L M C MTN 0.450% 11/25/24	11/25/2020	11/25/2024	11/25/2022		300,000.00	298,797.00	-1,203.00	0.00	0.450	0.451001223	N/A	
3136AKQM8	Mortgage-Backed	F N M A GTD REMIC 3.056% 6/25/24	07/01/2014	06/25/2024			430,999.63	429,968.48	-1,031.15	212.22	3.060	2.882529382	N/A	
3136B1XP4	Mortgage-Backed	F N M A GTD REMIC 3.560% 9/25/21	04/01/2018	09/25/2021			29,252.68	29,321.45	68.77	582.67	3.560	3.545396965	N/A	
3137ATRW4	Mortgage-Backed	F H L M C MULTICLASS 2.373% 5/25/22	09/01/2012	05/25/2022			190,432.80	193,602.40	3,169.60	1,341.17	2.370	2.331293165	N/A	
3137B1U75	Mortgage-Backed	F H L M C MLTCL MTG 2.522% 1/25/23	05/07/2013	01/25/2023			130,888.52	133,796.59	2,908.07	2,436.10	2.520	2.463107500	N/A	
3137B36J2	Mortgage-Backed	F H L M C MLTCL MT 3.320% 2/25/23	07/01/2013	02/25/2023			491,856.77	504,336.00	12,479.23	7,425.60	3.320	3.163170411	N/A	
3137B4GY6	Mortgage-Backed	F H L M C MLTCL MT 3.30996% 5/25/23	09/01/2013	05/25/2023			542,114.06	539,906.40	-2,207.66	410.30	3.310	3.128891074	N/A	
3137B4WB8	Mortgage-Backed	F H L M C MLTCL MTG 3.060% 7/25/23	10/01/2013	07/25/2023			506,689.49	516,886.30	10,196.81	7,000.00	3.060	2.901051394	N/A	
31846V203	Cash	FIRST AM GOVT OB FD CL Y					640,044.92	640,044.92	0.00	1,163.75	0.000	0.005986000		
3582326S0	Taxable Muni	FRESNO CALIF UNI CA 0.719% 8/01/24	09/30/2020	08/01/2024			150,000.00	150,007.50	7.50	2,500.00	0.720	0.717607841	N/A	
365298Y28	Taxable Muni	GARDEN GROVE CA 1.875% 8/01/21	10/16/2019	08/01/2021			300,000.00	301,587.00	1,587.00	3,281.20	1.880	1.866897664	AA-	
378460YB9	Taxable Muni	GLENDALE CA 1.041% 9/01/22	06/02/2020	09/01/2022			330,000.00	333,544.20	3,544.20	383.96	1.040	1.030376815	N/A	
41284WAC4	Asset-Backed	HARLEY DAVIDSON 2.340% 2/15/24	06/26/2019	02/15/2024			477,676.48	483,508.12	5,831.64	1,328.55	2.340	2.313624679	N/A	
419792YL4	Taxable Muni	HAWAII ST SER FX 2.770% 1/01/22	02/21/2019	01/01/2022			190,000.00	193,667.00	3,667.00	750.00	2.770	2.720380264	AA+	
43815NAC8	Asset-Backed	HONDA AUTO 1.780% 8/15/23	08/27/2019	08/15/2023			249,997.93	253,132.50	3,134.57	4,040.72	1.780	1.759588770	AAA	
46647PBB1	Credit	JPMORGAN CHASE CO 3.207% 4/01/23	03/22/2019	04/01/2023	04/01/2022		485,000.00	498,153.20	13,153.20	826.00	3.210	3.123630307	A-	
46647PBZ8	Credit	JPMORGAN CHASE CO 0.697% 3/16/24	03/16/2021	03/16/2024	03/16/2023		565,000.00	567,373.00	2,373.00	179.75	0.700	0.695581015	A-	
47789JAD8	Asset-Backed	JOHN DEERE OWNER 2.910% 7/17/23	03/13/2019	07/17/2023			174,822.08	177,310.60	2,488.52	937.50	2.910	2.870360324	N/A	
47789KAC7	Asset-Backed	JOHN DEERE OWNER 1.100% 8/15/24	03/11/2020	08/15/2024			429,973.73	433,736.70	3,762.97	286.28	1.100	1.090555787	N/A	
544290JC4	Taxable Muni	LOS ALTOS CA SCH 2.143% 8/01/23	10/17/2019	08/01/2023			390,000.00	391,454.70	1,454.70	1,315.75	2.140	2.134525932	SP-1+	
5445872S6	Taxable Muni	LOS ANGELES CA MUN 0.683% 11/01/24	03/04/2021	11/01/2024			230,000.00	227,631.00	-2,369.00	1,392.95	0.680	0.687357849	AA-	
544587Y28	Taxable Muni	LOS ANGELES CA 0.515% 11/01/22	08/20/2020	11/01/2022			325,000.00	324,974.00	-26.00	1,027.50	0.520	0.515030902	AA-	
57582RF76	Taxable Muni	MASSACHUSETTS ST 0.386% 7/01/22	07/09/2020	07/01/2022			210,000.00	210,296.10	296.10	117.82	0.390	0.385064294	AA	
58769TAD7	Asset-Backed	MERCEDES BENZ 1.940% 3/15/24	09/25/2019	03/15/2024			269,962.82	273,761.10	3,798.28	202.65	1.940	1.916882398	AAA	

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2021

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
58770FAC6	Asset-Backed	MERCEDES BENZ AUTO 1.840%	12/15/22	01/29/2020	12/15/2022	139,981.55	141,502.20	1,520.65	217.29	1.840	1.822106910	AAA
62451FKF6	Taxable Muni	MOUNTAIN VIEW CA 1.043%	9/01/22	05/19/2020	09/01/2022	250,000.00	252,340.00	2,340.00	513.30	1.040	1.033706974	AA+
654106AH6	Credit	NIKE INC SR NT 2.400%	3/27/25	03/27/2020	03/27/2025	19,972.80	21,073.80	1,101.00	587.07	2.400	2.263638421	AA-
693304AP2	Credit	PECO ENERGY CO 2.375%	9/15/22	09/17/2012	09/15/2022	120,593.12	122,830.80	2,237.68	182.25	2.380	2.322284150	A
717081EM1	Credit	PFIZER INC 3.000%	9/15/21	09/07/2018	09/15/2021	249,662.50	253,125.00	3,462.50	1,365.17	3.000	2.969179913	A+
76913CAX7	Taxable Muni	RIVERSIDE CNTY CA 2.363%	2/15/23	05/06/2020	02/15/2023	170,000.00	175,560.70	5,560.70	677.08	2.360	2.290283499	AA
786134WD4	Taxable Muni	SACRAMENTO CNTY CA 0.629%	12/01/22	07/14/2020	12/01/2022	280,000.00	280,971.60	971.60	2,761.13	0.630	0.626887389	AA
796720ME7	Taxable Muni	SAN BERNARDINO CA 1.883%	8/01/22	12/12/2019	08/01/2022	435,000.00	444,500.40	9,500.40	1,583.33	1.880	1.844234197	AA
796720NP1	Taxable Muni	SAN BERNARDINO CA 0.729%	8/01/23	07/07/2020	08/01/2023	150,000.00	151,308.00	1,308.00	669.20	0.730	0.722626435	AA
797299LT9	Taxable Muni	SAN DIEGO CA PUBLIC 2.994%	10/15/21	06/21/2018	10/15/2021	200,000.00	202,758.00	2,758.00	1,375.00	2.990	2.957592042	AA-
79730WAY6	Taxable Muni	SAN DIEGO CA 3.250%	9/01/22	01/28/2016	09/01/2022	253,935.91	260,462.50	6,526.59	3,182.67	3.250	3.124609424	AA
79770GGP5	Taxable Muni	SAN FRANCISCO CA 2.375%	8/01/22	11/30/2017	08/01/2022	404,101.51	409,776.00	5,674.49	1,378.30	2.380	2.320741074	AA-
801096AP3	Taxable Muni	SANTA ANA CA CMNTY 3.346%	9/01/21	11/08/2018	09/01/2021	240,000.00	243,110.40	3,110.40	487.48	3.350	3.309201677	AA
80136PCY7	Taxable Muni	SANTA BARBARA CA 3.300%	12/01/21	11/28/2018	12/01/2021	125,000.00	127,343.75	2,343.75	3,534.70	3.300	3.244423033	AA
80168FMA1	Taxable Muni	SANTA CLARA VLY CA 2.387%	6/01/21	03/30/2016	06/01/2021	397,756.00	401,408.00	3,652.00	1,117.01	2.390	2.381760128	N/A
80285WAD9	Asset-Backed	SANTANDER DRIVE 0.00001%	7/15/24	09/23/2020	07/15/2024	329,968.45	330,435.60	467.15	288.75	0.520	0.000009981	N/A
835569GP3	Taxable Muni	SONOMA CNTY CA 1.969%	8/01/22	11/12/2019	08/01/2022	420,000.00	429,030.00	9,030.00	147.78	1.970	1.929314011	AA
842475P58	Taxable Muni	SOUTHERN CALIF CA 0.527%	7/01/23	09/24/2020	07/01/2023	370,000.00	370,577.20	577.20	1,328.00	0.530	0.526074110	AA-
89238UAD2	Asset-Backed	TOYOTA AUTO 1.910%	9/15/23	08/14/2019	09/15/2023	249,997.95	252,962.50	2,964.55	1,406.73	1.910	1.889143852	AAA
90331HPF4	Credit	US BANK NA MTN 1.950%	1/09/23	12/09/2019	01/09/2023	549,538.00	564,861.00	15,323.00	274.39	1.950	1.897219357	AA-
911759MU9	Agencies	U S DEPT HSG & URB 2.570%	8/01/21	03/28/2019	08/01/2021	100,000.00	100,842.00	842.00	1,249.50	2.570	2.551906980	N/A
91282CBA8	Treasuries	U S TREASURY NT 0.125%	12/15/23	12/15/2020	12/15/2023	7,291,800.09	7,276,593.30	-13,595.76	375.73	0.130	0.125416382	N/A
91282CBD2	Treasuries	U S TREASURY NT 0.125%	12/31/22	12/31/2020	12/31/2022	4,913,223.39	4,912,689.95	-779.60	1,034.52	0.130	0.125020003	N/A
91282CBE0	Treasuries	U S TREASURY NT 0.125%	1/15/24	01/15/2021	01/15/2024	7,772,076.96	7,744,829.40	-27,247.56	86.53	0.130	0.125485629	N/A
91282CBG5	Treasuries	U S TREASURY NT 0.125%	1/31/23	01/31/2021	01/31/2023	8,286,893.83	8,280,111.85	-6,781.98	457.33	0.130	0.125023755	N/A
91282CBR1	Treasuries	U S TREASURY NT 0.250%	3/15/24	03/15/2021	03/15/2024	419,310.94	418,853.40	-457.54	472.50	0.250	0.250332943	N/A
91282CBU4	Treasuries	U S TREASURY NT 0.125%	3/31/23	03/31/2021	03/31/2023	1,079,515.63	1,079,244.00	-271.63	428.33	0.130	0.125063783	N/A
91412G2S3	Taxable Muni	UNIV OF CALIFORNIA 2.112%	5/15/21	09/28/2017	05/15/2021	140,000.00	140,299.60	299.60	2,043.02	2.110	2.109805802	AA-
91412HDJ9	Taxable Muni	UNIV OF CA 3.283%	5/15/22	06/05/2018	05/15/2022	285,412.25	294,507.60	9,095.35	1,716.51	3.280	3.179630221	AA-
916544ER6	Taxable Muni	UPPER SANTA CLARA CA 0.525%	8/01/22	07/23/2020	08/01/2022	330,000.00	331,204.50	1,204.50	3.69	0.530	0.523163695	AA
931142EJ8	Credit	WALMART INC 3.125%	6/23/21	06/27/2018	06/23/2021	129,993.50	130,834.60	841.10	2,686.02	3.130	3.109545559	AA
94988J5T0	Credit	WELLS FARGO MTN 3.625%	10/22/21	10/23/2018	10/22/2021	529,941.70	538,273.30	8,331.60	1,544.42	3.630	3.575197499	A+
94988J6A0	Credit	WELLS FARGO MTN 2.082%	9/09/22	09/11/2019	09/09/2022	550,000.00	554,191.00	4,191.00	48.51	2.080	2.068513293	A+
							55,373,741.67	55,628,261.66	251,005.69	117,716.50		

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2021

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
01/04/2021			20772KJU4	INTEREST EARNED ON CONNECTICUT ST 2.500% 7/01/22 \$1 PV ON	0.00		-	-	-	1,666.67	-	-	-
01/04/2021	01/04/2021	01/04/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-4,674.22	1.00	-	-	-	4,674.22	(4,674.22)	-	-
01/04/2021			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SH	0.00		-	-	-	1.39	-	-	-
01/04/2021			41979ZYL4	INTEREST EARNED ON HAWAII ST SER FX 2.770% 1/01/22 \$1 PV ON	0.00		-	-	-	2,631.50	-	-	-
01/04/2021	12/30/2020	01/04/2021	54438CYJ5	SOLD PAR VALUE OF LOS ANGELES CA 0.673% 8/01/24 /PERSHING	-170,000.00	1.01	-	-	-	171,421.20	(170,000.00)	1,421.20	-
01/04/2021		01/04/2021	54438CYJ5	RECEIVED ACCRUED INTEREST ON SALE OF LOS ANGELES CA 0.6	0.00		-	-	-	171.62	-	-	-
01/04/2021			57582RF76	INTEREST EARNED ON MASSACHUSETTS ST 0.386% 7/01/22 \$1 PV C	0.00		-	-	-	387.29	-	-	-
01/04/2021			842475P58	INTEREST EARNED ON SOUTHERN CALIF CA 0.527% 7/01/23 \$1 PV O	0.00		-	-	-	525.39	-	-	-
01/04/2021	01/04/2021	01/04/2021	90331HPA5	FULL CALL PAR VALUE OF US BANK NA MTN 3.000% 2/04/21 /CALLS	-270,000.00	1.00	-	-	-	270,000.00	(269,781.30)	-	218.70
01/04/2021			90331HPA5	INTEREST EARNED ON US BANK NA MTN 3.000% 2/04/21 \$1 PV ON :	0.00		-	-	-	3,375.00	-	-	-
01/04/2021	12/31/2020	01/04/2021	91282CAX9	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 11/30/22 /J.P	280,000.00	1.00	-	-	-	(280,032.81)	280,032.81	-	-
01/04/2021		01/04/2021	91282CAX9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(33.65)	-	-	-
01/04/2021	12/30/2020	01/04/2021	91282CBA8	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /CIT	175,000.00	1.00	-	-	-	(174,774.41)	174,774.41	-	-
01/04/2021		01/04/2021	91282CBA8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(12.02)	-	-	-
01/05/2021	01/05/2021	01/05/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1.39	1.00	-	-	-	(1.39)	1.39	-	-
01/08/2021	01/07/2021	01/08/2021	3135GOW33	SOLD PAR VALUE OF F N M A 1.375% 9/06/22 /DEUTSCHE BANK	-90,000.00	1.02	-	-	-	91,849.50	(89,686.80)	-	2,162.70
01/08/2021		01/08/2021	3135GOW33	RECEIVED ACCRUED INTEREST ON SALE OF F N M A 1.375% 9/	0.00		-	-	-	419.38	-	-	-
01/08/2021	01/08/2021	01/08/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,294.21	1.00	-	-	-	(2,294.21)	2,294.21	-	-
01/08/2021	01/07/2021	01/08/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BO	90,000.00	1.00	-	-	-	(89,972.18)	89,972.18	-	-
01/08/2021		01/08/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(2.49)	-	-	-
01/11/2021			3135G05G4	INTEREST EARNED ON F N M A 0.250% 7/10/23 \$1 PV ON 510000	0.00		-	-	-	637.50	-	-	-
01/11/2021	01/11/2021	01/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	6,000.00	1.00	-	-	-	(6,000.00)	6,000.00	-	-
01/11/2021			90331HPF4	INTEREST EARNED ON US BANK NA MTN 1.950% 1/09/23 \$1 PV ON :	0.00		-	-	-	5,362.50	-	-	-
01/13/2021	01/13/2021	01/13/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-354,210.44	1.00	-	-	-	354,210.44	(354,210.44)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAK7	SOLD PAR VALUE OF U S TREASURY NT 0.125% 9/15/23 /WELLS FAF	-4,620,000.00	1.00	-	-	-	4,611,517.97	(4,615,910.05)	(4,392.08)	-
01/13/2021		01/13/2021	91282CAK7	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1:	0.00		-	-	-	1,914.36	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAP6	SOLD PAR VALUE OF U S TREASURY NT 0.125% 10/15/23 /CITADEL S	-4,070,000.00	1.00	-	-	-	4,061,096.88	(4,061,573.83)	(476.95)	-
01/13/2021		01/13/2021	91282CAP6	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1:	0.00		-	-	-	1,257.90	-	-	-
01/13/2021			91282CAW1	AMORTIZED PREMIUM ON U S TREASURY NT 0.250% 11/15/23 CURR	0.00		-	-	-	-	(123.58)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAW1	SOLD PAR VALUE OF U S TREASURY NT 0.250% 11/15/23 /J.P. MORG	-5,570,000.00	1.00	-	-	-	5,576,744.92	(5,580,596.37)	(3,851.45)	-
01/13/2021		01/13/2021	91282CAW1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.2	0.00		-	-	-	2,269.54	-	-	-
01/13/2021			91282CAX9	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 11/30/22 CURR	0.00		-	-	-	-	(18.59)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAX9	SOLD PAR VALUE OF U S TREASURY NT 0.125% 11/30/22 /RBC CAPT	-8,225,000.00	1.00	-	-	-	8,222,429.69	(8,225,849.67)	(3,419.98)	-
01/13/2021		01/13/2021	91282CAX9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00		-	-	-	1,242.79	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CBA8	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /WE	10,485,000.00	1.00	-	-	-	(10,455,920.51)	10,455,920.51	-	-
01/13/2021		01/13/2021	91282CBA8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(1,044.18)	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /GC	12,380,000.00	1.00	-	-	-	(12,375,164.07)	12,375,164.07	-	-
01/13/2021		01/13/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(555.73)	-	-	-
01/15/2021			14043MAC5	INTEREST EARNED ON CAPITAL ONE PRIME 1.600% 11/15/24 \$1 PV OI	0.00		-	-	-	386.67	-	-	-
01/15/2021			26208VAD8	INTEREST EARNED ON DRIVE AUTO 0.830% 5/15/24 \$1 PV ON 62.	0.00		-	-	-	62.25	-	-	-
01/15/2021	01/15/2021	01/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	21,187.67	1.00	-	-	-	(21,187.67)	21,187.67	-	-
01/15/2021	01/15/2021	01/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	35,194.49	1.00	-	-	-	(35,194.49)	35,194.49	-	-
01/15/2021			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 \$1 PV ON	0.00		-	-	-	1,150.50	-	-	-
01/15/2021	01/15/2021	01/15/2021	41284WAC4	PAID DOWN PAR VALUE OF HARLEY DAVIDSON 2.340% 2/15/24	-35,194.49	-	-	-	-	35,194.49	(35,191.77)	-	2.72
01/15/2021			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 \$1 PV ON 3:	0.00		-	-	-	370.83	-	-	-
01/15/2021			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 \$1 PV C	0.00		-	-	-	558.53	-	-	-
01/15/2021	01/15/2021	01/15/2021	47789JAD8	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23	-17,072.63	-	-	-	-	17,072.63	(17,070.53)	-	2.10
01/15/2021			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 \$1 PV C	0.00		-	-	-	394.17	-	-	-
01/15/2021			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 \$1 PV ON	0.00		-	-	-	436.50	-	-	-
01/15/2021			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 \$1 PV	0.00		-	-	-	214.67	-	-	-
01/15/2021			80285WAD9	INTEREST EARNED ON SANTANDER DRIVE 0.00001% 7/15/24 \$1 PV C	0.00		-	-	-	143.00	-	-	-
01/15/2021			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 \$1 PV ON 3:	0.00		-	-	-	397.92	-	-	-
01/21/2021	01/21/2021	01/21/2021	3134GWAR7	FULL CALL PAR VALUE OF F H L M C M T N 0.750% 7/21/25 /CALLS/	-500,000.00	1.00	-	-	-	500,000.00	(500,000.00)	-	-
01/21/2021			3134GWAR7	INTEREST EARNED ON F H L M C M T N 0.750% 7/21/25 \$1 PV ON 50	0.00		-	-	-	1,875.00	-	-	-
01/21/2021	01/20/2021	01/21/2021	3135G05G4	SOLD PAR VALUE OF F N M A 0.250% 7/10/23 /MORGAN STANLE	-510,000.00	1.00	-	-	-	510,953.70	(508,903.50)	2,050.20	-
01/21/2021		01/21/2021	3135G05G4	RECEIVED ACCRUED INTEREST ON SALE OF F N M A 0.250% 7/	0.00		-	-	-	38.96	-	-	-
01/21/2021	01/21/2021	01/21/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	502,890.45	1.00	-	-	-	(502,890.45)	502,890.45	-	-
01/21/2021	01/20/2021	01/21/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /MC	510,000.00	1.00	-	-	-	(509,940.23)	509,940.23	-	-
01/21/2021		01/21/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(36.98)	-	-	-
01/22/2021	01/21/2021	01/22/2021	3130AGWK7	SOLD PAR VALUE OF F H L B DEB 1.500% 8/15/24 /J.P. MORGAN S	-150,000.00	1.04	-	-	-	156,670.50	(149,647.50)	-	7,023.00
01/22/2021		01/22/2021	3130AGWK7	RECEIVED ACCRUED INTEREST ON SALE OF F H L B DEB 1.500%	0.00		-	-	-	981.25	-	-	-
01/22/2021	01/21/2021	01/22/2021	3137EAEW5	SOLD PAR VALUE OF F H L M C 0.250% 9/08/23 /BNY MELLON CA	-380,000.00	1.00	-	-	-	380,718.20	(379,874.60)	843.60	-
01/22/2021		01/22/2021	3137EAEW5	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C 0.250% 9/	0.00		-	-	-	364.17	-	-	-
01/22/2021	01/22/2021	01/22/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-575,325.68	1.00	-	-	-	575,325.68	(575,325.68)	-	-
01/22/2021	01/21/2021	01/22/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /CIT	585,000.00	1.00	-	-	-	(585,022.85)	585,022.85	-	-
01/22/2021		01/22/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(44.44)	-	-	-
01/22/2021	01/21/2021	01/22/2021	91282CBE0	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/15/24 /J.P.	150,000.00	1.00	-	-	-	(149,707.03)	149,707.03	-	-
01/22/2021		01/22/2021	91282CBE0	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(3.63)	-	-	-
01/22/2021	01/21/2021	01/22/2021	91282CBE0	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/15/24 /BN	380,000.00	1.00	-	-	-	(379,272.66)	379,272.66	-	-
01/22/2021		01/22/2021	91282CBE0	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00		-	-	-	(9.19)	-	-	-
01/25/2021			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 \$1 PV	0.00		-	-	-	528.00	-	-	-
01/25/2021			06050TMJ8	INTEREST EARNED ON AMERICA MTN 3.335% 1/25/23 \$1 PV/	0.00		-	-	-	8,574.66	-	-	-
01/25/2021			17325FAQ1	INTEREST E									



Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2021

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
01/25/2021			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON	0.00	-	-	-	-	237.41	-	-	-
01/25/2021			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURR	0.00	-	-	-	-	-	(30.71)	-	-
01/25/2021	01/25/2021	01/25/2021	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-48,664.23	-	-	-	-	48,664.23	(48,853.30)	-	(189.07)
01/25/2021			3137A1RW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 \$1 PV OI	0.00	-	-	-	-	375.73	-	-	-
01/25/2021			3137A1RW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURR	0.00	-	-	-	-	-	(24.38)	-	-
01/25/2021			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 \$1 PV ON	0.00	-	-	-	-	299.39	-	-	-
01/25/2021			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURF	0.00	-	-	-	-	-	(12.97)	-	-
01/25/2021	01/25/2021	01/25/2021	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-421.98	-	-	-	-	421.98	(423.15)	-	(1.17)
01/25/2021			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MT 3.320% 2/25/23 \$1 PV ON	0.00	-	-	-	-	1,326.51	-	-	-
01/25/2021			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MT 3.320% 2/25/23 CURR	0.00	-	-	-	-	-	(405.36)	-	-
01/25/2021			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 \$1 PV ON	0.00	-	-	-	-	1,249.50	-	-	-
01/25/2021			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURF	0.00	-	-	-	-	-	(470.13)	-	-
01/25/2021	01/25/2021	01/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	66,362.25	1.00	-	-	-	(66,362.25)	66,362.25	-	-
01/25/2021	01/25/2021	01/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,326.51	1.00	-	-	-	(1,326.51)	1,326.51	-	-
01/26/2021				TRUST FEES COLLECTED CHARGED FOR PERIOD 12/01/2020 THRU 12/31/2020	0.00	-	-	-	-	(579.72)	-	-	-
01/26/2021	01/26/2021	01/26/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-579.72	1.00	-	-	-	579.72	(579.72)	-	-
01/27/2021			06406RAM9	INTEREST EARNED ON BANK OF NY MTN 1.850% 1/27/23 \$1 PV ON	0.00	-	-	-	-	2,775.00	-	-	-
01/27/2021	01/26/2021	01/27/2021	3137EAE08	SOLD PAR VALUE OF F H L M C 0.375% 4/20/23 /MORGAN STANL	-560,000.00	1.01	-	-	-	562,805.60	(558,600.00)	4,205.60	-
01/27/2021			3137EAE08	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C 0.375% 4/20/23	0.00	-	-	-	-	565.83	-	-	-
01/27/2021	01/27/2021	01/27/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	566,146.43	1.00	-	-	-	(566,146.43)	566,146.43	-	-
02/01/2021			21220AJC6	INTEREST EARNED ON CONTRA COSTA CA 1.652% 8/01/22 \$1 PV OI	0.00	-	-	-	-	2,478.00	-	-	-
02/01/2021	02/01/2021	02/01/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-528,447.42	1.00	-	-	-	528,447.42	(528,447.42)	-	-
02/01/2021			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SH	0.00	-	-	-	-	2.22	-	-	-
02/01/2021			3582326S0	INTEREST EARNED ON FRESNO CALIF UNI CA 0.719% 8/01/24 \$1 PV O	0.00	-	-	-	-	362.50	-	-	-
02/01/2021			365298Y28	INTEREST EARNED ON GARDEN GROVE CA 1.875% 8/01/21 \$1 PV O	0.00	-	-	-	-	2,812.50	-	-	-
02/01/2021			544290JC4	INTEREST EARNED ON LOS ALTOS CA SCH 2.143% 8/01/23 \$1 PV ON	0.00	-	-	-	-	4,178.85	-	-	-
02/01/2021			796720ME7	INTEREST EARNED ON SAN BERNARDINO CA 1.883% 8/01/22 \$1 PV C	0.00	-	-	-	-	4,095.53	-	-	-
02/01/2021			796720NP1	INTEREST EARNED ON SAN BERNARDINO CA 0.729% 8/01/23 \$1 PV C	0.00	-	-	-	-	546.75	-	-	-
02/01/2021			79730CJG0	INTEREST EARNED ON SAN DEIGO CA PUB 1.327% 8/01/23 \$1 PV ON	0.00	-	-	-	-	530.80	-	-	-
02/01/2021			79770GGP5	INTEREST EARNED ON SAN FRANCISCO CA 2.375% 8/01/22 \$1 PV OI	0.00	-	-	-	-	4,750.00	-	-	-
02/01/2021			79770GGP5	AMORTIZED PREMIUM ON SAN FRANCISCO CA 2.375% 8/01/22 CURR	0.00	-	-	-	-	-	(221.47)	-	-
02/01/2021			835569GP3	INTEREST EARNED ON SONOMA CNTY CA 1.969% 8/01/22 \$1 PV ON	0.00	-	-	-	-	4,134.90	-	-	-
02/01/2021			911759MU9	INTEREST EARNED ON U S DEPT HSG & URB 2.570% 8/01/21 \$1 PV ON	0.00	-	-	-	-	1,285.00	-	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -21.	0.00	-	-	-	-	-	(214.12)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -22	0.00	-	-	-	-	-	(221.43)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -27	0.00	-	-	-	-	-	(27.34)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 214	0.00	-	-	-	-	-	214.12	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 221	0.00	-	-	-	-	-	221.43	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 27.	0.00	-	-	-	-	-	27.34	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBA8	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /CITADEL S	-5,580,000.00	1.00	-	-	-	5,571,935.16	(5,567,718.36)	4,216.80	-
02/01/2021		02/01/2021	91282CBA8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	919.78	-	-	-
02/01/2021			91282CBD2	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 12/31/22 CURR	0.00	-	-	-	-	-	(0.33)	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BMO CAPI	-2,900,700.00	1.00	-	-	-	2,901,459.11	(2,899,574.25)	1,884.86	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	320.52	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BOFA SEC	-2,900,700.00	1.00	-	-	-	2,901,404.90	(2,899,566.92)	1,837.98	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	320.52	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /NOMURA S	-1,453,600.00	1.00	-	-	-	1,453,980.41	(1,453,032.19)	948.22	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	160.62	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBE0	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/15/24 /CIT	7,255,000.00	1.00	-	-	-	(7,243,097.27)	7,243,097.27	-	-
02/01/2021		02/01/2021	91282CBE0	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(425.88)	-	-	-
02/01/2021	01/26/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /MO	560,000.00	1.00	-	-	-	(560,000.00)	560,000.00	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(1.93)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BMO	2,156,800.00	1.00	-	-	-	(2,157,389.76)	2,157,389.76	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(7.45)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BOF	2,156,800.00	1.00	-	-	-	(2,157,347.63)	2,157,347.63	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(7.45)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /NOI	1,080,600.00	1.00	-	-	-	(1,080,895.48)	1,080,895.48	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(3.73)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /NA1	185,800.00	1.00	-	-	-	(185,850.80)	185,850.80	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(0.64)	-	-	-
02/01/2021			916544ER6	INTEREST EARNED ON UPPER SANTA CLARA CA 0.525% 8/01/22 \$1 PV	0.00	-	-	-	-	904.75	-	-	-
02/02/2021	02/02/2021	02/02/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2.22	1.00	-	-	-	(2.22)	2.22	-	-
02/03/2021	02/02/2021	02/03/2021	3137EAE54	SOLD PAR VALUE OF F H L M C M T N 0.250% 6/26/23 /BNY MELLON	-540,000.00	1.00	-	-	-	541,290.60	(538,423.20)	2,867.40	-
02/03/2021		02/03/2021	3137EAE54	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C M T N 0.250%	0.00	-	-	-	-	138.75	-	-	-
02/03/2021	02/03/2021	02/03/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,318.29	1.00	-	-	-	(1,318.29)	1,318.29	-	-
02/03/2021	02/02/2021	02/03/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BN	540,000.00	1.00	-	-	-	(540,105.47)	540,105.47	-	-
02/03/2021		02/03/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(5.59)	-	-	-
02/08/2021			06050TMJ8	INTEREST EARNED ON BANK OF AMERICA MTN 3.335% 1/25/23 \$1 PV I	0.00	-	-	-	-	(8,574.66)	-	-	-
02/08/2021			06050TMJ8	INTEREST EARNED ON BANK OF AMERICA MTN 3.335% 1/25/23 \$1 PV I	0.00	-	-	-	-	8,671.00	-	-	-
02/08/2021	02/08/2021	02/08/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	96.34	1.00	-	-	-	(96.34)	96.34	-	-
02/11/2021			166756AJ5	INTEREST EARNED ON CHEVRON USA INC 0.426% 8/11/23 \$1 PV ON	0.00	-	-	-	-	243.59	-	-	-
02/11/2021	02/11/2021	02/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	243.59	1.00	-	-	-	(243.59)	243.59	-	-
02/16/2021			14043MAC5	INTEREST EARNED ON CAPTIAL ONE PRIME 1.600% 11/15/24 \$1 PV OI	0.00	-	-	-	-	386.67	-	-	-
02/16/2021			26208VAD8	INTEREST EARNED ON DRIVE AUTO 0.830% 5/15/24 \$1 PV ON 62.	0.00	-	-	-	-	62.25	-	-	-
02/16/2021			30231GBB7	INTEREST EARNED ON EXXON MOBIL 1.902% 8/16/22 \$1 PV ON 3C	0.00	-	-	-					

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2021

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
02/16/2021	02/12/2021	02/16/2021	3135G04Q3	SOLD PAR VALUE OF F N M A 0.250% 5/22/23 /MORGAN STANLE	-590,000.00	1.00	-	-	-	591,516.30	(588,224.10)	3,292.20	-
02/16/2021		02/16/2021	3135G04Q3	RECEIVED ACCRUED INTEREST ON SALE OF F N M A 0.250% 5/	0.00	-	-	-	-	344.17	-	-	-
02/16/2021	02/16/2021	02/16/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	74,663.95	1.00	-	-	-	(74,663.95)	74,663.95	-	-
02/16/2021		02/16/2021	41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 \$1 PV ON	0.00	-	-	-	-	1,081.87	-	-	-
02/16/2021	02/15/2021	02/16/2021	41284WAC4	PAID DOWN PAR VALUE OF HARLEY DAVIDSON 2.340% 2/15/24	-39,692.72	4.63	-	-	-	39,692.72	(39,689.65)	-	3.07
02/16/2021		02/16/2021	43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 \$1 PV ON 3/	0.00	-	-	-	-	370.83	-	-	-
02/16/2021		02/16/2021	47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 \$1 PV (	0.00	-	-	-	-	517.12	-	-	-
02/16/2021	02/15/2021	02/16/2021	47789JAD8	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23	-25,003.91	7.36	-	-	-	25,003.91	(25,000.84)	-	3.07
02/16/2021		02/16/2021	47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 \$1 PV (	0.00	-	-	-	-	394.17	-	-	-
02/16/2021		02/16/2021	58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 \$1 PV ON	0.00	-	-	-	-	436.50	-	-	-
02/16/2021		02/16/2021	58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 \$1 PV	0.00	-	-	-	-	214.67	-	-	-
02/16/2021		02/16/2021	78913CAX7	INTEREST EARNED ON RIVERSIDE CNTY CA 2.363% 2/15/23 \$1 PV ON	0.00	-	-	-	-	2,008.55	-	-	-
02/16/2021	02/11/2021	02/16/2021	79730CJG0	SOLD PAR VALUE OF SAN DEIGO CA PUB 1.327% 8/01/23 /WELLS FA	-80,000.00	1.02	-	-	-	81,952.80	(80,000.00)	1,952.80	-
02/16/2021		02/16/2021	79730CJG0	RECEIVED ACCRUED INTEREST ON SALE OF SAN DEIGO CA PUB 1.3	0.00	-	-	-	-	44.23	-	-	-
02/16/2021		02/16/2021	80285WAD9	INTEREST EARNED ON SANTANDER DRIVE 0.00001% 7/15/24 \$1 PV C	0.00	-	-	-	-	143.00	-	-	-
02/16/2021		02/16/2021	89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 \$1 PV ON 3/	0.00	-	-	-	-	397.92	-	-	-
02/16/2021		02/16/2021	91282CBD2	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 12/31/22 CURR	0.00	-	-	-	-	-	(0.49)	-	-
02/16/2021	02/12/2021	02/16/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /CITIGROU	-560,000.00	1.00	-	-	-	560,153.13	(559,781.25)	371.88	-
02/16/2021		02/16/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	90.88	-	-	-
02/16/2021	02/12/2021	02/16/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /MO	590,000.00	1.00	-	-	-	(590,184.38)	590,184.38	-	-
02/16/2021		02/16/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(32.60)	-	-	-
02/16/2021	02/11/2021	02/16/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BO	315,000.00	1.00	-	-	-	(315,098.44)	315,098.44	-	-
02/16/2021		02/16/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(17.40)	-	-	-
02/16/2021	02/11/2021	02/16/2021	91412HFK4	SOLD PAR VALUE OF UNIVERSITY CALIF CA 0.628% 5/15/23 /PERSHIN	-230,000.00	1.01	-	-	-	231,612.30	(230,000.00)	1,612.30	-
02/16/2021		02/16/2021	91412HFK4	RECEIVED ACCRUED INTEREST ON SALE OF UNIVERSITY CALIF CA 0.	0.00	-	-	-	-	365.11	-	-	-
02/17/2021	02/17/2021	02/17/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	253,909.72	1.00	-	-	-	(253,909.72)	253,909.72	-	-
02/17/2021		02/17/2021	56052AE77	AMORTIZED PREMIUM ON MAINE ST 1.250% 6/01/22 CURRENT `	0.00	-	-	-	-	-	(159.97)	-	-
02/17/2021	02/12/2021	02/17/2021	56052AE77	SOLD PAR VALUE OF MAINE ST 1.250% 6/01/22 /OPENHEIMER	-250,000.00	1.01	-	-	-	253,250.00	(251,621.84)	1,628.16	-
02/17/2021		02/17/2021	56052AE77	RECEIVED ACCRUED INTEREST ON SALE OF MAINE ST 1.250%	0.00	-	-	-	-	659.72	-	-	-
02/17/2021	02/11/2021	02/16/2021	79730CJG0	SOLD PAR VALUE OF SAN DEIGO CA PUB 1.327% 8/01/23 /WELLS FA	-80,000.00	1.02	-	-	-	81,952.80	(80,000.00)	1,952.80	-
02/17/2021		02/16/2021	79730CJG0	RECEIVED ACCRUED INTEREST ON SALE OF SAN DEIGO CA PUB 1.3	0.00	-	-	-	-	44.23	-	-	-
02/17/2021		02/16/2021	79730CJG0	RECEIVED ACCRUED INTEREST ON SALE OF SAN DEIGO CA PUB 1.3	0.00	-	-	-	-	(44.23)	-	-	-
02/17/2021	02/11/2021	02/16/2021	79730CJG0	SOLD -REV PAR VALUE OF SAN DEIGO CA PUB 1.327% 8/01/23 /WE	80,000.00	1.02	-	-	-	(81,952.80)	80,000.00	(1,952.80)	-
02/22/2021		02/22/2021		TRUST FEES COLLECTED CHARGED FOR PERIOD 01/01/2021 THRU 0	0.00	-	-	-	-	(579.87)	-	-	-
02/22/2021	02/22/2021	02/22/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-579.87	1.00	-	-	-	579.87	(579.87)	-	-
02/23/2021		02/23/2021	06406RAK3	INTEREST EARNED ON BANK OF NY MTN 1.950% 8/23/22 \$1 PV ON	0.00	-	-	-	-	975.00	-	-	-
02/23/2021	02/23/2021	02/23/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	975.00	1.00	-	-	-	(975.00)	975.00	-	-
02/24/2021		02/24/2021	3137EAEV7	INTEREST EARNED ON F H L M C M T N 0.250% 8/24/23 \$1 PV ON 52/	0.00	-	-	-	-	660.83	-	-	-
02/24/2021	02/24/2021	02/24/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	660.83	1.00	-	-	-	(660.83)	660.83	-	-
02/25/2021		02/25/2021	05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 \$1 PV	0.00	-	-	-	-	528.00	-	-	-
02/25/2021		02/25/2021	3136AQM8	INTEREST EARNED ON F N M A GTD REMIC 3.056% 6/25/24 \$1 PV ON	0.00	-	-	-	-	1,038.59	-	-	-
02/25/2021		02/25/2021	3136AQM8	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.056% 6/25/24 CURR	0.00	-	-	-	-	-	(649.03)	-	-
02/25/2021	02/25/2021	02/25/2021	3136AQM8	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24	-723.76	-	-	-	-	723.76	(768.94)	(45.18)	-
02/25/2021		02/25/2021	3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON	0.00	-	-	-	-	93.04	-	-	-
02/25/2021		02/25/2021	3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURR	0.00	-	-	-	-	-	(15.54)	-	-
02/25/2021	02/25/2021	02/25/2021	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-1,131.11	-	-	-	-	1,131.11	(1,134.94)	-	(3.83)
02/25/2021		02/25/2021	3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 \$1 PV OI	0.00	-	-	-	-	375.73	-	-	-
02/25/2021		02/25/2021	3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CUR	0.00	-	-	-	-	-	(31.50)	-	-
02/25/2021		02/25/2021	3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 \$1 PV ON	0.00	-	-	-	-	298.50	-	-	-
02/25/2021		02/25/2021	3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURF	0.00	-	-	-	-	-	(16.70)	-	-
02/25/2021	02/25/2021	02/25/2021	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-423.54	-	-	-	-	423.54	(424.66)	-	(1.12)
02/25/2021		02/25/2021	3137B36J2	INTEREST EARNED ON F H L M C MLTCL MT 3.320% 2/25/23 \$1 PV ON	0.00	-	-	-	-	1,326.51	-	-	-
02/25/2021		02/25/2021	3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MT 3.320% 2/25/23 CURR	0.00	-	-	-	-	-	(523.59)	-	-
02/25/2021		02/25/2021	3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 \$1 PV ON	0.00	-	-	-	-	1,249.50	-	-	-
02/25/2021		02/25/2021	3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURF	0.00	-	-	-	-	-	(607.25)	-	-
02/25/2021	02/25/2021	02/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,224.15	1.00	-	-	-	(1,224.15)	1,224.15	-	-
02/25/2021	02/25/2021	02/25/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-414,104.94	1.00	-	-	-	414,104.94	(414,104.94)	-	-
02/25/2021	02/24/2021	02/25/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /CIT	420,000.00	1.00	-	-	-	(420,032.81)	420,032.81	-	-
02/25/2021		02/25/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(36.26)	-	-	-
03/01/2021		03/01/2021	13063BF56	AMORTIZED PREMIUM ON CALIFORNIA ST BUILD 6.650% 3/01/22 CUR	0.00	-	-	-	-	-	(9,874.53)	-	-
03/01/2021	03/01/2021	03/01/2021	13063BF56	PARTIAL CALL PAR VALUE OF CALIFORNIA ST BUILD 6.650% 3/01/22 /C	-215,000.00	1.00	-	-	-	215,000.00	(215,000.00)	-	-
03/01/2021		03/01/2021	13063BF56	INTEREST EARNED ON CALIFORNIA ST BUILD 6.650% 3/01/22 \$1 PV OI	0.00	-	-	-	-	14,131.25	-	-	-
03/01/2021		03/01/2021	13063BF56	AMORTIZED PREMIUM ON CALIFORNIA ST BUILD 6.650% 3/01/22 CUR	0.00	-	-	-	-	-	(9,644.88)	-	-
03/01/2021		03/01/2021	30231GAV4	INTEREST EARNED ON EXXON MOBIL 2.222% 3/01/21 \$1 PV ON 5/	0.00	-	-	-	-	5,555.00	-	-	-
03/01/2021		03/01/2021	30231GAV4	ACCREDITED DISCOUNT ON EXXON MOBIL 2.222% 3/01/21 MARK	0.00	-	-	-	-	-	4,315.00	-	-
03/01/2021	03/01/2021	03/01/2021	30231GAV4	MATURED PAR VALUE OF EXXON MOBIL 2.222% 3/01/21 500,000 F	-500,000.00	1.00	-	-	-	500,000.00	(500,000.00)	-	-
03/01/2021	03/01/2021	03/01/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	466,507.04	1.00	-	-	-	(466,507.04)	466,507.04	-	-
03/01/2021		03/01/2021	31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SH	0.00	-	-	-	-	1.60	-	-	-
03/01/2021		03/01/2021	378460YB9	INTEREST EARNED ON GLENDALE CA 1.041% 9/01/22 \$1 PV ON 3/	0.00	-	-	-	-	1,717.65	-	-	-
03/01/2021		03/01/2021	62451FKF6	INTEREST EARNED ON MOUNTAIN VIEW CA 1.043% 9/01/22 \$1 PV OI	0.00	-	-	-	-	2,042.54	-	-	-
03/01/2021		03/01/2021	79730WAY6	INTEREST EARNED ON SAN DIEGO CA 3.250% 9/01/22 \$1 PV ON 2/	0.00	-	-	-	-	4,062.50	-	-	-
03/01/2021		03/01/2021	79730WAY6	AMORTIZED PREMIUM ON SAN DIEGO CA 3.250% 9/01/22 CURRE	0.00	-	-	-	-	-	(1,311.31)	-	-

Payden & Rygel Operating Portfolio Transaction Report Quarter ended March 31, 2021

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
03/03/2021			166764AU4	AMORTIZED PREMIUM ON CHEVRON CORP 0.762% 3/03/22 CURRI	0.00	-	-	-	-	-	(216.92)	-	-
03/03/2021	03/03/2021	03/03/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	952.50	1.00	-	-	-	(952.50)	952.50	-	-
03/04/2021	03/04/2021	03/04/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	604,953.33	1.00	-	-	-	(604,953.33)	604,953.33	-	-
03/04/2021	02/25/2021	03/04/2021	5445872S6	PURCHASED PAR VALUE OF LOS ANGELES CA MUN 0.683% 11/01/24 /	230,000.00	1.00	-	-	-	(230,000.00)	230,000.00	-	-
03/04/2021			91282CBD2	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 12/31/22 CURR	0.00	-	-	-	-	-	(0.52)	-	-
03/04/2021	03/03/2021	03/04/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 J.P. MORG	-835,000.00	1.00	-	-	-	834,771.68	(834,673.83)	97.85	-
03/04/2021			91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1%	0.00	-	-	-	-	181.65	-	-	-
03/05/2021	03/02/2021	03/05/2021	3137B4GY6	PURCHASED PAR VALUE OF F H L M C MLTCL MT 3.30996% 5/25/23 /M	510,000.00	1.06	-	-	-	(542,114.06)	542,114.06	-	-
03/05/2021			3137B4GY6	PAID ACCRUED INTEREST ON PURCHASE OF F H L M C MLTCL MT 3.30	0.00	-	-	-	-	(187.57)	-	-	-
03/05/2021	03/05/2021	03/05/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-542,301.63	1.00	-	-	-	542,301.63	(542,301.63)	-	-
03/09/2021	03/09/2021	03/09/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,725.50	1.00	-	-	-	(5,725.50)	5,725.50	-	-
03/09/2021			94988J6A0	INTEREST EARNED ON WELLS FARGO MTN 2.082% 9/09/22 \$1 PV OI	0.00	-	-	-	-	5,725.50	-	-	-
03/11/2021			037833DL1	INTEREST EARNED ON APPLE INC 1.700% 9/11/22 \$1 PV ON 525C	0.00	-	-	-	-	4,462.50	-	-	-
03/11/2021	03/11/2021	03/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	593,505.13	1.00	-	-	-	(593,505.13)	593,505.13	-	-
03/11/2021	03/09/2021	03/11/2021	46647PBB1	SOLD PAR VALUE OF JPMORGAN CHASE CO 3.207% 4/01/23 J.P. MOI	-565,000.00	1.03	-	-	-	580,989.50	(565,000.00)	-	15,989.50
03/11/2021			46647PBB1	RECEIVED ACCRUED INTEREST ON SALE OF JPMORGAN CHASE CO	0.00	-	-	-	-	8,053.13	-	-	-
03/12/2021	02/26/2021	03/12/2021	3130ALJ28	PURCHASED PAR VALUE OF F H L B DEB 0.500% 3/12/24 /NOMUR	560,000.00	1.00	-	-	-	(560,000.00)	560,000.00	-	-
03/12/2021	03/12/2021	03/12/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-560,000.00	1.00	-	-	-	560,000.00	(560,000.00)	-	-
03/15/2021			06406FAA1	AMORTIZED PREMIUM ON BANK OF NY MTN 2.500% 4/15/21 CURRE	0.00	-	-	-	-	-	(360.89)	-	-
03/15/2021	03/15/2021	03/15/2021	06406FAA1	FULL CALL PAR VALUE OF BANK OF NY MTN 2.500% 4/15/21 /CALLS	-450,000.00	1.00	-	-	-	450,000.00	(450,000.00)	-	-
03/15/2021			06406FAA1	INTEREST EARNED ON BANK OF NY MTN 2.500% 4/15/21 \$1 PV ON	0.00	-	-	-	-	4,687.47	-	-	-
03/15/2021			084670BQ0	INTEREST EARNED ON BERKSHIRE HATHAWAY 2.200% 3/15/21 \$1 PV	0.00	-	-	-	-	5,181.00	-	-	-
03/15/2021			084670BQ0	ACCREDITED DISCOUNT ON BERKSHIRE HATHAWAY 2.200% 3/15/21	0.00	-	-	-	-	-	4,563.99	-	-
03/15/2021	03/15/2021	03/15/2021	084670BQ0	MATURED PAR VALUE OF BERKSHIRE HATHAWAY 2.200% 3/15/21 47	-471,000.00	1.00	-	-	-	471,000.00	(471,000.00)	-	-
03/15/2021			14043MAC5	INTEREST EARNED ON CAPITAL ONE PRIME 1.600% 11/15/24 \$1 PV OI	0.00	-	-	-	-	386.67	-	-	-
03/15/2021			26208VAD8	INTEREST EARNED ON DRIVE AUTO 0.830% 5/15/24 \$1 PV ON 62	0.00	-	-	-	-	62.25	-	-	-
03/15/2021	03/15/2021	03/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	143.00	1.00	-	-	-	(143.00)	143.00	-	-
03/15/2021	03/15/2021	03/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	990,566.71	1.00	-	-	-	(990,566.71)	990,566.71	-	-
03/15/2021			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 \$1 PV ON	0.00	-	-	-	-	1,004.47	-	-	-
03/15/2021	03/15/2021	03/15/2021	41284WAC4	PAID DOWN PAR VALUE OF HARLEY DAVIDSON 2.340% 2/15/24	-37,399.33	-	-	-	-	37,399.33	(37,399.43)	-	2.90
03/15/2021			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 \$1 PV ON 3	0.00	-	-	-	-	370.83	-	-	-
03/15/2021			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 \$1 PV (	0.00	-	-	-	-	456.49	-	-	-
03/15/2021	03/15/2021	03/15/2021	47789JAD8	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23	-13,399.94	-	-	-	-	13,399.94	(13,398.29)	-	1.65
03/15/2021			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 \$1 PV (	0.00	-	-	-	-	394.17	-	-	-
03/15/2021			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 \$1 PV ON	0.00	-	-	-	-	436.50	-	-	-
03/15/2021			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 \$1 PV	0.00	-	-	-	-	214.67	-	-	-
03/15/2021			693304AP2	INTEREST EARNED ON PECO ENERGY CO 2.375% 9/15/22 \$1 PV ON	0.00	-	-	-	-	1,425.00	-	-	-
03/15/2021			693304AP2	AMORTIZED PREMIUM ON PECO ENERGY CO 2.375% 9/15/22 CURF	0.00	-	-	-	-	-	(94.00)	-	-
03/15/2021			717081EM1	INTEREST EARNED ON PFIZER INC 3.000% 9/15/21 \$1 PV ON 250C	0.00	-	-	-	-	3,750.00	-	-	-
03/15/2021			80285WAD9	INTEREST EARNED ON SANTANDER DRIVE 0.00001% 7/15/24 \$1 PV C	0.00	-	-	-	-	143.00	-	-	-
03/15/2021			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 \$1 PV ON 3	0.00	-	-	-	-	397.92	-	-	-
03/16/2021	03/16/2021	03/16/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-565,000.00	1.00	-	-	-	565,000.00	(565,000.00)	-	-
03/16/2021	03/09/2021	03/16/2021	46647PBZ8	PURCHASED PAR VALUE OF JPMORGAN CHASE CO 0.697% 3/16/24 /	565,000.00	1.00	-	-	-	(565,000.00)	565,000.00	-	-
03/24/2021	03/23/2021	03/24/2021	3137EAEY1	SOLD PAR VALUE OF F H L M C M T N 0.125% 10/16/23 /MORGAN ST	-420,000.00	1.00	-	-	-	418,710.60	(418,433.40)	277.20	-
03/24/2021			3137EAEY1	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C M T N 0.125%	0.00	-	-	-	-	230.42	-	-	-
03/24/2021	03/24/2021	03/24/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-395.60	1.00	-	-	-	395.60	(395.60)	-	-
03/24/2021	03/23/2021	03/24/2021	91282CBR1	PURCHASED PAR VALUE OF U S TREASURY NT 0.250% 3/15/24 /MO	420,000.00	1.00	-	-	-	(419,310.94)	419,310.94	-	-
03/24/2021			91282CBR1	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.2	0.00	-	-	-	-	(25.68)	-	-	-
03/25/2021				TRUST FEES COLLECTED CHARGED FOR PERIOD 02/01/2021 THRU 0	0.00	-	-	-	-	(579.17)	-	-	-
03/25/2021			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 \$1 PV	0.00	-	-	-	-	528.00	-	-	-
03/25/2021	03/25/2021	03/25/2021	05588CAC6	PAID DOWN PAR VALUE OF BMW VEHICLE OWNER 1.920% 1/25/24 P	-8,444.35	603.43	-	-	-	8,444.35	(8,443.22)	-	1.13
03/25/2021			3136AKQM8	INTEREST EARNED ON F N M A GTD REMIC 3.056% 6/25/24 \$1 PV ON	0.00	-	-	-	-	1,036.75	-	-	-
03/25/2021			3136AKQM8	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.056% 6/25/24 CURRI	0.00	-	-	-	-	-	(585.18)	-	-
03/25/2021	03/25/2021	03/25/2021	3136AKQM8	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24	-874.86	-	-	-	-	874.86	(928.22)	(53.36)	-
03/25/2021			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON	0.00	-	-	-	-	89.68	-	-	-
03/25/2021			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRI	0.00	-	-	-	-	-	(13.54)	-	-
03/25/2021	03/25/2021	03/25/2021	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-1,062.59	-	-	-	-	1,062.59	(1,065.72)	-	(3.13)
03/25/2021			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 \$1 PV OI	0.00	-	-	-	-	375.73	-	-	-
03/25/2021			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURI	0.00	-	-	-	-	-	(28.45)	-	-
03/25/2021			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 \$1 PV ON	0.00	-	-	-	-	297.61	-	-	-
03/25/2021			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURF	0.00	-	-	-	-	-	(15.04)	-	-
03/25/2021	03/25/2021	03/25/2021	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-11,050.19	-	-	-	-	11,050.19	(11,078.32)	-	(28.13)
03/25/2021			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MT 3.320% 2/25/23 \$1 PV ON	0.00	-	-	-	-	1,326.77	-	-	-
03/25/2021			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MT 3.320% 2/25/23 CURRI	0.00	-	-	-	-	-	(472.92)	-	-
03/25/2021			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 \$1 PV ON	0.00	-	-	-	-	1,249.50	-	-	-
03/25/2021			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURF	0.00	-	-	-	-	-	(548.48)	-	-
03/25/2021	03/25/2021	03/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	15,457.74	1.00	-	-	-	(15,457.74)	15,457.74	-	-
03/25/2021	03/25/2021	03/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	10,299.12	1.00	-	-	-	(10,299.12)	10,299.12	-	-
03/29/2021	03/29/2021	03/29/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	240.00	1.00	-	-	-	(240.00)	240.00	-	-
03/29/2021			654106AH6	INTEREST EARNED ON NIKE INC SR NT 2.400% 3/27/25 \$1 PV ON 20	0.00	-	-	-	-	240.00	-	-	-
03/31/2021	03/30/2021	03/31/2021	3137EAEV7	SOLD PAR VALUE OF F H L M C M T N 0.250% 8/24/23 /WELLS FARG	-520,000.00	1.00	-	-	-	520,335.40	(519,469.60)	865.80	-
03/31/2021			3137EAEV7	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C M T N 0.250%	0.00	-	-	-	-	133.61	-	-	-
03/31/2021	03/31/2021	03/31/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-559,046.62	1.00	-	-	-	559,046.62	(559,046.62)	-	-
03/31/2021	03/30/2021	03/31/2021	91282CBU4	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 3/31/23 /WE	520,000.00	1.00	-	-	-	(519,756.25)	519		



Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2021

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
										-	191,693.89	18,088.90	25,184.09

Riverside County Transportation Commission

SHORT DURATION FIXED INCOME

APRIL 21, 2021



Table of Contents

01 MetLife Investment Management Overview

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1. MetLife Investment Management Overview

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 \$659.6 billion² as of December 31, 2020

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, 2020, 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, 2020. At estimated fair value. See Appendix – End Notes for additional information.

3. Illustration shown depicts locations of select MIM regional offices, chosen in MIM's discretion; not a complete representation of MIM's regional offices.

Short Duration Fixed Income Team

Portfolio Management		
Name	Responsibility	Industry Experience (yrs)
Scott Pavlak, CFA	Head of Short Duration Fixed Income	33
Juan Peruyero	Portfolio Manager	20

Portfolio Management Support		
Name	Sector	Industry Experience (yrs)
David Wheeler, CFA	Credit	34
Steve Kelly, CFA	Credit	32
Kimberley Slough	Municipals	27
John Palphreyman, CFA	Structured Products	21
Phil Tran	Treasuries, Agencies, Money Markets	17

Trading			
Name	Role	# of Traders	Average Industry Experience (yrs)
Dana Cottrell	Head of Investment Grade Trading	5	14
Thomas McClintic	Head of High Yield Trading	3	18
Jason Valentino	Head of Structured Products Trading	8	15

Research			
Name	Role	# of Analysts	Average Industry Experience (yrs)
Brian Funk, CFA	Head of Credit Research		24
Ian Bowman	Sector Leader – Consumer & Healthcare	7	17
Park Benjamin, CFA	Sector Leader – Energy, Basics, Materials	7	12
Scott O'Donnell	Sector Leader – Financials	10	15
Richard Davis, CFA	Sector Leader – Industrials	7	18
Zach Bauer, CFA	Sector Leader – Telecom, Media, Technology	7	15
Susan Young	Sector Leader – Utilities & Midstream	8	13
Brent Garrels	Sector Leader – Special Situations	2	17
Joseph Gankiewicz, CFA	Sector Leader – Municipals	5	25
	Credit Strategy	2	16
Name	Role	# of Analysts	Average Industry Experience (yrs)
Francisco Paez, CFA	Head of Structured Products Research		25
Loritta Cheng	Sector Leader – ABS	2	17
Meena Pursnani	Sector Leader – CMBS	2	23
Vivian Kim, CFA	Sector Leader - RMBS	1	15
Angela Best	Sector Leader – CLO	2	14

2. Market Review & Outlook

Current Themes

Fiscal Stimulus / Growth

Additional stimulus continues to support growth as recovery proceeds, but long-term structural issues remain

Monetary Policy

The Fed will likely remain accommodative (via QE) and not tighten policy preemptively in an effort to push inflation above its long-term target and the economy approaches full employment

Consumer

Vaccination progress remains key to consumer expectations, spending patterns and behavioral shifts

Business

Large companies' fundamentals continue to improve as they benefit from strong economic growth even as some face higher input costs, raw materials shortages and margin pressures

Themes help drive sector and sub-sector allocations

Inflation

Base effects could drive inflation higher in the short run. Wage gains, supply chain issues and commodity prices bear watching. Longer term, we believe a low growth economy and changing demographics will keep inflation in check

International

Central banks globally remain accommodative. Geopolitical risks rise even as the US adopts a less isolationist approach to international relations

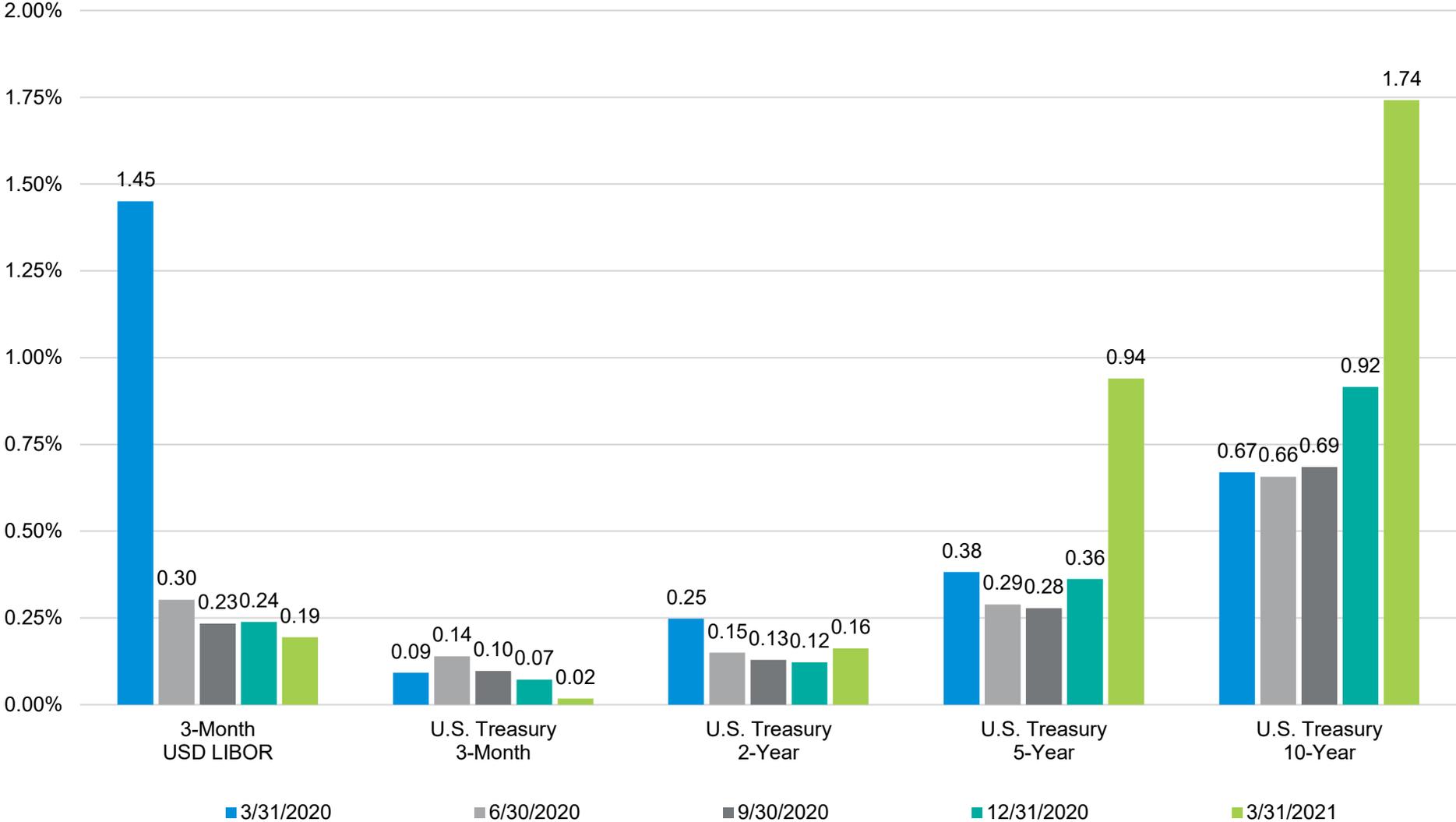
Employment

Labor slack persists and the participation rate remains stubbornly low as permanent job losses remain elevated although unemployment claims trending lower

The views present are MetLife Investment Management's only, are subject to change, and may not reflect the manager's current views.

Yields

As of March 31, 2021

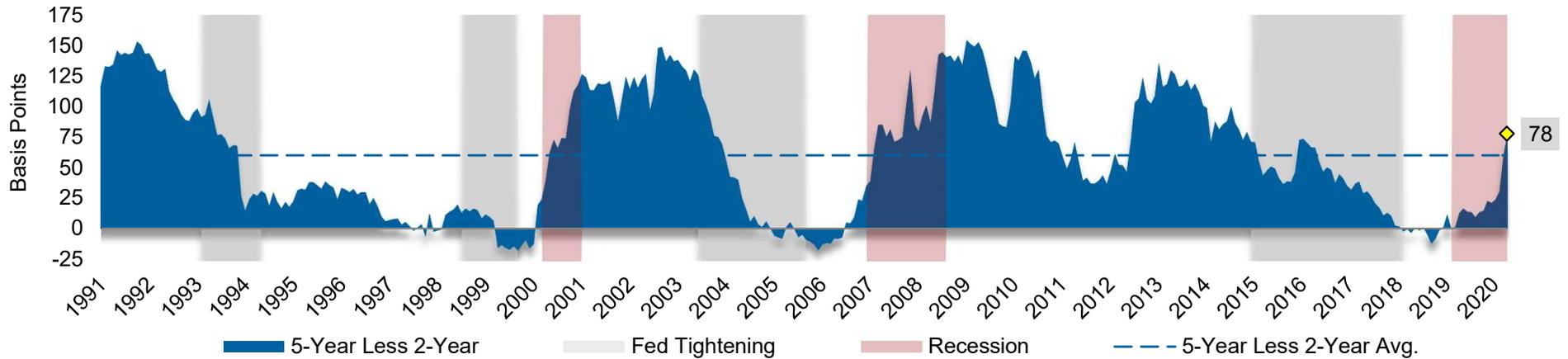


Source: Bloomberg

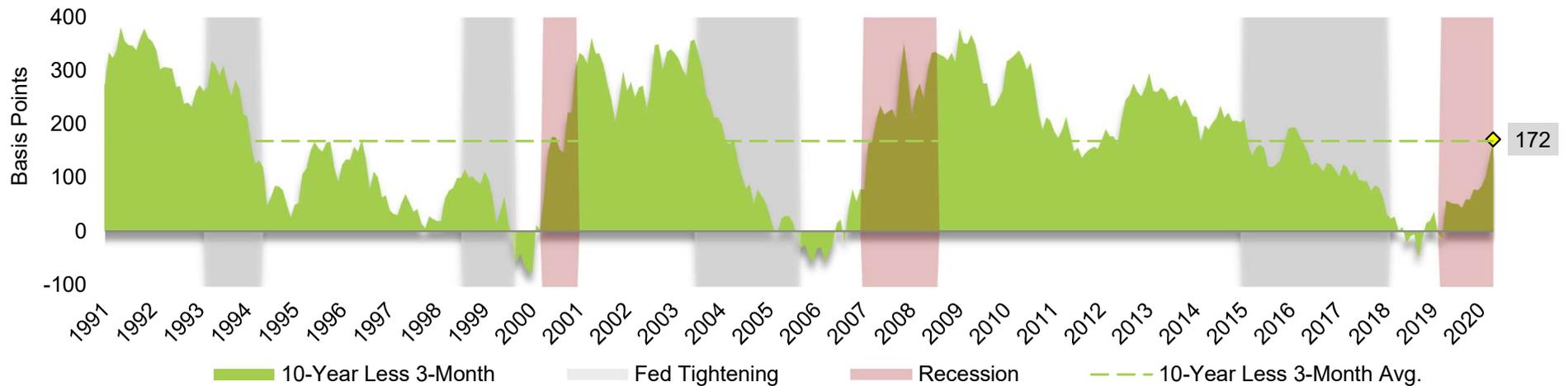
Yield Curves

As of March 31, 2021

5-Year Less 2-Year



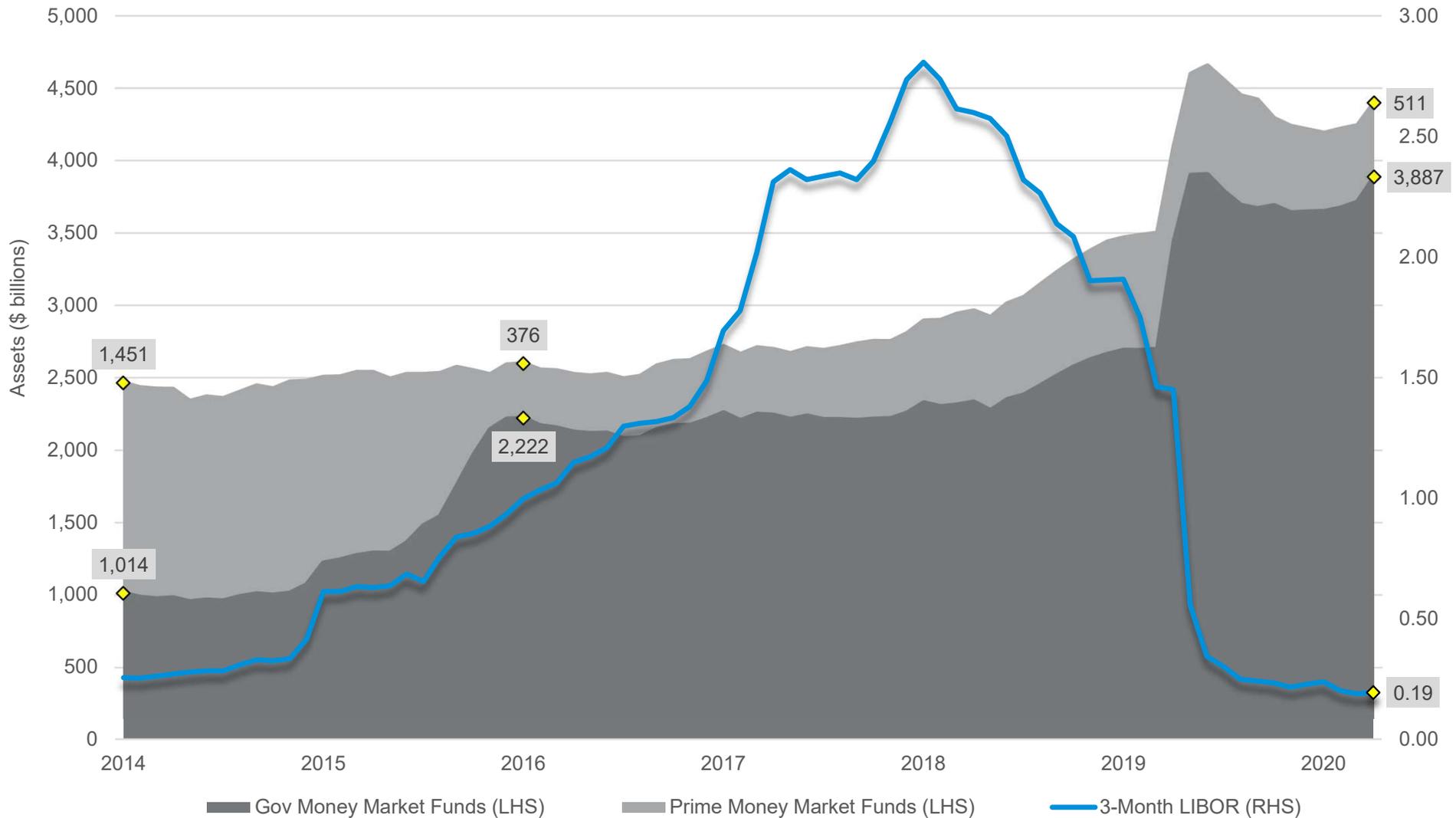
10-Year Less 3-Month



Source: Bloomberg

Money Market Funds & 3-Month LIBOR

As of March 31, 2021



Source: Bloomberg

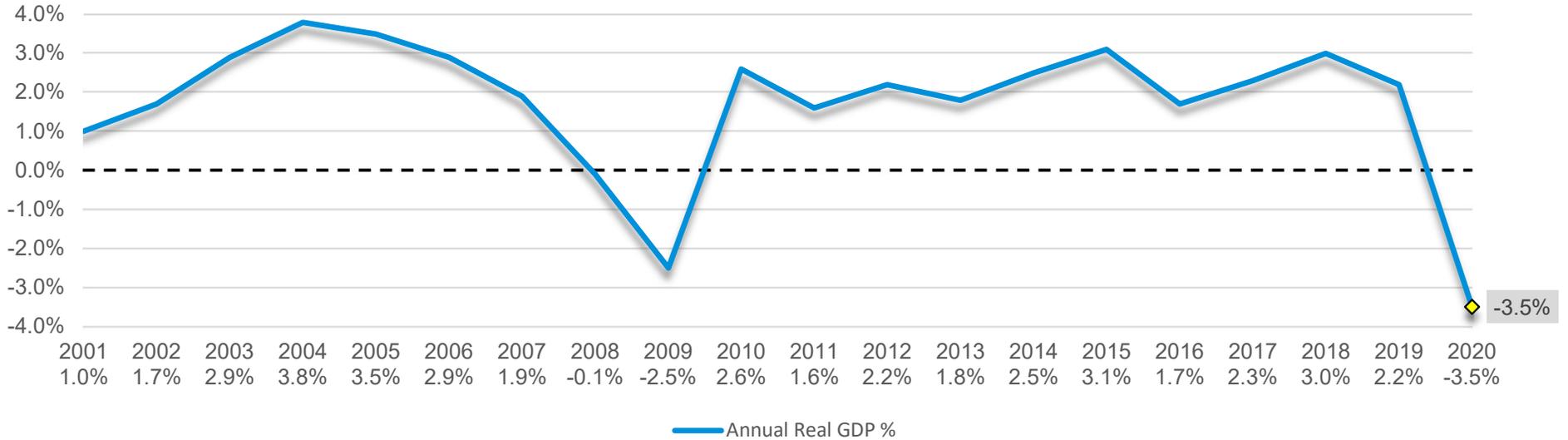
Federal Reserve Projections

	2021	2022	2023
Real GDP			
September-19 Projection	1.9%	1.8%	N/A
December-19 Projection	1.9%	1.8%	N/A
June-20 Projection	5.0%	3.5%	N/A
September-20 Projection	4.0%	3.0%	2.5%
December-20 Projection	4.2%	3.2%	2.4%
March-21 Projection	6.5%	3.3%	2.2%
Unemployment Rate			
September-19 Projection	3.8%	3.9%	N/A
December-19 Projection	3.6%	3.7%	N/A
June-20 Projection	6.5%	5.5%	N/A
September-20 Projection	5.5%	4.6%	4.0%
December-20 Projection	5.0%	4.2%	3.7%
March-21 Projection	4.5%	3.9%	3.5%
PCE Inflation			
September-19 Projection	2.0%	2.0%	N/A
December-19 Projection	2.0%	2.0%	N/A
June-20 Projection	1.6%	1.7%	N/A
September-20 Projection	1.7%	1.8%	2.0%
December-20 Projection	1.8%	1.9%	2.0%
March-21 Projection	2.4%	2.0%	2.1%

Source: Federal Reserve

Real GDP

As of March 31, 2021



Year	Quarter	Real GDP QoQ (%)	Consumer Spending	Fixed Investment	Government Spending	Net Exports	Inventories
2018	1Q	3.80	1.40	1.42	0.26	0.29	0.41
	2Q	2.70	2.13	0.76	0.50	0.25	-0.94
	3Q	2.10	1.79	0.14	0.44	-1.83	1.58
	4Q	1.30	1.05	0.46	-0.16	-0.27	0.23
2019	1Q	2.90	1.25	0.50	0.43	0.55	0.21
	2Q	1.50	2.47	-0.07	0.86	-0.79	-0.97
	3Q	2.60	1.83	0.42	0.37	0.04	-0.09
	4Q	2.40	1.07	0.17	0.42	1.52	-0.82
2020	1Q	-5.00	-4.75	-0.23	0.22	1.13	-1.34
	2Q	-31.40	-24.01	-5.27	0.77	0.62	-3.50
	3Q	33.40	25.44	5.39	-0.75	-3.21	6.57
	4Q	4.30	1.58	3.04	-0.14	-1.53	1.37
Average (2018-2020)		1.72	0.94	0.56	0.27	-0.27	0.23

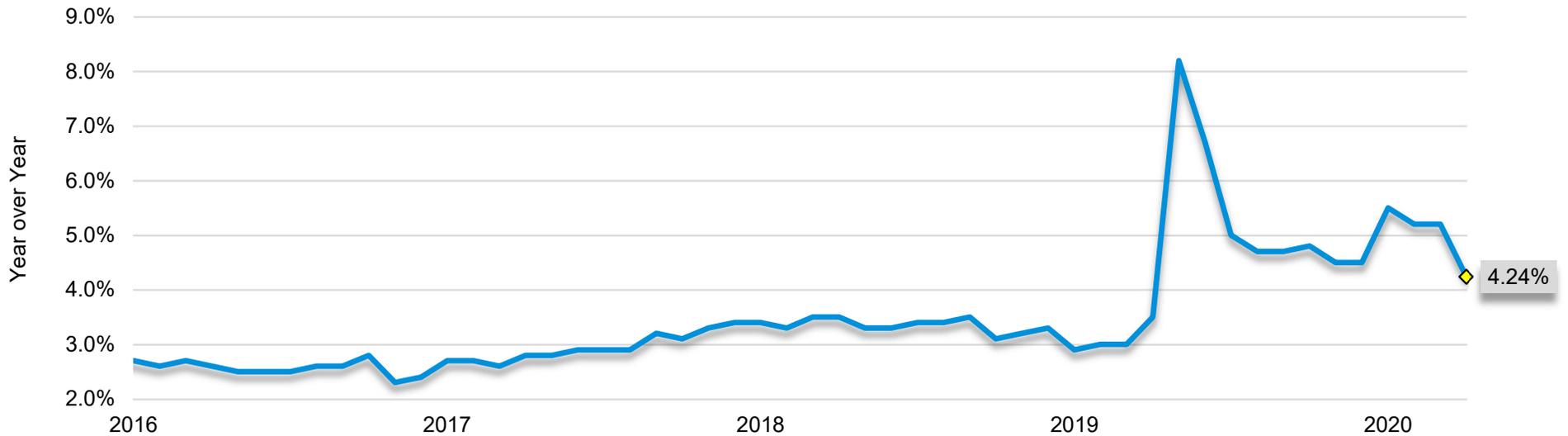
Source: Bureau of Economic Analysis

U.S. Labor & Average Earnings

As of March 31, 2021

	Labor Force Participation Rate	Unemployment Rate	Non-Farm Payroll
Current	61.5%	6.0%	916,000
Average (2020 - 2021)	61.7%	7.7%	(519,933)

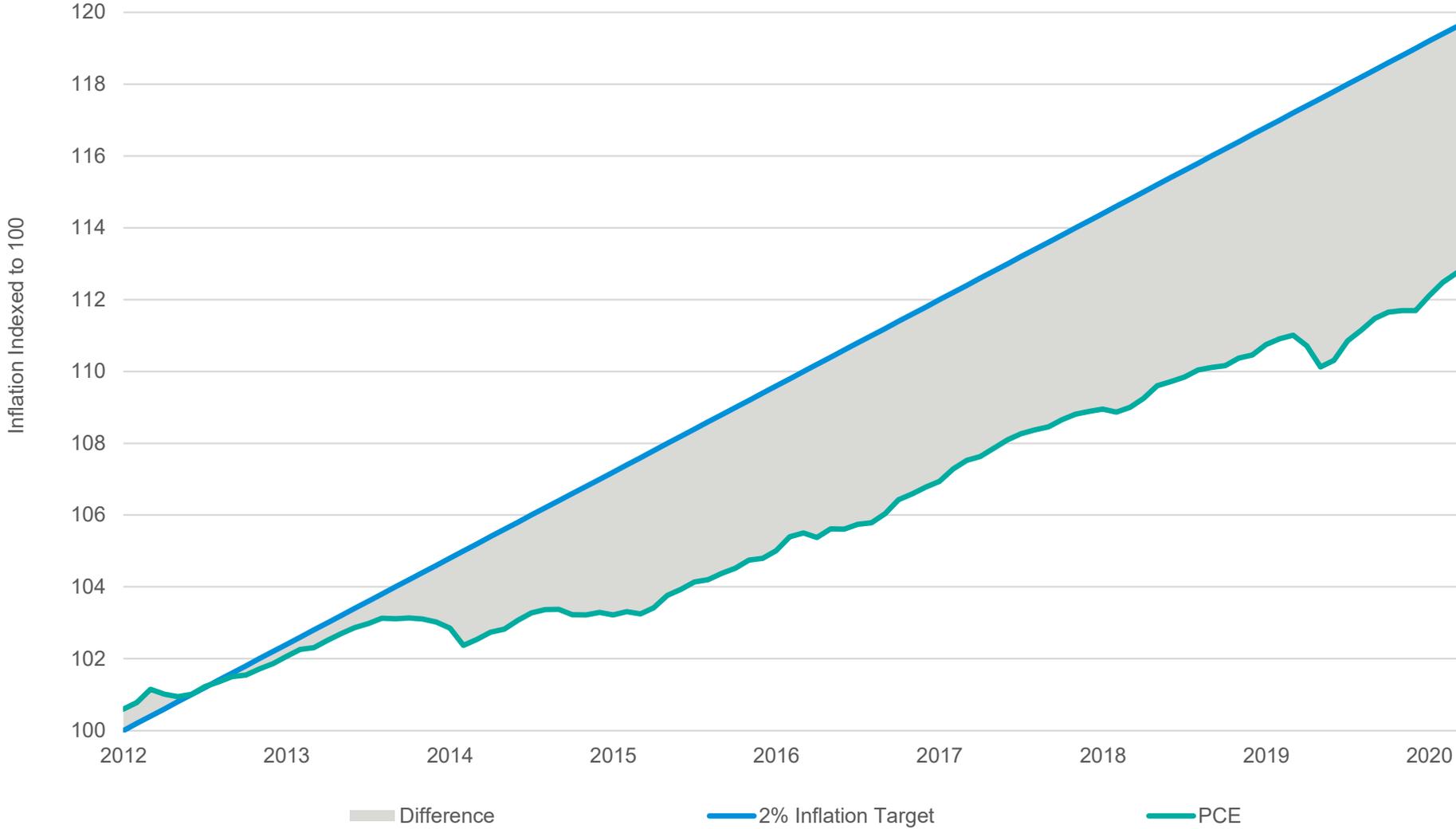
U.S. Average Hourly Earnings



Source: Bureau of Labor Statistics

Fed Inflation Target

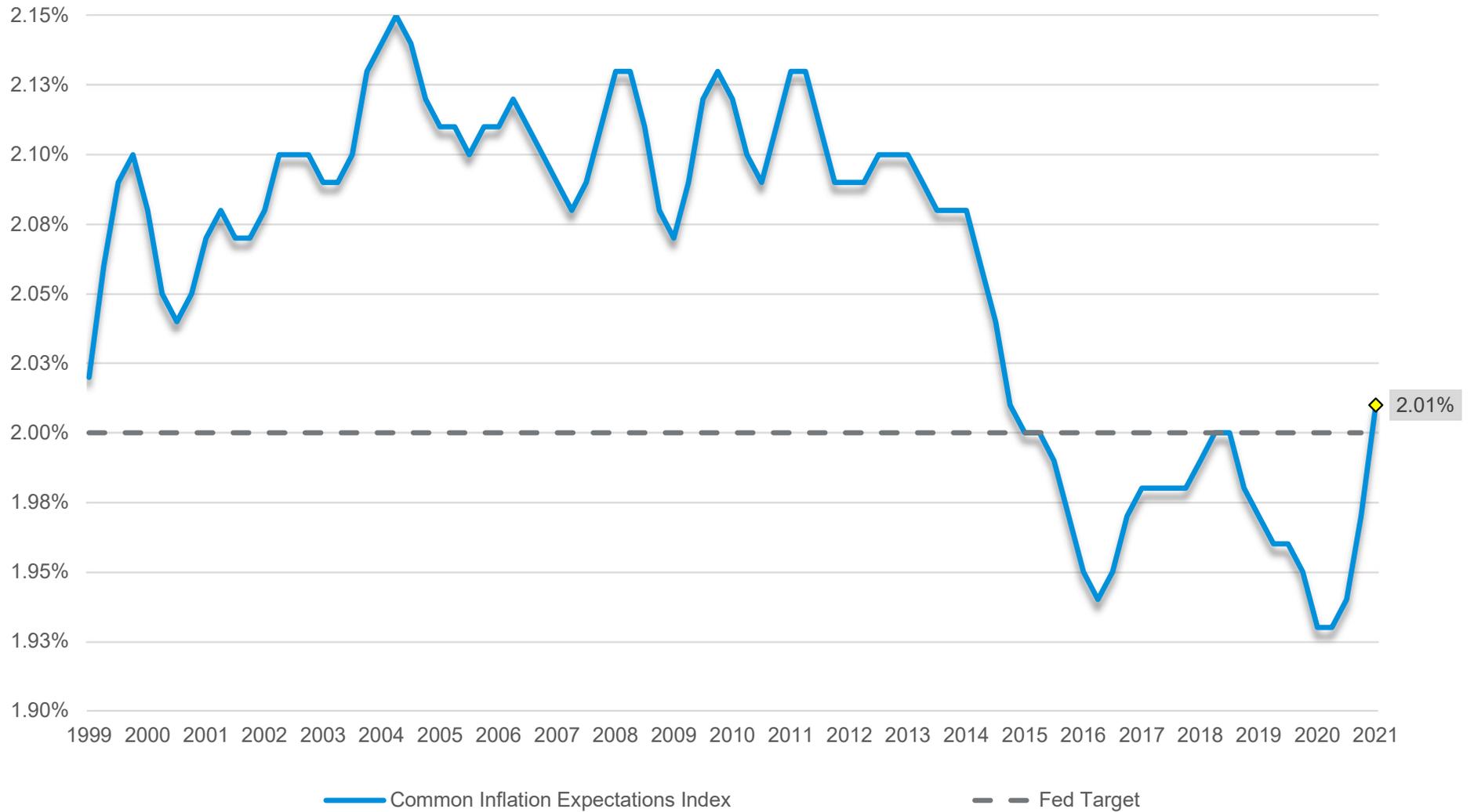
As of February 28, 2021



Source: Bureau of Economic Analysis

Common Inflation Expectations Index

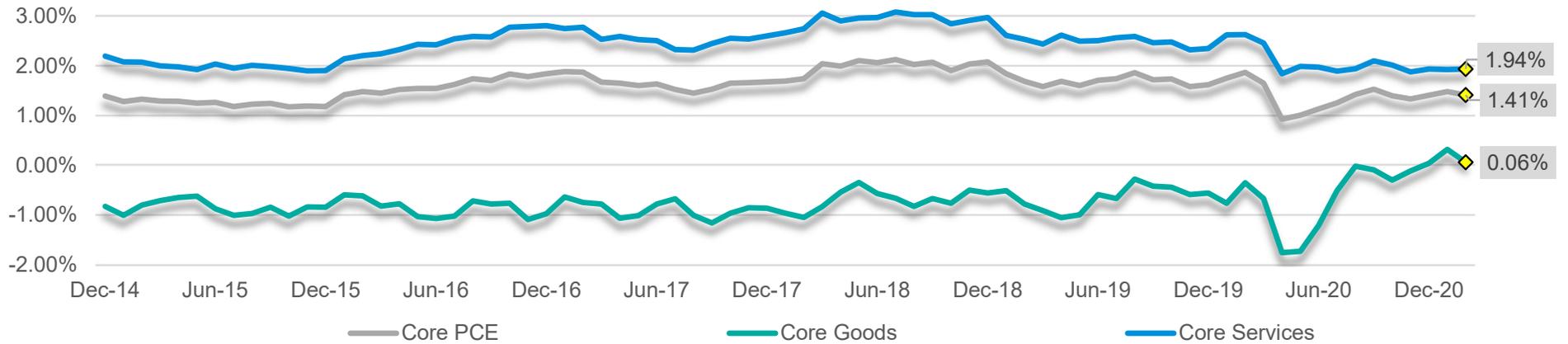
As of March 31, 2021



Source: Federal Reserve

Inflation

PCE Core Breakdown As of February 28, 2021



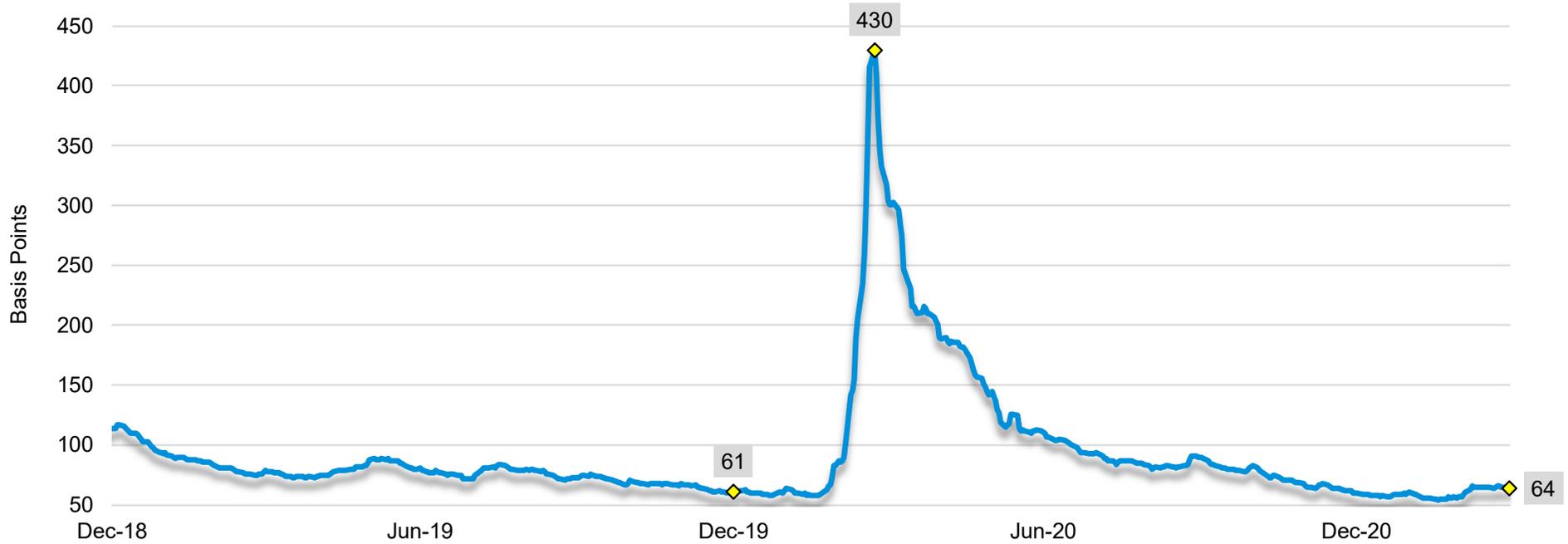
5-Year TIPS Breakeven Rate As of March 31, 2021



Source: Bureau of Economic Analysis, Bloomberg

ICE BofA Corporate 1-5 Year Index

As of March 31, 2021



OAS (bps)	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Corporate (1-5)	174	70	61	65	62	196	639	166	136	227	110	89	99	121	96	61	114	61	60	64
Financial (1-5)	165	51	50	57	56	212	663	204	158	308	126	93	96	104	100	60	116	63	62	68
Industrial (1-5)	176	86	73	75	69	181	624	135	116	164	96	85	103	134	92	61	112	59	57	60
Utility (1-5)	236	79	63	73	71	175	576	155	131	169	110	99	89	120	101	64	126	70	63	68

Past performance is not indicative of future results.
Source: ICE Data Services

Short Duration Cross Sector Relative Value

As of April 8, 2021

Category		WAL (Years)	Min (bps)	Date Range: 04/08/2018 to 04/08/2021*	Max (bps)	BOP (bps)	EOP (bps)	Spread Change (bps)
Credit (1-5 Year)	Overall	2.5	55		430	80	61	-19
	1-5 Year A Corp	2.5	39		309	69	45	-24
	1-5 Year BBB Corp	2.5	76		463	100	80	-20
	Financial	2.5	57		376	82	65	-17
	Industrial	2.5	52		362	78	57	-21
	Utility	2.5	59		313	88	65	-23
Municipals (1-5 Year)	Taxable	2.5	38		239	42	47	5
Agency RMBS	CMO PAC	3.0	36		106	55	38	-17
	CMO Sequentials	3.0	38		110	58	40	-18
ABS	Auto Floorplan AAA	3.0	17		400	53	20	-33
	Auto Lease AAA	3.0	19		237	56	35	-21
	Auto Prime AAA	3.0	17		220	46	24	-22
	Auto SubPrime AAA	3.0	26		237	54	31	-23
	Credit Card AAA	3.0	11		220	21	19	-2
	Equipment AAA	3.0	25		230	61	30	-31
CMBS	CMBS Agency AAA	3.0	20		150	49	27	-22
	Conduit AAA	3.0	32		210	47	41	-6

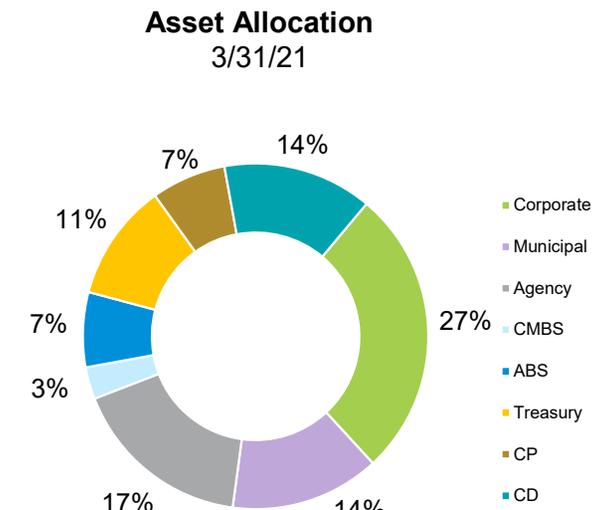
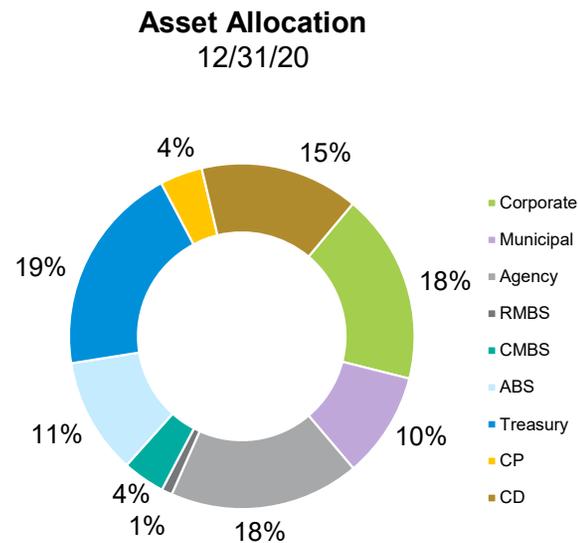
Source: ICE Data Services, MetLife Investment Management
Past performance is not indicative of future results.

3. Portfolio Review

Portfolio Performance¹ - 2017 Toll Revenue I-15 Project Fund

As of March 31, 2021

Portfolio Characteristics	
	12/31/20
Yield to Maturity	0.24%
Duration	0.36 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	\$41,202,646
	3/31/21
Yield to Maturity	0.23%
Duration	0.37 Years
Average Quality (Moody's)	Aa3
Portfolio Market Value	\$37,634,651



Portfolio Performance (%) ¹			
	QTD	1-Year	Since Inception Annualized (8/1/2017)
2017 Toll Revenue I-15 Project Fund (Gross of Fees)	0.06	0.68	1.65
2017 Toll Revenue I-15 Project Fund (Net of Fees)	0.04	0.58	1.55
FTSE 3-Month Treasury Bill	0.02	0.21	1.41

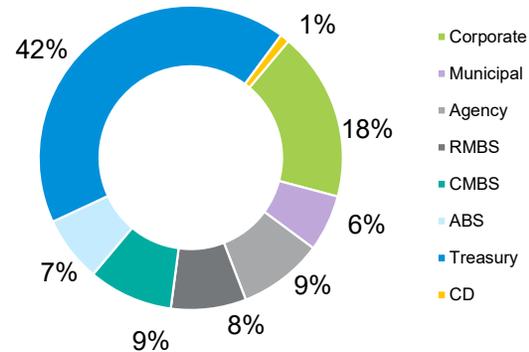
1. Past performance is not indicative of future results. The Since Inception performance returns of the portfolio is as of the first full month following the funding date. The performance benchmark shown for the Riverside County I-15 Express Lanes 2017 Toll Revenue Project Portfolio is the FTSE 6-Month 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 Performance¹ - 2013 SR-91 Project Residual

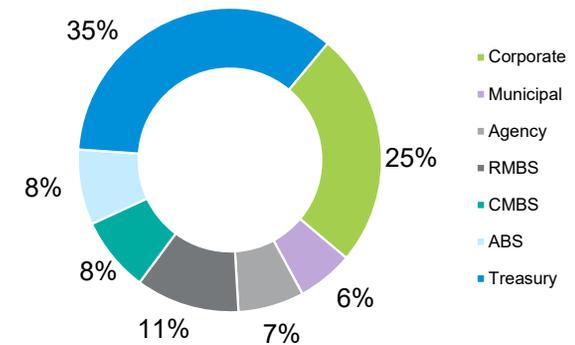
As of March 31, 2021

Portfolio Characteristics	
	12/31/20
Yield to Maturity	0.33%
Duration	1.35 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	\$27,031,936
	3/31/21
Yield to Maturity	0.38%
Duration	1.54 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	\$27,022,360

Asset Allocation
12/31/20



Asset Allocation
3/31/21



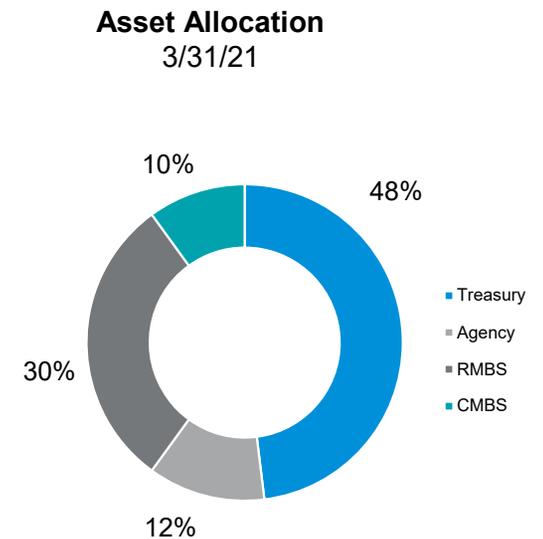
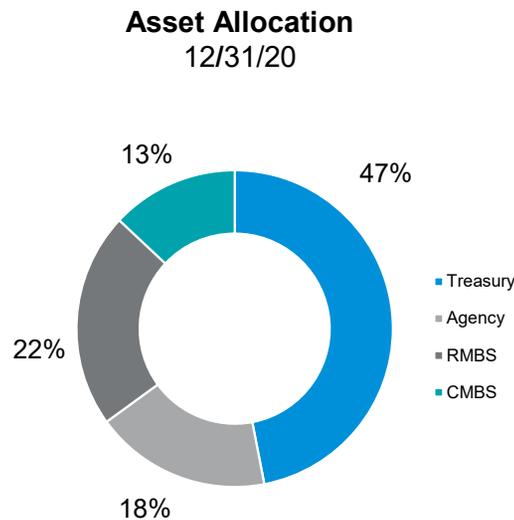
Portfolio Performance (%) ¹			
	QTD	1-Year	Since Inception Annualized (2/1/2018)
Riverside County 2013 SR-91 Project Residual Fund (Gross of Fees)	-0.04	1.19	2.37
Riverside County 2013 SR-91 Project Residual Fund (Net of Fees)	-0.06	1.10	2.27
ICE BofA U.S. Treasury Index 0-2 Year	0.04	0.19	2.09
FTSE 6-Month Treasury Bill	0.02	0.40	1.57

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 Performance¹ - 2017 Toll Revenue I-15 Ramp Up Reserve

As of March 31, 2021

Portfolio Characteristics	
	12/31/20
Yield to Maturity	0.32%
Duration	1.35 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$8,518,417
	3/31/21
Yield to Maturity	0.33%
Duration	1.57 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$16,517,121



Portfolio Performance (%) ¹			
	QTD	1-Year	Since Inception Annualized (1/1/2018)
2017 Toll Revenue I-15 Ramp Up Reserve (Gross of Fees)	0.08	0.75	2.38
2017 Toll Revenue I-15 Ramp Up Reserve (Net of Fees)	0.06	0.65	2.28
ICE BofA U.S. Treasury Index 0-2 Year	0.04	0.19	2.03
FTSE 6-Month Treasury Bill	0.02	0.40	1.57

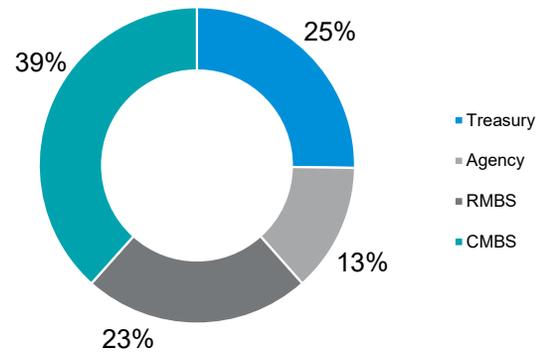
1. Past performance is not indicative of future results. Inception date 12/5/17. Performance returns are calculated as of the first full month following the funding date. Performance for periods greater than one year are annualized. The performance benchmark shown for the Riverside County I-15 Express 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 Performance¹ - Debt Reserve Fund

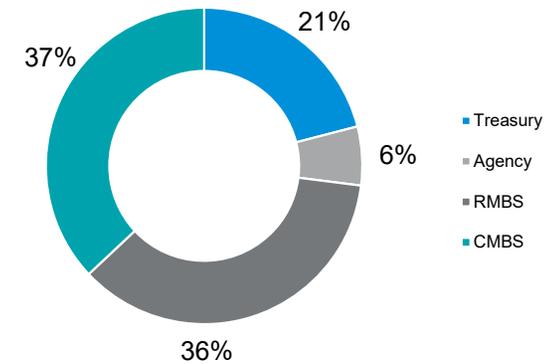
As of March 31, 2021

Portfolio Characteristics	
	12/31/20
Yield to Maturity	0.62%
Duration	2.89 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$17,965,299
	3/31/21
Yield to Maturity	0.79%
Duration	3.03 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$17,849,077

Asset Allocation
12/31/21



Asset Allocation
3/31/21



Portfolio Performance (%) ¹			
	QTD	1-Year	Since Inception Annualized (8/1/2013)
Total Debt Service Fund (Gross of Fees)	-0.65	1.04	2.54
Total Debt Service Fund (Net of Fees)	-0.67	0.94	2.47
ICE BofA U.S. Treasury Index 1-3 Year	-0.05	-0.24	1.41
ICE BofA U.S. Treasury Index 3-7 Year	-2.15	-1.50	2.47

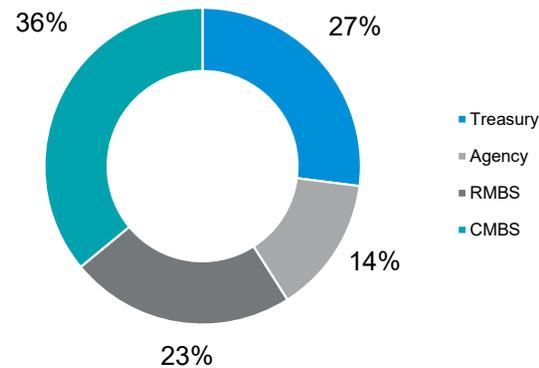
1. Past performance is not indicative of future results. Performance returns for periods greater than one year are annualized. The performance benchmark shown for the Riverside County Debt Reserve Fund is the ICE BofA US Treasury 3-7 Year, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater or equal to \$1 billion and a maturity range from three to seven years, and the 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 Performance¹ - 91 Subordinate Reserve Account

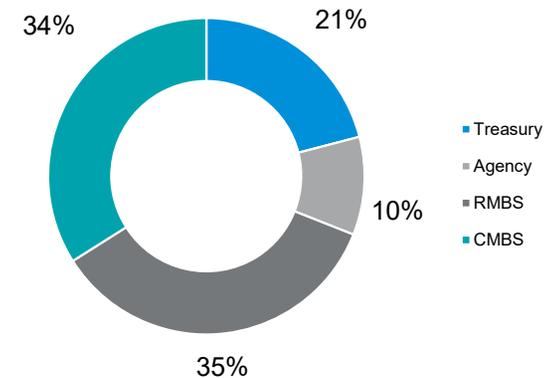
As of March 31, 2021

Portfolio Characteristics	
	12/31/20
Yield to Maturity	0.48%
Duration	2.45 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$21,103,782
	3/31/21
Yield to Maturity	0.61%
Duration	2.62 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$20,997,273

Asset Allocation
12/31/20



Asset Allocation
3/31/21



Portfolio Performance (%) ¹			
	QTD	1-Year	Since Inception Annualized (7/1/2019)
Total 91 Subordinate Reserve Fund (Gross of Fees)	-0.50	1.00	2.74
Total 91 Subordinate Reserve Fund (Net of Fees)	-0.53	0.90	2.64
ICE BofA U.S. Treasury Index 1-3 Year	-0.05	0.24	2.37
ICE BofA U.S. Treasury Index 3-7 Year	-2.15	-1.50	3.32

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 (3/31/2021)	Change in Market Value
Debt Service Reserve Fund	\$17,667,869	(\$3,444,816)	\$17,849,077	\$3,626,025

Portfolio	Beginning Market Value (7/3/2013)	Net Flows	Market Value (3/31/2021)	Change in Market Value
2013 SR-91 Project Residual Fund	\$3,292,782	+\$22,338,172	27,022,360	\$1,391,406

Portfolio	Beginning Market Value (6/6/2019)	Net Flows	Market Value (3/31/2021)	Change in Market Value
Subordinate Reserve Account	\$0	+\$20,000,000	\$20,997,273	\$997,273

2017 I-15 Project

Portfolio	Beginning Market Value (7/24/2017)	Net Flows	Market Value (3/31/2021)	Change in Market Value
2017 Toll Revenue I-15 Project Fund	\$98,562,718	(\$65,187,531)	\$37,634,651	\$4,259,463

Portfolio	Beginning Market Value (12/5/2017)	Net Flows	Market Value (3/31/2021)	Change in Market Value
2017 Toll Revenue I-15 Ramp Up Reserve	\$7,723,487	\$8,161,500	\$16,517,120	\$632,133
Total Project	\$106,286,205	(\$57,026,031)	\$54,151,771	\$4,891,596

4. Appendix

Disclosures

This material is intended for institutional investor, qualified investor and financial professional use only. Not suitable for use with general retail public.

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1. As of December 31, 2020, 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.

End Notes

Explanatory Note

The following information is relevant to an understanding of our assets under management ("AUM"). Our definitions may differ from those used by other companies.

Total Assets Under Management ("Total AUM") is comprised of GA AUM plus Institutional Client AUM (each, as defined below).

General Account AUM ("GA AUM") is used by MetLife to describe assets in its general account ("GA") investment portfolio which are actively managed and stated at estimated fair value. GA AUM is comprised of GA total investments and cash and cash equivalents, excluding policy loans, contractholder-directed equity securities, fair value option securities and certain other invested assets, as substantially all of these assets are not actively managed in MetLife's GA investment portfolio. Mortgage loans (including commercial, agricultural and residential) 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 deduction for encumbering debt) have been reclassified to exclude them from real estate equity and include them as commercial mortgage loans.

Institutional Client AUM is comprised of SA AUM plus TP AUM (each, as defined below). MIM manages Institutional Client AUM in accordance with client guidelines contained in each investment contract ("Mandates").

Separate Account AUM ("SA AUM") is comprised of separate account investment portfolios of MetLife insurance companies, which are managed by MetLife and included in MetLife, Inc.'s consolidated financial statements at estimated fair value.

Third Party AUM ("TP AUM") is comprised of non-proprietary assets managed by MetLife on behalf of unaffiliated/third party clients, which are stated at estimated fair value. Such non-proprietary assets are owned by unaffiliated/third-party clients and, accordingly, 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 September 30, 2020, which may be accessed through MetLife's Investor Relations web page at <https://investor.metlife.com>.



MetLife Investment Management

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Payden & Rygel

QUARTERLY PORTFOLIO REVIEW

Riverside County Transportation Commission

1st Quarter 2021



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April 2021

Dear Client,

Here we are again starting another quarter. Thankfully this time, there are positive forces that are beginning to support the reopening of the economy. Against this backdrop, the financial markets have stabilized. The equity market closed the quarter near record highs. Interest rates rose sharply, but for the “right” reason: the improving economic outlook.

The Federal Reserve is faced with a balancing act: acknowledging better economic data, including a strong March jobs report where the unemployment rate fell to 6%, while communicating that they will not assume a more aggressive stance towards inflation. We do not think the Fed will alter policy in the face of better economic data, as even with the favorable March jobs report, their maximum employment goal is still far off. We are therefore taking a somewhat more realistic approach and looking toward a sustained recovery in employment and growth for the balance of this year and into 2022 before anticipating the Fed to take any significant action. We are maintaining positions in sectors of the bond market where spreads are favorable. On the equity side, corporate profits in many areas support current price levels.

As you know, the one thing we are always watching for is any change in liquidity. We are in a position in your portfolios to act quickly if challenges arise and the situation deteriorates, but the trend in vaccinations leads us to be cautiously optimistic. Since our inception 37 years ago, we have maintained a consistent, collaborative culture that has enabled us to have the most successful year in our history for our clients and the firm. Thanks to this culture, we have adapted well to working remotely, and March marked the one-year anniversary of working from home. We hope you and your family are safe and well, and we will continue to keep you well informed over the next few months.

Warmest regards,

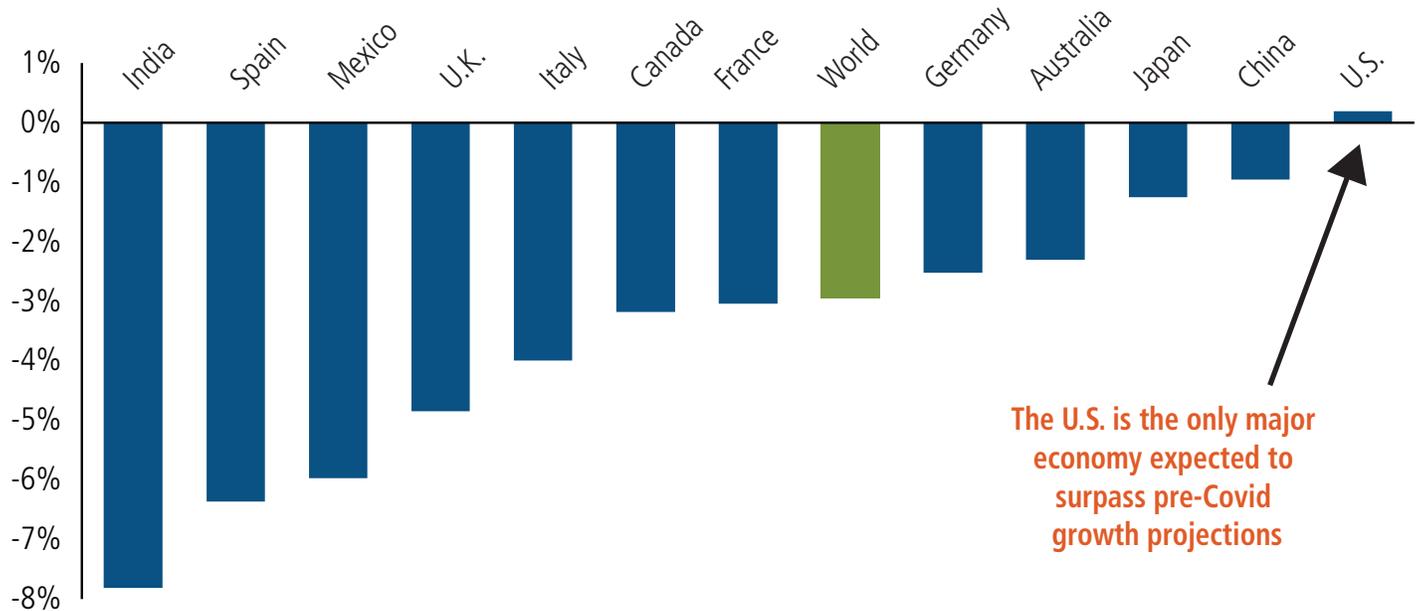
Joan A. Payden

President & CEO



A year ago, the World Health Organization (WHO) declared SARS-CoV-2 a pandemic disease. A year later we're still far from restoring pre-Covid levels of economic output. Based on the Organisation for Economic Cooperation and Development's (OECD) projections, the U.S. is likely to be the only major economy to exceed pre-pandemic growth expectations in 2021 (see chart below). We project that a return to pre-Covid levels of output will happen somewhere around mid-year—a welcome and significant accomplishment. However, much of the rest of the developed world will still finish the year with significant shortfalls. Despite the optimistic outlook, we still expect easy monetary policy for some time to come.

ECONOMIC GROWTH: SHORTFALL COMPARED TO PRE-PANDEMIC PROJECTIONS



Over the first quarter, market consensus partly caught up to our upbeat (7.4% GDP growth in 2021) expectations for US GDP growth. Better growth prospects, in turn, sent 10-year U.S. treasury yields to post-pandemic highs, which also pulled up global yields. But are higher rates a “bad” thing? No! In the words of Fed Chair Powell, “It’s important to ask, ‘why are rates moving up?’ It’s to do with expectations of a return to more normal levels, more mandate-consistent levels of inflation, higher growth, an opening of the economy; in a way, it’s a statement of confidence on the part of markets.” Longer-term interest rates have moved noticeably higher this year, but we think it happened for the “right” reasons.

U.S. GROWTH EXPECTATIONS VERSUS CHANGE IN GOVERNMENT BOND YIELDS



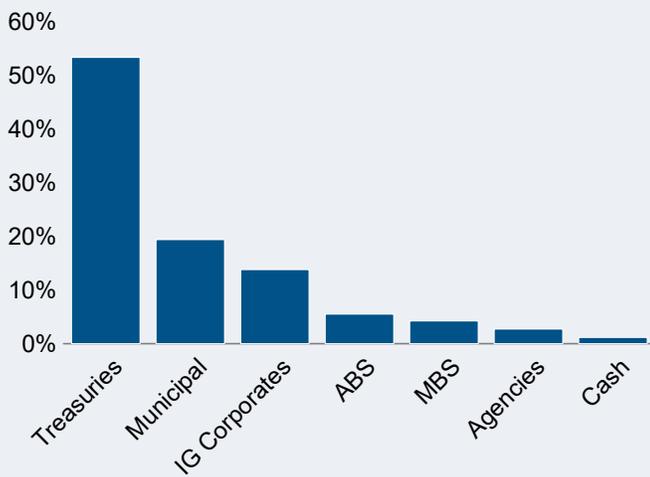
Riverside County Transportation Commission

Portfolio Review and Market Update - 1st Quarter 2021

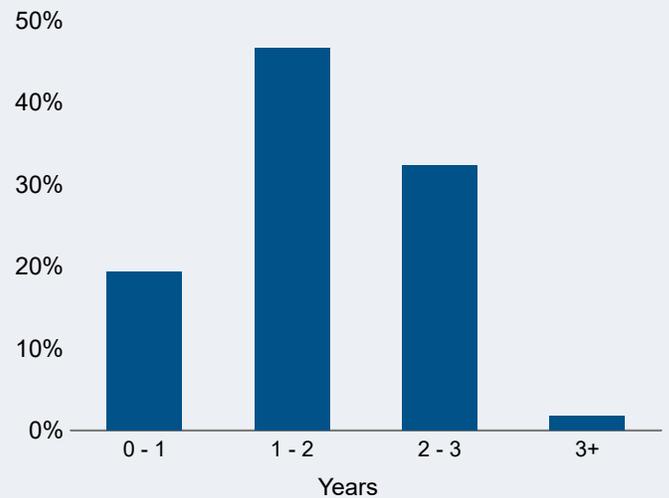
PORTFOLIO CHARACTERISTICS (As of 3/31/2021)

Portfolio Market Value	\$55.8 million
Weighted Average Credit Quality	AA+
Weighted Average Duration	1.78 years
Weighted Average Yield to Maturity	0.33%

SECTOR ALLOCATION



DURATION DISTRIBUTION



PORTFOLIO RETURNS - Periods Ending 3/31/2021

	1st Quarter	Trailing 1 Yr	Trailing 3 Yr	Since Inception (3/1/15)
RCTC Operating Portfolio	-0.06%	1.37%	2.99%	1.81%
ICE BofA 1-3 Year US Treasury Index	-0.05%	0.24%	2.77%	1.59%

Periods over one year are annualized



MARKET THEMES

Investor sentiment was largely positive in first quarter of 2021, as the world saw a slowdown in the rate of Covid-19 infections alongside one of the largest vaccine rollouts in history. The Biden Administration passed a \$1.9 trillion pandemic relief package to bolster the economy, and reopening prospects improved. The potential for higher inflation associated with stronger economic growth prospects caused the U.S. Treasury yield curve to steepen dramatically. The Fed communicated that they believe cyclical price increases will be transitory and re-committed to an easy monetary policy. Despite credit markets outperforming Treasuries, most major fixed income indices posted negative total returns. Higher yielding, lower quality credits outperformed. We expect 2021 to be a strong year for global growth as economies recover from the Covid-19 pandemic.

STRATEGY

- The portfolio holds a diversified mix of non-government sectors for income generation. We continue to diversify our credit exposure through corporates, asset-backed securities (ABS) and mortgage-backed securities (MBS) to maintain different sources of high-quality income.
- We remain constructive on short-dated credit, as income will likely be a key driver of total return going forward. While all-in yields are low, incremental yield from spreads remain attractive and demand for short-dated credit remains robust.
- We maintained a neutral duration stance relative to the benchmark with an allowance to drift short, placing an emphasis on balancing curve exposure.

INTEREST RATES

The FOMC reiterated its commitment to keeping the Fed Funds rate in the 0.00-0.25% range and changing neither the pace nor composition of its asset purchases, pinning front-end rates near zero.

- U.S. Treasury yields with maturities inside of one year fell over the quarter, with both the three-month and one-year yield down 4 basis points to 0.02% and 0.06%, respectively. The two-year yield increased 4 basis points to 0.16% and the slope between two- and five-year maturities steepened 54 basis points to finish the quarter at 0.78%, a level not seen since 2017 and the largest net change since 2013.
- One-month LIBOR declined 3 basis points to 0.11% while three-month LIBOR fell 5 basis points to 0.19%.
- Yield curve positioning detracted from performance, as longer dated holdings underperformed; however, a steep front-end curve provides attractive future total return potential.

SECTORS

Despite slightly wider yield premiums, credit markets outperformed Treasuries as the prospect of front-end yields being held low by accommodative Fed policy had investors searching for high quality yield. Our credit overweight contributed positively to performance.

- Securitized products were key contributors to performance, outperforming corporate credit. Given rich valuations, we have been trimming consumer ABS to create liquidity for other opportunities.





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CONFIDENCE WITH AN
UNWAVERING COMMITMENT
TO OUR CLIENTS' NEEDS.**

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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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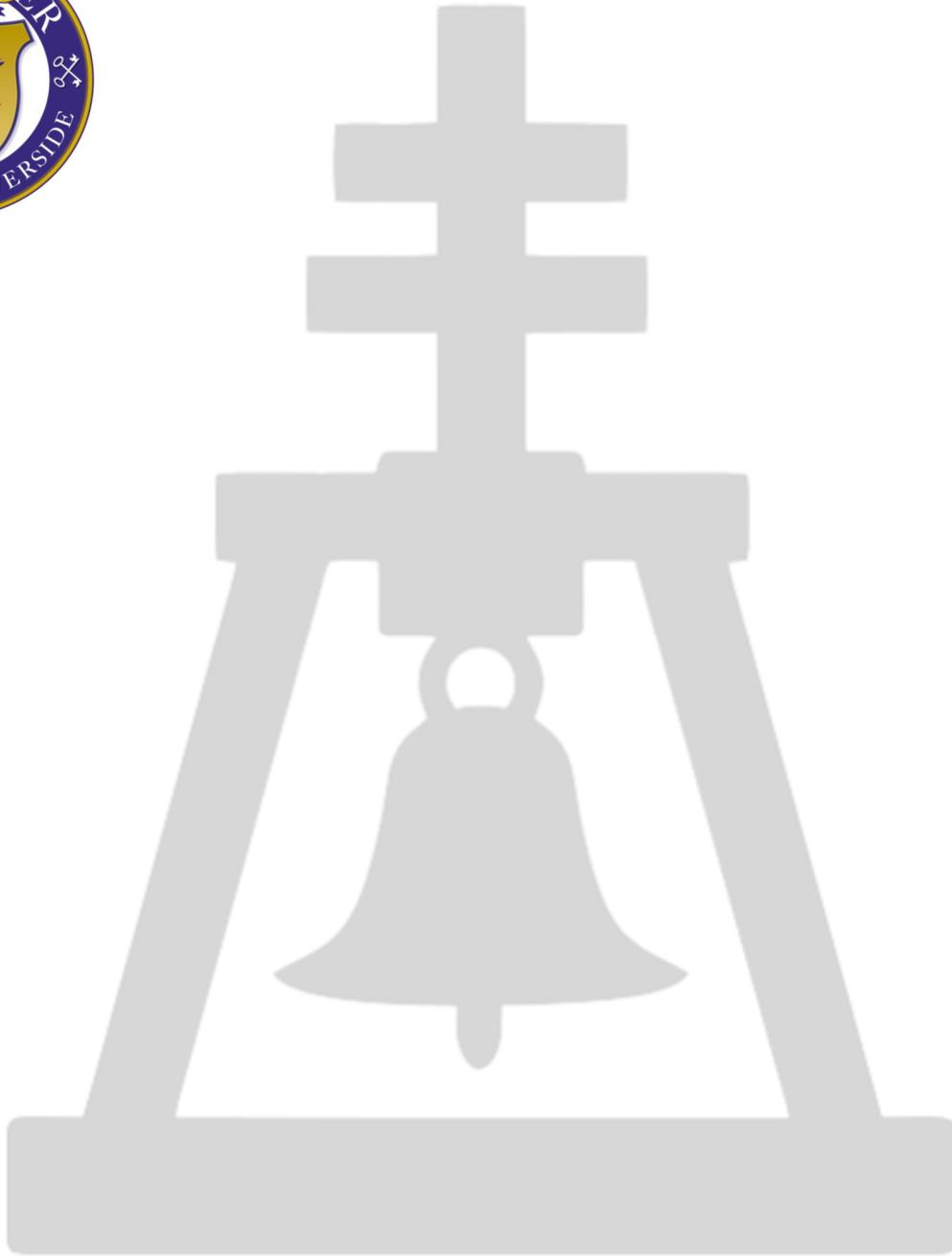
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County of Riverside

Treasurer-Tax Collector's Pooled
Investment Fund

March 2021

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Treasurer-Tax Collector's Pooled Investment Fund

Monthly Commentary

Economic Recovery Strengthens

Improved economic conditions and broadened vaccine programs continue to drive the Treasury yield curve steeper. Longer term interest rates are rising amid optimism about the pace of U.S. economic growth, accompanied by some nervousness about higher inflation. With monetary policy remaining supportive with rates near zero, the yield curve again steepened. For investors like the Treasurer-Tax Collector Pooled Investment Fund (TPIF), the narrative of persistence near zero rates in the front end of the yield curve points to the continued pain of low investment yields.

Hopes for a global economic recovery are pinned on a successful vaccine rollout and eventual end to the Covid-19 pandemic. In the US, the CDC announced that as of March 29, 2021, more than 143 million doses had been administered, with over 93 million people having received at least one dose of the vaccine and more than 51 million people fully vaccinated. The news on infection rates was also positive. The seven-day average of daily infection cases continues to tick downward, with an average of nearly 57,000 (from 500,000) cases being recorded every day.

On March 6, 2021, the President signed a \$1.9 trillion stimulus package into law. Fiscal stimulus and pent up demand are driving economic projections higher. In the US, the annual GDP is expected to expand by 6.5% in 2021 and 3.5% in 2022. Economic data for the month was positive and supportive of the projections. ISM Manufacturing was 60.8 vs expected 58.9, a strong indicator of a rebound in manufacturing. Employment data was also strong with a Non-Farm Employment number of +379,000 jobs and the Unemployment Rate falling 0.1% to 6.2%.

Real Estate continues to be the strongest of all sectors with the S&P Core Logic 20 City Year over Year Index showing a gain of 11.1 nationally. Riverside County produced even stronger gains at +16.5%, with the County's median single home price reaching \$465,000, an all-time high.

Consumers also gained more confidence. The Conference Board Consumer Confidence index printed at a whopping 109.7, versus expectations of 96.9. Although one barometer for inflation, CPI ex Food and Energy YoY, was 1.3% and below the FED's 2% target, evidence of inflation pressures are starting to surface. The Producer Prices index

print was 2.8%, higher than the previous 1.7% level.

On March 17th, the FED affirmed its monetary policy, and voted to keep the Fed funds rate at the range of 0.00% to 0.25%. Federal Reserve Chair Jerome Powell expressed that while inflationary pressures will be felt in the future, they will be temporary and should not require the FED to make monetary policy changes anytime soon.

This propelled equity markets higher, and continued to drive intermediate and longer bond yields higher. The 2-year Treasury Note yield began the month at 0.12% and ended at 0.16%. The 5-year Treasury Note yield began the month at 0.69% and ended at 0.94%. Short rates continue to be anchored by the Federal Funds Rate at zero. The 3-month Treasury Bill began the month at 0.033% and ended slight lower at 0.015%. The 1-month Treasury Bill highlights the plight of front-end investors. It started the month at 0.033% and ended the month at -.003%.

Matt Jennings
Treasurer-Tax Collector

Capital Markets Team

Matt Jennings
Treasurer-Tax Collector

Giovane Pizano
Assistant Treasurer

Steve Faeth
Senior Investment Manager

Isela Licea
Assistant Investment Manager

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.

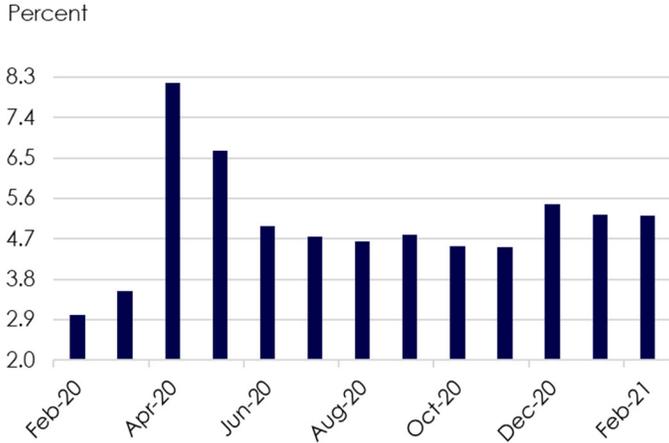
6-Month Pool Performance

	Month End Market Value (\$)*	Month End Book Value (\$)	Paper Gain or Loss (\$)	Paper Gain or Loss (%)	Book Yield (%)	WAM (Yrs)
Mar-21	9,083,152,137.41	9,083,444,252.70	(292,115.29)	-0.003%	0.31	1.21
Feb-21	8,400,688,973.68	8,393,142,956.65	7,546,017.03	0.09%	0.34	1.12
Jan-21	8,926,362,228.01	8,911,959,146.12	14,403,081.89	0.16%	0.34	1.03
Dec-20	9,623,955,692.78	9,608,151,280.02	15,804,412.76	0.16%	0.35	1.04
Nov-20	8,067,105,046.19	8,050,899,851.53	16,205,194.66	0.20%	0.48	1.13
Oct-20	7,802,946,914.04	7,786,725,788.42	16,221,125.62	0.21%	0.52	1.11

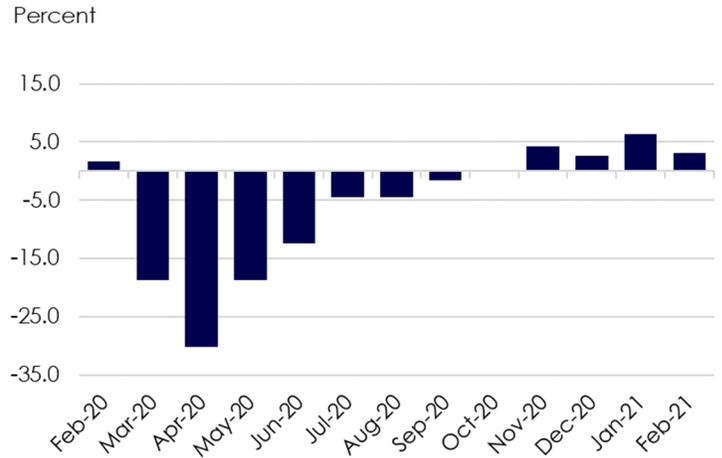
*Market values do not include accrued interest.

Economy

Private Sector Average Hourly Earnings Y/Y



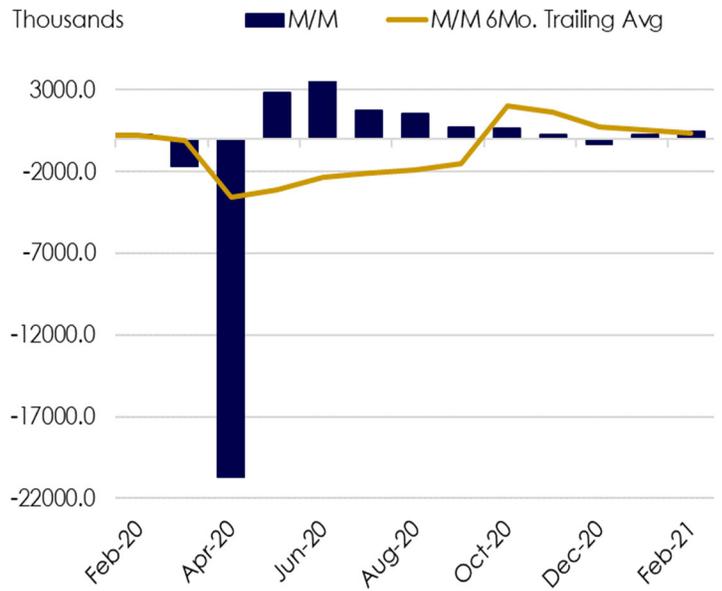
Durable Goods Percent Chg. Y/Y



New Home Sales SAAR



Nonfarm Payrolls Total M/M Change SA



Key Economic Indicators

Release Date	Indicator	Actual	Consensus	Prior Year
03/25/2021	Real GDP - Q/Q Change	4.3%	4.1%	2.1%
03/05/2021	Unemployment Rate - Seasonally Adjusted	6.2%	6.3%	3.5%
03/05/2021	Non-Farm Payrolls - M/M Change - Thousands	379	200	273
03/10/2021	CPI - Y/Y Change	1.7%	1.7%	2.3%
03/10/2021	CPI Ex Food and Energy - Y/Y Change	1.3%	1.4%	2.4%
03/03/2021	ISM Non-Manufacturing Index (> 50 indicates growth)	60.8	58.9	57.3
03/23/2021	New Home Sales - SAAR - Thousands	775	870	765
03/04/2021	Factory Orders - M/M Change	2.6%	2.1%	-0.5%
03/04/2021	Durable Goods Orders - New Orders - M/M Change	3.4%	3.4%	-0.2%

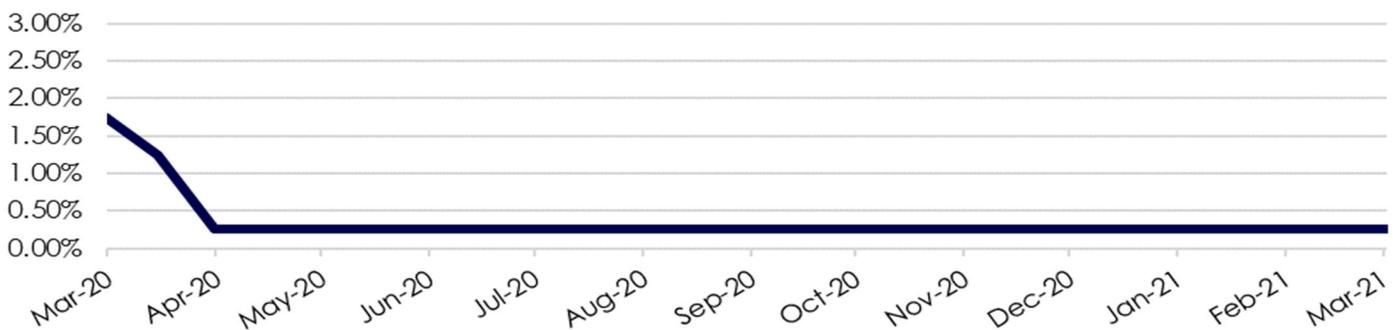
*Note: 'Prior Year' displays final estimates of indicator values from the equivalent period of the prior year.

Market Data

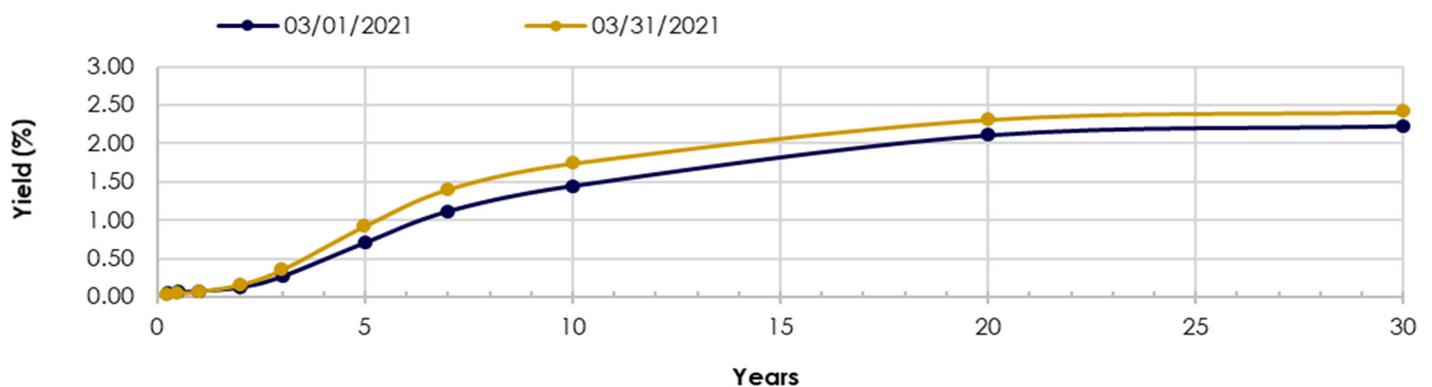
Federal Open Market Committee Meeting

- The FOMC stated that the COVID-19 pandemic is causing tremendous human and economic hardship across the U.S., and will continue to weigh on economic activity, employment, and inflation in the near term, and poses considerable risk to the economic outlook.
- The FOMC maintained the Fed Funds Target Range of 0.0-0.25%
- The FOMC stated in their March statement that, following a moderation in the pace of the recovery, indicators of economic activity and employment have turned up recently
- The FOMC is committed to using its full range of tools to support the U.S. economy in this challenging time, thereby promoting its maximum employment and price stability goals .

Fed Funds Target Rate (Upper Limit)



U.S. Treasury Curve

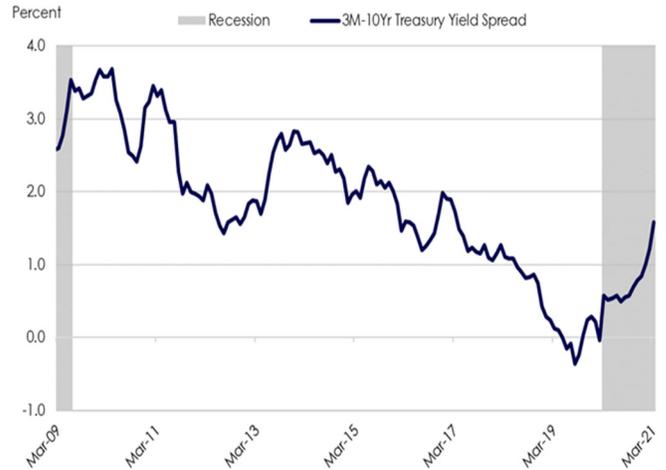
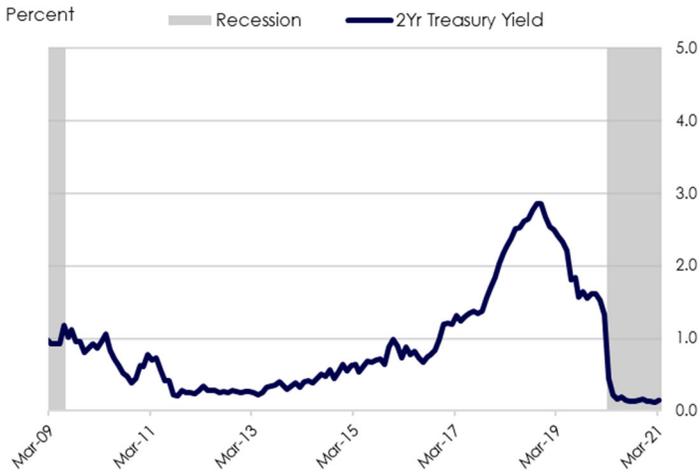


US Treasury Yield Curve	3 Mo	6 Mo	1 Yr	2 Yr	3 Yr	5 Yr	10 Yr	30 Yr
03/31/2021 - 03/01/2021	-0.02	-0.02	-0.01	0.03	0.08	0.21	0.29	0.18
03/31/2021	0.03	0.05	0.07	0.16	0.35	0.92	1.74	2.41
03/01/2021	0.05	0.07	0.08	0.13	0.27	0.71	1.45	2.23

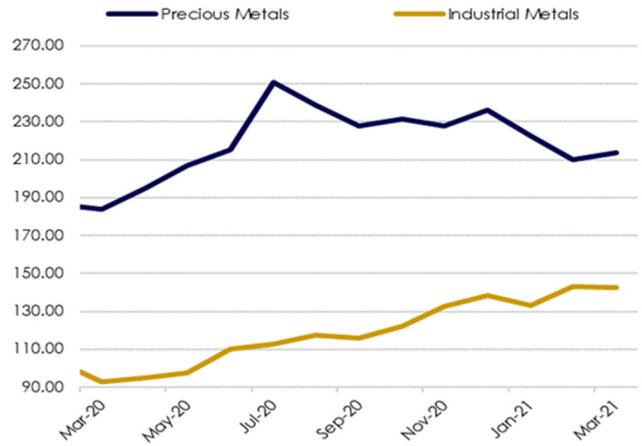
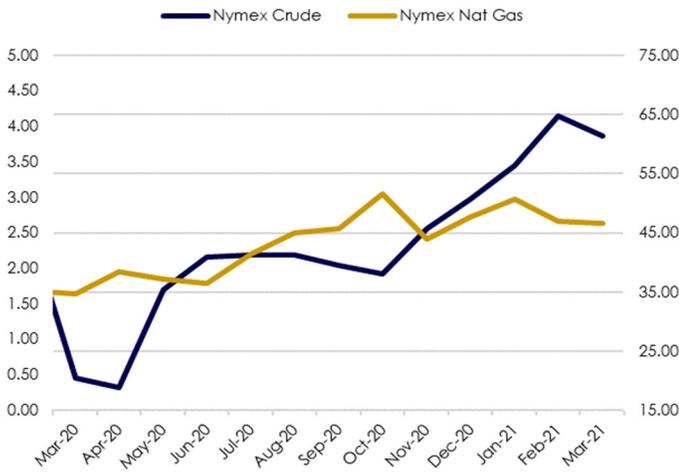
The US Treasury Curve and its values are subject to frequent change and will be updated monthly with each issued TPIF report.

Market Data cont'd

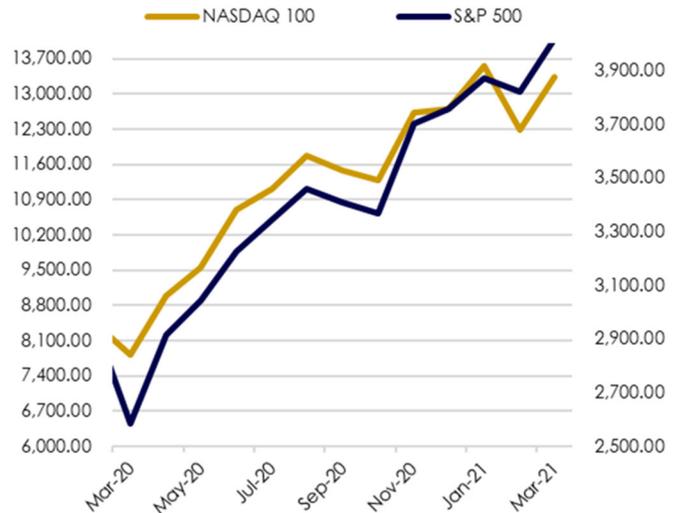
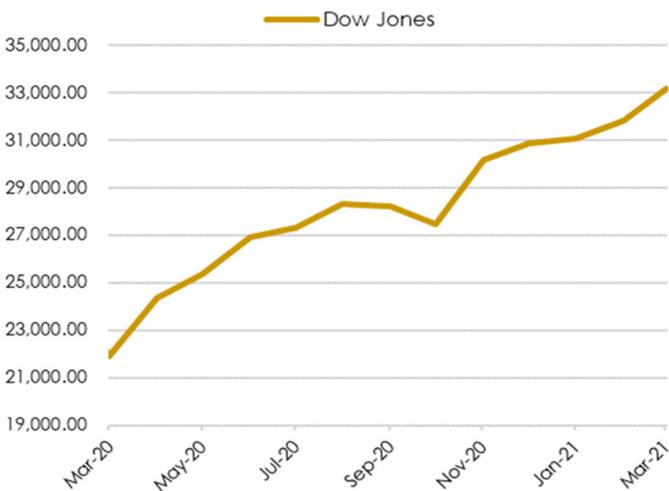
U.S. Treasuries



Commodities



Stocks



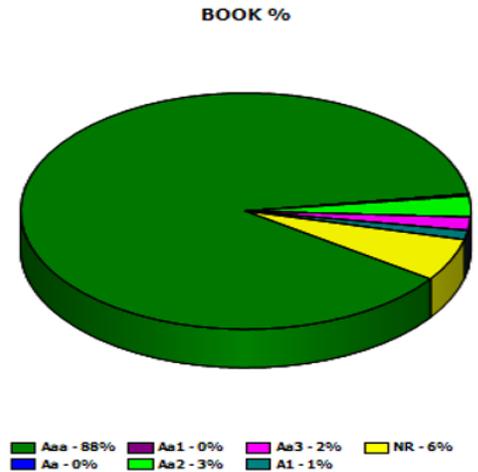
* Values listed for commodities and stocks are in US dollars and are as of the final business day of each month.

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**.

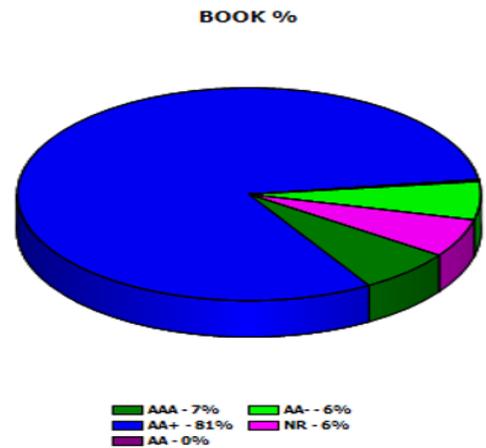
Moody's Asset Rating (000's)

Moody (000's)	Par	Book	Market	MKT/Book	Yield
Aaa	7,990,653.10	7,989,308.69	7,988,238.87	99.99%	0.29%
Aa	20,000.00	20,000.00	20,002.50	100.01%	1.46%
Aa1	3,500.00	3,500.00	3,500.00	100.00%	2.77%
Aa2	261,065.00	261,368.76	261,368.76	100.00%	0.27%
Aa3	165,520.00	164,325.61	164,336.31	100.01%	1.08%
A1	115,000.00	115,000.00	115,000.00	100.00%	0.16%
NR	530,000.00	529,941.20	530,705.70	100.14%	0.22%
Totals (000's):	9,085,738.10	9,083,444.25	9,083,152.14	100.00%	0.31%



S&P Asset Rating (000's)

S&P (000's)	Par	Book	Market	MKT/Book	Yield
AAA	601,640.00	601,620.25	601,491.75	99.98%	0.05%
AA+	7,400,568.10	7,399,243.44	7,398,301.72	99.99%	0.32%
AA	24,010.00	24,313.76	24,316.66	100.01%	1.65%
AA-	529,520.00	528,325.61	528,336.31	100.00%	0.44%
NR	530,000.00	529,941.20	530,705.70	100.14%	0.22%
Totals (000's):	9,085,738.10	9,083,444.25	9,083,152.14	100.00%	0.31%



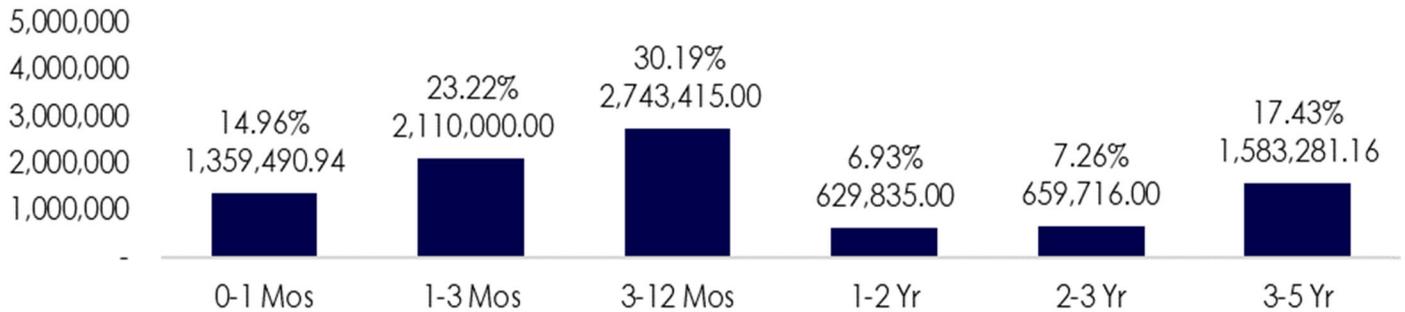
12-Month Projected Cash Flow

Month	Monthly Receipts	Monthly Disbursements	Difference	Required Matured Investments	Balance	Actual Investments Maturing	Available to Invest > 1 Year
04/2021					431.79		
04/2021	2,103.36	1,289.52	813.84		1,245.63	1409.49	
05/2021	1,086.87	2,100.00	-1013.13		232.50	1170.00	
06/2021	1,044.31	1,802.91	-758.60	526.10	-	980.00	
07/2021	1,034.19	1,472.64	-438.45	438.45	-	460.00	
08/2021	965.41	1,004.62	-39.21	39.21	-	400.00	
09/2021	1,146.18	1,214.91	-68.73	68.73	-	598.92	
10/2021	1,249.55	1,343.18	-93.63	93.63	-	365.00	
11/2021	1,371.49	1,197.65	173.84		173.84	404.00	
12/2021	2,634.19	1,400.00	1234.19		1,408.03		
01/2022	1,150.00	2,000.00	-850.00		558.03	215.50	
02/2022	1,100.00	1,500.00	-400.00		158.03	145.00	
03/2022	1,300.00	1,551.62	-251.62	93.59	-	65.00	
TOTALS	16,185.55	17,877.05	(1,691.50)	1,259.71	4,207.85	6,212.91	7,823.73
				13.87%		68.40%	86.13%

Based on historic and current financial conditions within the County, the Pool is expected to maintain sufficient liquidity of

Portfolio Data cont'd

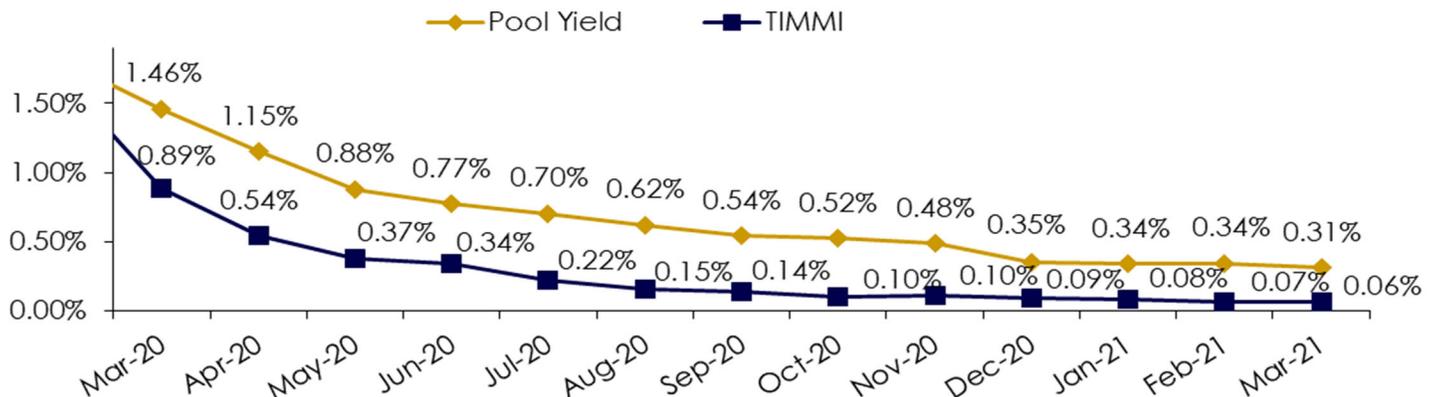
Asset Maturity Distribution (Par Value, 000's)



Asset Allocation (000's)

Assets (000's)	Scheduled Par	Scheduled Book	Scheduled Market	Mkt/Book	Yield	WAL(Yr)	Mat(Yr)
MMKT	756,000.00	756,000.00	756,000.00	100.00%	0.03%	.003	.003
CALTRUST FND	4,015.94	4,017.20	4,017.20	100.00%	0.30%	.003	.003
DDA/PASSBK	400,000.00	400,000.00	400,000.00	100.00%	0.10%	.003	.003
US TREAS BILLS	3,065,000.00	3,063,507.44	3,064,667.90	100.04%	0.08%	.354	.354
US TREAS BONDS	400,000.00	400,349.96	400,527.20	100.04%	0.51%	2.564	2.564
FHLMC BONDS	835,710.00	835,606.07	832,794.45	99.66%	0.50%	.839	2.637
FNMA BONDS	734,251.00	734,832.78	734,086.53	99.90%	0.64%	1.231	3.198
FHLB DISC NOTES	155,000.00	154,952.23	154,977.80	100.02%	0.06%	.381	.381
FHLB BONDS	944,888.16	944,573.93	943,065.17	99.84%	0.60%	.480	2.426
FFCB DISC NOTES	117,000.00	116,877.12	116,990.53	100.10%	0.12%	.254	.254
FFCB BONDS	735,203.00	735,064.09	737,702.42	100.36%	0.52%	1.149	2.037
FARMER MAC	130,000.00	129,941.20	130,705.70	100.59%	0.59%	.460	.460
MUNI BONDS	84,170.00	83,306.32	83,306.32	100.00%	2.57%	.874	.874
COMM PAPER	335,500.00	335,435.66	335,459.17	100.01%	0.08%	.123	.123
NCDS	364,000.00	364,000.00	364,000.00	100.00%	0.15%	.470	.470
IFC BONDS	25,000.00	24,980.25	24,851.75	99.49%	0.27%	3.397	3.397
Totals (000's):	9,085,738.10	9,083,444.25	9,083,152.14	100.00%	0.30%	.609	1.208

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.

Investment Category	GOVERNMENT CODE			COUNTY INVESTMENT POLICY			Actual %
	Maximum Remaining Maturity	Authorized % Limit	S&P/Moody's	Maximum Remaining Maturity	Authorized % Limit	S&P/Moody's/Fitch	
MUNICIPAL BONDS (MUNI)	5 YEARS	NO LIMIT	NA	4 YEARS	15%	AA-/Aa3/AA-	0.92%
U.S. TREASURIES	5 YEARS	NO LIMIT	NA	5 YEARS	100%	NA	38.13%
LOCAL AGENCY OBLIGATIONS (LAO)	5 YEARS	NO LIMIT	NA	3 YEARS	2.50%	INVESTMENT GRADE	0.00%
FEDERAL AGENCIES	5 YEARS	NO LIMIT	AAA	5 YEARS	100%	NA	40.20%
COMMERCIAL PAPER (CP)	270 DAYS	40%	A1/P1	270 DAYS	40%	A1/P1/F1	3.69%
CERTIFICATE & TIME DEPOSITS (NCD & TCD)	5 YEARS	30%	NA	1 YEAR	25% Combined	A1/P1/F1	4.01%
INT'L BANK FOR RECONSTRUCTION AND DEVELOPMENT AND INT'L FINANCE CORPORATION	NA	NA	NA	4 YEARS	20%	AA/Aa/AA	0.28%
REPURCHASE AGREEMENTS (REPO)	1 YEARS	NO LIMIT	NA	45 DAYS	40% max, 25% in term repo over 7 days	A1/P1/F1	0.0%
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	0.00%
CALTRUST SHORT TERM FUND	NA	NA	NA	DAILY LIQUIDITY	1.00%	NA	0.04%
MONEY MARKET MUTUAL FUNDS (MMF)	60 DAYS ⁽¹⁾	20%	AAA/Aaa ⁽²⁾	DAILY LIQUIDITY	20%	AAA by 2 Of 3 RATINGS AGC.	8.32%
LOCAL AGENCY INVESTMENT FUND (LAIF)	NA	NA	NA	DAILY LIQUIDITY	Max \$50 million	NA	0.00%
CASH/DEPOSIT AC-COUNT	NA	NA	NA	NA	NA	NA	4.40%

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.

Month End Portfolio Holdings

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											
FRGX	FIDELITY GOV	04/01/2021	.010	.010	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
GOFXX	FEDERATED GOV	04/01/2021	.035	.035	151,000,000.00	151,000,000.00	100.000000	151,000,000.00	0.00	.003	.003
WFFXX	WELLS FARGO GOV	04/01/2021	.030	.030	131,000,000.00	131,000,000.00	100.000000	131,000,000.00	0.00	.003	.003
TFDXX	BLACKROCK GOV	04/01/2021	.035	.035	181,000,000.00	181,000,000.00	100.000000	181,000,000.00	0.00	.003	.003
OGVXX	JP MORGAN	04/01/2021	.036	.036	101,000,000.00	101,000,000.00	100.000000	101,000,000.00	0.00	.003	.003
FGTXX	GOLDMAN SACHS	04/01/2021	.036	.036	191,000,000.00	191,000,000.00	100.000000	191,000,000.00	0.00	.003	.003
			.034	.034	756,000,000.00	756,000,000.00	100.000000	756,000,000.00	0.00	.003	.003
1065: CLTR-A/365-6											
CLTR	CALTRUST SHRT TERM FUND	04/01/2021	.304	.303	4,015,944.14	4,017,200.84	100.031293	4,017,200.84	0.00	.003	.003
			.304	.303	4,015,944.14	4,017,200.84	100.031293	4,017,200.84	0.00	.003	.003
1080: MGD RATE-A/365-6											
CASH	BANK OF THE WEST	04/01/2021	.100	.100	400,000,000.00	400,000,000.00	100.000000	400,000,000.00	0.00	.003	.003
			.100	.100	400,000,000.00	400,000,000.00	100.000000	400,000,000.00	0.00	.003	.003
1170: MGD RATE-A/360											
CASH	PACIFIC PREMIER BANK	04/01/2021	1.530	1.530	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	FIRST REPUBLIC BANK	04/01/2021	1.515	1.515	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	UB MANAGED RATE	04/01/2021	.070	.070	0.00	0.00	.000000	0.00	0.00	.000	.003
			.000	.000	0.00	0.00	.000000	0.00	0.00	.000	.000
1300: U.S. TREASURY BILL											
9127963H0	U.S. TREASURY BILL	06/17/2021	.128	.128	50,000,000.00	49,945,458.33	99.997000	49,998,500.00	53,041.67	.213	.214
9127963H0	U.S. TREASURY BILL	06/17/2021	.115	.115	50,000,000.00	49,955,437.50	99.997000	49,998,500.00	43,062.50	.213	.214
9127962Y4	U.S. TREASURY BILL	05/20/2021	.093	.093	50,000,000.00	49,970,965.28	99.998000	49,999,000.00	28,034.72	.137	.137
9127963H0	U.S. TREASURY BILL	06/17/2021	.098	.098	30,000,000.00	29,979,931.25	99.997000	29,999,100.00	19,168.75	.213	.214
9127962Y4	U.S. TREASURY BILL	05/20/2021	.093	.093	50,000,000.00	49,971,970.83	99.998000	49,999,000.00	27,029.17	.137	.137
9127964B2	U.S. TREASURY BILL	08/12/2021	.096	.096	50,000,000.00	49,962,400.00	99.991000	49,995,500.00	33,100.00	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.088	.088	50,000,000.00	49,969,375.00	99.996000	49,998,000.00	28,625.00	.290	.290
9127962Y4	U.S. TREASURY BILL	05/20/2021	.100	.100	50,000,000.00	49,974,722.00	99.998000	49,999,000.00	24,278.00	.137	.137
9127962Y4	U.S. TREASURY BILL	05/20/2021	.085	.085	30,000,000.00	29,987,108.33	99.998000	29,999,400.00	12,291.67	.137	.137
9127964L0	U.S. TREASURY BILL	09/09/2021	.092	.092	50,000,000.00	49,963,200.00	99.989000	49,994,500.00	31,300.00	.443	.444
912796A33	U.S. TREASURY BILL	05/27/2021	.088	.088	50,000,000.00	49,978,368.06	99.998000	49,999,000.00	20,631.94	.156	.156
9127964V8	U.S. TREASURY BILL	10/07/2021	.101	.101	100,000,000.00	99,913,458.33	99.985000	99,985,000.00	71,541.67	.520	.521
912796A41	U.S. TREASURY BILL	06/03/2021	.092	.092	50,000,000.00	49,977,379.17	99.997000	49,998,500.00	21,120.83	.175	.175
912796A33	U.S. TREASURY BILL	05/27/2021	.087	.087	50,000,000.00	49,979,337.50	99.998000	49,999,000.00	19,662.50	.156	.156
9127964L0	U.S. TREASURY BILL	09/09/2021	.085	.085	100,000,000.00	99,934,833.33	99.989000	99,999,000.00	54,166.67	.443	.444
912796F87	U.S. TREASURY BILL	05/11/2021	.090	.091	50,000,000.00	49,980,536.11	99.998000	49,999,000.00	18,463.89	.112	.112
912796F87	U.S. TREASURY BILL	05/11/2021	.087	.087	25,000,000.00	24,990,695.83	99.998000	24,999,500.00	8,804.17	.112	.112
912796A41	U.S. TREASURY BILL	06/03/2021	.085	.085	40,000,000.00	39,983,244.00	99.997000	39,998,800.00	15,556.00	.175	.175
9127964B2	U.S. TREASURY BILL	08/12/2021	.074	.074	150,000,000.00	149,924,662.50	99.991000	149,986,500.00	61,837.50	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.074	.074	100,000,000.00	99,955,491.67	99.996000	99,996,000.00	40,508.33	.290	.290
9127963S6	U.S. TREASURY BILL	07/15/2021	.075	.075	100,000,000.00	99,956,191.67	99.996000	99,996,000.00	39,808.33	.290	.290
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.132	45,000,000.00	44,980,090.00	99.997000	44,998,650.00	18,560.00	.213	.214
912796F95	U.S. TREASURY BILL	05/18/2021	.087	.087	50,000,000.00	49,981,754.17	99.997000	49,998,500.00	16,745.83	.131	.132
912796F95	U.S. TREASURY BILL	05/18/2021	.085	.085	50,000,000.00	49,982,763.89	99.997000	49,998,500.00	15,736.11	.131	.132
912796G29	U.S. TREASURY BILL	05/25/2021	.085	.085	50,000,000.00	49,981,937.50	99.997000	49,998,500.00	16,562.50	.150	.151
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.088	50,000,000.00	49,978,488.89	99.997000	49,998,500.00	20,011.11	.213	.214
9127964B2	U.S. TREASURY BILL	08/12/2021	.074	.074	150,000,000.00	149,928,950.00	99.991000	149,986,500.00	57,550.00	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.071	.071	50,000,000.00	49,980,025.00	99.996000	49,998,000.00	17,975.00	.290	.290
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.088	50,000,000.00	49,978,611.11	99.997000	49,998,500.00	19,888.89	.213	.214
912796F95	U.S. TREASURY BILL	05/18/2021	.090	.090	50,000,000.00	49,982,375.00	99.997000	49,998,500.00	16,125.00	.131	.132
9127963H0	U.S. TREASURY BILL	06/17/2021	.097	.097	50,000,000.00	49,976,962.50	99.997000	49,998,500.00	21,537.50	.213	.214
912796B32	U.S. TREASURY BILL	06/24/2021	.100	.100	50,000,000.00	49,975,416.67	99.997000	49,998,500.00	23,083.33	.232	.233
912796B32	U.S. TREASURY BILL	06/24/2021	.095	.095	50,000,000.00	49,976,633.54	99.997000	49,998,500.00	21,866.46	.232	.233
9127964L0	U.S. TREASURY BILL	09/09/2021	.093	.093	50,000,000.00	49,967,368.06	99.989000	49,994,500.00	27,131.94	.443	.444
9127964V8	U.S. TREASURY BILL	10/07/2021	.094	.094	50,000,000.00	49,963,379.17	99.985000	49,992,500.00	29,120.83	.520	.521
9127964V8	U.S. TREASURY BILL	10/07/2021	.092	.092	50,000,000.00	49,965,116.67	99.985000	49,992,500.00	27,383.33	.520	.521
9127964W6	U.S. TREASURY BILL	11/04/2021	.086	.086	50,000,000.00	49,965,480.56	99.977000	49,988,500.00	23,019.44	.596	.597
912796H28	U.S. TREASURY BILL	06/22/2021	.087	.087	50,000,000.00	49,981,618.75	99.997000	49,998,500.00	16,881.25	.227	.227
9127962Y4	U.S. TREASURY BILL	05/20/2021	.082	.082	60,000,000.00	59,983,835.83	99.998000	59,998,800.00	14,964.17	.137	.137
9127964B2	U.S. TREASURY BILL	08/12/2021	.073	.073	50,000,000.00	49,979,559.03	99.991000	49,995,500.00	15,940.97	.367	.367
912796D97	U.S. TREASURY BILL	04/20/2021	.060	.060	25,000,000.00	24,996,583.33	99.999000	24,999,750.00	3,166.67	.055	.055
912796A33	U.S. TREASURY BILL	05/27/2021	.072	.072	50,000,000.00	49,988,182.64	99.998000	49,999,000.00	10,817.36	.156	.156
912796C56	U.S. TREASURY BILL	07/29/2021	.077	.077	25,000,000.00	24,990,331.25	99.994000	24,998,500.00	8,168.75	.328	.329
9127964V8	U.S. TREASURY BILL	10/07/2021	.062	.062	100,000,000.00	99,957,633.33	99.985000	99,985,000.00	27,366.67	.520	.521
912796G29	U.S. TREASURY BILL	05/25/2021	.041	.041	50,000,000.00	49,994,077.78	99.997000	49,998,500.00	4,422.22	.151	.151
9127964L0	U.S. TREASURY BILL	09/09/2021	.045	.045	100,000,000.00	99,973,888.75	99.989000	99,998,000.00	15,111.25	.443	.444
9127964W6	U.S. TREASURY BILL	11/04/2021	.046	.046	100,000,000.00	99,967,138.89	99.977000	99,977,000.00	9,861.11	.597	.597
912796C31	U.S. TREASURY BILL	01/27/2022	.052	.052	85,000,000.00	84,962,002.64	99.954000	84,960,900.00	-1,102.64	.826	.827
912796D30	U.S. TREASURY BILL	02/24/2022	.053	.053	50,000,000.00	49,975,572.92	99.949000	49,974,500.00	-1,072.92	.903	.904
912796C31	U.S. TREASURY BILL	01/27/2022	.045	.045	50,000,000.00	49,980,812.50	99.954000	49,977,000.00	-3,812.50	.826	.827
912796D30	U.S. TREASURY BILL	02/24/2022	.052	.052	50,000,000.00	49,975,930.00	99.949000	49,974,500.00	-1,430.00	.903	.904
912796C31	U.S. TREASURY BILL	01/27/2022	.047	.047	50,000,000.00	49,980,155.56	99.954000	49,977,000.00	-3,155.56	.826	.827
			.079	.080	3,065,000,000.00	3,063,507,442.62	99.989165	3,064,667,900.00	1,160,457.38	.354	.354
1310: U.S. TREASURY BOND											
912828Y4	U.S. TREASURY BOND	08/31/2024	1.250	1.702	25,000,000.00	24,479,492.19	102.574000	25,643,500.00	1,164,007.81	3.323	3.422
912828Y6	U.S. TREASURY BOND	11/30/2024	1.500	1.751	25,000,000.00	24,705,078.13	103.363000	25,840,750.00			

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3134GK7	FHLMC 5YrNc2YrB	05/03/2024	2.600	2.600	10,000,000.00	10,000,000.00	100.196000	10,019,600.00	19,600.00	2.919	3.093
3134GV5J8	FHLMC 5YrNc1YrB	05/12/2025	.800	.800	10,000,000.00	10,000,000.00	99.327000	9,932,700.00	-67,300.00	4.027	4.118
3134GVVGO	FLMC 3.25YrNc1YrB	08/18/2023	.450	.450	10,000,000.00	10,000,000.00	100.029000	10,002,900.00	2,900.00	2.364	2.384
3134GVXL7	FHLMC 4YrNc1YrB	05/20/2024	.600	.600	25,000,000.00	25,000,000.00	100.024000	25,006,000.00	6,000.00	3.096	3.140
3134GVYR2	FHLMC 5YrNc1YrQ	05/27/2025	.750	.750	10,000,000.00	10,000,000.00	99.849000	9,984,900.00	-15,100.00	4.074	4.159
3134GVZF8	FHLMC 4YrNc1YrQ	05/28/2024	.600	.600	15,000,000.00	15,000,000.00	100.043000	15,006,450.00	6,450.00	3.118	3.162
3134GVVWM	FHLMC 5YrNc1YrQ	05/28/2025	.730	.730	10,000,000.00	10,000,000.00	99.765000	9,976,500.00	-23,500.00	4.079	4.162
3134GVVWM	FHLMC 5YrNc1YrQ	05/28/2025	.730	.730	5,000,000.00	5,000,000.00	99.765000	4,988,250.00	-11,750.00	4.079	4.162
3134GVYX0	FHLMC 4YrNc2YrO	06/03/2024	.500	.500	10,000,000.00	10,000,000.00	100.086000	10,008,600.00	8,600.00	3.138	3.178
3134GVYB31	FHLMC 4.9YrNc11MoB	05/28/2025	.750	.760	15,000,000.00	14,992,500.00	98.982000	14,847,300.00	-145,200.00	4.076	4.162
3134GVVE95	FHLMC 5YrNc2YrB	06/09/2025	.650	.650	15,000,000.00	15,000,000.00	99.423000	14,913,450.00	-86,550.00	4.118	4.195
3134GV2X5	FHLMC 2.5YrNc1YrO	12/29/2022	.350	.350	5,000,000.00	5,000,000.00	100.029000	5,001,450.00	1,450.00	1.736	1.748
3136G4XZ1	FHLMC 5YrNc1YrQ	06/30/2025	.740	.740	5,000,000.00	5,000,000.00	99.562000	4,978,100.00	-21,900.00	4.169	4.252
3134GV3A4	FHLMC 4YrNc2YrO	07/01/2024	.500	.500	5,000,000.00	5,000,000.00	100.091000	5,004,550.00	4,550.00	3.216	3.255
3134GV6B9	FHLMC 2.5YrNc1YrB	01/13/2023	.320	.320	15,000,000.00	15,000,000.00	100.033000	15,004,950.00	4,950.00	1.776	1.789
3134GV5R5	FHLMC 4YrNc1YrQ	07/15/2024	.570	.570	5,000,000.00	5,000,000.00	100.044000	5,002,200.00	2,200.00	3.250	3.293
3134GVWBX3	FHLMC 2YrNc1YrB	07/20/2022	.250	.250	5,000,000.00	5,000,000.00	100.012000	5,000,600.00	600.00	1.299	1.304
3134GV6H4	FHLMC 2.5YrNc1YrB	10/20/2022	.320	.320	15,000,000.00	15,000,000.00	100.033000	15,004,950.00	4,950.00	1.546	1.556
3134GVWCM	FHLMC 3.5YrNc1.5YrB	01/24/2024	.420	.420	15,000,000.00	15,000,000.00	99.564000	14,934,600.00	-65,400.00	2.792	2.819
3134GVWEH5	FHLMC 2YrNc1YrB	07/27/2022	.280	.280	15,000,000.00	15,000,000.00	100.039000	15,005,850.00	5,850.00	1.318	1.323
3134GVWAP1	FHLMC 2YrNc1YrB	07/28/2022	.250	.250	5,000,000.00	5,000,000.00	100.009000	5,000,450.00	450.00	1.321	1.326
3134GVWAL0	FHLMC 3.75YrNc9MB	04/29/2024	.500	.500	15,000,000.00	15,000,000.00	100.006000	15,000,900.00	900.00	3.048	3.082
3134GVWE19	FHLMC 4.5YrNc2YrB	01/29/2025	.510	.510	15,000,000.00	15,000,000.00	99.244000	14,866,600.00	-113,400.00	3.783	3.836
3134GVLU8	FHLMC 3.5YrNc1YrB	02/12/2024	.375	.375	20,000,000.00	20,000,000.00	99.899000	19,979,800.00	-20,200.00	2.845	2.871
3134GVWL79	FHLMC 4YrNc1.5YrQ	09/10/2024	.400	.400	10,000,000.00	10,000,000.00	99.321000	9,932,100.00	-67,900.00	3.414	3.449
3134GVWN85	FHLMC 4YrNc6MoQ	09/10/2024	.450	.450	10,000,000.00	10,000,000.00	99.543000	9,954,300.00	-45,700.00	3.411	3.449
3134GVWL79	FHLMC 4YrNc1.5YrQ	09/10/2024	.400	.400	10,000,000.00	10,000,000.00	99.321000	9,932,100.00	-67,900.00	3.414	3.449
3134GVWN44	FHLMC 4YrNc6MoQ	09/11/2024	.450	.450	10,000,000.00	10,000,000.00	99.506000	9,950,600.00	-49,400.00	3.413	3.452
3134GVWF42	FHLMC 3YrNc1YrQ	09/14/2023	.320	.320	10,000,000.00	10,000,000.00	100.028000	10,002,800.00	2,800.00	2.441	2.458
3134GVWL38	FHLMC 5YrNc2YrQ	09/15/2025	.540	.540	10,000,000.00	10,000,000.00	98.376000	9,837,600.00	-162,400.00	4.396	4.463
3134GVWL38	FHLMC 5YrNc2YrQ	09/15/2025	.540	.540	15,000,000.00	15,000,000.00	98.376000	14,756,400.00	-243,600.00	4.396	4.463
3134GVWP91	FHLMC 4.75YrNc2YrQ	06/16/2025	.500	.500	5,000,000.00	5,000,000.00	97.721000	4,886,050.00	-113,950.00	4.158	4.214
3134GVWT22	FHLMC 4.5YrNc1YrQ	03/24/2025	.475	.475	15,000,000.00	15,000,000.00	97.638000	14,645,700.00	-354,300.00	3.938	3.984
3134GVWR32	FHLMC 3.75YrNc1YrQ	06/24/2024	.410	.410	10,000,000.00	10,000,000.00	99.530000	9,953,000.00	-47,000.00	3.206	3.236
3134GVWP26	FHLMC 5YrNc1.5YrB	03/28/2025	.500	.500	10,000,000.00	10,000,000.00	98.854000	9,885,400.00	-114,600.00	3.947	3.995
3134GVWG1	FHLMC 5YrNc6MoB	09/30/2025	.600	.600	5,000,000.00	5,000,000.00	97.697000	4,884,850.00	-115,150.00	4.433	4.504
3134GVWY42	FHLMC 3YrNc1YrB	10/13/2023	.300	.310	10,000,000.00	9,996,900.00	99.910000	9,991,000.00	-9,000.00	2.518	2.537
3134GVWZB5	FHLMC 3YrNc1YrB	10/13/2023	.300	.300	10,000,000.00	10,000,000.00	99.870000	9,987,000.00	-13,000.00	2.518	2.537
3134GVW3X2	FHLMC 5YrNc3MoB	10/27/2025	.625	.625	10,000,000.00	10,000,000.00	98.902000	9,890,200.00	-109,800.00	4.489	4.578
3134GVW3Z7	FHLMC 5YrNc1YrQ	10/28/2025	.600	.600	10,000,000.00	10,000,000.00	98.991000	9,899,100.00	-100,900.00	4.495	4.581
3134GVW3Y0	FHLMC 5YrNc2YrQ	10/28/2025	.550	.550	10,000,000.00	10,000,000.00	97.589000	9,758,900.00	-241,100.00	4.501	4.581
3137EAEX3	FHLMC 5Yr	09/23/2025	.375	.497	10,000,000.00	9,941,100.00	98.110000	9,811,000.00	-130,100.00	4.433	4.485
3137EAEZ8	FHLMC 3Yr	11/06/2023	.250	.280	10,000,000.00	9,991,000.00	99.920000	9,992,000.00	1,000.00	2.584	2.603
3134GXBM5	FHLMC 5YrNc1YrQ	11/12/2025	.600	.600	5,000,000.00	5,000,000.00	98.997000	4,949,850.00	-50,150.00	4.534	4.622
3134GXBM5	FHLMC 5YrNc1YrQ	11/12/2025	.600	.600	5,000,000.00	5,000,000.00	98.997000	4,949,850.00	-50,150.00	4.534	4.622
3134GXBL7	FHLMC 3YrNc2YrA	11/16/2023	.300	.325	15,000,000.00	14,988,750.00	100.131000	15,019,650.00	30,900.00	2.610	2.630
3135GA2Z3	FHLMC 5YrNc2YrA	11/17/2025	.560	.560	5,000,000.00	5,000,000.00	98.278000	4,913,900.00	-86,100.00	4.553	4.636
3135GA2Z3	FHLMC 5YrNc2YrA	11/17/2025	.560	.560	5,000,000.00	5,000,000.00	98.278000	4,913,900.00	-86,100.00	4.553	4.636
3134GXDG6	FHLMC 2YrNc1YrQ	11/23/2022	.190	.190	10,000,000.00	10,000,000.00	99.989000	9,998,900.00	-1,100.00	1.640	1.649
3134GXCA0	FHLMC 3YrNc1YrQ	11/24/2023	.320	.328	10,000,000.00	9,997,500.00	99.887000	9,988,700.00	-8,800.00	2.631	2.652
3134GXEA8	FHLMC 2YrNc1YrQ	11/23/2022	.200	.200	10,000,000.00	10,000,000.00	99.951000	9,995,100.00	-4,900.00	1.640	1.649
3134GXEA8	FHLMC 2YrNc1YrQ	11/23/2022	.200	.200	10,000,000.00	10,000,000.00	99.951000	9,995,100.00	-4,900.00	1.640	1.649
3134GXCF9	FHLMC 3.5YrNc11MoQ	05/24/2024	.400	.400	10,000,000.00	10,000,000.00	99.851000	9,985,100.00	-14,900.00	3.120	3.151
3134GXCF9	FHLMC 3.5YrNc11MoQ	05/24/2024	.400	.400	10,000,000.00	10,000,000.00	99.851000	9,985,100.00	-14,900.00	3.120	3.151
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.260	10,000,000.00	9,997,500.00	99.949000	9,994,900.00	-2,600.00	2.158	2.170
3134GXCA0	FHLMC 3YrNc11MoB	11/24/2023	.320	.328	10,710,000.00	10,707,322.50	99.887000	10,697,897.70	-9,424.80	2.631	2.652
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.270	10,000,000.00	9,995,000.00	99.949000	9,994,900.00	-1,100.00	2.158	2.170
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.256	10,000,000.00	9,998,500.00	99.949000	9,994,900.00	-3,600.00	2.158	2.170
3134GXZF2	FHLMC 3YrNc6MoQ	12/11/2023	.340	.340	10,000,000.00	10,000,000.00	100.020000	10,002,000.00	2,000.00	2.677	2.699
3134GXGQ1	FHLMC 2YrNc1YrQ	12/15/2022	.200	.200	10,000,000.00	9,998,600.00	99.986000	9,998,600.00	-1,400.00	1.701	1.710
3134GXJF2	FHLMC 2YrNc6MoB	12/30/2022	.200	.200	10,000,000.00	10,000,000.00	99.928000	9,992,800.00	-7,200.00	1.745	1.751
3134GXJF2	FHLMC 2YrNc6MoB	12/30/2022	.200	.200	10,000,000.00	10,000,000.00	99.928000	9,992,800.00	-7,200.00	1.745	1.751
3134GXHL1	FHLMC 5YrNc3MoB	12/30/2025	.700	.700	10,000,000.00	10,000,000.00	98.640000	9,864,000.00	-136,000.00	4.656	4.753
3134GXHH0	FHLMC 2.5YrNc1YrB	06/30/2023	.220	.220	10,000,000.00	10,000,000.00	99.860000	9,986,000.00	-14,000.00	2.244	2.249
			.527	.531	675,710,000.00	675,606,072.50	99.557976	672,723,197.70	-2,882,874.80	3.041	3.084
1476: FHLMC-Var-SOFR-Q A/360											
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHV3	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.125000	25,031,250.00	31,250.00	.499	.501
			.330	.330	150,000,000.00	150,000,000.00	100.122500	150,183,750.00	183,750.00	.481	.485
1525: FNMA-Fxd-S 30/360											
3135G0178	FNMA 4.83Yr	10/05/2022	2.000	2.							

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3136G4B77	FNMA 5YrNc1YrB	08/04/2025	.700	.700	15,000,000.00	15,000,000.00	99.379000	14,906,850.00	-93,150.00	4.264	4.348
3136G4J38	FNMA 4YrNc2YrB	08/12/2024	.410	.410	15,000,000.00	15,000,000.00	100.010000	15,001,500.00	1,500.00	3.336	3.370
3136G4K51	FNMA 3YrNc1.5YrB	08/17/2023	.310	.310	15,000,000.00	15,000,000.00	100.056000	15,008,400.00	8,400.00	2.366	2.381
3136G4H63	FNMA 5YrNc2Yr	08/19/2025	.550	.550	15,000,000.00	15,000,000.00	98.521000	14,778,150.00	-221,850.00	4.322	4.389
3136G4Q97	FNMA 5YrNc1YrQ	08/27/2025	.650	.650	8,650,000.00	8,650,000.00	98.933000	8,557,704.50	-92,295.50	4.334	4.411
3136G4977	FNMA 5YrNc1YrQ	08/27/2025	.625	.625	5,000,000.00	5,000,000.00	98.824000	4,941,200.00	-58,800.00	4.336	4.411
3136G4Z97	FNMA 3.5YrNc1.5YrQ	02/28/2024	.375	.375	10,000,000.00	10,000,000.00	99.911000	9,991,100.00	-9,900.00	2.897	2.915
3136G4X40	FNMA 4.9YrNc11MoQ	08/26/2025	.600	.600	10,000,000.00	10,000,000.00	98.719000	9,871,900.00	-128,100.00	4.336	4.408
3136G4P31	FNMA 3.9YrNc1.9YrQ	08/19/2024	.450	.450	3,701,000.00	3,701,000.00	100.066000	3,703,442.66	2,442.66	3.352	3.389
3136G43H4	FNMA 4YrNc2Yr	09/16/2024	.400	.400	10,000,000.00	10,000,000.00	99.713000	9,971,300.00	-28,700.00	3.431	3.466
3136G43W1	FNMA 3.5YrNc2YrA	03/28/2024	.320	.320	10,000,000.00	10,000,000.00	99.676000	9,967,600.00	-32,400.00	2.975	2.995
3135G06A6	FNMA 5YrNc1YrB	10/20/2025	.580	.580	10,000,000.00	10,000,000.00	98.606000	9,860,600.00	-139,400.00	4.475	4.559
3136G45C3	FNMA 5YrNc2YrA	10/27/2025	.540	.540	10,000,000.00	10,000,000.00	98.284000	9,828,400.00	-171,600.00	4.500	4.578
3136G4657	FNMA 5YrNc2YrA	10/28/2025	.560	.560	5,000,000.00	5,000,000.00	98.356000	4,917,800.00	-82,200.00	4.500	4.581
3136G46N8	FNMA 5YrNc1YrQ	10/29/2025	.600	.600	5,000,000.00	5,000,000.00	98.532000	4,926,600.00	-73,400.00	4.498	4.584
3135G06C2	FNMA 5YrNc1YrQ	10/29/2025	.600	.600	10,000,000.00	10,000,000.00	98.532000	9,853,200.00	-146,800.00	4.498	4.584
3135G06C2	FNMA 5YrNc1YrQ	10/29/2025	.600	.604	10,000,000.00	9,998,000.00	98.532000	9,853,200.00	-144,800.00	4.497	4.584
3135GA2N0	FNMA 5YrNc2YrA	11/04/2025	.550	.550	10,000,000.00	10,000,000.00	98.290000	9,829,000.00	-171,000.00	4.518	4.600
3135G06A6	FNMA 4.9YrNc11MoQ	10/20/2025	.580	.587	10,000,000.00	9,996,500.00	98.606000	9,860,600.00	-135,900.00	4.475	4.559
3135GA2P5	FNMA 3.5YrNc2YrQ	05/03/2024	.350	.356	3,500,000.00	3,499,300.00	99.531000	3,483,585.00	-15,715.00	3.065	3.093
3135G06G3	FNMA 5Yr	11/07/2025	.500	.573	14,000,000.00	13,949,880.00	98.435000	13,780,900.00	-168,980.00	4.531	4.608
3135GA3N9	FNMA 3YrNc2YrB	11/16/2023	.300	.300	10,000,000.00	10,000,000.00	99.932000	9,993,200.00	-6,800.00	2.610	2.630
3135GA3C3	FNMA 3.5YrNc2YrQ	05/17/2024	.350	.350	10,000,000.00	10,000,000.00	99.966000	9,996,600.00	-3,400.00	3.104	3.132
3135GA3C3	FNMA 3.5YrNc2YrQ	05/17/2024	.350	.350	10,000,000.00	10,000,000.00	99.966000	9,996,600.00	-3,400.00	3.104	3.132
3135GA2Z3	FNMA 5YrNc2YrA	11/17/2025	.560	.560	10,000,000.00	10,000,000.00	98.278000	9,827,800.00	-172,200.00	4.553	4.636
3135G06E8	FNMA 4YrNc2YrB	11/18/2024	.420	.420	10,000,000.00	10,000,000.00	99.344000	9,934,400.00	-65,600.00	3.594	3.638
3135GA4P3	FNMA 5YrNc2YrA	11/18/2025	.650	.650	20,000,000.00	20,000,000.00	98.674000	19,734,800.00	-265,200.00	4.544	4.638
3135GA5A5	FNMA 3.25YrNc2YrA	02/23/2024	.350	.350	20,000,000.00	20,000,000.00	99.763000	19,952,600.00	-47,400.00	2.876	2.901
3135GA4R9	FNMA 3.75YrNc2YrA	08/23/2024	.420	.420	15,000,000.00	15,000,000.00	100.029000	15,004,350.00	4,350.00	3.369	3.400
3135GA3Z2	FNMA 5YrNc2YrA	11/25/2025	.600	.600	15,000,000.00	15,000,000.00	98.421000	14,763,150.00	-236,850.00	4.570	4.658
3135G06F5	FNMA 2.9YrNc2YrQ	11/16/2023	.310	.310	5,000,000.00	5,000,000.00	100.054000	5,002,700.00	2,700.00	2.609	2.630
3135GAAZ4	FNMA 4.5YrNc1.5YrB	06/24/2025	.500	.500	10,000,000.00	10,000,000.00	98.442000	9,844,200.00	-155,800.00	4.175	4.236
			.720	.705	634,251,000.00	634,832,780.00	99.934258	633,834,033.16	-998,746.84	3.495	3.554
1576: FNMA-Var-SOFR-Q A/360											
3135G02H5	FNMA 1.5Yr	09/16/2021	.170	.170	25,000,000.00	25,000,000.00	100.053000	25,013,250.00	13,250.00	.457	.463
3135G02K8	FNMA 2Yr	03/16/2022	.230	.230	25,000,000.00	25,000,000.00	100.195000	25,048,750.00	48,750.00	.953	.959
3135G03B7	FNMA 2Yr	04/07/2022	.360	.360	25,000,000.00	25,000,000.00	100.357000	25,089,250.00	89,250.00	1.014	1.019
3135G03J0	FNMA 2Yr	04/15/2022	.400	.400	25,000,000.00	25,000,000.00	100.405000	25,101,250.00	101,250.00	1.035	1.041
			.290	.290	100,000,000.00	100,000,000.00	100.252500	100,252,500.00	252,500.00	.865	.871
1700: FHLB-DISC NOTE											
313385GR1	FHLB DISC NTE	06/09/2021	.090	.090	30,000,000.00	29,986,350.00	99.996000	29,998,800.00	12,450.00	.191	.192
313385GR1	FHLB DISC NTE	06/09/2021	.090	.090	25,000,000.00	24,988,625.00	99.996000	24,999,000.00	10,375.00	.191	.192
313385MC7	FHLB DISC NTE	09/24/2021	.045	.045	100,000,000.00	99,977,250.00	99.980000	99,980,000.00	2,750.00	.484	.485
			.061	.061	155,000,000.00	154,952,225.00	99.985677	154,977,800.00	25,575.00	.380	.381
1725: FHLB-Fxd-S 30/360											
313379Q69	FHLB 4.5 Yr	06/10/2022	2.125	2.182	7,975,000.00	7,955,620.75	102.378000	8,164,645.50	209,024.75	1.163	1.195
313378WG2	FHLB 4.08Yr	03/11/2022	2.500	2.619	10,000,000.00	9,954,700.00	102.262000	10,226,200.00	271,500.00	.926	.945
313382AX1	FHLB 4.9Yr	03/10/2023	2.125	2.716	11,750,000.00	11,432,397.50	103.770000	12,192,975.00	760,577.50	1.885	1.942
313378WG2	FHLB 2.91Yr	03/11/2022	2.500	2.308	30,000,000.00	30,158,100.00	102.262000	30,678,600.00	520,500.00	.928	.945
3130AHG31	FHLB 5YrNc2YrQ	10/29/2024	1.800	1.800	25,000,000.00	25,000,000.00	100.877000	25,219,250.00	219,250.00	3.424	3.584
3130AJF95	FHLB 5YrNc1YrA	03/24/2025	1.300	1.300	5,263,157.89	5,263,157.89	100.002000	5,263,263.15	105.26	3.866	3.984
3130AK4H6	FHLB 9Mo	06/04/2021	.120	.121	50,000,000.00	49,999,500.00	99.999000	49,999,500.00	0.00	.178	.178
3130AK4K9	FHLB 9Mo	06/08/2021	.120	.121	50,000,000.00	49,999,500.00	99.999000	49,999,500.00	0.00	.189	.189
3130AK3T1	FHLB 4.25YrNc3MoA	12/09/2024	.500	.500	10,000,000.00	10,000,000.00	99.639000	9,963,900.00	-36,100.00	3.645	3.696
3130AKAR7	FHLB 10Mo	07/16/2021	.115	.115	25,000,000.00	25,000,000.00	100.013000	25,003,250.00	3,250.00	.293	.293
3130AKCP9	FHLB 9Mo	07/15/2021	.120	.120	50,000,000.00	50,000,000.00	100.014000	50,007,000.00	7,000.00	.290	.290
3130AKDH6	FHLB 2 Yr	10/21/2022	.125	.176	10,000,000.00	9,989,900.00	99.936000	9,993,600.00	3,700.00	1.552	1.559
3130AKDG8	FHLB 8Mo	07/21/2021	.110	.110	50,000,000.00	50,000,000.00	100.013000	50,006,500.00	6,500.00	.306	.307
3130AKFS0	FHLB 6Mo	05/10/2021	.110	.110	50,000,000.00	50,000,000.00	100.004000	50,002,000.00	2,000.00	.109	.110
3130AKKP0	FHLB 3YrNc1YrA	12/22/2023	.190	.235	15,000,000.00	14,979,900.00	99.720000	14,958,000.00	-21,900.00	2.715	2.729
3130AKL79	FHLB 3YrNc6MoB	12/28/2023	.250	.250	10,000,000.00	10,000,000.00	99.909000	9,990,900.00	-9,100.00	2.729	2.745
3130AKKF2	FHLB 3.25YrNc6MoA	03/28/2024	.270	.270	15,000,000.00	15,000,000.00	99.649000	14,947,350.00	-52,650.00	2.978	2.995
3130AKLB0	FHLB 3.5YrNc1YrB	06/28/2024	.260	.260	15,000,000.00	15,000,000.00	99.625000	14,943,750.00	-56,250.00	3.224	3.247
3130AKLB0	FHLB 3.5YrNc1YrB	06/28/2024	.260	.260	10,000,000.00	10,000,000.00	99.625000	9,962,500.00	-37,500.00	3.224	3.247
3130AKKF2	FHLB 3.25YrNc6MoA	03/28/2024	.270	.279	15,000,000.00	14,995,500.00	99.649000	14,947,350.00	-48,150.00	2.977	2.995
3130AL2G8	FHLB 5YrNc6MoQ	02/18/2026	.600	.615	5,000,000.00	4,996,250.00	98.307000	4,915,350.00	-80,900.00	4.799	4.890
3130ALBX1	FHLB 5YrNc1YrQ	02/23/2026	.580	.580	10,000,000.00	10,000,000.00	98.077000	9,807,700.00	-192,300.00	4.816	4.904
3130ALDX9	FHLB 4.25Yr1YrQ	05/23/2025	.500	.500	14,750,000.00	14,750,000.00	98.633000	14,548,367.50	-201,632.50	4.090	4.148
3130ALFN9	FHLB 4.5YrNc1YrQ	08/25/2025	.550	.550	5,000,000.00	5,000,000.00	98.624000	4,931,200.00	-68,800.00	4.339	4.405
3130AL6K5	FHLB 5YrNc1YrA	02/25/2026	.580	.580	6,000,000.00	6,000,000.00	97.958000	5,877,480.00	-122,520.00	4.821	4.910
3130ALEM2	FHLB 5YrNc3MoQ	02/25/2026	.790	.790	15,000,000.00	15,000,000.00	98.170000	14,725,500.00	-274,500.00	4.793	4.910
3130ALEM2	FHLB 5YrNc3MoQ	02/25/2026	.790	.790	10,000,000.00	10,000,000.00	98.170000	9,817,000.00	-183,000.00	4.793	4.910
3130ALF25	FHLB 3.75YrNc6MoB	11/26/2024	.400	.400	5,000,000.00	5,000,000.00	99.512000	4,975,600.00	-24,400.00	3.621	3.660
3130ALGR9	FHLB 5YrNc3MoQ	02/26/2026	.850	.850	10,000,000.00	10,000,000.00	99.088000	9,908,800.00	-91,200.00	4.788	4.912
3130ALEH3	FHLB 5YrNc1YrQ	03/16/2026	.700	.700	25,000,000.00	25,000,000.00	98.371000	24,592,750.00	-407,250.00	4.864	4.962
3130ALH56	FHLB 5YrNc1YrA	03/18/2026	.750	.750	10,000,000.00	10,000,000.00	98.966000				

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
			.641	.650	844,888,157.89	844,595,163.64	99.784292	843,065,666.65	-1,529,496.99	2.633	2.687
1767: FHLB-Var-M A/360											
3130AJ2N8	FHLB 1.16Yr	05/03/2021	.099	.601	25,000,000.00	24,978,764.50	100.007000	25,001,750.00	22,985.50	.089	.090
			.099	.601	25,000,000.00	24,978,764.50	100.007000	25,001,750.00	22,985.50	.089	.090
1770: FHLB-Var-Q A/360											
3130AJAS8	FHLB 1.25Yr	05/26/2021	.100	.100	75,000,000.00	75,000,000.00	99.997000	74,997,750.00	-2,250.00	.153	.153
			.100	.100	75,000,000.00	75,000,000.00	99.997000	74,997,750.00	-2,250.00	.153	.153
1900: FFCB-DISC NOTE											
313313FP8	FFCB DISC NOTE	05/14/2021	.150	.150	50,000,000.00	49,937,291.67	99.999000	49,999,500.00	62,208.33	.120	.121
313313GS1	FFCB DISC NOTE	06/10/2021	.120	.120	50,000,000.00	49,948,500.00	99.996000	49,998,000.00	49,500.00	.194	.195
313313SF6	FFCB DISCO NOTE	01/25/2022	.060	.060	17,000,000.00	16,991,330.00	99.959000	16,993,030.00	1,700.00	.821	.822
			.124	.124	117,000,000.00	116,877,121.67	99.991906	116,990,530.00	113,408.33	.253	.254
1925: FFCB-Fxd-S 30/360											
3133EH6X6	FFCB 4Yr	01/12/2022	2.200	2.365	10,000,000.00	9,938,000.00	101.653000	10,165,300.00	227,300.00	.766	.786
3133EJKN8	FFCB 5Yr	04/11/2023	2.700	2.721	10,000,000.00	9,990,300.00	105.166000	10,516,600.00	526,300.00	1.936	2.030
3133EJD48	FFCB 5Yr	10/02/2023	3.050	3.095	10,000,000.00	9,979,300.00	106.930000	10,693,000.00	713,700.00	2.356	2.507
3133EJ74	FFCB 2.9Yr	11/15/2021	3.050	2.922	10,000,000.00	10,035,700.00	101.841000	10,184,100.00	148,400.00	.606	.627
3133EKR3	FFCB 5YrNc2YrA	06/21/2024	2.220	2.220	10,000,000.00	10,000,000.00	100.448000	10,044,800.00	44,800.00	3.075	3.227
3133EK45	FFCB 3Yr	09/06/2022	1.500	1.529	14,435,000.00	14,422,874.60	101.925000	14,712,873.75	289,999.15	1.409	1.436
3133EK4B9	FFCB 5YrNc2YrA	10/28/2024	1.820	1.820	10,000,000.00	10,000,000.00	100.872000	10,087,200.00	87,200.00	3.420	3.581
3133EKP75	FFCB 4.9Yr	09/17/2024	1.600	1.672	6,128,000.00	6,107,471.20	103.828000	6,362,579.84	255,108.64	3.351	3.468
3133EKQ47	FFCB 4.9Yr	09/10/2024	2.080	1.688	2,064,000.00	2,101,585.44	105.459000	2,176,673.76	75,088.32	3.308	3.449
3133ELN19	FFCB 4YrNc2YrA	02/28/2024	1.550	1.550	5,000,000.00	5,000,000.00	101.093000	5,054,650.00	54,650.00	2.838	2.915
3133ELXC3	FFCB 4YrNc1YrA	04/22/2024	.800	.800	12,000,000.00	12,000,000.00	100.037000	12,004,440.00	4,440.00	3.005	3.063
3133ELH80	FFCB 5YrNc2YrA	06/10/2025	.680	.680	5,025,000.00	5,025,000.00	100.237000	5,036,909.25	11,909.25	4.117	4.197
3133EL3E2	FFCB 3YrNc1YrA	08/10/2023	.320	.320	15,945,000.00	15,945,000.00	100.026000	15,949,145.70	4,145.70	2.347	2.362
3133EL7E8	FFCB 2.5YrNc3MoA	03/15/2023	.220	.250	10,000,000.00	9,992,500.00	99.930000	9,993,000.00	500.00	1.950	1.956
3133EMDM1	FFCB 3YrNc2YrA	10/20/2023	.270	.270	10,000,000.00	10,000,000.00	99.913000	9,991,300.00	-8,700.00	2.539	2.556
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMHL9	FFCB 3YrNc1YrA	11/30/2023	.310	.310	10,000,000.00	10,000,000.00	99.895000	9,989,500.00	-10,500.00	2.651	2.668
3133EMJG6	FFCB 3YrNc2YrA	12/08/2023	.280	.264	9,931,000.00	9,935,667.57	100.013000	9,932,291.03	-3,376.54	2.672	2.690
3133EMK6	FFCB 2.5YrNc6MoA	06/15/2023	.200	.200	15,000,000.00	15,000,000.00	99.856000	14,978,400.00	-21,600.00	2.198	2.208
3133EMKH4	FFCB 2YrNc1YrA	12/15/2022	.160	.160	10,000,000.00	10,000,000.00	99.919000	9,991,900.00	-8,100.00	1.702	1.710
3133EMKH4	FFCB 2YrNc1YrA	12/15/2022	.160	.160	8,245,000.00	8,245,000.00	99.919000	8,238,321.55	-6,678.45	1.702	1.710
3133EMKW1	FFCB 3YrNc1YrA	12/21/2023	.210	.235	10,000,000.00	9,992,500.00	99.893000	9,989,300.00	-3,200.00	2.711	2.726
3133EMLE0	FFCB 2.75YrNc6MoA	09/22/2023	.190	.190	10,000,000.00	10,000,000.00	99.903000	9,990,300.00	-9,700.00	2.469	2.479
3133EMLP5	FFCB 4YrNc6MoA	12/23/2024	.320	.320	5,000,000.00	5,000,000.00	99.095000	4,954,750.00	-45,250.00	3.700	3.734
3133EMKW1	FFCB 3YrNc1YrA	12/21/2023	.210	.235	20,000,000.00	19,985,000.00	99.893000	19,978,600.00	-6,400.00	2.711	2.726
3133EMLP5	FFCB 4YrNc6MoA	12/23/2024	.320	.320	15,000,000.00	15,000,000.00	99.095000	14,864,250.00	-135,750.00	3.700	3.734
3133EMLR1	FFCB 5YrNc6MoA	12/23/2025	.500	.506	12,430,000.00	12,426,271.00	97.160000	12,076,988.00	-349,283.00	4.660	4.734
3130AKKF2	FFCB 3.25YrNc6MoA	03/28/2024	.270	.270	10,000,000.00	10,000,000.00	99.649000	9,964,900.00	-35,100.00	2.978	2.995
3133EMLP5	FFCB 4YrNc6MoA	12/23/2024	.320	.339	10,000,000.00	9,992,500.00	99.095000	9,909,500.00	-83,000.00	3.699	3.734
3133EMLF7	FFCB 1.75YrNc6MoA	09/22/2022	.120	.155	15,000,000.00	14,991,000.00	99.973000	14,995,950.00	4,950.00	1.473	1.479
3133EMLT7	FFCB 3YrNc1YrA	12/28/2023	.210	.235	15,000,000.00	14,988,750.00	99.770000	14,965,500.00	-23,250.00	2.731	2.745
3133EMLT7	FFCB 3.9YrNc1.9YrA	12/28/2023	.210	.244	10,000,000.00	9,990,000.00	99.770000	9,977,000.00	-13,000.00	2.730	2.745
3133EMML3	FFCB 2Yr	01/12/2023	.120	.125	25,000,000.00	24,997,500.00	99.911000	24,977,750.00	-19,750.00	1.778	1.786
3133EMSC7	FFCB 4rNc1YrA	03/03/2025	.480	.480	5,000,000.00	5,000,000.00	99.362000	4,968,100.00	-31,900.00	3.880	3.926
3133EMSC7	FFCB 4YrNc1YrA	03/03/2025	.480	.512	10,000,000.00	9,987,500.00	99.362000	9,936,200.00	-51,300.00	3.879	3.926
3133EMTW2	FFCB 3Yr	03/18/2024	.300	.307	25,000,000.00	24,994,675.00	99.784000	24,946,000.00	-48,675.00	2.948	2.967
			.660	.680	436,203,000.00	436,064,094.81	100.320750	437,602,122.88	1,538,028.07	2.404	2.438
1930: FFCB-Var-M A/360											
3133EGCE3	FFCB 5Yr	05/25/2021	.379	.379	10,000,000.00	10,000,000.00	100.050000	10,005,000.00	5,000.00	.150	.151
3133EGCE3	FFCB 5Yr	05/25/2021	.379	.379	10,000,000.00	10,000,000.00	100.050000	10,005,000.00	5,000.00	.150	.151
3133EJUE0	FFCB 3.5Yr	10/04/2021	.133	.133	15,000,000.00	15,000,000.00	100.031000	15,004,650.00	4,650.00	.505	.512
			.274	.274	35,000,000.00	35,000,000.00	100.041857	35,014,650.00	14,650.00	.302	.306
1935: FFCB-Var-SOFR-M A/360											
3133EM7M8	FFCB 2.3Yr	02/21/2023	.181	.181	15,000,000.00	15,000,000.00	100.058000	15,008,700.00	8,700.00	1.885	1.896
			.181	.181	15,000,000.00	15,000,000.00	100.058000	15,008,700.00	8,700.00	1.885	1.896
1936: FFCB-Var-SOFR-Q A/360											
3133EK163	FFCB 2Yr	09/24/2021	.150	.150	15,000,000.00	15,000,000.00	100.038000	15,005,700.00	5,700.00	.479	.485
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	15,000,000.00	15,000,000.00	100.440000	15,066,000.00	66,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	9,000,000.00	9,000,000.00	100.475000	9,042,750.00	42,750.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	14,000,000.00	14,000,000.00	100.475000	14,066,500.00	66,500.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
8014952P6	MUNI SJER	07/01/2023	.210	.210	2,870,000.00	2,870,000.00	100.000000	2,870,000.00	0.00	2.242	2.252
			2.275	2.573	84,170,000.00	83,306,320.90	98.973887	83,306,320.90	0.00	.849	.870
3020: COMMERCIAL PAPER											
74271TRN5	PROCTER & GAMBLE	04/22/2021	.100	.100	15,500,000.00	15,495,393.06	99.994167	15,499,095.83	3,702.77	.060	.060
74271TRS4	PROCTER & GAMBLE	04/26/2021	.100	.100	45,000,000.00	44,986,500.00	99.993056	44,996,875.00	10,375.00	.071	.071
63763PSM2	NATL SEC CLEARING CORP	05/21/2021	.080	.080	50,000,000.00	49,989,000.00	99.986111	49,993,055.56	4,055.56	.140	.140
63763PSS9	NATL SEC CLEARING CORP	05/26/2021	.080	.080	50,000,000.00	49,988,555.56	99.984722	49,992,361.11	3,805.55	.153	.153
63763PRM3	NATL SEC CLEARING CORP	04/21/2021	.070	.070	25,000,000.00	24,996,888.89	99.994444	24,998,611.11	1,722.22	.057	.058
63763PRN1	NATL SEC CLEARING CORP	04/22/2021	.060	.060	50,000,000.00	49,995,166.67	99.994167	49,997,083.33	1,916.66	.060	.060
63763PSC4	NATL SEC CLEARING CORP	05/12/2021	.090	.090	50,000,000.00	49,993,000.00	99.988611	49,994,305.56	1,305.56	.115	.115
74271TTU7	PROCTER & GAMBLE	06/28/2021	.070	.070	50,000,000.00	49,991,152.78	99.975556	49,987,777.78	-3,375.00	.243	.244
			.080	.080	335,500,000.00	335,435,656.96	99.987829	335,459,165.28	23,508.32	.122	.123
4500: NCD-Mat A/360											
89114W3D5	TORONTO DOMINION	11/03/2021	.170	.170	115,000,000.00	115,000,000.00	100.000000	115,000,000.00	0.00	.593	.595
78012UH24	ROYAL BANK OF CANADA	11/17/2021	.160	.160	115,000,000.00	115,000,000.00	100.000000	115,000,000.00	0.00	.631	.633
89114W3K9	TORONTO DOMINION	06/03/2021	.110	.110	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.175	.175
89114W3V5	TORONTO DOMINION	05/28/2021	.110	.110	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.159	.159
78012UH81	ROYAL BANK OF CANADA	11/24/2021	.170	.170	7,000,000.00	7,000,000.00	100.000000	7,000,000.00	0.00	.651	.652
89114W3Z6	TORONTO DOMINION	11/30/2021	.160	.160	7,000,000.00	7,000,000.00	100.000000	7,000,000.00	0.00	.667	.668
89114W4A0	TORONTO DOMINION	06/08/2021	.130	.130	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.189	.189
			.148	.148	364,000,000.00	364,000,000.00	100.000000	364,000,000.00	0.00	.468	.470
6040: IFC-Fxd-S 30/360											
45950VPQ3	IFC3.5Yr	08/22/2024	.250	.273	25,000,000.00	24,980,250.00	99.407000	24,851,750.00	-128,500.00	3.374	3.397
			.250	.273	25,000,000.00	24,980,250.00	99.407000	24,851,750.00	-128,500.00	3.374	3.397
Total Fund			.314	.305	9,085,738,102.03	9,083,444,252.70	99.971538	9,083,152,137.41	-292,115.29	1.187	1.205
Grand Total			.314	.305	9,085,738,102.03	9,083,444,252.70	99.971538	9,083,152,137.41	-292,115.29	1.187	1.205



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

WWW.COUNTYTREASURER.ORG

AGENDA ITEM 8E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the sales tax analysis for Quarter 4, 2020 (4Q 2020).

BACKGROUND INFORMATION:

At its December 2007 meeting, the Commission awarded an agreement with MuniServices, LLC (MuniServices), an Avenu Company, for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. As part of the recurring contracts process in June 2018, the Commission approved a five-year extension through June 30, 2023. The services performed under this agreement pertain to only the Measure A sales tax revenues.

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 940 businesses. Through 3Q 2020, the CDTFA approved \$12,435,308 of cumulative sales tax revenues recovered for the Commission. If CDTFA concurs with the error(s) for the remaining claims, the Commission will receive additional revenues; however, the magnitude of the value of the remaining findings was not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 4Q 2020. Most of the 4Q 2020 Measure A sales tax revenues were received in the first quarter of calendar year 2021, during January 2021 through March 2021, due to a lag in the sales tax calendar. The summary section of the 4Q 2020 report is attached and includes an overview of California’s economic outlook, local results, historical cash collections analysis by quarter, top 25 sales/use tax contributors, historical sales tax amounts, annual sales tax by business category, and five-year economic trend (general retail).

Taxable transactions for the top 25 contributors in Riverside County generated 28 percent of taxable sales for the benchmark year ended 4Q 2020, slightly higher than the 24.7 percent for the benchmark year ended 4Q 2019. The top 100 tax contributors generated 42.8 percent for the benchmark year ended 4Q 2020, slightly higher than the 39 percent for the benchmark year ended 4Q 2019.

In the Economic Category Analysis below, four of the six categories experienced new highs in the 4Q 2020 benchmark year compared to the prior eight benchmark years. The food products category was down due to a warehouse club chain, included under general retail category, shifting food sales from grocery retailers. The transportation category was down due to declines in fuel sales.

ECONOMIC CATEGORY ANALYSIS										
% of Total / % Change	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
General Retail	31.6 / 13.4	26.8 / -16.9	25.7 / -20.7	27.6 / -7.5	25.6 / -15.9	26.3 / -6.9	33.7 / 7.0	26.1 / -19.1	28.2 / -2.1	25.4 / -25.4
Food Products	15.2 / -12.3	19.1 / -26.3	18.8 / -23.2	18.5 / -12.2	18.5 / -32.5	16.0 / -15.2	14.7 / -14.6	20.8 / -24.6	20.4 / -25	28.9 / -29.6
Transportation	22.4 / -2.2	23.3 / -17.5	23.9 / -11.7	25.2 / -4.5	20.7 / -20.3	28.0 / -7.2	22.4 / -17.2	23.6 / -13.8	26.3 / -4.4	24.1 / -9.3
Construction	11.5 / 13.1	11.6 / -0.8	10.6 / 3.8	15.4 / 14.0	11.8 / -3.2	13.6 / 2.1	11.9 / 2.3	10.5 / 4.1	15.3 / 10.3	10.7 / 13.6
Business to Business	15.8 / 1.0	18.1 / -13.5	19.7 / -11.0	12.5 / 2.9	22.1 / -7.2	15.1 / -4.9	16.5 / -9.9	17.8 / -13.2	9.1 / -6.2	10.2 / -14.8
Miscellaneous	3.5 / 12.1	1.2 / -22.1	1.3 / -15.7	0.7 / -10.8	1.2 / -25.2	1.1 / -19.5	0.8 / -5.1	1.1 / -13.3	0.7 / -26.7	0.7 / -36.5
Total	100.0 / 3.0	100.0 / -17.0	100.0 / -15.2	100.0 / -3.7	100.0 / -17.7	100.0 / -7.2	100.0 / -6.1	100.0 / -16.1	100.0 / -7.4	100.0 / -19.5

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail

Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment

Construction: Building Materials Retail and Building Materials Wholesale

Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales

Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing,

Biotechnology, I.T. Infrastructure, and Green Energy

Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

An analysis of sales tax performance through 4Q 2020 is attached and illustrates fairly consistent cycles for sales tax performance for most of the economic categories since 4Q 2015 – with the exception of COVID-19 impacts in 4Q 2020 for some categories.

For five of the top 10 segments (miscellaneous – retail, auto sales – new, department stores, building materials – wholesale, and building materials – retail) during the past eight benchmark year quarters, sales tax receipts reached a new high point in 4Q 2020. The segments represent 44.7 percent of the total sales tax receipts. The service stations segment representing 5.6 percent was lower than the last seven benchmark year quarters since the high in 4Q 2013. The restaurants, food markets, heavy industry, and light industry are lower than the 4Q 2019 benchmark year quarter due to a warehouse chain, included under department stores, shifting food sales from grocery retailers and impacts of the COVID-19 pandemic.

The top 10 segments represent 71.8 percent of total sales tax receipts. For the other 21 segments representing 28.2 percent of total sales tax receipts, 14 segments representing 18 percent of the total sales tax receipts reached new high points in the benchmark year 4Q 2020. In the Economic Segment Analysis below, auto sales – new has been in the top economic segments beginning in 2014. Restaurants had been in the top economic segments since 2014 but was replaced by miscellaneous – retail beginning in the 3Q 2020 benchmark year. Miscellaneous – retail includes online retailers.

ECONOMIC SEGMENT ANALYSIS										
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
Largest Segment	Miscellaneous Retail	Restaurants	Auto Sales - New	Auto Sales - New	Restaurants	Auto Sales - New	Department Stores	Restaurants	Restaurants	Restaurants
% of Total / % Change	12.3 / 43.4	12.2 / -34.4	13.0 / -2.0	11.8 / 3.5	11.5 / -42.2	12.4 / 0.1	12.1 / -2.6	13.7 / -32.8	13.9 / -34.5	18.2 / -39.0
2nd Largest Segment	Auto Sales - New	Auto Sales - New	Restaurants	Department Stores	Auto Sales - New	Department Stores	Furniture/ Appliance	Auto Sales - New	Department Stores	Auto Sales - New
% of Total / % Change	10.8 / 5.9	11.4 / -8.7	12.4 / -30.8	10.9 / 0.3	11.2 / -12.6	11.5 / 3.1	9.7 / 59.0	12.1 / -4.1	11.4 / -0.2	14.4 / 9.0
3rd Largest Segment	Department Stores	Department Stores	Department Stores	Restaurants	Miscellaneous Retail	Restaurants	Auto Sales - New	Department Stores	Auto Sales - New	Food Markets
% of Total / % Change	10.1 / 3.4	9.1 / -13.7	9.3 / -12.9	10.7 / -18.5	9.6 / 9.7	9.9 / -22.8	9.0 / -21.2	8.8 / -12.7	11.0 / 6.6	8.6 / -7.2

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest losses) 4Q 2019 to 4Q 2020 is attached.

In early March 2020, the federal government as well as the California Governor issues 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. Additionally, the Governor issued an executive order to allow businesses with under \$1 million in tax liability to delay their first quarter sales and use tax filings until the end of July 2020. Another state program allows small businesses to defer up to \$50,000 of their sales and use tax liabilities for the first and second quarters until July 31, 2021, provided that the owed amount is paid in 12 equal installments over the following year. The sales taxes due to RCTC are not waived but may be delayed. Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

Attachments:

- 1) Sales Tax Digest Summary 4Q 2020
- 2) Sales Tax Performance Analysis by Quarter 4Q 2020
- 3) Quarterly Sales Tax Comparison by City for 4Q 2020 to 4Q 2019

<i>Approved by the Budget and Implementation Committee on May 24, 2021</i>										
In Favor:		12	Abstain:		0	No:		0		

Riverside County Transportation Commission Sales Tax Digest Summary

Collections through March 2021 Sales through December 2020 (2020Q4)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by -5.4% over the same quarter from the previous year, with Northern California reporting a -3.4% decrease compared to a -7.5% decrease for Southern California. Receipts for the RCTC increased by 6.0% over the same periods.

U.S. Real GDP fell by 3.5% in 2020, the largest decrease in modern history, after increasing 2.2% in 2019. Spending on services (accounting for approximately 45% of GDP in 2019), decreased by 7.3%, more than offsetting the increase of 3.9% in goods spending (accounting for roughly a quarter of GDP). (CDTFA Finance Bulletin, February 2021)

California's unemployment rate averaged 10.2% in 2020 following 4.1% in 2019. California civilian employment decreased by a record 1.6 million or 8.6% in 2020 after increasing by 0.9% in 2019. U.S. civilian employment decreased by 9.7 million or 6.2% in 2020, following an increase of 1.1% in 2019. (CDTFA Finance Bulletin, February 2021)

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	\$59,260,338
Less: Cost of Administration	\$(429,420)
Net 4Q2020 Receipts	\$58,830,918
Net 4Q2019 Receipts	\$55,500,537
Actual Percentage Change	6.0%

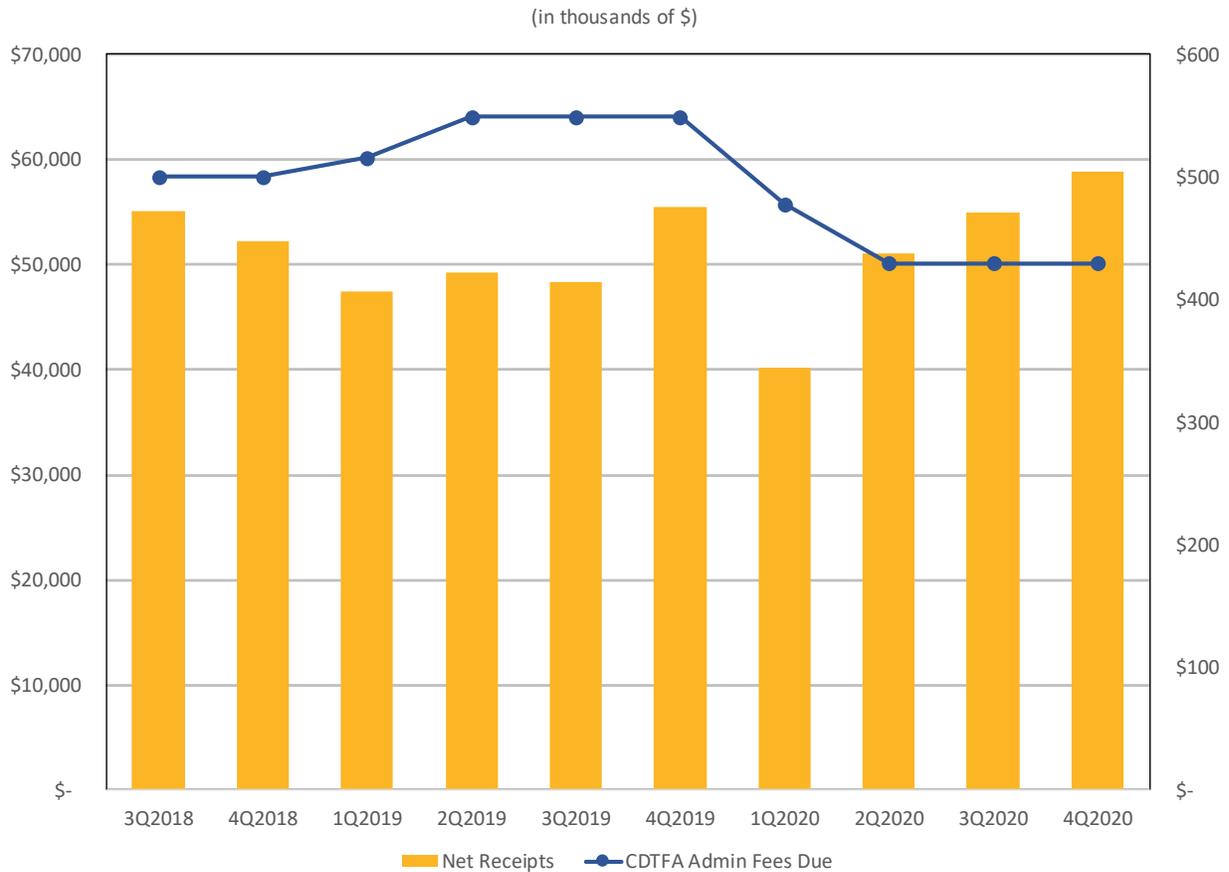
Business Activity Performance Analysis

Local Collections – Economic Basis 4Q2020	\$59,097,303
Local Collections – Economic Basis 4Q2019	\$55,232,620
Quarter over Quarter Change	\$3,864,683
Quarter over Quarter Percentage Change	7.0%

Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Since Inception	\$12,932,405
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HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



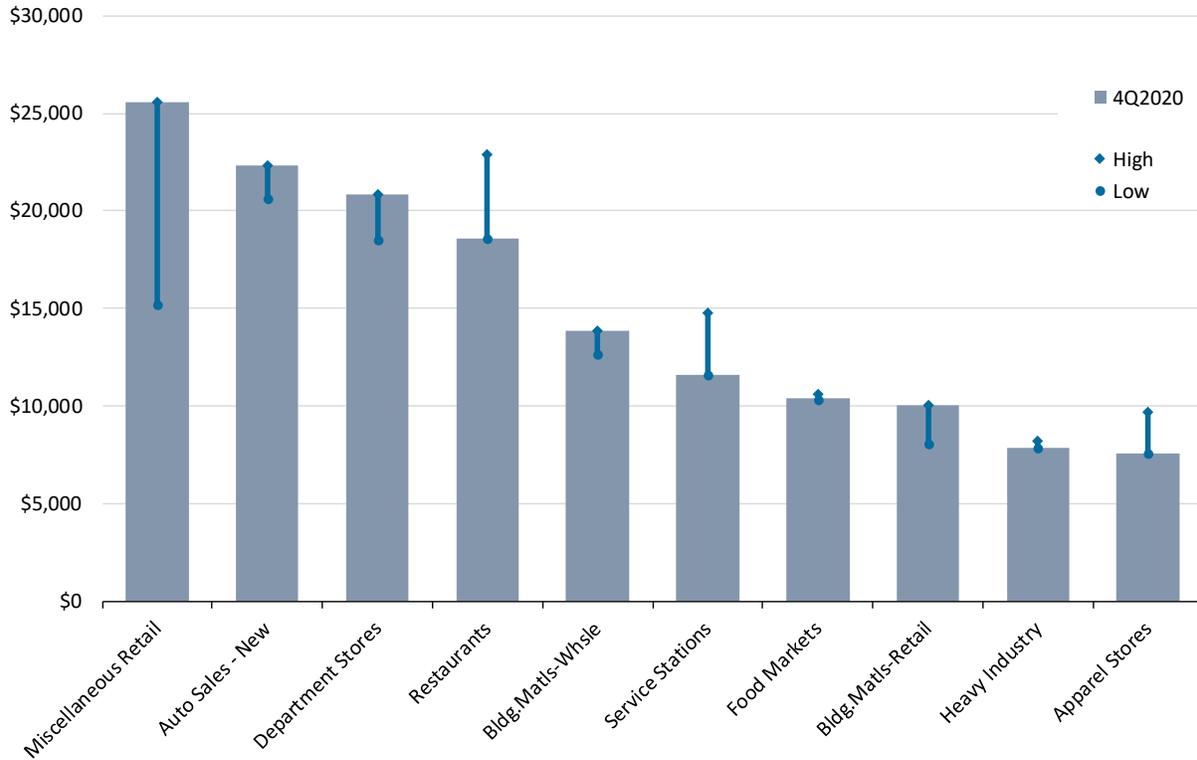
TOP 25 SALES/USE TAX CONTRIBUTORS

The following list identifies RCTC’s Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from January 2020 to December 2020. The Top 25 Sales/Use Tax contributors generate 28.0% of RCTC’s total sales and use tax revenue.

- | | |
|------------------------------|-----------------------------|
| ALBERTSON’S | JACK IN THE BOX RESTAURANTS |
| AMAZON.COM - EC | KOHL'S DEPARTMENT STORES |
| AMAZON.COM SERVICES – EC | LOWE’S HOME CENTERS |
| ARCO AM/PM MINI MARTS | MCDONALD'S RESTAURANTS |
| BEST BUY STORES | RALPH'S GROCERY COMPANY |
| BEST BUY STORES.COM – EC | ROSS STORES |
| CARMAX THE AUTO SUPERSTORE | SAM'S CLUB |
| CHEVRON SERVICE STATIONS | SHELL SERVICE STATIONS |
| CIRCLE K FOOD STORES | STATER BROS MARKETS |
| COSTCO WHOLESALE | TARGET STORES |
| DEPARTMENT OF MOTOR VEHICLES | VERIZON WIRELESS |
| EBAY – EC | WAL MART STORES |
| HOME DEPOT | |

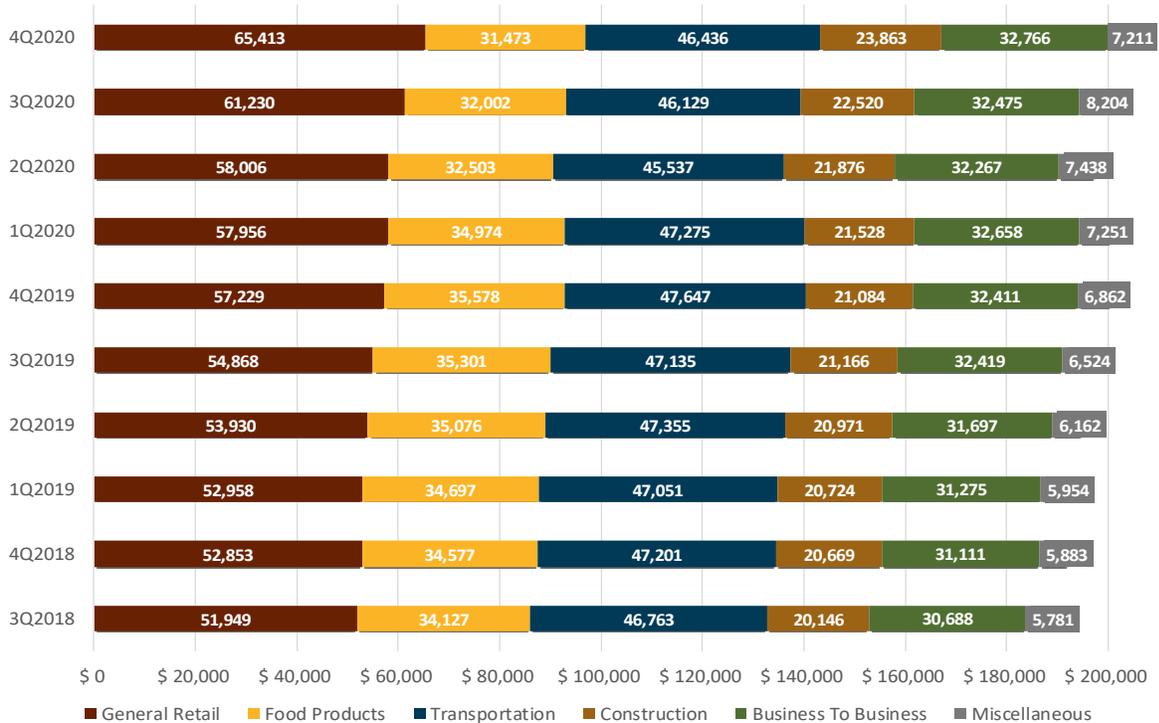
HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through December 2020, the highs, and the lows for the top ten segments over the last two years in thousands of \$.

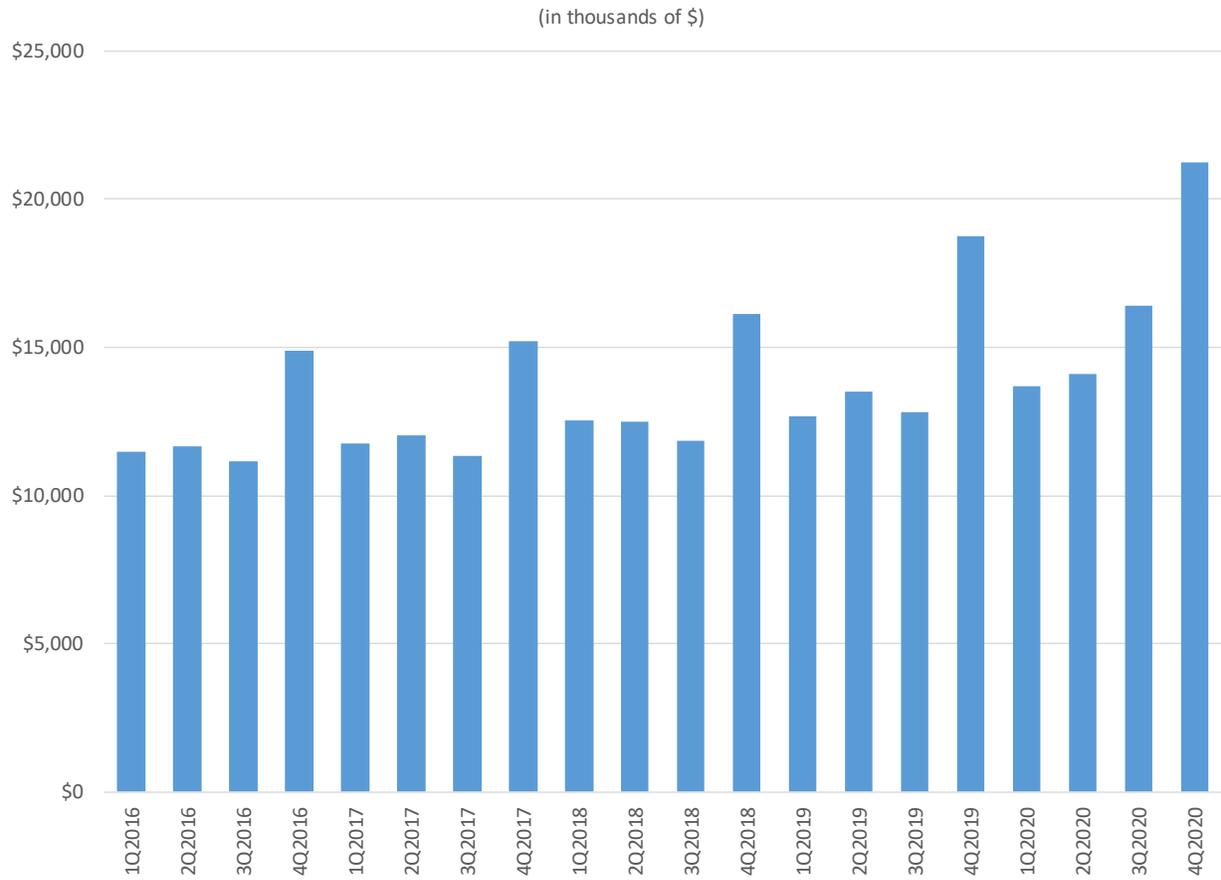


ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)

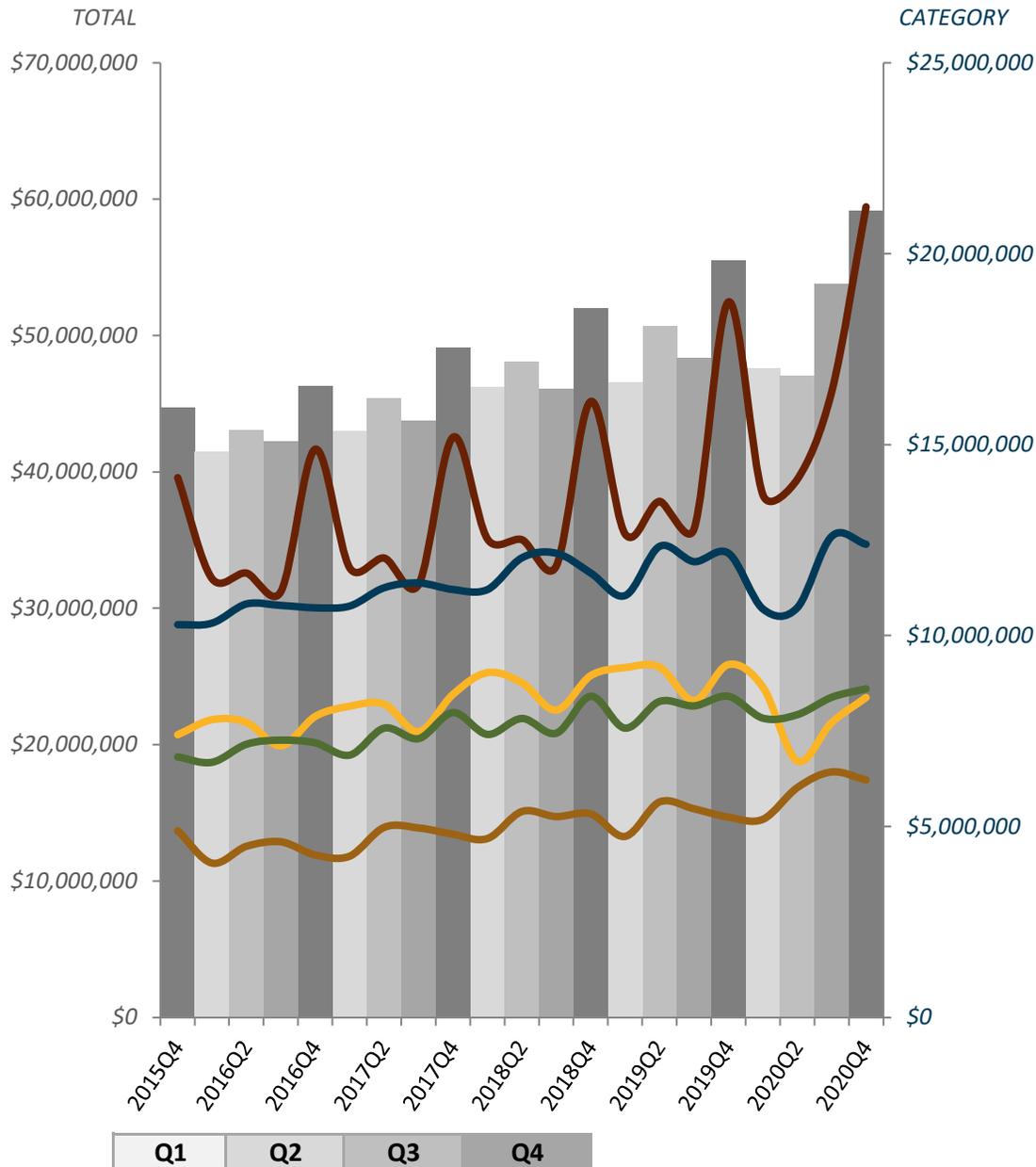


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$59,097,303	6.5%	\$3,628,932	3.2%	\$6,355,241

GENERAL RETAIL				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$21,228,997	13.3%	\$2,493,059	13.4%	\$7,704,489
% of 2020Q4 Total:		35.9%		

FOOD PRODUCTS				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,378,416	-9.4%	-\$868,445	-12.3%	-\$4,409,321
% of Total:		14.2%		

TRANSPORTATION				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$12,394,931	2.0%	\$237,827	-2.2%	-\$1,048,725
% of Total:		21.0%		

CONSTRUCTION				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$6,216,622	18.5%	\$969,912	13.1%	\$2,761,723
% of Total:		10.5%		

BUSINESS TO BUSINESS				
2020Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,611,125	2.4%	\$199,725	1.0%	\$337,490
% of Total:		14.6%		

QoQ = 20Q4 / 19Q4

YoY = YE 20Q4 / YE 19Q4

RCTC: Quarterly Comparison of 2019Q4 and 2020Q4 (October through December Sales)

	General Retail	Food Products	Transportation	Construction	Business To Bus	Miscellaneous	Oct - Dec 2020 (2020Q4)	Oct - Dec 2019 (2019Q4)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	7.9%	-3.3%	13.1%	11.5%	-19.9%	-2.1%	700,481	656,696	6.7%	Auto Sales - New	Misc. Vehicle Sales	Service Stations	Restaurants
BEAUMONT	2.6%	16.0%	2.4%	15.6%	-64.7%	-64.3%	1,397,087	1,467,848	-4.8%	Restaurants	Bldg.Matls-Retail	Light Industry	Service Stations
BLYTHE	40.9%	5.2%	-11.6%	10.6%	-14.1%	-38.8%	398,549	391,018	1.9%	Miscellaneous Retail	Light Industry	Heavy Industry	Service Stations
CALIMESA	11.6%	21.4%	-30.6%	422.4%	-26.9%	-39.0%	219,835	226,584	-3.0%	Food Markets	Miscellaneous Retail	Service Stations	Office Equipment
CANYON LAKE	14.6%	-7.6%	33.8%	-61.9%	-90.8%	-82.9%	63,138	70,803	-10.8%	Service Stations	Food Markets	Restaurants	Light Industry
CATHEDRAL CITY	-0.1%	-14.4%	21.8%	-9.3%	0.5%	-7.3%	2,417,509	2,195,389	10.1%	Auto Sales - New	Misc. Vehicle Sales	Restaurants	Service Stations
COACHELLA	11.0%	6.1%	-8.9%	9.0%	4.4%	-68.1%	839,083	840,677	-0.2%	Auto Parts/Repair	Florist/Nursery	Service Stations	Health & Government
CORONA	-2.3%	-6.6%	-14.0%	-1.1%	-8.4%	-24.2%	9,335,511	9,930,641	-6.0%	Auto Parts/Repair	Recreation Products	Service Stations	Office Equipment
COUNTY OF RIVERSIDE	-21.7%	-6.3%	-14.8%	45.1%	3.5%	-49.9%	7,474,939	7,940,492	-5.9%	Bldg.Matls-Whsle	Misc. Vehicle Sales	Apparel Stores	Service Stations
DESERT HOT SPRINGS	11.2%	4.5%	-15.1%	593.1%	48.6%	-36.4%	495,998	403,087	23.0%	Bldg.Matls-Whsle	Drug Stores	Service Stations	Furniture/Appliance
EASTVALE	-4.0%	2.4%	-1.2%	18.7%	44.5%	-31.8%	2,587,680	2,442,914	5.9%	Bldg.Matls-Whsle	Light Industry	Miscellaneous Retail	Service Stations
HEMET	5.0%	1.7%	7.8%	16.7%	1.6%	-2.7%	3,321,487	3,120,882	6.4%	Auto Sales - New	Bldg.Matls-Retail	Service Stations	Light Industry
INDIAN WELLS	-19.8%	-66.5%	0.0%	943.7%	-57.0%	-88.1%	131,769	238,723	-44.8%	Bldg.Matls-Whsle	Leasing	Restaurants	Miscellaneous Retail
INDIO	6.3%	-7.3%	5.0%	14.5%	8.8%	-29.6%	2,783,373	2,672,672	4.1%	Auto Sales - New	Heavy Industry	Service Stations	Restaurants
JURUPA VALLEY	10.7%	-0.7%	-10.0%	-14.1%	-9.1%	32.5%	4,660,736	4,741,712	-1.7%	Department Stores	Office Equipment	Auto Parts/Repair	Leasing
LA QUINTA	0.9%	-24.6%	-3.1%	7.9%	12.6%	34.4%	2,280,696	2,402,222	-5.1%	Bldg.Matls-Retail	Furniture/Appliance	Restaurants	Miscellaneous Retail
LAKE ELSINORE	16.8%	12.7%	9.6%	15.0%	22.5%	-25.3%	2,781,984	2,433,421	14.3%	Auto Sales - New	Drug Stores	Service Stations	Business Services
MENIFEE	2.2%	1.3%	-17.3%	49.2%	6.4%	1.9%	2,133,962	2,065,959	3.3%	Bldg.Matls-Retail	Department Stores	Service Stations	Misc. Vehicle Sales
MORENO VALLEY	-2.0%	2.5%	6.2%	6.5%	51.9%	178.2%	5,487,821	5,157,451	6.4%	Heavy Industry	Auto Sales - New	Service Stations	Auto Sales - Used
MURRIETA	3.3%	-5.0%	7.2%	19.6%	12.8%	-51.3%	4,574,943	4,379,833	4.5%	Misc. Vehicle Sales	Bldg.Matls-Whsle	Service Stations	Restaurants
NORCO	7.4%	-3.7%	1.5%	6.1%	17.9%	-32.4%	1,733,079	1,688,531	2.6%	Auto Sales - New	Auto Sales - Used	Service Stations	Recreation Products
PALM DESERT	-10.6%	-31.1%	-30.4%	9.1%	-6.5%	22.8%	4,572,999	5,349,146	-14.5%	Drug Stores	Liquor Stores	Restaurants	Department Stores
PALM SPRINGS	-1.9%	-30.0%	-12.2%	128.8%	-16.4%	-32.9%	3,560,293	3,601,359	-1.1%	Bldg.Matls-Whsle	Bldg.Matls-Retail	Restaurants	Leasing
PERRIS	-40.0%	2.9%	-17.2%	5.9%	-2.7%	14.0%	4,732,756	5,983,130	-20.9%	Heavy Industry	Apparel Stores	Miscellaneous Retail	Service Stations
RANCHO MIRAGE	-17.3%	-39.9%	-13.9%	-2.6%	-17.2%	-2.6%	1,187,633	1,507,494	-21.2%	Furniture/Appliance	Food Markets	Restaurants	Miscellaneous Retail
RIVERSIDE	-9.3%	-7.6%	2.4%	16.4%	6.0%	-7.8%	15,343,601	15,360,391	-0.1%	Auto Sales - New	Bldg.Matls-Whsle	Service Stations	Restaurants
SAN JACINTO	17.5%	-2.6%	-24.0%	14.0%	236.7%	-2.8%	826,694	765,022	8.1%	Leasing	Department Stores	Service Stations	Food Markets
TEMECULA	-8.9%	-10.6%	1.4%	6.2%	-11.4%	170.4%	8,623,871	9,139,502	-5.6%	Auto Sales - New	Misc. Vehicle Sales	Department Stores	Restaurants
WILDORAR	11.0%	16.4%	-31.1%	-10.8%	72.0%	-37.4%	466,154	486,693	-4.2%	Office Equipment	Food Markets	Service Stations	Light Industry

AGENDA ITEM 8F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Matt Wallace, Deputy Director of Financial Administration
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Federal Transit Administration Proposed Triennial Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2022-2024

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve 11 percent as the Commission’s Federal Transit Administration (FTA) proposed triennial overall Disadvantaged Business Enterprise (DBE) race-neutral goal for Federal Fiscal Years (FFY) 2022-24 for the period October 1, 2021 to September 30, 2024; and
- 2) Adopt Resolution No. 21-007, *“Resolution of the Riverside County Transportation Commission Adopting Its Triennial Overall Disadvantaged Business Enterprise Program Goal (49 CFR Part 26) as it Applies to Funding Received Directly from the Federal Transit Administration”*.

BACKGROUND INFORMATION:

In accordance with regulations of the U.S. Department of Transportation (U.S. DOT) under Title 49 CFR Part 26, the Commission must implement a DBE program and develop a triennial overall DBE program goal as a condition to receive a commitment for federal financial assistance from the FTA as a direct recipient.

The DBE Program and Policy Statement was developed by the Commission to address this requirement and is administered by the Commission’s DBE Liaison Officer, who is the Commission’s Deputy Director of Financial Administration. This DBE program has been implemented in a wholly race-neutral fashion to conform with directives issued by the U.S. DOT related to the Ninth Circuit U.S. Court of Appeals (Ninth Circuit) decision in the Western States Paving Co. vs. Washington State Department of Transportation case. These directives prohibit any U.S. DOT recipient in the jurisdiction of the Ninth Circuit, including the Commission, from using race-conscious contract DBE goals on U.S. DOT-assisted contracts if the recipient does not possess evidence of discrimination in its transportation contracting program. The Commission does not possess such evidence of discrimination and for this reason has implemented a wholly race-neutral DBE program.

Under a wholly race-neutral DBE program, contracts let by the Commission will not include a DBE participation goal as a condition of award. Rather, in accordance with 49 CFR Part 26, the Commission performs extensive small business outreach efforts and uses other race-neutral measures when applicable.

The proposed FTA triennial overall DBE Program race-neutral goal is 11 percent. The goal is based on the relative availability of DBE firms in the Commission's geographic market area (defined as Riverside County, Orange County, and San Bernardino County). The established market area represents where the Commission anticipates a majority of contractors and subcontractors will be located. Data to determine this relative availability was extracted from the California Unified Certification Program DBE Directory of Certified Firms and the 2018 U.S. Census Bureau County Business Pattern database. The analysis, which is attached, details the methodology utilized in developing the triennial goal for anticipated Commission projects, which will be funded either in whole or in part with FTA funds, including Coronavirus Aid, Relief, and Economic Security Act funds. Anticipated projects include, but are not limited to:

- Moreno Valley March Field Station Rail Improvements;
- Rail Stations Capital Rehabilitation;
- Rail Stations Operations;
- Riverside Downtown Platform Expansion; and
- Transit Oriented Development Strategic Plan.

Additionally, the Commission is the direct recipient of several FTA grants that will be passed-through to Metrolink (Southern California Regional Rail Authority). The Commission will be responsible for oversight of Metrolink's DBE program compliance related to those funds and has entered into a memorandum of understanding with Metrolink to further define DBE roles and responsibilities. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE program when soliciting and awarding contracts that are partially or fully funded with the FTA funds passed-through by the Commission to Metrolink.

A Public Notice was issued on the RCTC website publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC would host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

Additionally, staff consulted with minority, women, local business associations, and community organizations, which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and staff's efforts to establish a level playing field for the participation of DBEs. Staff reached out to a total of 16 local minority, women, and community business organizations to provide them information on the RCTC DBE program and specifically the draft proposed FTA

Overall DBE Goal-Setting Methodology for FFY 2022-2024. Each organization was contacted multiple times by telephone and email. Despite outreach efforts, no comments were received.

FISCAL IMPACT:

There is no financial impact to the Commission.

Attachments:

- 1) Resolution No. 21-007
- 2) Draft RCTC FTA Overall DBE Goal – Setting Methodology for FFY 2022 – FFY 2024

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

**RESOLUTION NO. 21-007
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ADOPTING ITS
TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOAL
(49 CFR PART 26) AS IT APPLIES TO FUNDING RECEIVED
DIRECTLY FROM THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the Riverside County Transportation Commission (Commission) adopted a Disadvantaged Business Enterprise (DBE) program which was last updated in 2018;

WHEREAS, the Ninth Circuit Court of Appeals, in a decision regarding the Washington State Department of Transportation, determined that sufficient evidence must exist to support the use of race-conscious measures on federal-aid contracts;

WHEREAS, the Commission does not currently have sufficient evidence of discrimination or its effects which would support the adoption or implementation of a race-conscious DBE goal;

WHEREAS, the Commission is still required, pursuant to 49 CFR Part 26, to adopt a DBE goal and implement its DBE program as applies to federal funding received by the Commission directly from the Federal Transit Administration (FTA);

WHEREAS, the methodology to determine the agency's DBE goal shall be in accordance with 49 CFR Part 26;

WHEREAS, the Commission is a direct recipient of FTA funds;

WHEREAS, in light of the Ninth Circuit ruling and the U.S. Department of Transportation directive, and in accordance with 49 CFR Part 26, the Commission has utilized an all race-neutral methodology in calculating the Triennial Overall DBE Program goal.

NOW, THEREFORE, the Commission hereby resolves as follows:

SECTION 1. The Commission submits its Triennial Overall DBE Program goal for Federal Fiscal Years (FFY) for the period October 1, 2021 – September 20, 2024 (FFY 2022-24).

SECTION 2. The Triennial Overall DBE Program goal shall be 11 percent.

SECTION 3. The Commission shall implement a race-neutral DBE program, and shall take affirmative steps to utilize race-neutral means of meeting its overall goal.

ADOPTED this 9th day of June, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION



Federal Transit Administration (FTA)
Overall DBE
Goal-Setting Methodology

FFY 2022-FFY 2024

Submitted in fulfillment of:

Title 49 Code of Federal Regulations Part 26

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I. INTRODUCTION

The Riverside County Transportation Commission (RCTC) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2022-2024 (October 1, 2021 through September 30, 2024), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 “Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs.” The purpose of the DBE goal-setting process is to level the playing field to allow DBEs to compete fairly for Department of Transportation-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

II. BACKGROUND

RCTC is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, RCTC signed an assurance that it will comply with FTA’s DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, RCTC is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

RCTC herein presents its Overall DBE Goal Methodology for FFY 2022-2024.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2022-2024

Market Area

The Federal DBE Program requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. RCTC’s local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

The RCTC bidder’s list was reviewed, and the previously recognized market area of Orange County, Riverside County, and San Bernardino County was confirmed.

Anticipated Projects

RCTC has 9 FTA-assisted projects that are anticipated to be awarded during the triennial period and which were considered in preparing this goal methodology. The projects, which include construction, professional services and materials/supplies contracting opportunities, are anticipated to be awarded during the triennial period and have potential subcontracting opportunities. These projects and their federal share are listed in Table 1.

- Column A lists the name and brief description of each project.
- Column B lists the total estimated cost of each project.
- Column C lists the estimated FTA dollar share for each project.
- Column D lists the estimated FTA percentage share for each project.

TABLE 1

(amounts subject to rounding differences)

A PROJECT NAME/DESCRIPTION	B EST. TOTAL PROJECT COST	C EST. FTA \$ SHARE	D EST. FTA % SHARE
<p>Moreno Valley March Field Station Rail Improvements Remove and replace approximately 25 miles of existing rail and wood ties with new rail and concrete ties, remove/replace/regrade track ballast, improve track drainage, install new track signals and Positive Train Control system, connect to existing signals and communication systems, construct a new second passenger loading platform, extend of the existing passenger loading platform and other improvements</p>	<p>\$13,322,695</p>	<p>\$12,997,049</p>	<p>98%</p>
<p>Moreno Valley March Field Station Rail Improvements Construction Management Construction Management for the Moreno Valley March Field Station Rail Improvements Project</p>	<p>1,998,404</p>	<p>1,949,557</p>	<p>98%</p>
<p>Rail Stations Capital Rehabilitation Bid & Construction Support Review/develop design, develop plans, review cost and budget, conduct audits, perform inspections, review and assess claims and change orders, seek internal claim/change order approvals, validate project status, develop reports to management, and certify completion of new construction and maintenance projects.</p>	<p>550,000</p>	<p>550,000</p>	<p>100%</p>
<p>Rail Stations Capital Rehabilitation Construction Station Contracts Capital rehabilitation and maintenance of CCTV facilities and equipment, electrical upgrades, solar covered parking, painting, pavement preservation, upgrade concrete sidewalk, ADA improvements, elevator replacement and upgrades, lighting improvements, landscaping and fencing, construction for solar covered parking</p>	<p>4,840,000</p>	<p>4,840,000</p>	<p>100%</p>
<p>Rail Stations Operations (CARES) - Bid & Construction Support Review/develop plans, develop scope of work for maintenance repair and replacement projects of existing physical inventory, validate cost, review and assess project approach, provide coordination of the contractor's work and the station operations, and provide inspection during project phases and project completion.</p>	<p>250,000</p>	<p>250,000</p>	<p>100%</p>

A PROJECT NAME/DESCRIPTION	B EST. TOTAL PROJECT COST	C EST. FTA \$ SHARE	D EST. FTA % SHARE
Rail Stations Operations (CARES) Construction Station Contracts Support the operation and maintenance of RCTC’s nine commuter rail stations. Activities funded include RCTC staff costs, contracted program management, station janitorial cleaning services, station security, routine maintenance and repair of the facilities, grounds maintenance, pest control, and regular service interval for decontamination and sanitization of the rail facilities.	1,000,000	1,000,000	100%
Riverside Downtown Platform Expansion Construction of an additional platform on the East Side of the Riverside Downtown Track and Platform to accommodate the future project growth of ridership and additional inter-County trip on the Perris Valley Line	3,571,000	1,004,978	28%
Riverside Downtown Platform Expansion Construction Management Construction Management for the Riverside Downtown Platform Expansion Project	535,650	150,747	28%
TOD Strategic Plan Transit oriented communities strategic plan for the eight stations along Metrolink’s Perris Valley Extension Line providing corridor-wide policy recommendations and station-level action items to support transit-oriented development within a five-mile radius of each station.	700,000	515,789	74%
Total			
	\$26,767,749	\$23,258,121	87%

Subrecipients

In addition to the above listed projects, RCTC has \$60 million in grants that will be reallocated to Metrolink (Southern California Regional Rail Authority). RCTC has executed a Memorandum of Understanding (MOU) with Metrolink, which details the responsibilities of both RCTC and Metrolink with respect to the DBE Program. Section III of the MOU details RCTC’s responsibilities for oversight and monitoring Metrolink’s obligations as a subrecipient of RCTC’s federal funds. Section IV of the MOU describes Metrolink’s obligations to comply with the requirements of 49 CFR Part 26 and all other FTA DBE rules, regulations and policies, and to implement a stand-alone DBE program that includes goal setting, outreach, monitoring, and reporting. Section IV also states that Metrolink shall create and maintain records of compliance with the DBE obligations and provide compliance information to RCTC upon request. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE Program when soliciting and awarding contracts that are partially or fully funded with the FTA funds reallocated by RCTC to Metrolink.

Categories of Work

RCTC reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for purposes of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.

- Column A lists the name and brief description of each project.
- Column B lists the estimated FTA dollar share for each project.
- Column C lists the category of work (NAICS) code.
- Column D lists the category of work (NAICS) title.
- Column E lists the estimated FTA dollar share for each NAICS code.
- Column F lists the estimated FTA percentage share for each NAICS code.

TABLE 2
(amounts subject to rounding differences)

A PROJECT NAME/ DESCRIPTION	B EST. FTA \$ SHARE	C NAICS CODE	D NAICS TITLE	E EST. FTA \$ SHARE NAICS	F EST. FTA % SHARE NAICS
Moreno Valley March Field Station Rail Improvements - Construction	\$12,997,049	237110	Water and sewer line and related structures construction	\$456,953	2.0%
		237990	Other heavy and civil engineering construction	\$10,509,690	45.2%
		238120	Structural steel and precast concrete contractors	\$662,345	2.8%
		238190	Other foundation, structure, and building exterior contractors	\$379,688	1.6%
		238210	Electrical contractors and other wiring installation contractors	\$658,717	2.8%
		238220	Plumbing, heating, and air-conditioning contractors	\$49,054	0.2%
		238910	Site preparation contractors	\$280,602	1.2%
Moreno Valley March Field Station Rail Improvements - Construction Management	\$1,949,557	236210	Industrial building construction	\$97,478	0.4%
		237310	Highway, street, and bridge construction	\$97,478	0.4%
		541310	Architectural services	\$97,478	0.4%
		541330	Engineering services	\$662,849	2.8%
		541370	Surveying and mapping (except geophysical) services	\$97,478	0.4%
		541380	Testing laboratories	\$292,434	1.3%
		541611	Administrative management and general management consulting services	\$311,929	1.3%
		541620	Environmental consulting services	\$214,451	0.9%
Rail Stations Capital Rehabilitation - Bid & Construction Support	\$550,000	541330	Engineering services	\$200,000	0.9%
		561210	Facilities support services	\$200,000	0.9%
		561720	Janitorial services	\$150,000	0.6%
Rail Stations Capital Rehabilitation - Construction Station Contracts	\$4,840,000	221310	Water supply and irrigation systems	\$200,000	0.9%
		238160	Roofing contractors	\$20,000	0.1%
		238190	Other foundation, structure, and building exterior contractors	\$350,000	1.5%
		238210	Electrical contractors and other wiring installation contractors	\$600,000	2.6%



A	B	C	D	E	F
PROJECT NAME/ DESCRIPTION	EST. FTA \$ SHARE	NAICS CODE	NAICS TITLE	EST. FTA \$ SHARE NAICS	EST. FTA % SHARE NAICS
		238220	Plumbing, heating, and air-conditioning contractors	\$70,000	0.3%
		238320	Painting and wall covering contractors	\$1,600,000	6.9%
		238330	Flooring contractors	\$50,000	0.2%
		238990	All other specialty trade contractors	\$1,500,000	6.4%
		561730	Landscaping services	\$450,000	1.9%
Rail Stations Operations (CARES) - Bid & Construction Support	\$250,000	541330	Engineering services	\$25,000	0.1%
		561210	Facilities support services	\$25,000	0.1%
		561720	Janitorial services	\$200,000	0.9%
Rail Stations Operations (CARES) - Construction Station Contracts	\$1,000,000	221310	Water supply and irrigation systems	\$30,000	0.1%
		238160	Roofing contractors	\$10,000	0.0%
		238190	Other foundation, structure, and building exterior contractors	\$25,000	0.1%
		238210	Electrical contractors and other wiring installation contractors	\$25,000	0.1%
		238220	Plumbing, heating, and air-conditioning contractors	\$25,000	0.1%
		238320	Painting and wall covering contractors	\$25,000	0.1%
		238330	Flooring contractors	\$10,000	0.0%
		238990	All other specialty trade contractors	\$250,000	1.1%
		561730	Landscaping services	\$600,000	2.6%
Riverside Downtown Platform Expansion- Construction	\$1,004,978	237990	Other heavy and civil engineering construction	\$844,283	3.6%
		238120	Structural steel and precast concrete contractors	\$70,357	0.3%
		238190	Other foundation, structure, and building exterior contractors	\$70,357	0.3%
		541360	Geophysical surveying and mapping services	\$8,724	0.0%
		562112	Hazardous waste collection	\$11,257	0.0%
Riverside Downtown Platform Expansion-	\$150,747	236210	Industrial building construction	\$7,537	0.0%
		237310	Highway, street, and bridge construction	\$7,537	0.0%
		541310	Architectural services	\$7,537	0.0%



A	B	C	D	E	F
PROJECT NAME/ DESCRIPTION	EST. FTA \$ SHARE	NAICS CODE	NAICS TITLE	EST. FTA \$ SHARE NAICS	EST. FTA % SHARE NAICS
Construction Management		541330	Engineering services	\$51,254	0.2%
		541370	Surveying and mapping (except geophysical) services	\$7,537	0.0%
		541380	Testing laboratories	\$22,612	0.1%
		541611	Administrative management and general management consulting services	\$24,120	0.1%
		541620	Environmental consulting services	\$16,582	0.1%
		541820	Public relations agencies	\$6,030	0.0%
TOD Strategic Plan	\$515,789	541990	All other professional, scientific, and technical services	\$515,789	2.2%
Total	\$23,258,120			\$23,258,120	100.0%

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure (26.45)¹

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on RCTC’s FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, RCTC followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the *2018 U.S. Census Bureau County Business Patterns Database* within RCTC’s market area for each of the categories of work defined in Table 2.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} \times \text{Estimated NAICS \%}$$

⇒ For the numerator: CUCP DBE Database of Certified Firms

⇒ For the denominator: 2018 U.S. Census Bureau’s Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- dividing the number of ready, willing and able DBE firms identified for each NAICS work category by the number of all firms identified within the market area for each corresponding work category (*relative availability*),
- weighting the relative availability for each work category by the corresponding work category weight from Table 2 (*NAICS %*) to determine the Weighted Ratio for each NAICS work category, and
- adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

- Column A lists the category of work (NAICS) code.
- Column B lists the category of work (NAICS) title.
- Column C lists the estimated percentage of each NAICS code (the estimated FTA dollars for each NAICS code divided by the grand total of all estimated FTA dollars) from Table 2.
- Column D lists number of DBEs in the market area for each NAICS code from the CUCP DBE Database of Certified Firms.
- Column E lists number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2018 U.S. Census Bureau County Business Patterns Database.
- Column F lists the relative availability of DBEs for each NAICS code (the number of DBEs divided by the number of all firms).
- Column G lists weighted ratio for each NAICS code (relative availability divided by the estimated NAICS percentage).

The weighted base figure is the sum of the weighted ratios for each NAICS code.

¹ 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

TABLE 3
(amounts subject to rounding differences)

A	B	C	D	E	F	G
NAICS CODE	NAICS TITLE	NAICS % ²	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	WEIGHTED RATIO (Rel. Avail. x NAICS %)
221310	Water supply and irrigation systems	1.0%	4	73	5.5%	0.1%
236210	Industrial building construction	0.5%	20	107	18.7%	0.1%
237110	Water and sewer line and related structures construction	2.0%	36	186	19.4%	0.4%
237310	Highway, street, and bridge construction	0.5%	60	175	34.3%	0.2%
237990	Other heavy and civil engineering construction	48.8%	10	87	11.5%	5.6%
238120	Structural steel and precast concrete contractors	3.2%	17	112	15.2%	0.5%
238160	Roofing contractors	0.1%	4	408	1.0%	0.0%
238190	Other foundation, structure, and building exterior contractors	3.5%	12	134	9.0%	0.3%
238210	Electrical contractors and other wiring installation contractors	5.5%	38	1,874	2.0%	0.1%
238220	Plumbing, heating, and air-conditioning contractors	0.6%	9	2,252	0.4%	0.0%
238320	Painting and wall covering contractors	7.0%	6	850	0.7%	0.0%
238330	Flooring contractors	0.3%	1	373	0.3%	0.0%
238910	Site preparation contractors	1.2%	48	560	8.6%	0.1%
238990	All other specialty trade contractors	7.5%	36	780	4.6%	0.3%
541310	Architectural services	0.5%	11	533	2.1%	0.0%
541330	Engineering services	4.0%	93	1,760	5.3%	0.2%
541360	Geophysical surveying and mapping services	0.0%	1	10	10.0%	0.0%
541370	Surveying and mapping (except geophysical) services	0.5%	17	123	13.8%	0.1%
541380	Testing laboratories	1.4%	20	210	9.5%	0.1%
541611	Administrative management and general management consulting services	1.4%	114	2,171	5.3%	0.1%
541620	Environmental consulting services	1.0%	78	288	27.1%	0.3%
541820	Public relations agencies	0.4%	16	152	10.5%	0.0%

² The weighted ratio is the sum of each NAICS code from Table 2.

A	B	C	D	E	F	G
NAICS CODE	NAICS TITLE	NAICS % ²	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	WEIGHTED RATIO (Rel. Avail. x NAICS %)
541990	All other professional, scientific, and technical services	2.2%	24	499	4.8%	0.1%
561210	Facilities support services	1.0%	2	96	2.1%	0.0%
561720	Janitorial services	1.5%	10	1,059	0.9%	0.0%
561730	Landscaping services	4.5%	16	1,624	1.0%	0.0%
562112	Hazardous waste collection	0.0%	5	17	29.4%	0.0%
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)						8.7%

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, RCTC reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

A. Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on RCTC projects. The projects anticipated to be awarded during the triennial period are substantially similar to those awarded in the recent past. RCTC calculated past DBE participation attainments for the three (3) FFY³, for which DBE attainment data is available. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by RCTC within the last three (3) FFYs.

- Column A lists the Federal Fiscal Year.
- Column B lists the FTA DBE Goal percentage for that FFY.
- Column C lists the percentage of DBE attainment on the FTA share from the RCTC Semi-Annual Uniform reports that were submitted to FTA.

TABLE 4

A	B	C
FEDEAL FISCAL YEAR (FFY)	FTA DBE GOAL %	FTA DBE ATTAINMENT %
FFY 2018	10.80%	20.81%
FFY 2019	8.90%	0.00%
FFY 2020	8.90%	13.33%
Median DBE Attainment Within the Last 3 FFYs		13.3%

³ RCTC is using the last three (3) FFY instead of five (5) FFY for past participation because there were no FTA awards in FFY 2016 or FFY 2017.

The median participation for the past three FFYs is higher than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on RCTC’s past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

Base Figure (A)	8.7%
Median DBE Attainment (B)	13.3%
Adjusted Base Figure [(A+B)/2]	11.0%

B. Disparity Study

RCTC has not conducted a disparity study nor does it possess evidence on hand of discrimination in its transportation contracting program.

RCTC reviewed and evaluated disparity studies from the Orange County Transportation Authority (OCTA), the San Diego–Imperial County Consortium, and Caltrans as part of this goal setting process. RCTC has declined to apply the results of these disparity studies to the triennial goal methodology since the nature of procurements covered under these other studies include significantly different projects and market areas from the projects anticipated for RCTC during this triennial period. For this reason, RCTC will not be making an adjustment to the base figure using evidence from the other disparity studies. RCTC will continue to review other agency disparity studies for similarities to their procurements. RCTC will also consider undergoing its own disparity study should additional FTA-funded projects be identified in the future.

C. Other Available Evidence

RCTC is not in possession of other information that would have an impact on the DBE goal assessment.

V. PROPOSED OVERALL DBE GOAL

Since the Ninth Circuit Court of Appeals decision regarding *Western States Paving v. Washington State Department of Transportation*, RCTC has set race neutral goals. RCTC will periodically re-evaluate its DBE Program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation RCTC believes a race-conscious program is necessary, as required by *Western States*, RCTC will gather evidence to determine if discrimination in the transportation contracting industry is present. RCTC will make a determination at that time as to what type of evidence gathering is appropriate, based on DOT regulations and case law.

The Final Proposed Overall DBE Goal for FFY 2022-2024 for RCTC’s FTA-assisted contracts is 11.0%.

RCTC will continue to have race-neutral DBE program for FFY 2022-2024. RCTC has been able to achieve moderate DBE participation by using only race-neutral methods, will continue to use the existing race-neutral measures as listed below, and will consider new measures in order to achieve even greater participation over the triennial period. RCTC will carefully monitor participation during the course of the goal period. At the conclusion of each year during the goal period, RCTC will re-evaluate the effectiveness of the race-neutral methods and determine if it is necessary to institute a race-conscious portion and contract specific goals. If, in the future, as a result of this re-evaluation, RCTC decides to implement race-conscious means, RCTC will submit a revised DBE Goal methodology for FTA review and approval.

RCTC intends to use race-neutral methods, as shown below, to meet the overall DBE goal of 11.0% for FFY 2022-2024 in accordance with Title 49 CFR Part 26.51.

RACE-CONSCIOUS & RACE-NEUTRAL PROJECTIONS	
DBE Adjusted Base Figure	11.0%
Race-Conscious Component	0.0%
Race-Neutral Component	11.0%

VI. RACE-NEUTRAL IMPLEMENTATION MEASURES

The United States Department of Transportation (USDOT) regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall goal. RCTC is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in RCTC’s FTA-assisted contracting program. RCTC plans to continue or implement the following race-neutral measures for FFY 2022-2024 and will continue to explore other options for consideration based on RCTC’s success in meeting its overall DBE goals based on these efforts:

- RCTC will structure and present solicitations and schedules in ways that facilitate DBE and other small business participation with prospective prime contractors. RCTC will also participate in Small Business conferences, which may include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community.
- Holding pre-proposal meetings, invite DBE firms, and provide for networking at these meetings.
- RCTC will refer the DBE and Small Business contracting community to the SBA Bonding Assistance Program.
- RCTC will carry out a communications effort to inform DBEs and other Small Businesses of opportunities that may be available.
- RCTC will actively promote Small Business conferences, programs and supportive services currently offered by peer agencies which have mature DBE and Small Business Programs and are seeking increased DBE and Small Business participation in their programs as a supportive service to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses.
- RCTC will advise contractors about the online directory of certified DBEs, found at the California Department of Transportation (Caltrans) website:
<https://dot.ca.gov/programs/civil-rights/dbe-search>
- RCTC will advise the DBE and small business community to participate in Caltrans’ DBE Supportive Services Program, which offers free training classes and one-on-one technical assistance.

Fostering Small Business Participation

RCTC has implemented several strategies to foster small business participation in its contracting process. These include the following:

- In multi-year design-build contracts or other large contracts (e.g., for “megaprojects”), requiring bidders on the prime contract to specify elements of the contract or specific subcontracts that are of a size that small businesses, including DBEs, can reasonably perform.
- On larger prime contracts, encouraging the prime contractor to consider subcontracting opportunities of a size that small businesses, including DBEs, can reasonably perform, rather than self-performing all the work involved.
- Identifying alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of small businesses, including DBEs, to compete for and perform prime contracts.
- Ensuring that a reasonable number of prime contracts are of a size that small businesses, including DBEs, can reasonably perform.
- Provide outreach to current RCTC contractors or past RCTC contractors who may qualify for DBE-certification by encouraging them to seek and obtain DBE-certification.

VII. PUBLIC PARTICIPATION AND FACILITATION

A Public Notice (Attachment 1) was issued on the RCTC website (Attachment 2), publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC will host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the market area were contacted and provided an opportunity to review the triennial goal analysis and provide input. RCTC reached out to 16 local minority, women, and community business organizations to provide them information on RCTC’s DBE program and specifically the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024 and to solicit their comments. Each organization was contacted multiple times by both email (Attachment 3), which included a list of questions for participants to consider (Attachment 4), and telephone. Despite outreach efforts, no comments were received. The summary of all contact made in an attempt to receive input as part of this process can be found in Attachment 5. RCTC prepared a presentation for the public comment webinar (Attachment 6), however no individuals participated.

ATTACHMENT 1: Public Notice



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

PROPOSED FEDERAL TRANSIT ADMINISTRATION

TRIENNIAL DBE GOAL FFY 2022-2024

Dated 2/18/21

In accordance with 49 CFR Part 26.45(g), the Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 11.0% for Federal Fiscal Years 2022-2024. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on RCTC's FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice upon request.

RCTC will host a webinar on March 16th from 10:00 am – 11:00 am PST to present the methodology for establishing the proposed DBE goal, provide an opportunity for public comment, and answer any questions about RCTC's DBE program and proposed DBE goal. [Click here to register for the webinar.](#)

RCTC and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice. Written comments to the RCTC DBE Liaison Officer, Matthew Wallace, may be emailed to mwallace@rctc.org or mailed to 4080 Lemon Street 3rd Floor, Riverside, CA 92501. Written comments can also be sent directly to the FTA, Marisa Appleton, Civil Rights Officer, 200 W. Adams Street, Suite 320, Chicago, IL 60606. Written comments at both locations will be accepted until **Monday, March 22, 2021**.



ATTACHMENT 2: Website notification

2/19/2021 Vendor Registration for Bid Opportunities with RCTC

- November and December (Permit Period #6)

Applications for a particular permit period shall be due by the 19th day of the calendar month immediately preceding the particular permit period.

For questions, please contact RCTC's Rail Department at 951.787.7141. When completed, the *Leafleting, Solicitation and/or Political Campaign Activities Permit Application* together with a copy of the material to be distributed should be e-mailed to info@rctc.org.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The Commission strongly encourages the utilization and participation of certified DBE firms in its contracting and procurement activities.

It is the Commission's policy to ensure that DBEs have an equal opportunity to receive and participate in DOT-assisted contracts. The Commission procurements will be administered without discrimination on the basis of race, color, sex, or national origin.

DBE PROGRAM OBJECTIVES

DBE LIAISON OFFICER

DBE CERTIFICATION

RCTC is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, RCTC signed an assurance that it will comply with FTA's DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, RCTC is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

[Click here to view RCTC Federal Transit Administration Triennial DBE Goal – FFY 2022-2024](#)

ATTACHMENT 3: Sample Email



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

TRIENNIAL DBE GOAL FFY 2022-2024

11.0%

FFY 2022-2024

[View Public Notice](#)

The Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance and in accordance with 49 CFR Part 26.45(g), announces a proposed Federal Transit Administration (FTA) Disadvantaged Business Enterprise (DBE) overall program triennial DBE goal of 11.0% for Federal Fiscal Years (FFY) 2022-2024.

Upcoming Webinar

RCTC will be hosting a webinar for public participation on:
Tuesday, March 16th
at 10:00 a.m.

[Register Here!](#)

RCTC has developed questions for minority, women's and general contract groups, community organizations and other official organizations to learn more information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and RCTC's efforts to establish a level playing field for the participation of DBEs.

[Consultative Process Questions](#)

Agenda

Introduction	DBE Goal Methodology	DBE Goal for FFY 2022-2024
<ul style="list-style-type: none">Title 49 CFR Part 26Triennial Goal Period	<ul style="list-style-type: none">Market AreaAnticipated ProjectsAdjustments	<ul style="list-style-type: none">Next Steps

Unable to Attend?

Comments Accepted through March 22, 2021

RCTC will be accepting comments to the overall DBE Goal-Setting Methodology for FFY 2022-2024 until March 22, 2021. Please contact Matthew Wallace at mwallace@rctc.org.

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ATTACHMENT 4: Consultation Questions



Triennial DBE Goal Methodology Consultative Process Questions

The Riverside County Transportation Commission (RCTC) must establish and submit an overall triennial Disadvantaged Business Enterprise (DBE) goal for the Federal Transit Administration's (FTA) approval. The goal setting takes into consideration the contracting opportunities that use federal funds. RCTC announces its overall DBE goal of 11% for Federal Fiscal Year 2022-2024 (October 2021 – September 2024).

Pursuant to the requirements in 49 CFR 26.45(g)(1)(i), prior to submitting the goal document to the FTA, RCTC is required to consult with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and RCTC's efforts to establish a level playing field for the participation of DBEs. As part of the consultation phase, RCTC is contacting you for your organization's input.

Please review the questions listed below at your earliest opportunity. The questions are to provide a context for you to consider in determining information you may have available or that could be useful as part of the consultation. Any feedback or comments you may have will be used to further enrich our DBE Program Plan activities.

Comments and responses may be submitted via email to mwallace@rctc.org no later than March 22, 2021.

1. Are you aware of or have you experienced any specific barriers toward DBEs in competing for federally funded contracts?
2. Has your firm experienced discrimination in the process for competing for government contracts? If yes, please explain.
3. Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?
4. Have you participated in any DBE or small business specific training, workshops, or outreach events locally? If so, please list the event and hosting organization, and provide feedback on the value of the event.
5. Do you use any other eProcurement systems to compete for contracts with any other agencies?
6. What is your overall opinion of eProcurement systems?
7. Have you recently worked with DBEs or other small businesses on pursuing contracts? If so, please describe your experience.
8. Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

For additional information on the consultative process and RCTC's Triennial DBE Goal Methodology, please email the RCTC DBE Liaison Officer, Matthew Wallace, at mwallace@rctc.org.

ATTACHMENT 5: Email and Telephone Log

Organization	Contact Efforts	Comments
American Indian Chamber of Commerce of California stateadmin@aicccal.org (213) 440-3232	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and spoke with Maria. She asked us to send email with outreach information. Email was sent to her.</p> <p>3/11/2021 Sent a follow up email to Maria with webinar registration link.</p>	No comments received
Asian Business Association Dennis Huang, Executive Director/CEO dennis@abala.org No phone number located	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p>	No comments received
Asian Business League of Southern California admin@ablsocal.org (213) 290-3886	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called several times and kept receiving “user busy” notice.</p> <p>3/10/2021 Tried calling again and number seemed to be out of service.</p> <p>Searched Google, but no alternate phone number located.</p>	No comments received
Black Chamber of Commerce Inland Empire (Inland Empire African American Chamber) Tammy Martin-Ryles/President-Chair info@bccinlandempire.com (844) 332-2243 ext. 902 (909) 888-0017	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message for Tammy.</p> <p>3/10/2021 Called and left a follow up message for Tammy.</p>	No comments received
Chinese Chamber of Commerce of Los Angeles info@lachinesechamber.org (213) 617-0396	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called twice and number did not seem to be in service.</p> <p>3/10/2021 Called and number was out of service.</p> <p>Searched Google, but no alternate phone number located.</p>	No comments received

Organization	Contact Efforts	Comments
<p>Greater Corona Hispanic Chamber of Commerce Nick Lopez, President info@GCHCC.com (951) 278-4755</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message for Nick.</p> <p>3/10/2021 Called and left a follow up message for Nick.</p>	<p>No comments received</p>
<p>Greater Riverside Hispanic Chamber of Commerce Carmen Lainez, Chairwoman clainez@bailhotline.net (562) 412-8214 info@grhcc.com (951) 965-9115</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message for Carmen.</p> <p>3/10/2021 Called and left a follow up message for Carmen.</p>	<p>No comments received</p>
<p>High Desert Hispanic Chamber of Commerce Eric J Camarena, Chair of Board information@hdhccfoundation.org (760) 241-6661</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message for Eric.</p> <p>3/10/2021 Called and left a follow up message for Eric.</p>	<p>No comments received</p>
<p>National Association of Women Business Owners - Inland Empire Hilda Kennedy, President president@nawbo-ie.org (909) 915-1706 support@nawbo-ie.org (951) 703-2266</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and spoke with Ashley and informed her about the goal and webinar. She said she would get the word out to the team.</p> <p>3/11/2021 Called and left a follow up message for Ashley.</p>	<p>No comments received</p>
<p>National Association of Women in Construction-Los Angeles Barbara Kotsos, President barbarak@girouglass.com marketing@nawicla.org</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>Unable to locate phone number.</p>	<p>No comments received</p>
<p>National Association of Women in Construction-Orange County info@nawicoc.org (714) 446-8880</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and received the voicemail box of Mammoth Electric.</p>	<p>No comments received</p>
<p>Ontario Hispanic Chamber of Commerce onthcc@gmail.com (909) 983-8810</p>	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and number is no longer in service.</p>	<p>No comments received</p>



Organization	Contact Efforts	Comments
	Searched Google, but no alternate phone number located.	
Riverside County Black Chamber of Commerce Pepi Jackson, President pepi@riversidecountybcc.org (951) 823-0175 x 103 Marketing@RiversideCountyBCC.Org	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021. 3/4/2021 Called and spoke with Pepi. He asked us to send an email with information about the goal and webinar. Email was sent. 3/11/2021 Called and left a message for Pepi and sent an email with the webinar link.	No comments received
Southern California Black Chamber of Commerce 888-466-7408 info@blackchamberofcommerce.org	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021. 3/4/2021 Called and left a message. 3/11/2021 Called and left a follow up message.	No comments received
WTS- Orange County orangecountywts@gmail.com (714) 560-5717	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021. 3/4/2021 Called and left a message. 3/11/2021 Called and left a follow up message.	No comments received
WTS-Inland Empire contactwtsie@gmail.com *unable to locate phone number for outreach call	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.	No comments received

ATTACHMENT 6: Webinar Presentation

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FTA Overall DBE Goal-Setting Methodology

Federal Fiscal Years 2022-2024

Public Comment Webinar
March 16, 2021

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Agenda

- DBE Program Introduction
- DBE Goal Development
- DBE Goal & Next Steps

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Introduction

Title 49 CFR Part 26

- DBE regulations require a triennial goal

Triennial Period

- Federal Fiscal Years 2022-2024
- October 1, 2021 through September 30, 2024

3

Triennial DBE Goal Development



MARKET AREA



ANTICIPATED
PROJECTS



CATEGORIZATION
OF WORK

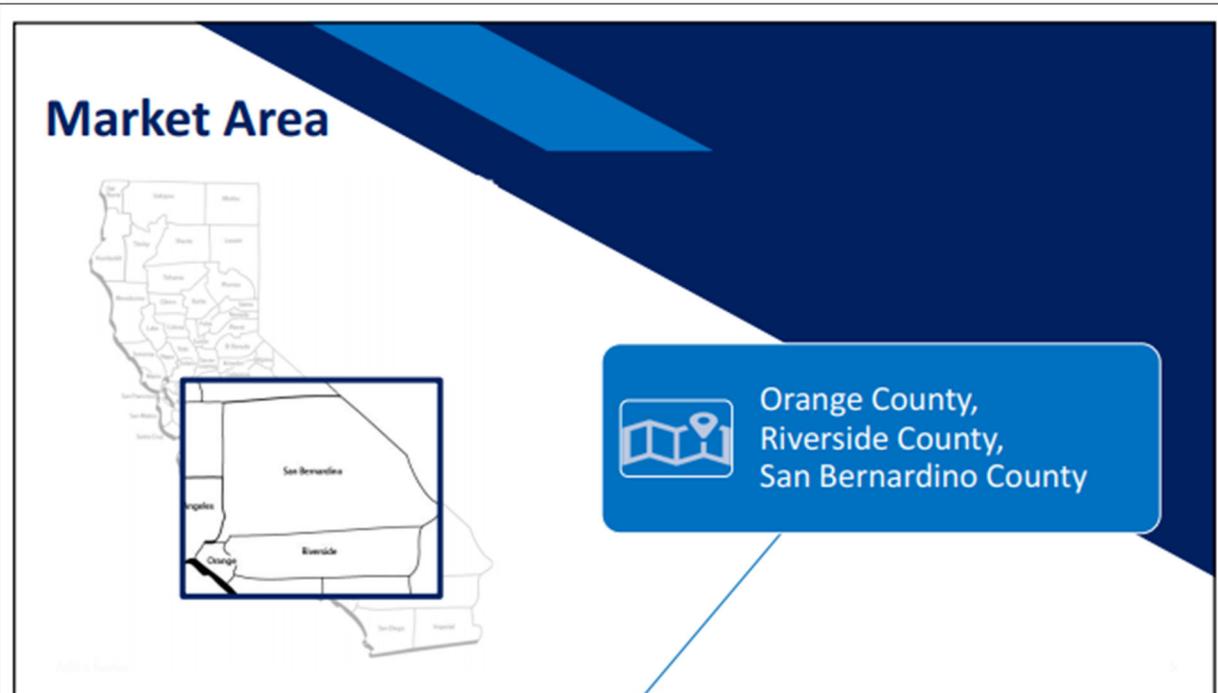


DBE BASE FIGURE



ADJUSTMENTS

4



5

Anticipated FTA-Assisted Projects

FOR FFY 2022-2024

Project Name/Description	Total Est. Project Cost	Est. FTA \$ Share	Est. FTA % Share
Moreno Valley March Field Station Rail Improvements	\$13,322,695	\$12,997,049	98%
Moreno Valley March Field Station Rail Improvements Construction Management	1,998,404	1,949,557	98%
Rail Stations Capital Rehabilitation Bid & Construction Support	550,000	550,000	100%
Rail Stations Capital Rehabilitation Construction Station Contracts	4,840,000	4,840,000	100%
Rail Stations Operations (CARES) - Bid & Construction Support	250,000	250,000	100%
Rail Stations Operations (CARES) Construction Station Contracts	1,000,000	1,000,000	100%
Riverside Downtown Platform Expansion	3,571,000	1,004,978	28%
Riverside Downtown Platform Expansion Construction Management	535,650	150,747	28%
TOD Strategic Plan	700,000	515,789	74%
Total	\$26,767,749	\$23,258,120	87%

6

Categorization of Work

NAICS CODES

CATEGORY OF WORK	EST. FTA \$ SHARE	EST. NAICS %
221310 Water supply and irrigation systems	\$230,000	1.0%
236210 Industrial building construction	105,015	0.5%
237110 Water and sewer line and related structures construction	456,953	2.0%
237310 Highway, street, and bridge construction	105,015	0.5%
237990 Other heavy and civil engineering construction	11,353,973	48.8%
238120 Structural steel and precast concrete contractors	732,702	3.2%
238160 Roofing contractors	30,000	0.1%
238190 Other foundation, structure, and building exterior contractors	825,045	3.5%
238210 Electrical contractors and other wiring installation contractors	1,283,717	5.5%
238220 Plumbing, heating, and air-conditioning contractors	144,054	0.6%
238320 Painting and wall covering contractors	1,625,000	7.0%
238330 Flooring contractors	60,000	0.3%
238910 Site preparation contractors	280,602	1.2%
238990 All other specialty trade contractors	1,750,000	7.5%
541310 Architectural services	105,015	0.5%
541330 Engineering services	939,103	4.0%
541360 Geophysical surveying and mapping services	8,724	0.0%
541370 Surveying and mapping (except geophysical) services	105,015	0.5%
541380 Testing laboratories	315,046	1.4%
541611 Administrative management and general management consulting services	336,049	1.4%
541620 Environmental consulting services	231,033	1.0%
541820 Public relations agencies	84,012	0.4%
541990 All other professional, scientific, and technical services	515,789	2.2%
561210 Facilities support services	225,000	1.0%
561720 Janitorial services	350,000	1.5%
561730 Landscaping services	1,050,000	4.5%
562112 Hazardous waste collection	11,257	0.0%
TOTAL	\$23,258,120	100.0%

7

BASE FIGURE = $\sum \frac{\text{(Number of DBEs)}}{\text{(Number of All Firms)}} \times \text{Est. NAICS \%}$

CATEGORY OF WORK	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	NAICS %	WEIGHTED RATIO (Rel. Avail. x NAICS %)
221310 Water supply and irrigation systems	4	73	5.5%	1.0%	0.1%
236210 Industrial building construction	20	107	18.7%	0.5%	0.1%
237110 Water and sewer line and related structures construction	36	186	19.4%	2.0%	0.4%
237310 Highway, street, and bridge construction	60	175	34.3%	0.5%	0.2%
237990 Other heavy and civil engineering construction	10	87	11.5%	48.8%	5.6%
238120 Structural steel and precast concrete contractors	17	112	15.2%	3.2%	0.5%
238160 Roofing contractors	4	408	1.0%	0.1%	0.0%
238190 Other foundation, structure, and building exterior contractors	12	134	9.0%	3.5%	0.3%
238210 Electrical contractors and other wiring installation contractors	38	1,874	2.0%	5.5%	0.1%
238220 Plumbing, heating, and air-conditioning contractors	9	2,252	0.4%	0.6%	0.0%
238320 Painting and wall covering contractors	6	850	0.7%	7.0%	0.0%
238330 Flooring contractors	1	373	0.3%	0.3%	0.0%
238910 Site preparation contractors	48	560	8.6%	1.2%	0.1%
238990 All other specialty trade contractors	36	780	4.6%	7.5%	0.3%
541310 Architectural services	11	533	2.1%	0.5%	0.0%
541330 Engineering services	93	1,760	5.3%	4.0%	0.2%
541360 Geophysical surveying and mapping services	1	10	10.0%	0.0%	0.0%
541370 Surveying and mapping (except geophysical) services	17	123	13.8%	0.5%	0.1%
541380 Testing laboratories	20	210	9.5%	1.4%	0.1%
541611 Administrative management and general management consulting services	114	2,171	5.3%	1.4%	0.1%
541620 Environmental consulting services	78	288	27.1%	1.0%	0.3%
541820 Public relations agencies	16	152	10.5%	0.4%	0.0%
541990 All other professional, scientific, and technical services	24	499	4.8%	2.2%	0.1%
561210 Facilities support services	2	96	2.1%	1.0%	0.0%
561720 Janitorial services	10	1,059	0.9%	1.5%	0.0%
561730 Landscaping services	16	1,624	1.0%	4.5%	0.0%
562112 Hazardous waste collection	5	17	29.4%	0.0%	0.0%
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)					8.7%

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Adjustments to the Base Figure

Federal Fiscal Year (FFY)	FTA DBE % Attainment
2017/2018	20.81%
2018/2019	0.0%
2019/2020	13.33%
Median DBE Attainment	13.33%

Base Figure	8.7%
Median DBE Attainment	13.3%
Adjusted Base Figure	11.0%

9

9

Adjustments to the Base Figure

Disparity Studies

Other Available Evidence

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RCTC Overall Triennial DBE Goal

11.0%
FFY 2022-2024

Next Steps:

1. Receive Comments Thru 3/22
2. Analyze Responses
3. Revise Goal, as needed
4. Finalize Goal
5. Submit Final Goal to FTA

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Thank You.

 Matthew Wallace, Deputy Director of Financial Administration, Finance, DBELO

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AGENDA ITEM 8G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Jose Mendoza, Procurement Manager Matt Wallace, Deputy Director of Financial Administration
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Recurring Contracts for Fiscal Year 2021/22

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$15,679,516 for Fiscal Year (FY) 2021/22;
- 2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed \$1,373,967 in FY 2021/22 and \$2,801,989 in FYs 2022/23 – 2025/26; 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 March 2021, 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 and programs without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2021/22 and for specialized services multi-year contracts through FY 2025/26, followed by a summary for each consultant supporting inclusion as a recurring contract. Following Commission approval, staff will develop appropriate agreements or amendments 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 2021/22

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements with these consultants for the aggregate amount of \$15,679,516.

Schedule of Recurring Contracts for FY 2021/22					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	Dollar Change
AMMA Transit Planning (AMMA)	08-26-115-15	Administration and support of Specialized Transit Program under Measure A and federal programs	\$ 145,000	\$ 184,940	\$ 39,940
Bartel Associates, LLC (Bartel)	15-19-044-02	Actuarial valuation services	17,500	17,500	-
Bechtel Infrastructure Corporation (Bechtel)	21-31-065-00	Capital project program management services	6,900,000	6,941,500	41,500
Best, Best & Krieger LLP (BB&K)		General legal services	3,468,500	3,512,300	43,800
BLX Group LLC (BLX)	11-19-104-07	Arbitrage rebate compliance services	15,000	15,000	-
Epic Land Solutions, Inc. (Epic)	21-33-070-00	Support services for property management of Commission-owned properties and related contracts	500,000	500,000	-
Fieldman Rolapp & Associates, Inc. (Fieldman)	04-19-029-16	Financial advisory services	325,000	325,000	-
Iteris	09-45-067-09	IES11 traffic data and interactive voice response (IVR) operations and maintenance	268,000	135,000	(133,000)
Media Beef	14-41-156-08	Technical services, system programming, network support and maintenance	25,000	20,000	(5,000)
MetLife Investment Management, LLC (MetLife)	13-19-077-03	Investment management services	151,800	151,800	-
Orange County Transportation Authority (OCTA)	16-31-025-06	RCTC-OCTA Facility Agreement (ROFA) shared OCTA and RCTC costs for the 91 Express Lanes	3,652,000	2,787,300	(864,700)
Payden & Rygel	13-19-135-04	Investment management services	84,000	86,000	2,000
Stantec Consulting Services, Inc. (Stantec)	15-31-048-12	Traffic and revenue consulting services for the I-15 Express Lanes	420,000	800,000	380,000
TransTrack Inc (TransTrack)	08-62-005-09	End-user license agreement maintenance and support services	186,200	163,176	(23,024)
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			\$ 16,198,000	\$ 15,679,516	\$ (518,484)

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 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. The cost increase for FY 2021/22 reflects special activities anticipated including assistance in alternative transportation models including best practices and grant opportunities; technical assistance on zero-emission buses and alternative fuel requirements; and analysis with the city of Menifee for special transit needs.

Bartel Associates, LLC

In May 2015, the Commission selected Bartel under a competitive procurement process to provide biennial actuarial valuation services for the preparation of the Commission's Other Postemployment Benefits (OPEB) valuation report under the provisions of Governmental Accounting Standards Board (GASB) No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. Additionally, Bartel provides a GASB 75 annual valuation rollforward report for the Commission's annual financial report. Given Bartel's knowledge and understanding of the Commission's valuation and measurement of OPEB, staff believes it would be more efficient and cost effective for continuity purposes to retain Bartel during FY 2021/22 for actuarial valuation services of the Commission's biennial OPEB valuation report and annual valuation rollforward report.

Bechtel Infrastructure Corporation

Bechtel provides program and construction management activities of highway and rail projects for the Measure A and Western County 10-Year Delivery programs as well as the toll program. Bechtel supports the Commission's capital projects, including the Mid-County Parkway, State Route (SR) 79 Realignment, Interstate 15 Express Lanes Project (I-15 ELP), 15/91 Express Lanes Connector, I-15 ELP–Southern Extension, I-15 Corridor Operations Project, I-215/Placentia Avenue Interchange, I-15/Railroad Canyon Road Interchange, SR-60 Truck Lanes, Pachappa Underpass, 91 Corridor Operations Project, Smart Freeways, Santa Ana River Trail, Riverside-Downtown station layover and platform expansion, Moreno Valley rail station upgrade, 71/91 Connector, and the I-10/Highland Springs Interchange. 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 2021/22 reflects a less than 1 percent increase despite an 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; toll road legal advisory and litigation services; and management services. The FY 2021/22 BB&K contract reflects a \$43,800, or 1.3 percent, increase in legal costs compared to the FY 2020/21 contract. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest as required.

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 programs; the services have expanded to include toll revenue debt. These services are required by the Internal Revenue Service (IRS) 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 IRS 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 Senate Bill (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 and RCA properties, staff determined that Epic can most efficiently and cost effectively provide property management services. The scope of services for FY 2021/22 includes:

- Upgrading the remaining utility licenses to current Commission terms 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;
 - Adding RCA properties to mapbooks and database and update licenses as necessary to meet current Commission terms.
 - 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
 - Work 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, meeting with rating agencies, 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 2021/22 for financial advisory services, including the anticipated completion of the 91 Express Lanes debt refinancing later this fall. Staff expects no change 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 – 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 296,000 web sessions and 95,000 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 2022. Iteris’ current agreement expires on June 30, 2021, therefore, staff recommends the Commission retain Iteris on a month-to-month basis through December 31, 2021. The FY 2021/22 budget for Iteris reflects a 50 percent decrease over the prior year cost due to the anticipated transition to a regional platform within the 2021 calendar year. 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 as well as the Commission’s vanpool program, VanClub. In July 2020, IE Commuter and VanClub were transitioned to a new platform which will connect to Metro’s rideshare system, supporting Los Angeles, Orange and Ventura County rideshare programs, establishing a regional southern California rideshare system and database this summer. The remaining program still supported by Media Beef, IE511, is also slated to transition to a regional solution provided by Metro before the end of the calendar year. Media Beef’s current agreement expires on June 30, 2021. Therefore, in order to continue IE511 operations, staff recommends an amendment to retain Media Beef’s services at the current monthly cost, on a month-to-month basis. SBCTA will also be transitioning to the same regional solution and will reimburse the Commission for its share of the ongoing operational costs under the cost-sharing agreement until the transition and decommissioning of IE511 is complete.

MetLife Investment Management, LLC

Following a competitive procurement process, the Commission selected MetLife, formally Logan Circle Partners, LP in 2013 to provide 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 2021/22 for investment advisory services.

Orange County Transportation Authority

In support of the 91 Express Lanes, the Commission and OCTA (the agencies) entered into the 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 2021/22, 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 \$864,700 from FY 2020/21 due to a reduction in credit card fees, transponder costs, and third-party contract costs administered by the toll services provider.

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 2021/22 for investment advisory services of the Commission's operating funds.

Stantec Consulting Services, Inc.

In September 2010, Stantec Consulting Services, Inc. (Stantec) was selected under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study that secured the financing for the 91 Project. Stantec performed the field work and analysis required to create the traffic and revenue model. Additionally, Stantec supported the development of the toll pricing methodology and traffic simulations, which supported corridor design decisions. Stantec continues to support staff with toll rate setting, corridor improvement project impacts, and traffic simulations. Additionally, in FY 2021/22 Stantec will support efforts related to the refinancing of the 91 Express Lanes and ongoing efforts related to the 241/91 connector project. Stantec's long-history of supporting the 91 Project provides staff with valuable insight into the actual performance of the express lanes. Staff and Stantec developed a budget for the FY 2021/22 tasks at an estimated cost of \$800,000, of which

approximately \$350,000 is for the 241/91 connector and is expected to be a reimbursable cost from the Transportation Corridor Agencies, the project sponsor of the 241/91 connector project.

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 Transit Agency 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 2021/22 will allow the Commission to streamline the funding reimbursement; allow for long-term budget preparation by transit agencies to better forecast operating and capital activities, increasing functionality with analytics; 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 2021/22.

Specialized Services on Long-Term Projects for Multi-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 significantly during the period of performance. Staff recommends Commission approval of multi-year agreements with these consultants for the aggregate amount of \$4,175,956.

Specialized Services on Long-Term Projects for Two-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2022/23					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	2-Year Contract
Mobile Relay Associates, LLC (MRA)	17-45-002-03	Leasing ultra-high frequency mobile relay stations, equipment and maintenance services	\$ 27,500	\$ 27,500	\$ 55,000
Total			\$ 27,500	\$ 27,500	\$ 55,000

Mobile Relay Associates, LLC

In October 2016, the Commission awarded an agreement, in response to a competitive procurement, to MRA for the lease of ultra-high frequency mobile relay stations, radio equipment and maintenance services in support of communications for the Freeway Service Patrol (FSP) program. The original procurement was issued jointly by the Commission and SBCTA FSP programs which share dedicated California Highway Patrol officers who rely heavily on reliable radio communications to oversee daily FSP operations. MRA demonstrated the best coverage during the procurement testing process and has subsequently provided solid radio communications for both FSP programs for more than four years. The MRA agreement is set to expire on October 31, 2021, therefore, staff recommends extending MRA through FY 2022/23 at the same costs. It is anticipated that SBCTA will also extend its agreement with MRA.

Specialized Services on Long-Term Projects for Three-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2023/24					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	3-Year Contract
Exigent Systems Inc. (Exigent)	21-12-071-00	Information technology support services	\$ 875,000	\$ 1,166,667	\$ 3,500,000
MetroMotion, LLC (MetroMotion)	18-15-139-02	Strategic/crisis communications and organizational assessment services	90,000	93,800	286,956
Michelle Kirkhoff Consulting, LLC (MKC)	21-41-088-00	Strategic vanpool/mobility support	30,840	50,000	150,000
Total			\$ 995,840	\$ 1,310,467	\$ 3,936,956

Exigent Systems Inc.

The Commission engaged Exigent in FY 2016/17 to provide information technology (IT) support services, including technology needs related to the RCTC 91 Express Lanes opening. Agreements with Exigent have been executed under the Executive Director’s single signature authority and the FY 2018/19 recurring contracts process. Exigent provides overall end-user help desk support, desktop hardware replacement, Commission partner IT integration management and support, after-hours on-call services, storage infrastructure replacement, security, auditing and planning. In FY 2018/19, the Commission increased Exigent’s services to undertake projects such as the Eden financial software migration to a new platform known as Munis and securing operation needs for new office space. Over the next three years, staff determined it to be more efficient and cost effective to continue Exigent’s services for overall IT support, multi-year projects, and future projects related to security, workstations, and opening of the 15 Express Lanes Regional Operations Center. In FY 2019/20, due to the COVID-19 pandemic, Exigent facilitated the transition of the entire workforce to a remote-working model in a matter of days. Additionally, in FY 2020/21, RCTC became the managing agency of the RCA and absorbed those employees as well as their systems, equipment, and data. Exigent facilitated this transition and is continuing work on integrating the agencies. With the agency in transition, both with the remote-working environment and the integration of RCA as well as with the opening of the Riverside Express Lanes and the transition to Munis underway, staff determined it to be most efficient to enter into a new three-year contract for continuity of support and security. While a portion of the IT expenditures under the Exigent agreement are indirect costs funded through the administrative cost allocation plan, other costs that directly benefit specific projects and programs are funded by those projects and programs.

MetroMotion, LLC

MetroMotion owner Tom Skancke provides strategic and crisis communication consulting, organizational assessment and leadership coaching, and public affairs services for the Commission. As the Commission undergoes significant organizational change while simultaneously managing multiple construction projects across the county and ramping-up state and federal funding pursuits, staff believes it is critical to retain continuity of MetroMotion's expertise to link together all aspects of the Commission's public affairs strategies and further develop staff's capacity to prepare for the future. As a result of his prior state and federal transportation policy experience, Mr. Skancke previously served as one of the Commission's federal legislative advocates who assisted the Commission in securing the \$421 million TIFIA loan for the 91 Project, arranging testimony in policy hearings before Congress, and elevating the profile of the Commission in Washington to better position the agency for funding. In a subsequent agreement, Mr. Skancke intervened during construction of the 91 Project to provide crisis communications services and helped reformulate the Commission's organizational approach to public affairs. During these engagements, MetroMotion developed a detailed understanding of how the Commission operates internally and the external forces that shape its environment.

The focus of MetroMotion's work will be to continue providing hands-on leadership and management coaching, preparing staff to proactively manage public affairs issues, and providing supplemental staff support to the External Affairs Department as demands on staff continue to increase. All these tasks require significant trust between staff and the consultant, which is built upon years of success working together. Staff proposes this contract for recurring contracts because the understanding, public policy expertise, and experience working with specific individuals inside and outside the Commission are not tangibly replaceable or easily procured in a traditional bid process. Measuring success in this contract will be based upon the efficacy of MetroMotion's recommendations and response to staff-directed tasks. MetroMotion's retainer fee has been at the same level for three years. The proposed contract includes a 2 percent Consumer Price Index annual adjustment along with a reduced annual travel reimbursement allowance of \$2,000. The FY 2020/21 budget amount did not include an amount for travel expenses. The cost of the MetroMotion contract is less than the cost of an equivalent permanent staff position to fill this niche role.

Michelle Kirkhoff Consulting, LLC

MKC was essential to the development and implementation of the Commission's vanpool subsidy program (VanClub). MKC played a key role in VanClub program development, securing grant funding for the startup period, deployment of the vanpool software, and ensuring compliance with state and federal reporting in its capacity as a sub-consultant to the WSP contract for program administration of the Commission's Commuter Assistance Program (CAP). MKC brings expertise in the development of strategic and financial plans, grant applications, and knowledge on program policy, procedure development, and compliance. This unique blend of the aforementioned expertise combined with extensive knowledge of Inland Empire vanpool and

mobility programs benefits the vanpool program beyond the startup period with the following: maintain compliance with federal and state funding and reporting requirements, provide audit support, explore self-sustaining funding paths/scenarios for vanpool and funding options for future CAP expansion, and ensure program continuity should the CAP transition to a new CAP program administration consultant. SBCTA operates a mirror vanpool subsidy program and expressed interest in sharing MKC as a resource as well. Therefore, staff recommends securing MKC services for strategic vanpool and mobility consultation services supporting both the Commission and SBCTA for a three-year term for a not to exceed amount of \$150,000. SBCTA will reimburse the Commission for a portion of the cost under the cost-sharing agreement for the CAP.

Specialized Services on Long-Term Projects for Five-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2025/26					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	5-Year Contract
Thyssen Krupp Elevator Corporation (Thyssen Krupp)	21-24-089-00	Elevator services for North Main Station parking garage	\$ 18,000	\$ 20,000	\$ 100,000
Trillium	21-45-090-00	Transit data feed services	14,500	16,000	84,000
Total			\$ 32,500	\$ 36,000	\$ 184,000

Thyssen Krupp Elevator Corporation

Since 2013, Thyssen Krupp provides a comprehensive service that includes a monthly preventative maintenance plan, full coverage parts replacement, after hours service requests and remote monitoring. Due to issues regarding warranty coverage and certain proprietary elevator controls, neither the past or current on-call elevator service contractors offer the expertise to service and repair Thyssen Krupp elevators. This service contract is imperative in order to provide safe and reliable elevator service to the North Main Corona Parking Structure. The annual contract amount includes the monthly maintenance plan cost and additional services.

Trillium

Trillium was the firm used for the implementation of transit data feeds between local transit agencies and Google Maps as part of the IE511 launch. Since 2009, Trillium has published general transit feed specifications (GTFS) formatted data for selected Riverside and San Bernardino County transit agencies; submits data to Google and other third-party applications; performs data validations; and coordinates among Google, transit agencies, and the Commission to integrate transit data into Google Maps. The transit operators use and have become familiar with the particular GTFS tool (“GTFS Manager”) developed by Trillium to help streamline the process and ensure current and accurate data feeds, which ultimately benefits users of the

Google Maps and 511 systems transit itinerary function. SBCTA reimburses the Commission for a portion of the cost for San Bernardino transit agencies under the cost-sharing agreement for IE511.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$17,053,483 \$2,801,989
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:	<i>Theresa Trevino</i>			Date:	05/17/2021

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

AGENDA ITEM 8H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Marla Dye, Senior External Affairs Management Analyst Cheryl Donahue, Public Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, January-March 2021

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Public Engagement Metrics Report for January-March 2021.

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 2021, 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 quarter’s report includes six 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 15 Express Lanes Project public engagement activities, including email activity, website sessions, and social media
- 3) Metrics for the Route 60 Truck Lanes Project including email activity, website sessions, and social media
- 4) Metrics for the I-15 Railroad Canyon Interchange Project including email activity, website sessions, text messages, and social media
- 5) Metrics for the I-215 Placentia Avenue Interchange Project including email activity, website sessions, and social media
- 6) Metrics for the 91 Corridor Operations Project including email activity, website sessions, and social media

Report highlights for this quarter follow and are included in a graphical format. The metrics showed small inclines across platforms and mixed sentiment. The quarterly reports will continue

to expand to include metrics from the latest Commission construction project, the 15/91 Express Lanes Connector, which began in April.

RCTC Overall Public Engagement

1) Website

- a. For the quarter, there were 39,243 website sessions, a 1.7 percent decrease from last quarter's 39,928 sessions. There also were 28,114 unique users, a drop of 4.8 percent compared to the previous quarter's 28,526 unique users.
- b. Most visitors (40 percent) accessed the website using a direct search (keying in rctc.org). Others (37.6 percent) used organic search engines, while others reached the site via social media (12.7 percent), and website referrals (7.4 percent).
- c. Website access via desktop versus mobile device changed from the previous quarter. Visitors accessed the site using 60 percent desktop and 40 percent mobile. During the previous quarter, the ratio was 50/50.
- d. The homepage continues to be the most frequently visited page, followed by the News & Publications page, Employment page, and the Route 60 Truck Lanes Project page.

2) Social Media

- a. **Facebook:** At the end of the quarter, the Facebook page had 9,825 likes, a .3 percent increase over last quarter's 9,793 likes. The page had 13,401 forms of engagement, such as likes, comments and shares, a 49 percent decline from last quarter's 26,161 forms of engagement. Facebook also had 2,371,229 impressions. This was a large increase – 69 percent – from last quarter's 1,404,331 impressions.
- b. **Twitter:** RCTC's Twitter page showed a .4 percent reduction in followers, from 1,315 to 1,310. Engagement declined by 58 percent, from 941 to 400. Impressions declined by 46 percent from 68,611 to 36,758.
- c. **Instagram:** Instagram followers grew 13 percent, from 810 to 915. Engagement grew by 59 percent, from 660 forms of engagement to 1,051. Impressions shrank 10 percent to 12,694, compared to last quarter's 14,154.
- d. Overall, public sentiment was positive. Engagement was positive on posts related to RCTC projects, the 2020 Together campaign, announcement of the 15 Express Lanes opening, and rail safety posts.

- 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 rose by 4 percent, from 3,849 to 4,014. Twenty-six percent of subscribers opened *The Point*, and 4 percent clicked on links to learn more.

15 Express Lanes Construction Public Engagement

- 1) Emails:** Total email list sign-ups since the project began grew to 2,814. This is a 1 percent increase over the 2,784 sign-ups received through the end of last quarter. There were

6 email inquiries this quarter, for a total of 189 since the project started. This is a 3.3 percent increase over the 189 inquiries received through the end of last quarter.

- 2) **Website:** Total website visits since project inception grew to 92,378, a 6.7 percent climb from the 86,530 visits recorded through the end of last quarter. Note that the website relates to project construction. A new website, RiversideExpress.com, launched this spring prior to the opening of the 15 Express Lanes, but this report does not reflect those metrics.
- 3) **Social Media:** The project's Facebook, Twitter, and Instagram accounts all showed gains. The Facebook page grew to 2,763 likes from 2,743 likes last quarter, a .7 percent increase. Twitter increased from 317 followers to 327, a 3.1 percent increase. Instagram followers increased 7.1 percent from 544 to 583.

Route 60 Truck Lanes Construction Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew to 332. This is a 3.1 percent increase over the 322 sign-ups received through the end of last quarter. There also have been a total of 227 email inquiries, a 6.5 percent increase over the 213 inquiries through the end of last quarter.
- 2) **Website:** Total website visits since grew to 19,493, a 13 percent increase from the 17,232 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter, and Instagram accounts all showed significant increases. The Facebook page grew to 966 likes from 874 likes last quarter, a 10.5 percent increase. Twitter increased from 84 followers to 99 followers, a 17.8 percent increase. Instagram followers increased 39.6 percent from 237 to 331.

I-15 Railroad Canyon Interchange Public Engagement

- 1) **Emails and Texts:** Total email list sign-ups since the project began grew to 256. This is a 4 percent increase over the 246 sign-ups received through the end of last quarter. A total of 484 people registered to receive texts, a 5.9 percent climb over the 457 sign-ups through the end of last quarter. There was one email inquiry for a total of 26 since the project started.
- 2) **Website:** Total website visits since project inception grew to 9,700, a 17 percent climb from the 8,279 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook and Instagram accounts showed gains, while Twitter remained flat. The Facebook page grew to 946 likes from 886 likes last quarter, a 6.7 percent increase. Instagram followers increased 25.9 percent from 254 to 320. Twitter remained the same with 32 followers.

I-215 Placentia Interchange Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew to 499. This is a 52.5 percent increase over the 327 sign-ups received through the end of last quarter. There have been 7 email inquiries since the project began.

- 2) **Website:** Total website visits grew to 1,757, a 41.3 percent increase from the 1,243 visits through the end of last quarter.
- 3) **Social Media:** This project does not have a designated social media account. The RCTC social media accounts, @theRCTC, are being used for this project. Total social media post engagements totaled 2,827 for this quarter.

91 Corridor Operations Project Public Engagement

- 4) **Emails:** Email sign-ups during the first four months of construction totaled 2,527. Ten email inquiries were received by the project team.
- 5) **Website:** Visits to the rctc.org/91cop webpage totaled 552 during the first four months of project construction.
- 6) **Social Media:** This project does not have a designated social media account. The RCTC social media accounts, @theRCTC, are being used for this project. Total social media post engagements totaled 445 for this quarter.

Attachments:

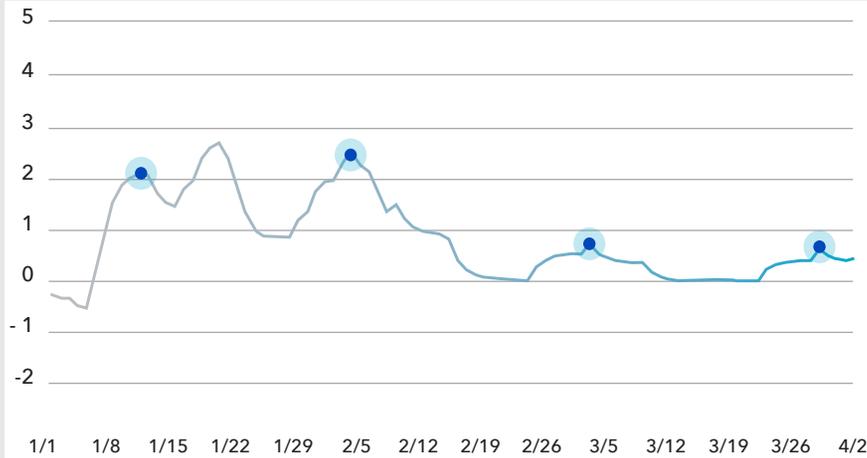
- 1) RCTC Overall Public Engagement Metrics
- 2) 15 Express Lanes Construction Public Engagement Metrics
- 3) Route 60 Truck Lanes Construction Public Engagement Metrics
- 4) I-15 Railroad Canyon Interchange Construction Public Engagement Metrics
- 5) I-215 Placentia Interchange Construction Public Engagement Metrics
- 6) 91 Corridor Operations Project Construction Public Engagement Metrics

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

RCTC Public Engagement Metrics: Q1

Overall Social Media Sentiment



- 1/10 (+) Closure alerts reached wide audiences
- 2/5 (+) Together Campaign generated positive engagements
- 3/3 (+) Express Lanes opening announcement garnered excitement
- 3/28 (+) Boosted Virtual Rail Safety presentation received positively

Eblasts



Subscribers
4,014

Average Open
26%

Average Click
4%

Web

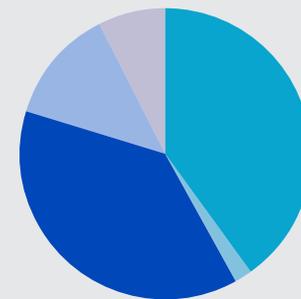
39,243
Number of Sessions

-1.7%

28,114
Number of Unique Users

-4.8%

Top Channels



- Direct (40%) - 11,559
- Organic (37.6%) - 10,864
- Social (12.7%) - 3,664
- Referral (7.4%) - 2,143
- Display (2.1%) - 615

Differences

Q1 comprised two fewer days than Q4.

Social Media

Facebook

Followers
9,825 **+0.3%**

Engagement
13,401 **-49%**

Impressions
2,371,229 **+69%**

Twitter

Followers
1,310 **-0.4%**

Engagement
400 **-58%**

Impressions
36,758 **-46%**

Instagram

Followers
915 **+13%**

Engagement
1,051 **+59%**

Impressions
12,694 **-10%**

Top Pages Visited

Homepage is #1 most visited page

- News
- Employment
- Route 60 Truck Lanes Project

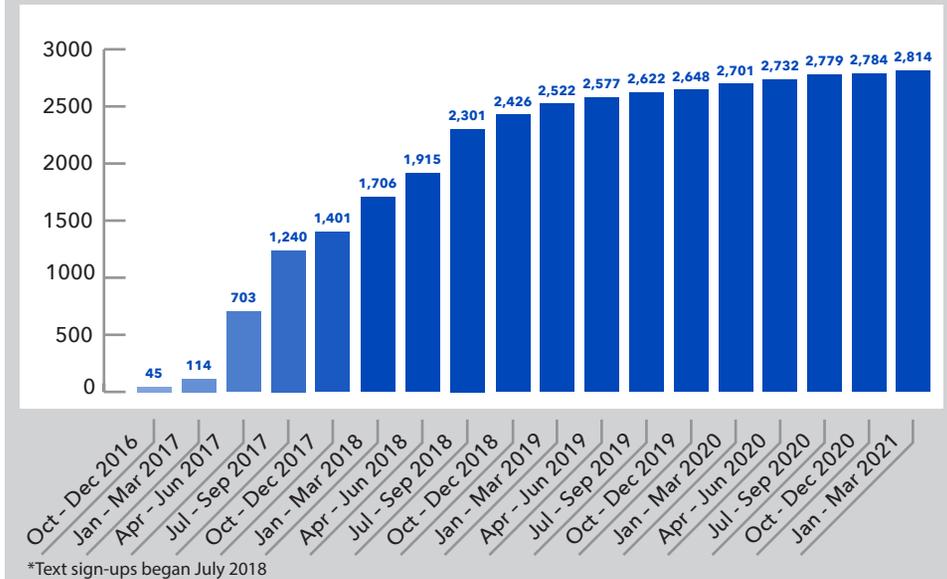
Desktop vs Mobile Users



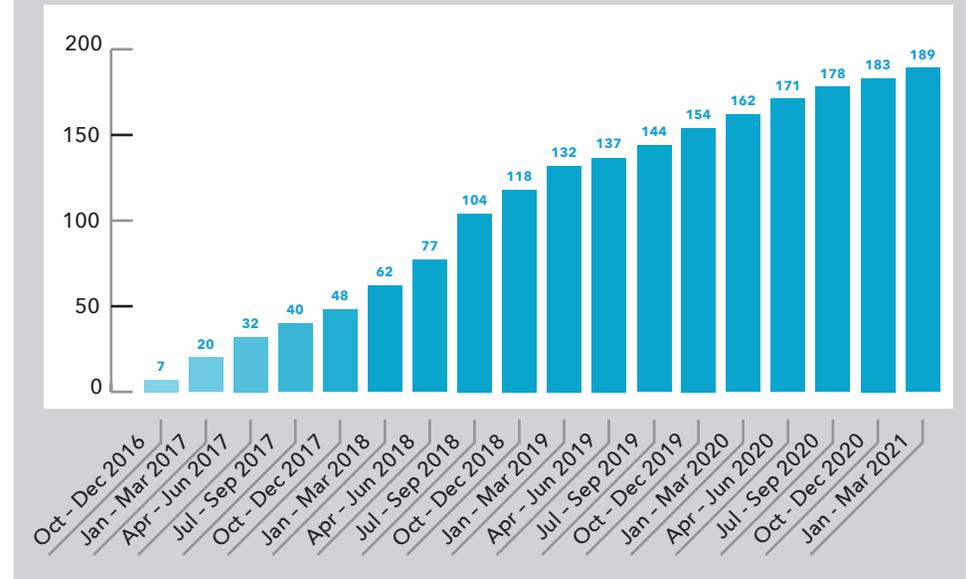


15 Express Lanes Project Outreach Metrics

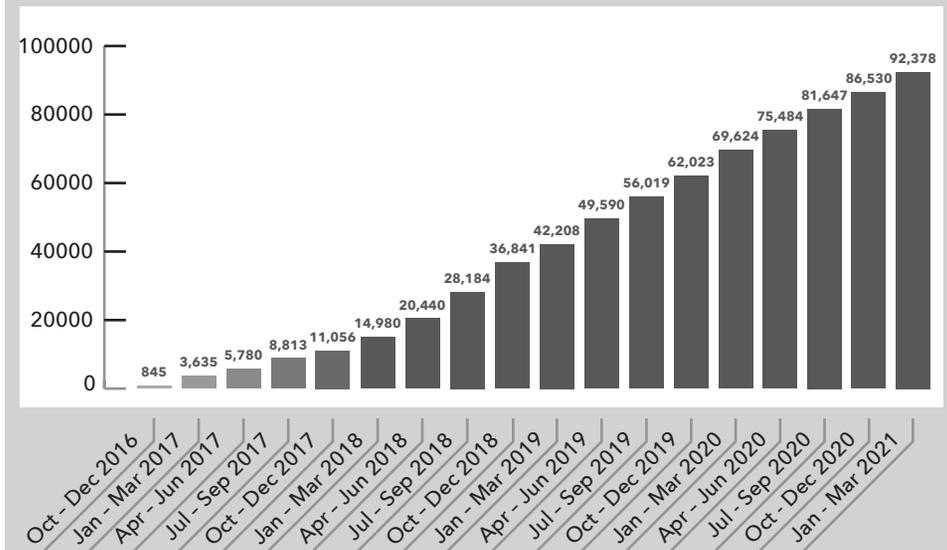
Email & Text* List Sign-Ups



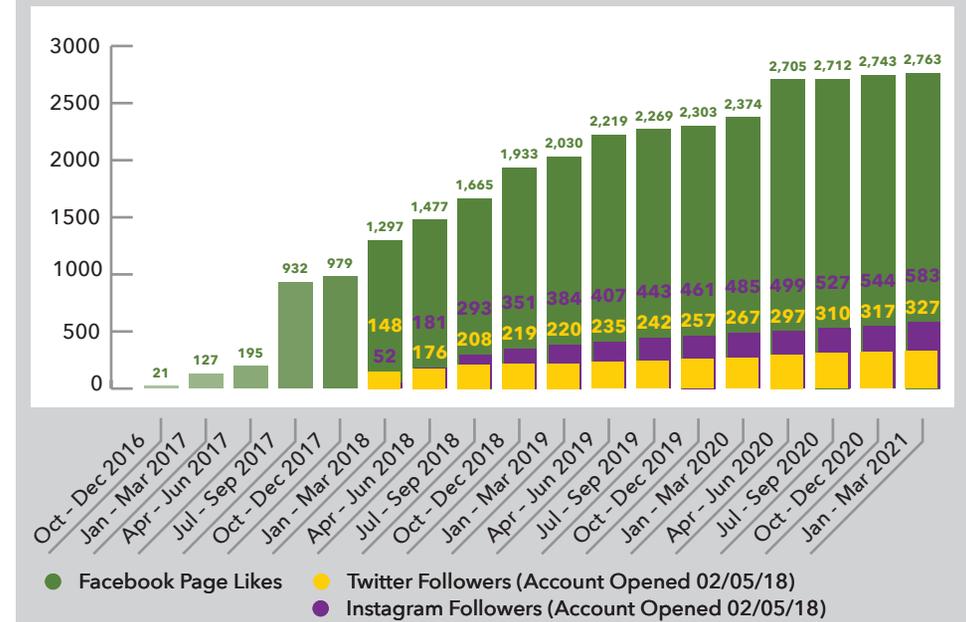
Emails Received



Website Visits

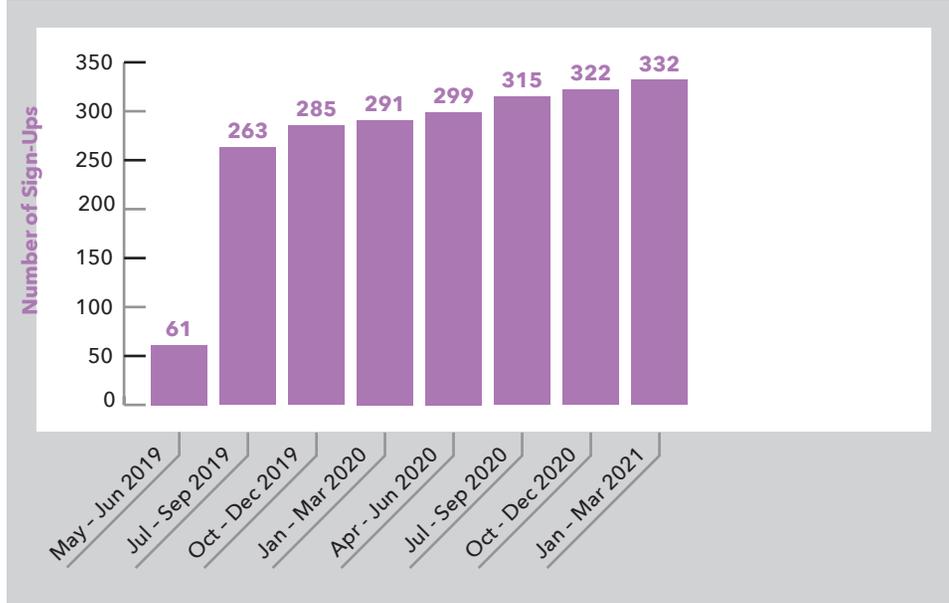


Social Media Likes/Follows

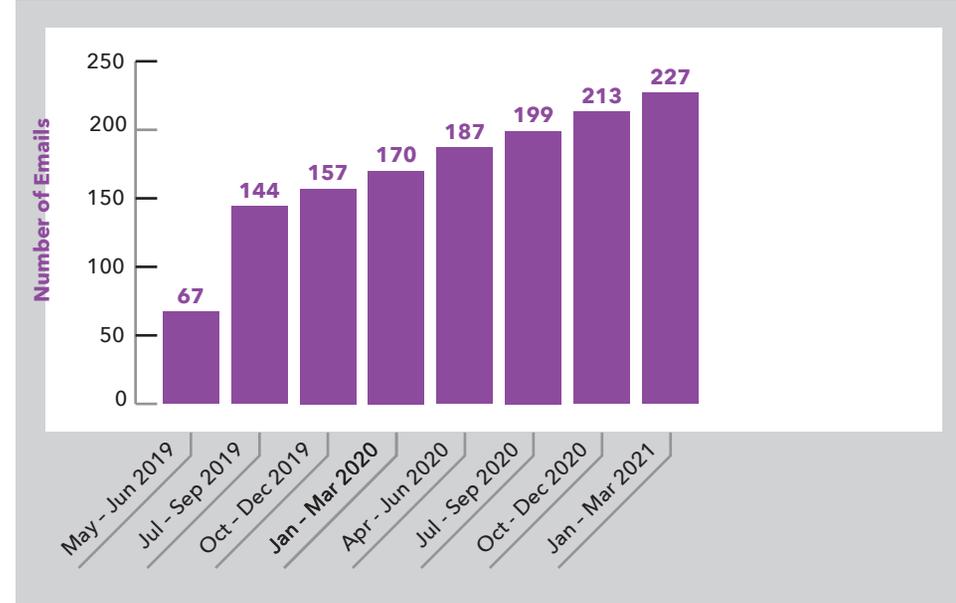




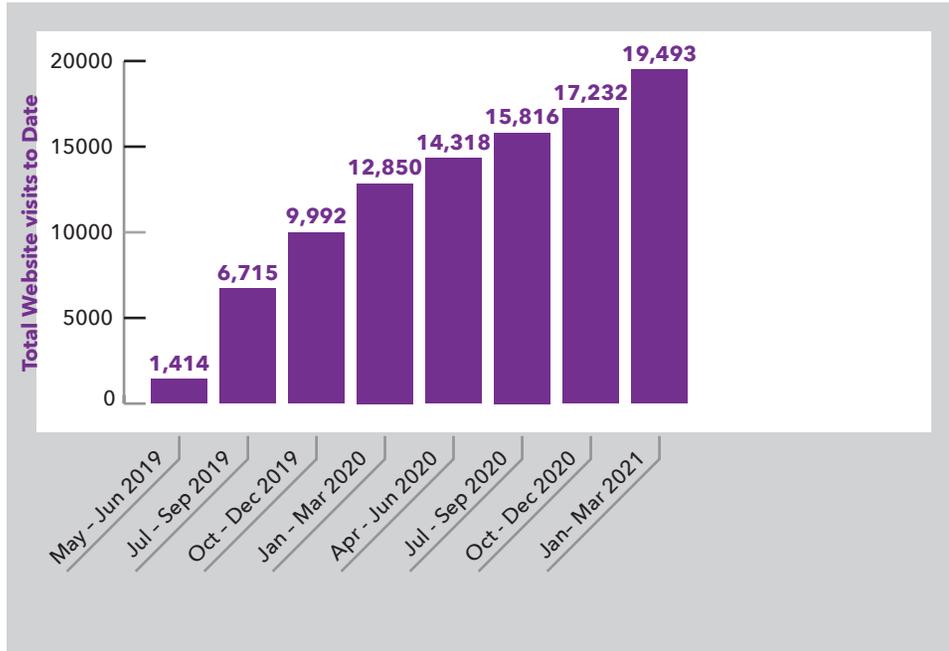
Email & Text Sign-Ups



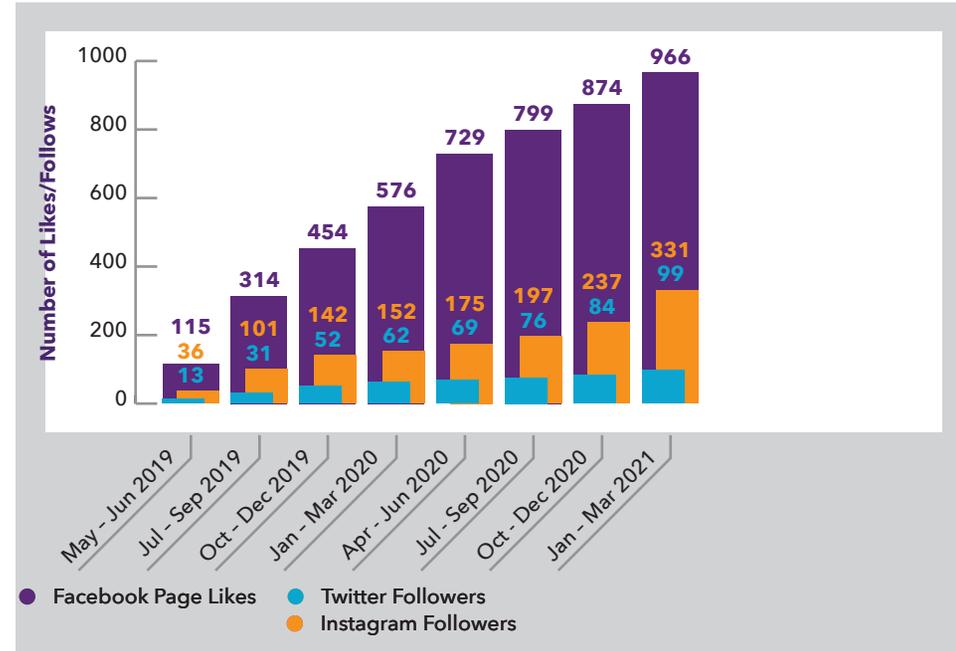
Emails to Project Team



Website Sessions



Social Media Likes/Follows

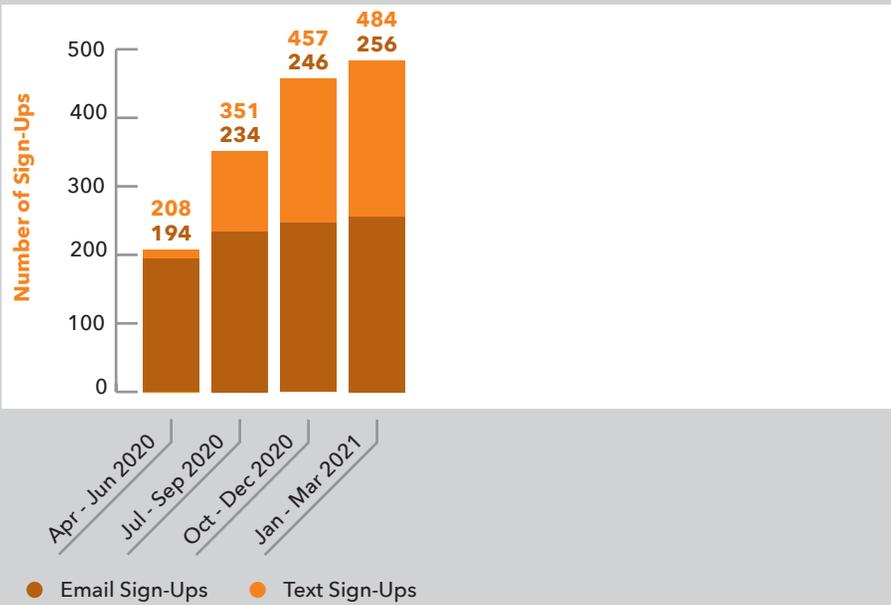


I-15 Railroad Canyon Road Interchange Project

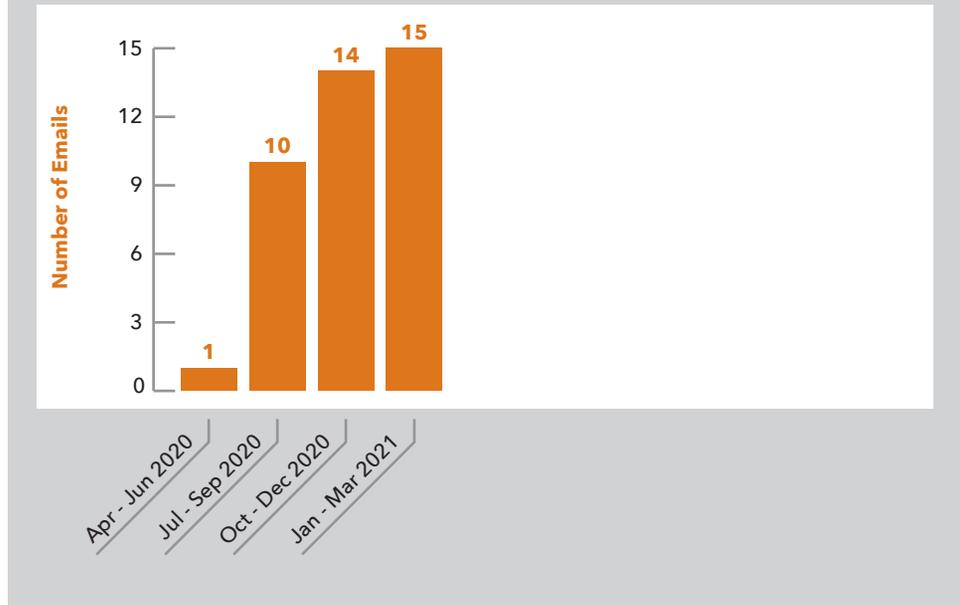
Quarterly "At-a-Glance" Metrics Report

Apr 2020 - Mar 2021

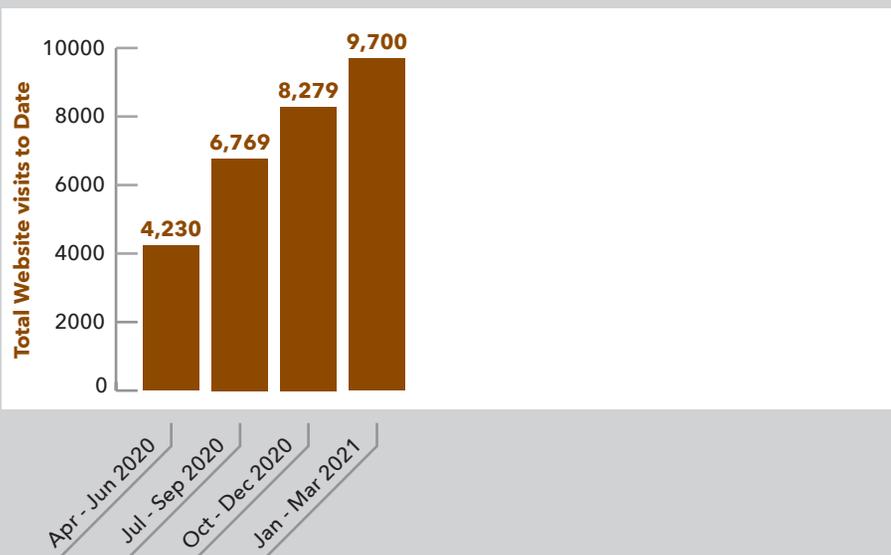
Email & Text Sign-Ups



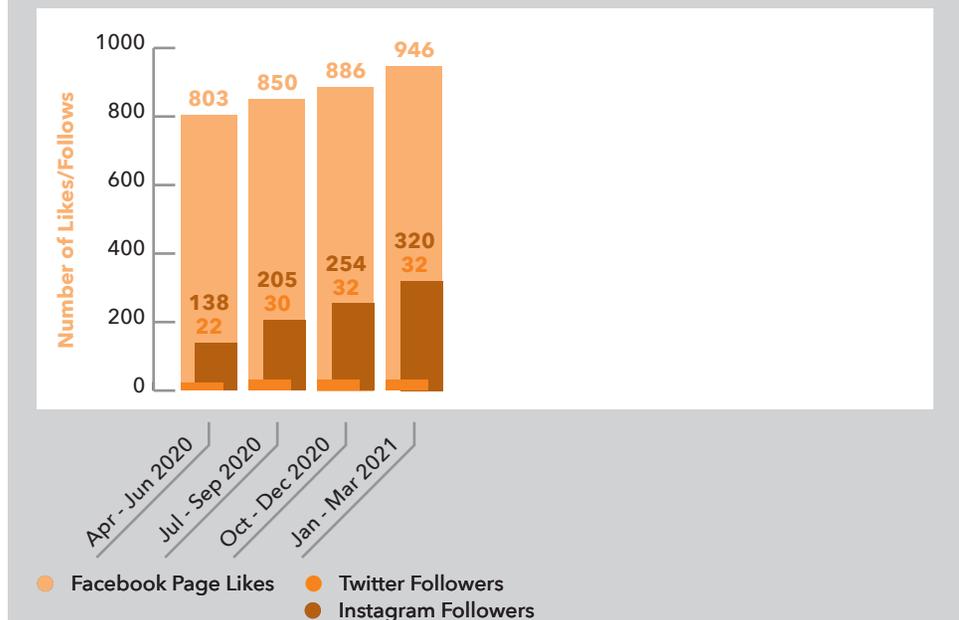
Emails to Project Team



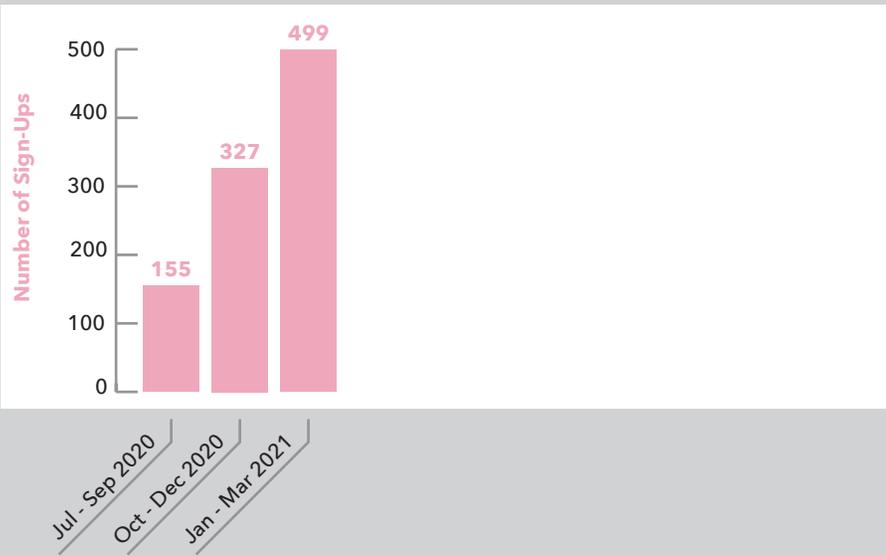
Website Sessions



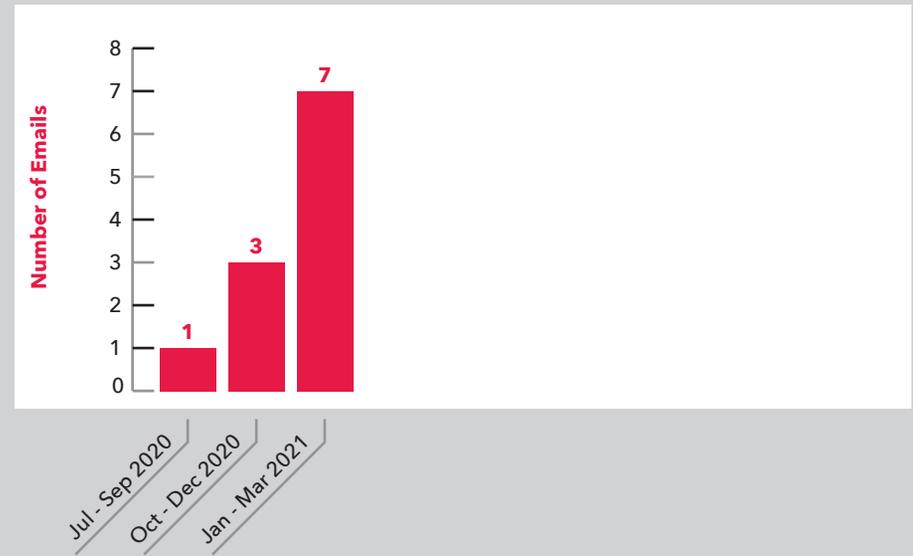
Social Media Likes/Follows



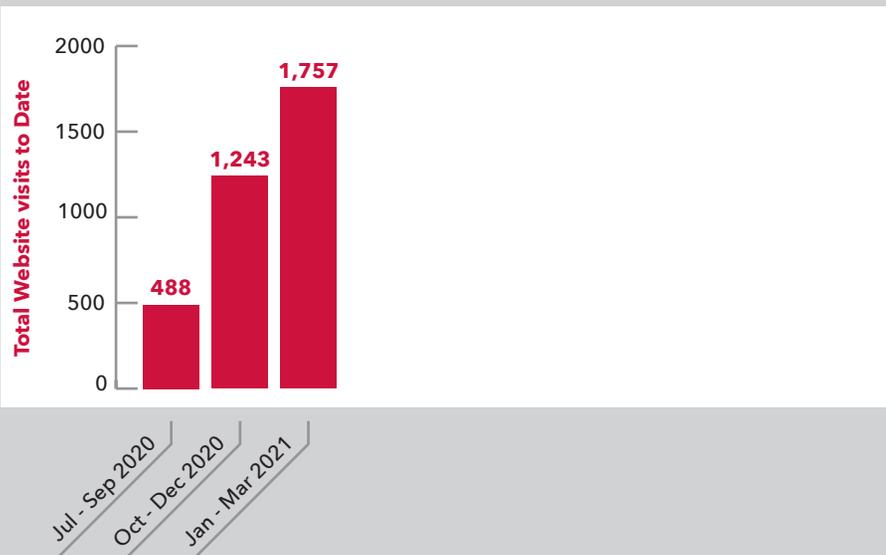
Email Sign-Ups



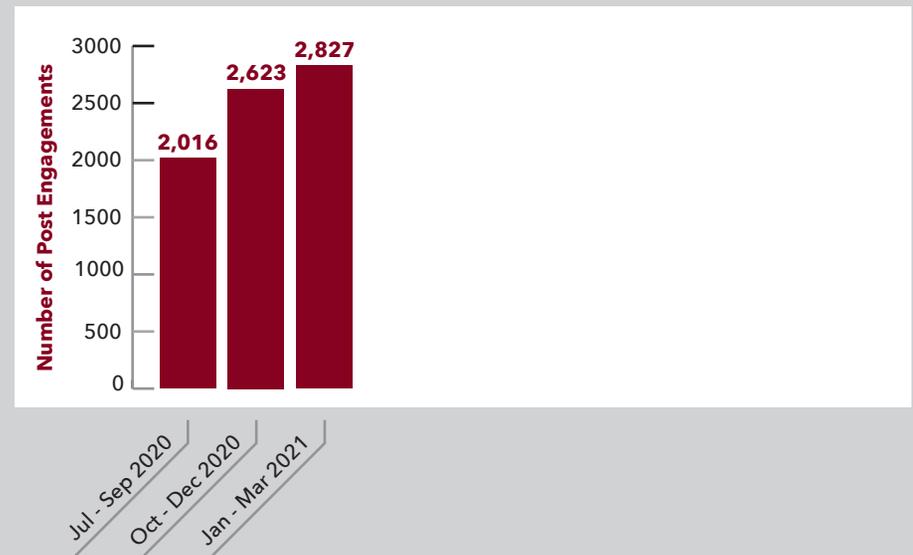
Emails to Project Team



Website Sessions



Social Media Post Engagements



Email Sign-Ups



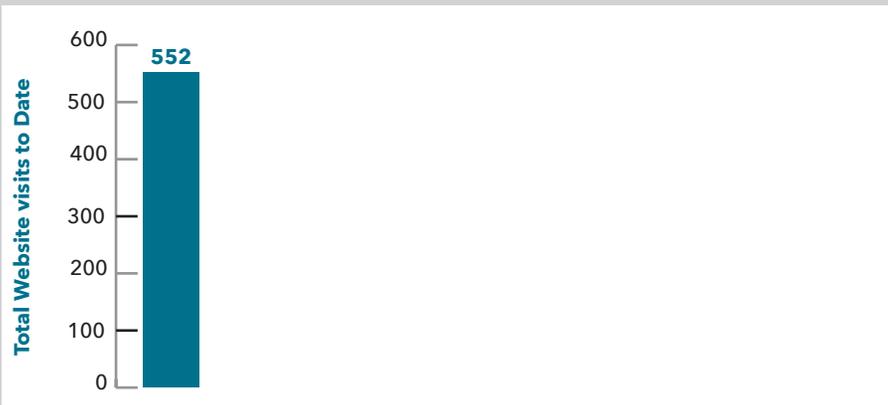
Jan - Mar 2021

Emails to Project Team



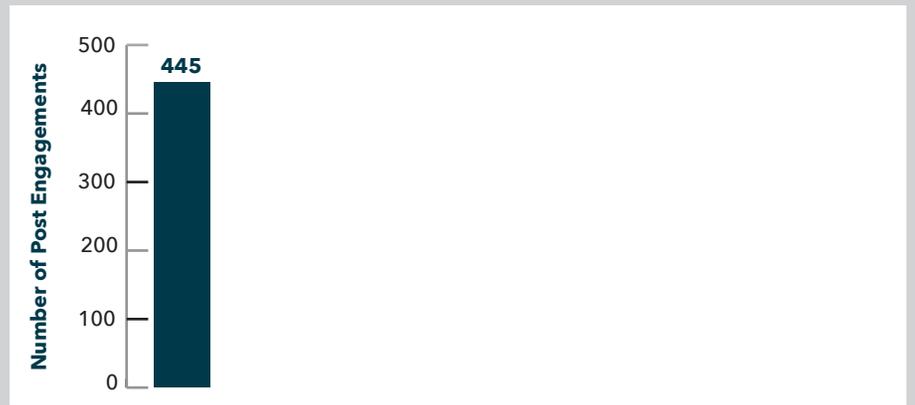
Jan - Mar 2021

Website Sessions



Jan - Mar 2021

Social Media Post Engagements



Jan - Mar 2021

AGENDA ITEM 8I

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee David Knudsen, Interim External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

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

DISCUSSION:

State Update

Governor Gavin Newsom announced on May 10, 2021, as part of his week-long May Budget Revision unveiling, that California amassed a \$75.7 billion budget surplus last year. The Governor had previously warned about facing a budget deficit of up to \$50 billion. As part of the May Revision, the Governor announced an \$11.9 billion expansion of his Golden State Stimulus program to send one-time \$600 payments to qualifying Californians, \$5.2 billion to help low-income renters stay housed, \$2 billion to help Californians pay overdue water and utility bills, and \$1 billion in college grants to help workers who lost their jobs during the pandemic find new employment.

The Governor’s May Revision proposes significant investments in infrastructure, including \$4.2 billion for the High-Speed Rail project, \$3.1 billion for high-priority rail and active transportation projects, and \$2.4 billion to repair the state highways and local bridges, and accelerate rail projects. The May Revision also adds to the Governor’s Budget to propose \$826 million in additional investments that accelerate the state toward meeting climate and transportation goals established in Executive Order N-79-20.

In total, the May Revision proposes investing an additional \$11 billion in the transportation system and related zero-emission vehicle efforts. This includes:

- \$1 billion for transportation related projects in advance of the 2028 Los Angeles Olympics;
- \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services;
- \$500 million to advance active transportation projects;
- \$500 million to for high priority grade separations and grade crossing improvements;

- \$4.2 billion to Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds;
- \$2 billion to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments;
- \$407 million to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies; and
- \$1.4 billion to demonstrate and purchase or lease green buses and trucks.

These additional investment in transportation highlights the Governor’s goals, including:

- Moving the state away from fossil fuel-based technologies to cleaner transportation technologies, including zero-emission vehicles and the associated infrastructure;
- Advancing projects statewide to improve rail and transit, including high-speed rail;
- Completing high-priority projects associated with the 2028 Los Angeles Olympics;
- Accelerating safety projects and important “fix-it-first” projects on state highways and bridges, and target critical highway/rail grade separations and grade crossing improvements on key corridors throughout the state; and
- Improving safety and access for bicyclists and pedestrians.

As the Legislature considers the Governor’s budget proposals, individual legislators are also advocating for district-level funding requests. Following news that Assembly Budget Committee Chair Ting was accepting member budget requests for district-based projects, Legislative Affairs staff met with the offices of Assemblymembers Mayes, Medina, and Seyarto to gauge their interest in accepting budget requests from RCTC to fund transportation projects in their respective districts. Assemblymembers Medina and Seyarto invited RCTC to submit requests. Three requests, totaling \$12.5 million, were submitted for their consideration. Assemblymember Seyarto agreed to submit a \$3 million budget request to the Assembly Budget Committee to fund the Smart Freeway Pilot Project. Legislative Affairs staff will continue to monitor the status of this request.

Federal Update

Discussions continue between the Biden Administration and Members of Congress on the scope, size, and details of infrastructure legislation, such as the \$2.3 trillion American Jobs Plan. Members of the House and Senate have met in recent days with the President and his team to discuss a possible infrastructure package. The major policy differences are the definition of infrastructure, how much federal investment to make, and how to pay for such a package.

It remains unclear if infrastructure investment legislation will utilize the reconciliation process or go through the "regular order" Committee consideration process. Speaker Pelosi has said she

would like to take some form of action on an infrastructure package by the July recess. The Senate has not yet set a timeline.

Community Project Funding

In April, RCTC submitted six applications for Community Project Funding (CPF) to Representatives Calvert, Ruiz, and Takano in the amount of \$38.5 million. Four of these CPF requests, totaling \$29 million, were accepted and submitted to either the House Committee on Appropriations or to the House Committee on Transportation and Infrastructure (T&I) for surface transportation reauthorization. Representative Calvert submitted a \$3 million CPF request to the Appropriations Committee to fund the Smart Freeway Pilot Project and a \$3 million CPF request to T&I to fund the Interstate 15 Corridor Operations Project. Representative Takano submitted two requests to T&I: \$20 million to fund the Interstate 15 Northern Extension and \$3 million to fund the Moreno Valley/March Field Station Improvements project. More than 2,000 projects were offered for consideration by 318 House Members, totaling \$14.9 billion in spending.

While these projects have been submitted by congressional offices, they are not yet approved for funding by Congress. Funded projects will be listed in the corresponding appropriation or surface transportation reauthorization legislation.

The Senate process for Congressionally Directed Spending (CDS) has been on a different timeline than that of the House. In May, RCTC submitted two applications totaling \$9 million for CDS to Senator Feinstein, including: \$3 million for the Smart Freeway Pilot Project and \$3 million for the Interstate 10/Highland Springs Avenue Interchange Improvement project. As of the writing of this staff report, Senator Feinstein has not indicated if the RCTC funding requests will be submitted to the appropriate committees for final consideration. Also, Senator Padilla began accepting applications on May 12, 2021, and as of the writing of this staff report, staff intend to submit a \$3 million request for the Interstate 10/Highland Springs Avenue Interchange Improvement project and a \$3 million request for the Moreno Valley/March Field Station Improvements project.

Legislative Affairs staff will continue to monitor the status of these requests, as well as monitor pending announcements regarding guidance for Senate project funding requests for their respective surface transportation reauthorization bill.

Attachments: Legislative Matrix – May 2021

<i>Approved by the Budget and Implementation Committee on May 24, 2021</i>				
In Favor:	12	Abstain:	0	No: 0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – MAY 2021

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1499 (Daly)	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Referred to Assembly Appropriations Committee April 5, 2021	<i>SUPPORT</i>	April 14, 2021
SB 623 (Newman)	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Referred to Senate Judiciary Committee April 13, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
SB261 (Allen)	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Senate Transportation Committee April 27, 2021	<i>OPPOSE</i>	May 12, 2021

AGENDA ITEM 8J

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Interim Toll Operations Director
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 the three months from January to March 2021.

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for the three months from January to March 2021 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 2021
- 2) 91 Express Lanes Status Report for February 2021
- 3) 91 Express Lanes Status Report for March 2021

<i>Approved by the Toll Policy and Operations Committee on May 27, 2021</i>					
In Favor:	5	Abstain:	0	No:	0



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
January 2021

As of January 31, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for January 2021 was 1,006,122. This represents a daily average of 32,456 vehicles. This is a 30.4 percent decrease in total traffic volume from the same period last year, which totaled 1,446,341. Potential toll revenue for January was \$3,324,112, which represents a decrease of 27 percent from the prior year's total of \$4,553,497. Carpool percentage for January was 21.2 percent as compared to the previous year's rate of 24.7 percent. The decreases are attributed to the coronavirus (COVID-19) pandemic and California Governor Gavin Newsom's orders for residents to stay at home 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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of January 2021.

Current Month-to-Date (MTD) as of January 31, 2021

Trips	Jan-21 MTD Actual	Jan-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	793,293	1,089,159	(27.2%)
3+ Lanes	212,829	357,182	(40.4%)
Total Gross Trips	1,006,122	1,446,341	(30.4%)
Revenue			
Full Toll Lanes	\$3,282,650	\$4,482,172	(26.8%)
3+ Lanes	\$41,462	\$71,325	(41.9%)
Total Gross Revenue	\$3,324,112	\$4,553,497	(27.0%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.14	\$4.12	0.5%
Average 3+ Lanes	\$0.19	\$0.20	(5.0%)
Average Gross Revenue	\$3.30	\$3.15	4.8%



The 2021 fiscal year-to-date traffic volume decreased by 23.6 percent and potential toll revenue decreased by 18 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.26.

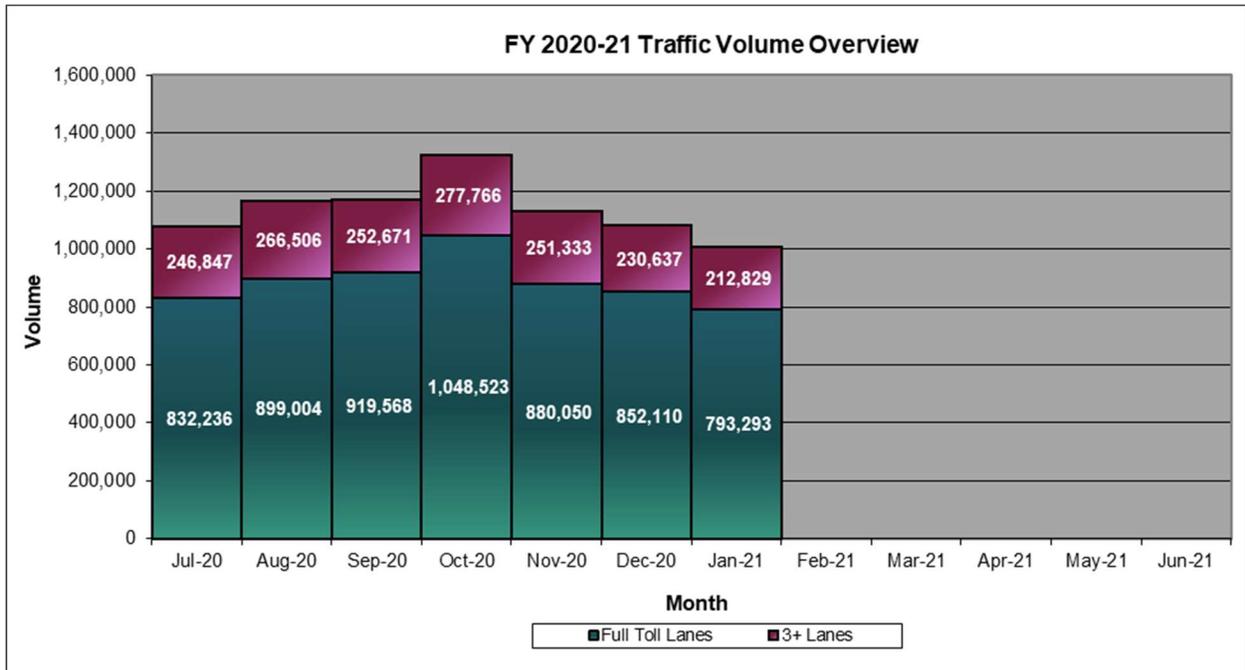
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through January 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of January 31, 2021

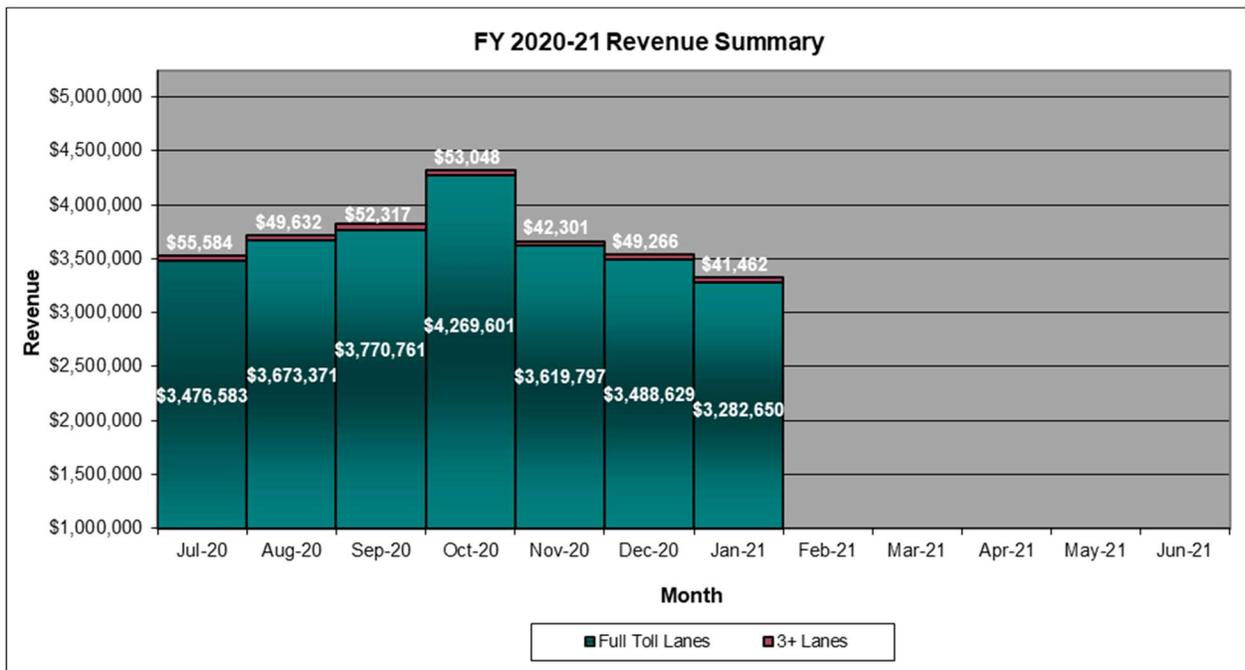
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	6,224,784	7,715,246	(19.3%)
3+ Lanes	1,738,589	2,702,816	(35.7%)
Total Gross Trips	7,963,373	10,418,062	(23.6%)
Revenue			
Full Toll Lanes	\$25,581,393	\$31,129,718	(17.8%)
3+ Lanes	\$343,611	\$486,709	(29.4%)
Total Gross Revenue	\$25,925,004	\$31,616,427	(18.0%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.11	\$4.03	2.0%
Average 3+ Lanes	\$0.20	\$0.18	11.1%
Average Gross Revenue	\$3.26	\$3.03	7.6%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity six times during the month of January 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 68 percent of defined capacity.

PM Time	Monday 12/28/20				Tuesday 12/29/20				Wednesday 12/30/20				Thursday 12/31/20				Friday 01/01/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500																	\$5.15	257	626	18%
1500 - 1600																	\$5.15	273	661	19%
1600 - 1700																	\$5.15	245	626	18%
1700 - 1800																	\$5.15	305	622	18%
1800 - 1900																	\$5.15	247	542	16%
1900 - 2000																	\$4.65	219	447	13%

PM Time	Monday 01/04/21				Tuesday 01/05/21				Wednesday 01/06/21				Thursday 01/07/21				Friday 01/08/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	328	2,205	65%	\$5.15	313	2,473	73%	\$5.15	334	2,437	72%	\$6.95	328	2,645	78%	\$8.10	478	2,783	82%
1500 - 1600	\$5.50	428	2,835	83%	\$5.25	419	2,617	77%	\$7.25	480	2,782	82%	\$7.25	474	2,763	81%	\$7.65	525	3,180	94%
1600 - 1700	\$4.85	293	2,484	73%	\$5.00	330	2,790	82%	\$7.00	324	2,706	80%	\$6.80	392	3,040	89%	\$7.95	301	2,155	63%
1700 - 1800	\$4.80	336	2,401	71%	\$4.90	371	2,544	75%	\$5.90	375	2,397	71%	\$7.20	362	2,160	64%	\$6.55	399	2,458	72%
1800 - 1900	\$5.50	314	1,368	40%	\$3.95	343	1,648	48%	\$3.95	339	1,596	47%	\$4.35	354	1,679	49%	\$6.55	440	1,912	56%
1900 - 2000	\$3.85	197	715	21%	\$3.85	222	811	24%	\$3.85	229	838	25%	\$5.60	206	832	24%	\$6.05	333	1,122	33%

PM Time	Monday 01/11/21				Tuesday 01/12/21				Wednesday 01/13/21				Thursday 01/14/21				Friday 01/15/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	256	1,932	57%	\$5.15	321	2,512	74%	\$5.15	342	2,493	73%	\$6.95	369	2,829	83%	\$8.10	504	2,894	85%
1500 - 1600	\$5.50	396	2,731	80%	\$5.25	431	2,769	81%	\$7.25	455	2,844	84%	\$7.25	486	2,733	80%	\$7.65	549	3,187	94%
1600 - 1700	\$4.85	343	3,018	89%	\$5.00	293	2,598	76%	\$7.00	295	2,609	77%	\$6.80	334	3,056	90%	\$7.95	373	2,358	69%
1700 - 1800	\$4.80	313	2,454	72%	\$4.90	354	2,568	76%	\$5.90	387	2,611	77%	\$7.20	346	2,287	67%	\$6.55	456	2,825	83%
1800 - 1900	\$5.50	288	1,503	44%	\$3.95	310	1,589	47%	\$3.95	346	1,771	52%	\$4.35	408	2,043	60%	\$6.55	507	2,138	63%
1900 - 2000	\$3.85	181	742	22%	\$3.85	198	762	22%	\$3.85	206	817	24%	\$5.60	255	968	28%	\$6.05	438	1,663	49%

PM Time	Monday 01/18/21				Tuesday 01/19/21				Wednesday 01/20/21				Thursday 01/21/21				Friday 01/22/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	418	2,254	66%	\$5.15	355	2,622	77%	\$5.15	302	2,537	75%	\$6.95	388	2,742	81%	\$8.10	498	2,973	87%
1500 - 1600	\$5.50	550	2,783	82%	\$5.25	388	2,603	77%	\$7.25	435	2,793	82%	\$7.25	489	2,819	83%	\$7.65	509	3,342	98%
1600 - 1700	\$4.85	373	2,529	74%	\$5.00	298	2,866	84%	\$7.00	280	2,612	77%	\$6.80	345	3,153	93%	\$7.95	385	2,455	72%
1700 - 1800	\$4.80	423	2,342	69%	\$4.90	354	2,569	76%	\$5.90	394	2,615	77%	\$7.20	355	2,294	67%	\$6.55	294	1,606	47%
1800 - 1900	\$5.50	462	1,691	50%	\$3.95	353	1,773	52%	\$3.95	419	1,934	57%	\$4.35	419	2,266	67%	\$6.55	394	1,692	50%
1900 - 2000	\$3.85	335	1,215	36%	\$3.85	214	799	24%	\$3.85	236	900	26%	\$5.60	287	1,152	34%	\$6.05	383	1,478	43%

PM Time	Monday 01/25/21				Tuesday 01/26/21				Wednesday 01/27/21				Thursday 01/28/21				Friday 01/29/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	291	2,022	59%	\$5.15	287	2,435	72%	\$5.15	310	2,717	80%	\$6.95	376	2,937	86%	\$8.10	391	2,417	71%
1500 - 1600	\$5.50	385	2,831	83%	\$5.25	428	2,783	82%	\$7.25	444	2,813	83%	\$7.25	435	2,648	78%	\$7.65	371	2,558	75%
1600 - 1700	\$4.85	264	2,516	74%	\$5.00	279	2,898	85%	\$7.00	287	2,804	82%	\$6.80	345	3,174	93%	\$7.95	249	1,784	52%
1700 - 1800	\$4.80	278	2,386	70%	\$4.90	396	2,817	83%	\$5.90	343	2,761	81%	\$7.20	343	2,439	72%	\$6.55	332	1,997	59%
1800 - 1900	\$5.50	299	1,428	42%	\$3.95	372	1,999	59%	\$3.95	388	1,951	57%	\$4.35	407	2,078	61%	\$6.55	365	1,547	46%
1900 - 2000	\$3.85	179	698	21%	\$3.85	236	969	29%	\$3.85	235	955	28%	\$5.60	246	935	28%	\$6.05	256	958	28%



OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 12/28/20				Tuesday 12/29/20				Wednesday 12/30/20				Thursday 12/31/20				Friday 01/01/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500																	\$1.70	30	52	2%
0500 - 0600																	\$1.70	43	86	3%
0600 - 0700																	\$1.70	18	68	2%
0700 - 0800																	\$1.70	19	72	2%
0800 - 0900																	\$1.70	29	112	3%
0900 - 1000																	\$3.05	91	233	7%

AM Time	Monday 01/04/21				Tuesday 01/05/21				Wednesday 01/06/21				Thursday 01/07/21				Friday 01/08/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	341	1,264	37%	\$3.05	323	1,242	37%	\$3.05	336	1,269	37%	\$3.05	314	1,167	34%	\$3.05	269	921	27%
0500 - 0600	\$4.95	439	1,867	55%	\$4.95	506	2,163	64%	\$4.95	452	1,901	56%	\$4.95	515	1,986	58%	\$4.70	410	1,701	50%
0600 - 0700	\$5.15	251	1,651	49%	\$5.15	233	1,370	40%	\$5.15	275	1,645	48%	\$5.15	245	1,511	44%	\$4.95	244	1,518	45%
0700 - 0800	\$5.65	195	1,542	45%	\$5.65	216	1,663	49%	\$5.65	230	1,637	48%	\$5.65	212	1,590	47%	\$5.50	207	1,387	41%
0800 - 0900	\$5.15	148	1,249	37%	\$5.15	146	1,242	37%	\$5.15	137	1,250	37%	\$5.15	112	1,310	39%	\$4.95	126	1,160	34%
0900 - 1000	\$4.10	118	999	29%	\$4.10	122	1,059	31%	\$4.10	132	1,058	31%	\$4.10	117	1,163	34%	\$4.10	151	1,058	31%

AM Time	Monday 01/11/21				Tuesday 01/12/21				Wednesday 01/13/21				Thursday 01/14/21				Friday 01/15/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	325	1,242	37%	\$3.05	324	1,190	35%	\$3.05	360	1,266	37%	\$3.05	336	1,331	39%	\$3.05	295	918	27%
0500 - 0600	\$4.95	458	1,961	58%	\$4.95	540	2,222	65%	\$4.95	493	2,077	61%	\$4.95	539	2,251	66%	\$4.70	458	1,782	52%
0600 - 0700	\$5.15	248	1,691	50%	\$5.15	281	1,625	48%	\$5.15	251	1,536	45%	\$5.15	264	1,617	48%	\$4.95	273	1,778	52%
0700 - 0800	\$5.65	218	1,742	51%	\$5.65	249	1,792	53%	\$5.65	228	1,652	49%	\$5.65	217	1,730	51%	\$5.50	226	1,815	53%
0800 - 0900	\$5.15	127	1,273	37%	\$5.15	115	1,429	42%	\$5.15	116	1,404	41%	\$5.15	117	1,344	40%	\$4.95	144	1,504	44%
0900 - 1000	\$4.10	93	918	27%	\$4.10	113	1,137	33%	\$4.10	129	1,122	33%	\$4.10	127	1,103	32%	\$4.10	139	1,038	31%

AM Time	Monday 01/18/21				Tuesday 01/19/21				Wednesday 01/20/21				Thursday 01/21/21				Friday 01/22/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	305	1,000	29%	\$3.05	330	1,153	34%	\$3.05	351	1,238	36%	\$3.05	347	1,181	35%	\$3.05	269	908	27%
0500 - 0600	\$4.95	381	1,560	46%	\$4.95	542	2,297	68%	\$4.95	520	2,112	62%	\$4.95	542	2,107	62%	\$4.70	454	1,853	55%
0600 - 0700	\$5.15	203	1,357	40%	\$5.15	253	1,563	46%	\$5.15	285	1,630	48%	\$5.15	302	1,723	51%	\$4.95	286	1,812	53%
0700 - 0800	\$5.65	144	1,175	35%	\$5.65	240	1,875	55%	\$5.65	220	1,635	48%	\$5.65	255	1,856	55%	\$5.50	237	1,731	51%
0800 - 0900	\$5.15	160	1,152	34%	\$5.15	144	1,612	47%	\$5.15	112	1,253	37%	\$5.15	141	1,713	50%	\$4.95	128	1,335	39%
0900 - 1000	\$4.10	243	1,194	35%	\$4.10	117	1,203	35%	\$4.10	110	1,046	31%	\$4.10	153	1,897	56%	\$4.10	116	1,081	32%

AM Time	Monday 01/25/21				Tuesday 01/26/21				Wednesday 01/27/21				Thursday 01/28/21				Friday 01/29/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	406	1,481	44%	\$3.05	361	1,241	37%	\$3.05	365	1,246	37%	\$3.05	337	1,210	36%	\$3.05	228	802	24%
0500 - 0600	\$4.95	545	2,259	66%	\$4.95	521	2,245	66%	\$4.95	495	2,099	62%	\$4.95	496	1,998	59%	\$4.70	330	1,300	38%
0600 - 0700	\$5.15	233	1,713	50%	\$5.15	258	1,536	45%	\$5.15	265	1,641	48%	\$5.15	261	1,625	48%	\$4.95	244	1,498	44%
0700 - 0800	\$5.65	237	1,811	53%	\$5.65	221	1,814	53%	\$5.65	235	1,844	54%	\$5.65	218	1,721	51%	\$5.50	202	1,473	43%
0800 - 0900	\$5.15	132	1,590	47%	\$5.15	124	1,585	47%	\$5.15	107	1,515	45%	\$5.15	120	1,333	39%	\$4.95	148	1,531	45%
0900 - 1000	\$4.10	108	1,101	32%	\$4.10	105	1,174	35%	\$4.10	110	1,140	34%	\$4.10	104	1,327	39%	\$4.10	110	1,036	30%



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 83 calls during the month of January. Of those calls, 55 were to assist disabled vehicles and 13 calls to remove debris. The CAS provided assistance to 15 accidents in the Express Lanes with eight of those accidents originating in the State Route 91 general purpose lanes.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 23,888,971.31	\$ 18,387,154.00	\$ 5,501,817.31	29.9
Fee Revenue	2,800,423.84	1,101,974.00	1,698,449.84	154.1
Total operating revenues	26,689,395.15	19,489,128.00	7,200,267.15	36.9
Operating expenses:				
Contracted Services	3,890,938.83	4,198,320.00	307,381.17	7.3
Administrative Fee	1,748,005.00	1,821,022.00	73,017.00	4.0
Other Professional Services	547,256.94	2,029,301.00	1,482,044.06	73.0
Credit Card Processing Fees	536,408.06	545,220.00	8,811.94	1.6
Toll Road Account Servicing ⁽⁵⁾	270,313.76	348,960.00	78,646.24	22.5
Other Insurance Expense	254,303.42	145,775.00	(108,528.42)	(74.4)
Toll Road Maintenance Supply Repairs	111,685.79	1,450,029.00	1,338,343.21	92.3
Patrol Services	350,997.32	597,241.00	246,243.68	41.2
Building Equipment Repairs and Maint	403,309.30	278,018.00	(125,291.30)	(45.1)
6C Transponders	-	125,000.00	125,000.00	100.0
Other Services ⁽⁶⁾	(997,825.18)	32,245.00	1,030,070.18	3,194.5
Utilities	27,190.73	67,060.00	39,869.27	59.5
Office Expense	9,356.40	54,604.00	45,247.60	82.9
Bad Debt Expense	106,894.68	-	(106,894.68)	N/A
Miscellaneous ⁽²⁾	5,292.15	93,862.00	88,569.85	94.4
Leases	252,082.92	282,800.00	30,717.08	10.9
Total operating expenses	7,516,210.12	12,069,457.00	4,553,246.88	37.7
Depreciation and Amortization ⁽³⁾	2,854,797.31	-	(2,854,797.31)	N/A
Operating income (loss)	16,318,387.72	7,419,671.00	8,898,716.72	119.9
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	340,186.73	625,000.00	(284,813.27)	(45.6)
Interest Income	2,809,882.94	858,368.00	1,951,514.94	227.4
Interest Expense	(2,513,574.81)	(2,566,053.00)	52,478.19	2.0
Other	-	-	-	N/A
Total nonoperating revenues (expenses)	636,494.86	(1,082,685.00)	1,719,179.86	158.8
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(2,481,962.65)	(31,514,500.00)	29,032,537.35	92.1
Net income (loss)	\$ 14,472,919.93	\$ (25,177,514.00)	\$ 39,650,433.93	(157.5)

¹Actual 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.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Collection efforts have been paused due to pandemic

⁶Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the seven months ending January 31, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for January 2021 was 845,056. This represents a daily average of 27,260 vehicles. This is a 33.2 percent decrease in total traffic volume from the same period last year, which totaled 1,265,369. Potential toll revenue for January was \$2,897,557, which represents a decrease of 50.3 percent from the prior year's total of \$5,827,403. Carpool percentage for January was 20.3 percent as compared to the previous year's rate of 23 percent. The decreases are 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 Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of January 2021.

Current Month-to-Date as of January 31, 2021

Trips	JAN-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JAN-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	673,879	955,829	(281,950)	(29.5%)	973,936	(30.8%)
3+ Lanes	171,177	308,829	(137,652)	(44.6%)	291,433	(41.3%)
Total Gross Trips	845,056	1,264,657	(419,601)	(33.2%)	1,265,369	(33.2%)
Revenue						
Full Toll Lanes	\$2,867,125	\$4,164,171	(\$1,297,046)	(31.1%)	\$5,789,888	(50.5%)
3+ Lanes	\$30,432	\$0	\$30,432		\$37,514	(18.9%)
Total Gross Revenue	\$2,897,557	\$4,164,171	(\$1,266,615)	(30.4%)	\$5,827,403	(50.3%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.36	(\$0.11)	(2.5%)	\$5.94	(28.5%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.13	38.5%
Average Gross Revenue	\$3.43	\$3.29	\$0.14	4.3%	\$4.61	(25.6%)



The 2021 fiscal year-to-date traffic volume decreased by 26.5 percent and potential toll revenue decreased by 41.4 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.40.

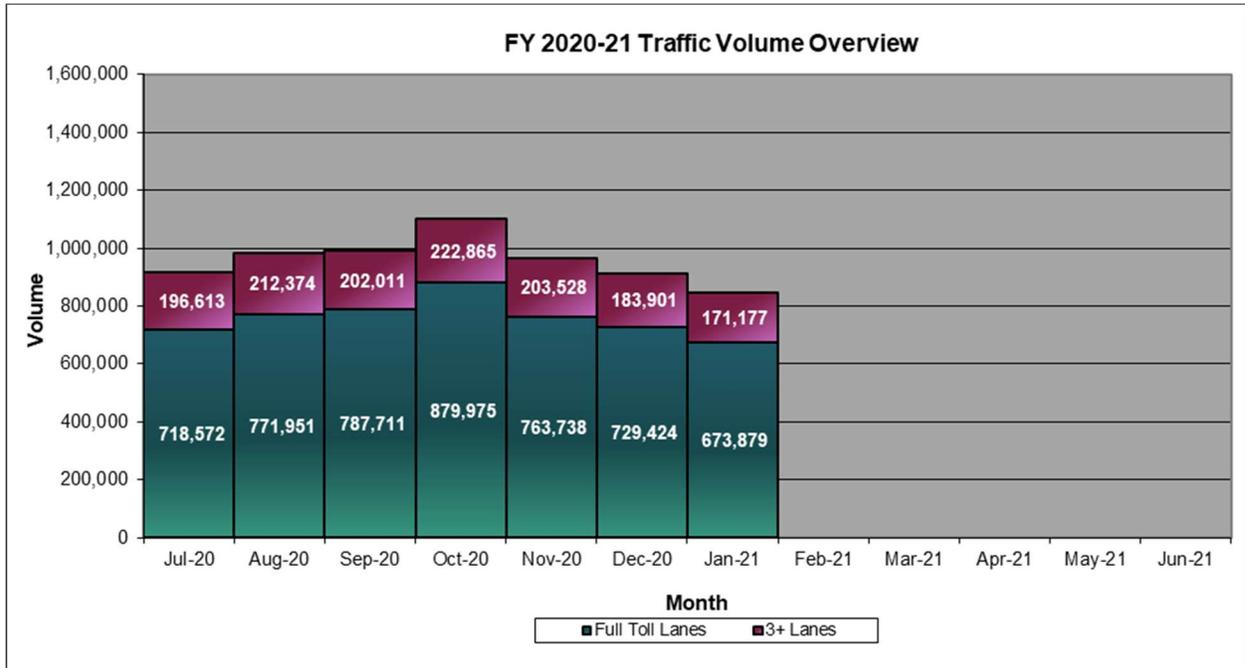
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through January 2021.

FY 2020-21 Year-to-Date as of January 31, 2021

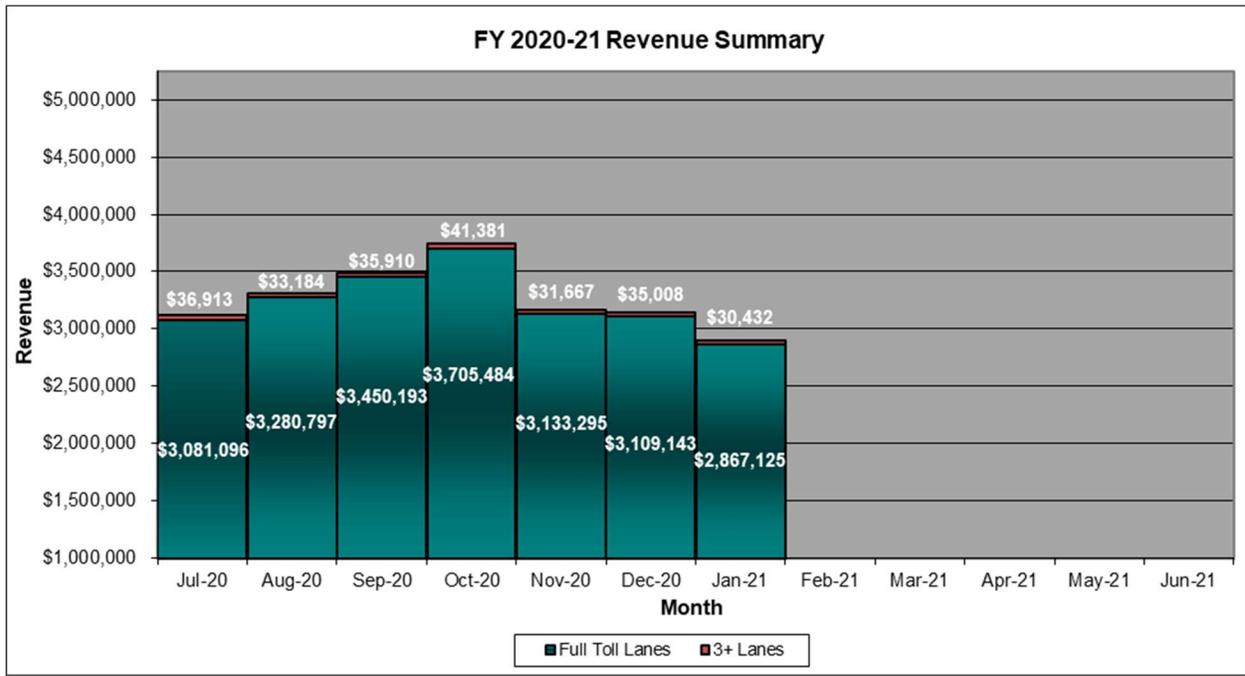
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	5,325,250	7,024,514	(1,699,264)	(24.2%)	6,942,948	(23.3%)
3+ Lanes	1,392,469	2,285,171	(892,702)	(39.1%)	2,199,852	(36.7%)
Total Gross Trips	6,717,719	9,309,686	(2,591,967)	(27.8%)	9,142,800	(26.5%)
Revenue						
Full Toll Lanes	\$22,627,133	\$29,955,971	(\$7,328,839)	(24.5%)	\$38,779,965	(41.7%)
3+ Lanes	\$244,494	\$0	\$244,494		\$253,813	(3.7%)
Total Gross Revenue	\$22,871,627	\$29,955,971	(\$7,084,344)	(23.6%)	\$39,033,778	(41.4%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.26	(\$0.01)	(0.2%)	\$5.59	(24.0%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.40	\$3.22	\$0.18	5.6%	\$4.27	(20.4%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In January, there were no toll rates adjusted in response to traffic volumes. Traffic volumes are being reviewed regularly, and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 12/28/20					Tuesday 12/29/20					Wednesday 12/30/20					Thursday 12/31/20					Friday 01/01/21				
	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																					\$1.55	154	214	368	A
1500 - 1600																					\$1.55	120	199	319	A
1600 - 1700																					\$1.55	108	202	310	A
1700 - 1800																					\$1.55	114	161	275	A
1800 - 1900																					\$1.55	121	141	262	A
1900 - 2000																					\$1.55	101	111	212	A

PM Time	Monday 01/04/21					Tuesday 01/05/21					Wednesday 01/06/21					Thursday 01/07/21					Friday 01/08/21				
	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	189	809	998	C	\$5.30	176	840	1,016	D	\$7.95	185	892	1,077	D	\$10.95	179	926	1,105	D	\$20.95	263	967	1,230	E
1500 - 1600	\$8.95	212	919	1,131	D	\$9.95	195	945	1,140	D	\$13.95	193	939	1,132	D	\$13.95	234	935	1,169	D	\$22.95	256	1,039	1,295	E
1600 - 1700	\$6.95	116	842	958	C	\$6.95	158	934	1,092	D	\$6.95	173	980	1,153	D	\$7.95	172	1,074	1,246	E	\$12.95	160	846	1,006	D
1700 - 1800	\$5.30	170	733	903	C	\$5.30	160	786	946	C	\$5.30	157	786	943	C	\$5.30	136	783	919	C	\$7.95	196	824	1,020	D
1800 - 1900	\$4.20	112	418	530	B	\$4.20	151	519	670	B	\$5.30	141	511	652	B	\$5.30	142	600	742	B	\$5.30	209	698	907	C
1900 - 2000	\$2.25	90	191	281	A	\$2.25	88	236	324	A	\$2.25	91	227	318	A	\$2.25	90	247	337	A	\$2.25	133	400	533	B

PM Time	Monday 01/11/21					Tuesday 01/12/21					Wednesday 01/13/21					Thursday 01/14/21					Friday 01/15/21				
	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	117	754	871	C	\$5.30	183	953	1,136	D	\$7.95	194	849	1,043	D	\$10.95	201	1,044	1,245	E	\$20.95	310	1,110	1,420	F
1500 - 1600	\$8.95	213	955	1,168	D	\$9.95	212	896	1,108	D	\$13.95	209	992	1,201	E	\$13.95	248	954	1,202	E	\$22.95	322	1,043	1,365	F
1600 - 1700	\$6.95	147	1,071	1,218	E	\$6.95	143	897	1,040	D	\$6.95	146	952	1,098	D	\$7.95	165	1,161	1,326	F	\$12.95	240	1,006	1,246	E
1700 - 1800	\$5.30	120	844	964	C	\$5.30	148	812	960	C	\$5.30	180	862	1,042	D	\$5.30	146	897	1,043	D	\$7.95	253	1,060	1,313	F
1800 - 1900	\$4.20	110	498	608	B	\$4.20	130	469	599	B	\$5.30	131	582	713	B	\$5.30	164	702	866	C	\$5.30	267	820	1,087	D
1900 - 2000	\$2.25	80	203	283	A	\$2.25	73	248	321	A	\$2.25	85	252	337	A	\$2.25	118	368	486	B	\$2.25	231	600	831	C

PM Time	Monday 01/18/21					Tuesday 01/19/21					Wednesday 01/20/21					Thursday 01/21/21					Friday 01/22/21				
	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	219	782	1,001	D	\$5.30	190	924	1,114	D	\$7.95	164	926	1,090	D	\$10.95	202	951	1,153	D	\$20.95	313	1,019	1,332	F
1500 - 1600	\$8.95	305	925	1,230	E	\$9.95	217	881	1,098	D	\$13.95	225	931	1,156	D	\$13.95	243	959	1,202	E	\$22.95	284	1,109	1,393	F
1600 - 1700	\$6.95	214	958	1,172	D	\$6.95	160	951	1,111	D	\$6.95	160	917	1,077	D	\$7.95	196	1,085	1,281	E	\$12.95	189	975	1,164	D
1700 - 1800	\$5.30	225	792	1,017	D	\$5.30	164	781	945	C	\$5.30	172	855	1,027	D	\$5.30	182	844	1,026	D	\$7.95	171	733	904	C
1800 - 1900	\$4.20	240	630	870	C	\$4.20	158	536	694	B	\$5.30	193	588	781	B	\$5.30	205	748	953	C	\$5.30	233	789	1,022	D
1900 - 2000	\$2.25	178	597	775	B	\$2.25	84	214	298	A	\$2.25	107	254	361	A	\$2.25	137	374	511	B	\$2.25	193	553	746	B

PM Time	Monday 01/25/21					Tuesday 01/26/21					Wednesday 01/27/21					Thursday 01/28/21					Friday 01/29/21				
	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	148	652	800	B	\$5.30	166	871	1,037	D	\$7.95	155	975	1,130	D	\$10.95	211	1,112	1,323	F	\$20.95	222	815	1,037	D
1500 - 1600	\$8.95	166	897	1,063	D	\$9.95	204	871	1,075	D	\$13.95	201	914	1,115	D	\$13.95	240	915	1,155	D	\$22.95	194	830	1,024	D
1600 - 1700	\$6.95	143	801	944	C	\$6.95	143	980	1,123	D	\$6.95	145	1,022	1,167	D	\$7.95	184	1,159	1,343	F	\$12.95	137	610	747	B
1700 - 1800	\$5.30	99	666	765	B	\$5.30	170	911	1,081	D	\$5.30	140	918	1,058	D	\$5.30	148	903	1,051	D	\$7.95	146	656	802	C
1800 - 1900	\$4.20	115	379	494	B	\$4.20	164	638	802	C	\$5.30	161	636	797	B	\$5.30	166	717	883	C	\$5.30	211	639	850	C
1900 - 2000	\$2.25	53	204	257	A	\$2.25	95	299	394	A	\$2.25	89	296	385	A	\$2.25	89	330	419	B	\$2.25	66	181	247	A



Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 12/28/20					Tuesday 12/29/20					Wednesday 12/30/20					Thursday 12/31/20					Friday 01/01/21				
	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	62	123	185	A
1500 - 1600																					\$1.95	73	136	209	A
1600 - 1700																					\$1.95	68	123	191	A
1700 - 1800																					\$1.95	98	120	218	A
1800 - 1900																					\$1.95	78	108	186	A
1900 - 2000																					\$1.95	70	73	143	A

PM Time	Monday 01/04/21					Tuesday 01/05/21					Wednesday 01/06/21					Thursday 01/07/21					Friday 01/08/21				
	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	86	564	650	B	\$5.30	87	680	767	B	\$5.30	102	644	746	B	\$5.30	103	688	791	B	\$5.30	125	715	840	C
1500 - 1600	\$5.30	121	717	838	C	\$5.30	118	730	848	C	\$5.30	130	735	865	C	\$5.30	145	747	892	C	\$5.30	156	830	986	C
1600 - 1700	\$2.95	92	610	702	B	\$5.30	83	707	790	B	\$5.30	91	709	800	B	\$5.30	93	765	858	C	\$2.95	86	591	677	B
1700 - 1800	\$2.95	70	592	662	B	\$2.95	99	636	735	B	\$2.95	96	612	708	B	\$5.30	85	587	672	B	\$2.95	116	597	713	B
1800 - 1900	\$2.95	77	317	394	A	\$2.95	87	401	488	B	\$2.95	89	383	472	B	\$2.95	91	439	530	B	\$2.95	119	495	614	B
1900 - 2000	\$1.95	49	175	224	A	\$1.95	61	190	251	A	\$2.95	67	220	287	A	\$2.95	48	214	262	A	\$2.95	73	258	331	A

PM Time	Monday 01/11/21					Tuesday 01/12/21					Wednesday 01/13/21					Thursday 01/14/21					Friday 01/15/21				
	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	79	472	551	B	\$5.30	101	658	759	B	\$5.30	94	637	731	B	\$5.30	104	731	835	C	\$5.30	132	701	833	C
1500 - 1600	\$5.30	106	764	870	C	\$5.30	109	750	859	C	\$5.30	121	756	877	C	\$5.30	120	742	862	C	\$5.30	168	840	1,008	D
1600 - 1700	\$2.95	87	769	856	C	\$5.30	72	687	759	B	\$5.30	76	681	757	B	\$5.30	81	753	834	C	\$2.95	98	607	705	B
1700 - 1800	\$2.95	69	673	742	B	\$2.95	82	656	738	B	\$2.95	87	669	756	B	\$5.30	75	618	693	B	\$2.95	126	710	836	C
1800 - 1900	\$2.95	87	388	475	B	\$2.95	73	437	510	B	\$2.95	79	494	573	B	\$2.95	82	523	605	B	\$2.95	153	552	705	B
1900 - 2000	\$1.95	44	202	246	A	\$1.95	46	176	222	A	\$2.95	44	190	234	A	\$2.95	64	253	317	A	\$2.95	107	388	495	B

PM Time	Monday 01/18/21					Tuesday 01/19/21					Wednesday 01/20/21					Thursday 01/21/21					Friday 01/22/21				
	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	124	543	667	B	\$5.30	97	663	760	B	\$5.30	78	654	732	B	\$5.30	109	720	829	C	\$5.30	126	794	920	C
1500 - 1600	\$5.30	165	693	858	C	\$5.30	105	721	826	C	\$5.30	97	758	855	C	\$5.30	125	771	896	C	\$5.30	137	861	998	C
1600 - 1700	\$2.95	111	625	736	B	\$5.30	88	747	835	C	\$5.30	85	664	749	B	\$5.30	101	818	919	C	\$2.95	97	677	774	B
1700 - 1800	\$2.95	135	580	715	B	\$2.95	103	649	752	B	\$2.95	100	661	761	B	\$5.30	87	603	690	B	\$2.95	65	452	517	B
1800 - 1900	\$2.95	122	397	519	B	\$2.95	106	432	538	B	\$2.95	103	497	600	B	\$2.95	122	559	681	B	\$2.95	120	530	650	B
1900 - 2000	\$1.95	95	357	452	B	\$1.95	44	192	236	A	\$2.95	60	227	287	A	\$2.95	85	293	378	A	\$2.95	101	412	513	B

PM Time	Monday 01/25/21					Tuesday 01/26/21					Wednesday 01/27/21					Thursday 01/28/21					Friday 01/29/21				
	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	74	514	588	B	\$5.30	85	653	738	B	\$5.30	94	730	824	C	\$5.30	124	770	894	C	\$5.30	103	634	737	B
1500 - 1600	\$5.30	98	748	846	C	\$5.30	139	763	902	C	\$5.30	128	781	909	C	\$5.30	113	731	844	C	\$5.30	113	656	769	B
1600 - 1700	\$2.95	74	687	761	B	\$5.30	77	760	837	C	\$5.30	67	748	815	C	\$5.30	85	864	949	C	\$2.95	54	455	509	B
1700 - 1800	\$2.95	71	604	675	B	\$2.95	89	731	820	C	\$2.95	89	748	837	C	\$5.30	71	652	723	B	\$2.95	89	448	537	B
1800 - 1900	\$2.95	68	334	402	B	\$2.95	84	520	604	B	\$2.95	98	514	612	B	\$2.95	81	530	611	B	\$2.95	38	131	169	A
1900 - 2000	\$1.95	44	200	244	A	\$1.95	74	242	316	A	\$2.95	59	251	310	A	\$2.95	55	244	299	A	\$2.95	1	0	1	A



RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 12/28/20					Tuesday 12/29/20					Wednesday 12/30/20					Thursday 12/31/20					Friday 01/01/21									
	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	5	6	11	A
0500 - 0600																										\$1.55	13	14	27	A
0600 - 0700																										\$1.55	5	20	25	A
0700 - 0800																										\$1.55	11	26	37	A
0800 - 0900																										\$1.55	15	42	57	A
0900 - 1000																										\$1.55	48	69	117	A

AM Time	Monday 01/04/21					Tuesday 01/05/21					Wednesday 01/06/21					Thursday 01/07/21					Friday 01/08/21				
	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	137	561	698	B	\$5.30	145	546	691	B	\$5.30	141	563	704	B	\$5.30	141	540	681	B	\$2.25	109	303	412	B
0500 - 0600	\$9.95	225	738	963	C	\$9.95	267	1,131	1,398	F	\$9.95	222	928	1,150	D	\$9.95	259	831	1,090	D	\$6.95	205	719	924	C
0600 - 0700	\$9.95	139	766	905	C	\$10.95	125	369	494	B	\$10.95	157	613	770	B	\$10.95	143	551	694	B	\$6.95	141	807	948	C
0700 - 0800	\$6.95	131	807	938	C	\$6.95	131	792	923	C	\$6.95	126	796	922	C	\$6.95	124	757	881	C	\$5.30	114	681	795	B
0800 - 0900	\$5.30	76	573	649	B	\$5.30	86	564	650	B	\$5.30	62	545	607	B	\$5.30	57	553	610	B	\$2.25	64	517	581	B
0900 - 1000	\$5.30	59	407	466	B	\$5.30	53	447	500	B	\$5.30	52	388	440	B	\$5.30	63	433	496	B	\$2.25	63	370	433	B

AM Time	Monday 01/11/21					Tuesday 01/12/21					Wednesday 01/13/21					Thursday 01/14/21					Friday 01/15/21				
	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	138	528	666	B	\$5.30	147	518	665	B	\$5.30	158	574	732	B	\$5.30	143	560	703	B	\$2.25	137	282	419	B
0500 - 0600	\$9.95	253	805	1,058	D	\$9.95	328	1,206	1,534	F	\$9.95	257	970	1,227	E	\$9.95	247	1,006	1,253	E	\$6.95	249	758	1,007	D
0600 - 0700	\$9.95	135	790	925	C	\$10.95	129	389	518	B	\$10.95	160	512	672	B	\$10.95	156	584	740	B	\$6.95	177	947	1,124	D
0700 - 0800	\$6.95	127	797	924	C	\$6.95	135	885	1,020	D	\$6.95	124	812	936	C	\$6.95	110	892	1,002	D	\$5.30	151	1,012	1,163	D
0800 - 0900	\$5.30	77	541	618	B	\$5.30	74	586	660	B	\$5.30	51	637	688	B	\$5.30	64	547	611	B	\$2.25	80	584	664	B
0900 - 1000	\$5.30	51	409	460	B	\$5.30	61	453	514	B	\$5.30	67	416	483	B	\$5.30	73	426	499	B	\$2.25	83	383	466	B

AM Time	Monday 01/18/21					Tuesday 01/19/21					Wednesday 01/20/21					Thursday 01/21/21					Friday 01/22/21				
	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	138	429	567	B	\$5.30	143	399	542	B	\$5.30	169	563	732	B	\$5.30	151	528	679	B	\$2.25	121	309	430	B
0500 - 0600	\$9.95	221	589	810	C	\$9.95	325	1,294	1,619	F	\$9.95	277	940	1,217	E	\$9.95	301	929	1,230	E	\$6.95	243	782	1,025	D
0600 - 0700	\$9.95	113	606	719	B	\$10.95	141	423	564	B	\$10.95	199	587	786	B	\$10.95	201	641	842	C	\$6.95	177	982	1,159	D
0700 - 0800	\$6.95	94	634	728	B	\$6.95	162	966	1,128	D	\$6.95	131	832	963	C	\$6.95	188	1,041	1,229	E	\$5.30	142	858	1,000	C
0800 - 0900	\$5.30	97	482	579	B	\$5.30	99	670	769	B	\$5.30	69	571	640	B	\$5.30	84	743	827	C	\$2.25	77	544	621	B
0900 - 1000	\$5.30	133	453	586	B	\$5.30	65	436	501	B	\$5.30	76	395	471	B	\$5.30	81	658	739	B	\$2.25	67	480	547	B

AM Time	Monday 01/25/21					Tuesday 01/26/21					Wednesday 01/27/21					Thursday 01/28/21					Friday 01/29/21				
	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	171	560	731	B	\$5.30	156	501	657	B	\$5.30	151	551	702	B	\$5.30	168	552	720	B	\$2.25	97	250	347	A
0500 - 0600	\$9.95	240	714	954	C	\$9.95	280	1,248	1,528	F	\$9.95	237	1,043	1,280	E	\$9.95	244	911	1,155	D	\$6.95	143	500	643	B
0600 - 0700	\$9.95	117	782	899	C	\$10.95	145	401	546	B	\$10.95	161	559	720	B	\$10.95	136	599	735	B	\$6.95	117	652	769	B
0700 - 0800	\$6.95	149	977	1,126	D	\$6.95	133	923	1,056	D	\$6.95	153	925	1,078	D	\$6.95	134	853	987	C	\$5.30	89	698	787	B
0800 - 0900	\$5.30	68	672	740	B	\$5.30	69	651	720	B	\$5.30	56	618	674	B	\$5.30	66	574	640	B	\$2.25	57	540	597	B
0900 - 1000	\$5.30	46	455	501	B	\$5.30	57	451	508	B	\$5.30	64	409	473	B	\$5.30	66	582	648	B	\$2.25	63	385	448	B



Westbound AM Peak - I-15 North to County Line

AM Time	Monday 12/28/20					Tuesday 12/29/20					Wednesday 12/30/20					Thursday 12/31/20					Friday 01/01/21									
	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	18	15	33	A
0500 - 0600																										\$1.95	24	27	51	A
0600 - 0700																										\$1.95	6	28	34	A
0700 - 0800																										\$1.95	6	21	27	A
0800 - 0900																										\$1.95	13	49	62	A
0900 - 1000																										\$1.95	29	60	89	A

AM Time	Monday 01/04/21					Tuesday 01/05/21					Wednesday 01/06/21					Thursday 01/07/21					Friday 01/08/21				
	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	\$2.95	99	352	451	B	\$2.95	91	320	411	B	\$2.95	76	362	438	B	\$2.95	91	290	381	A	\$2.95	68	296	364	A
0500 - 0600	\$6.85	130	676	806	C	\$6.85	137	662	799	B	\$6.85	121	633	754	B	\$6.85	158	651	809	C	\$5.30	112	559	671	B
0600 - 0700	\$6.85	99	771	870	C	\$6.85	102	756	858	C	\$6.85	107	758	865	C	\$6.85	90	758	848	C	\$5.30	83	645	728	B
0700 - 0800	\$6.85	66	662	728	B	\$6.85	77	733	810	C	\$6.85	78	626	704	B	\$6.85	71	683	754	B	\$2.95	64	560	624	B
0800 - 0900	\$2.95	44	548	592	B	\$2.95	42	553	595	B	\$2.95	57	575	632	B	\$2.95	38	542	580	B	\$2.95	39	481	520	B
0900 - 1000	\$2.95	42	378	420	B	\$2.95	54	402	456	B	\$2.95	63	416	479	B	\$2.95	50	440	490	B	\$2.95	71	403	474	B

AM Time	Monday 01/11/21					Tuesday 01/12/21					Wednesday 01/13/21					Thursday 01/14/21					Friday 01/15/21				
	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	\$2.95	87	367	454	B	\$2.95	94	320	414	B	\$2.95	97	322	419	B	\$2.95	83	333	416	B	\$2.95	78	269	347	A
0500 - 0600	\$6.85	139	677	816	C	\$6.85	144	592	736	B	\$6.85	140	711	851	C	\$6.85	148	733	881	C	\$5.30	146	607	753	B
0600 - 0700	\$6.85	99	786	885	C	\$6.85	135	938	1,073	D	\$6.85	92	795	887	C	\$6.85	99	828	927	C	\$5.30	104	731	835	C
0700 - 0800	\$6.85	75	707	782	B	\$6.85	82	713	795	B	\$6.85	78	701	779	B	\$6.85	77	687	764	B	\$2.95	84	674	758	B
0800 - 0900	\$2.95	39	600	639	B	\$2.95	43	625	668	B	\$2.95	51	576	627	B	\$2.95	49	600	649	B	\$2.95	52	578	630	B
0900 - 1000	\$2.95	36	344	380	A	\$2.95	41	423	464	B	\$2.95	36	424	460	B	\$2.95	43	419	462	B	\$2.95	47	389	436	B

AM Time	Monday 01/18/21					Tuesday 01/19/21					Wednesday 01/20/21					Thursday 01/21/21					Friday 01/22/21				
	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	\$2.95	88	264	352	A	\$2.95	101	341	442	B	\$2.95	99	315	414	B	\$2.95	98	303	401	B	\$2.95	65	269	334	A
0500 - 0600	\$6.85	107	556	663	B	\$6.85	163	682	845	C	\$6.85	169	705	874	C	\$6.85	169	696	865	C	\$5.30	126	654	780	B
0600 - 0700	\$6.85	105	612	717	B	\$6.85	123	877	1,000	C	\$6.85	106	773	879	C	\$6.85	124	860	984	C	\$5.30	95	742	837	C
0700 - 0800	\$6.85	56	462	518	B	\$6.85	73	749	822	C	\$6.85	86	635	721	B	\$6.85	86	751	837	C	\$2.95	78	630	708	B
0800 - 0900	\$2.95	48	445	493	B	\$2.95	60	633	693	B	\$2.95	50	548	598	B	\$2.95	55	669	724	B	\$2.95	55	523	578	B
0900 - 1000	\$2.95	87	349	436	B	\$2.95	41	449	490	B	\$2.95	25	380	405	B	\$2.95	58	505	563	B	\$2.95	48	419	467	B

AM Time	Monday 01/25/21					Tuesday 01/26/21					Wednesday 01/27/21					Thursday 01/28/21					Friday 01/29/21				
	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	\$2.95	103	369	472	B	\$2.95	83	345	428	B	\$2.95	86	312	398	A	\$2.95	88	313	401	B	\$2.95	47	256	303	A
0500 - 0600	\$6.85	170	707	877	C	\$6.85	134	726	860	C	\$6.85	149	707	856	C	\$6.85	120	654	774	B	\$5.30	84	452	536	B
0600 - 0700	\$6.85	91	835	926	C	\$6.85	112	871	983	C	\$6.85	95	835	930	C	\$6.85	110	790	900	C	\$5.30	63	590	653	B
0700 - 0800	\$6.85	68	756	824	C	\$6.85	65	762	827	C	\$6.85	79	733	812	C	\$6.85	73	711	784	B	\$2.95	73	601	674	B
0800 - 0900	\$2.95	45	644	689	B	\$2.95	60	683	743	B	\$2.95	47	666	713	B	\$2.95	42	566	608	B	\$2.95	34	500	534	B
0900 - 1000	\$2.95	47	428	475	B	\$2.95	42	470	512	B	\$2.95	43	523	566	B	\$2.95	46	483	529	B	\$2.95	38	383	421	B



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 91 calls during the month of January. Of those calls, 54 were to assist disabled vehicles, 14 calls to remove debris, and 23 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	1/31/2021 Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 20,903,720.94	\$ 15,023,400.00	\$ 5,880,320.94	39.1
Fee Revenue	3,185,165.72	1,429,458.33	1,755,707.39	122.8
Total operating revenues	24,088,886.66	16,452,858.33	7,636,028.33	46.4
Operating expenses:				
Salaries and Benefits	352,295.87	394,041.67	41,745.80	10.6
Legal Services	54,531.18	204,166.67	149,635.49	73.3
Advisory Services	40,606.95	43,750.00	3,143.05	7.2
Audit and Accounting Fees	31,550.00	21,000.00	(10,550.00)	(50.2)
Service Fees	1,541.32	11,666.67	10,125.35	86.8
Other Professional Services	352,401.48	1,528,916.67	1,176,515.19	77.0
Lease Expense	150,942.78	285,950.00	135,007.22	47.2
Operations	1,017,115.58	1,742,416.67	725,301.09	41.6
Utilities	17,258.83	47,600.00	30,341.17	63.7
Supplies and Materials	3,742.51	17,500.00	13,757.49	78.6
Membership and Subscription Fees	28,281.50	17,500.00	(10,781.50)	(61.6)
Office Equipment & Furniture (Non-Capital)	4,642.23	8,750.00	4,107.77	46.9
Maintenance/Repairs	62,857.83	212,975.00	150,117.17	70.5
Training Seminars and Conferences	(720.00)	1,341.67	2,061.67	153.7
Transportation Expenses	-	2,333.33	2,333.33	100.0
Lodging	-	2,041.67	2,041.67	100.0
Meals	-	291.67	291.67	100.0
Other Staff Expenses	-	291.67	291.67	100.0
Advertising	4,611.25	160,416.67	155,805.42	97.1
Program Management	45,444.70	96,891.67	51,446.97	53.1
Program Operations	4,829,601.36	5,037,491.67	207,890.31	4.1
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	177,916.67	177,916.67	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	9.06	-	(9.06)	N/A
Total operating expenses	6,996,714.43	10,015,250.00	3,018,535.57	30.1
Operating income (loss)	17,092,172.23	6,437,608.33	10,654,563.90	165.5
Nonoperating revenues (expenses):				
Interest Revenue	423,236.29	403,608.33	19,627.96	(4.9)
Other Miscellaneous Revenue	52,429.00	58.33	52,370.67	(89,778.3)
Interest Expense	(14,782,117.78)	(4,153,275.00)	(10,628,842.78)	255.9
Total nonoperating revenues (expenses)	(14,306,452.49)	(3,749,608.33)	(10,556,844.16)	(281.5)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(598,091.67)	108,891.67	(18.2)
Net income (loss)	\$ 2,296,519.74	\$ 2,089,908.33	\$ 206,611.41	9.9

¹ Unaudited



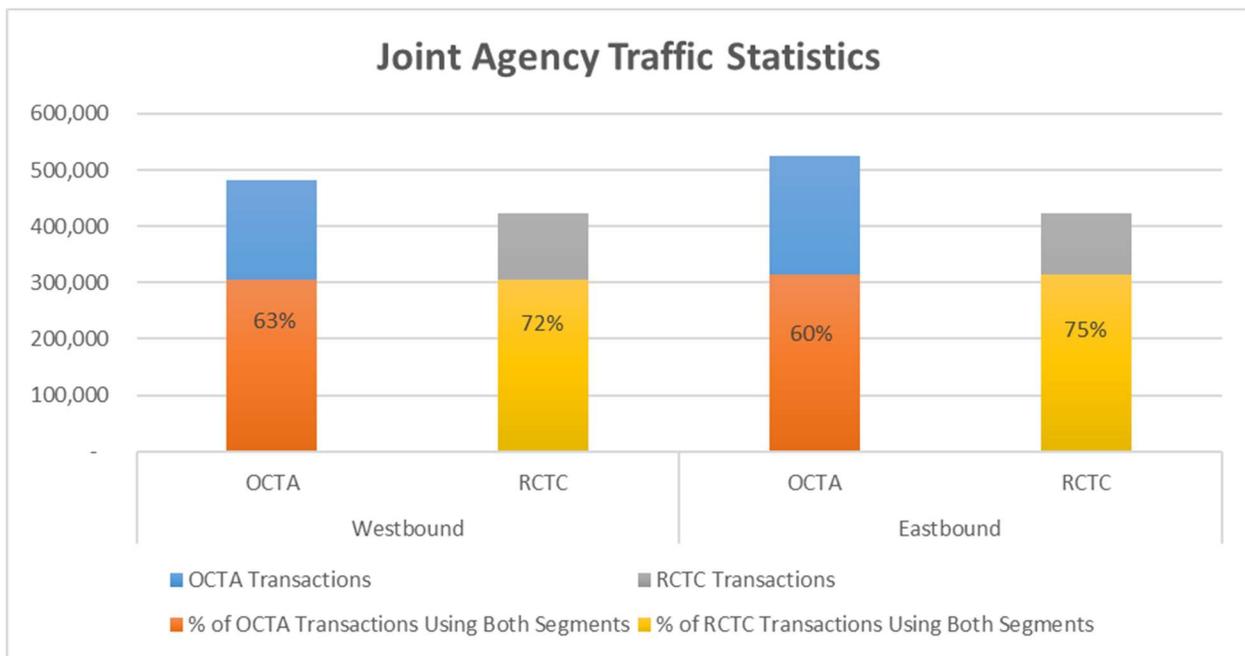
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **January 31, 2021**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	481,862	304,294	63%	\$1,347,307
RCTC	422,682	304,294	72%	\$1,338,937
I-15	177,954	129,731	73%	\$525,588
McKinley	244,728	174,563	71%	\$813,349
Eastbound				
OCTA	524,260	315,046	60%	\$1,976,805
RCTC	422,374	315,046	75%	\$1,558,620
I-15	165,575	130,089	79%	\$452,527
McKinley	256,799	184,957	72%	\$1,106,093

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jan-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	4:15
Abandon Rate	Monthly	No more than 4.0%	6.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
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	1.0
* 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 = Co-firoute 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

T21 TRANSPONDER DISTRIBUTION	January-21		December-20		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	442	97.1%	495	95.6%	633	96.5%
Additional Tags to Existing Accounts	9	2.0%	15	2.9%	14	2.2%
Replacement Transponders	4	0.9%	8	1.5%	9	1.3%
Total Issued	455		518		656	
Returned						
Account Closures	32	0.8%	44	2.6%	28	1.0%
Accounts Downsizing	9	0.2%	33	2.0%	0	0.0%
Defective Transponders	4,198	99.0%	1,589	95.4%	2,823	99.0%
Total Returned	4,239		1,666		2,851	

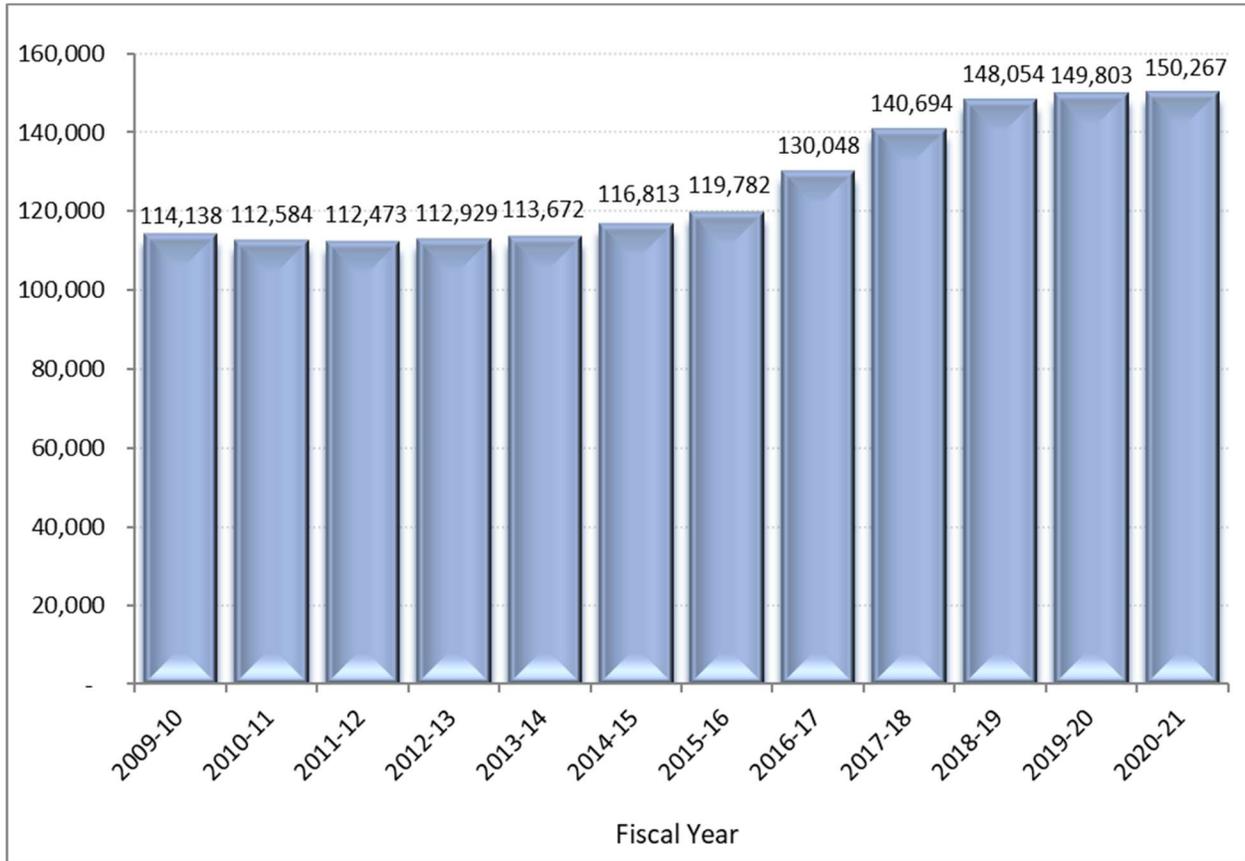
6C TRANSPONDER DISTRIBUTION	January-21		December-20		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	14,802	99.9%	19,188	99.8%	15,974	99.8%
Additional Tags to Existing Accounts	17	0.1%	31	0.2%	23	0.1%
Replacement Transponders	0	0.0%	0	0.0%	2	0.0%
Total Issued	14,819		19,219		15,999	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						



At the end of January 2021, the 91 Express Lanes had 150,267 active customer accounts and 415,697 transponders classified as assigned.

Number of Accounts by FY

As of January 31, 2021



Incoming Email Activity

During January, the Anaheim Processing Center received 3,039 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 2020 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.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
February 2021

As of February 28, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for February 2021 was 1,173,618. This represents a daily average of 41,915 vehicles. This is a 17.4 percent decrease in total traffic volume from the same period last year, which totaled 1,420,827. Potential toll revenue for February was \$3,823,126, which represents a decrease of 12.7 percent from the prior year's total of \$4,378,079. Carpool percentage for February was 20.8 percent as compared to the previous year's rate of 24.2 percent. The decreases are attributed to the coronavirus (COVID-19) pandemic and California Governor Gavin Newsom's orders for residents to stay at home 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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of February 2021.

Current Month-to-Date (MTD) as of February 28, 2021

Trips	Feb-21 MTD Actual	Feb-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	929,879	1,077,494	(13.7%)
3+ Lanes	243,739	343,333	(29.0%)
Total Gross Trips	1,173,618	1,420,827	(17.4%)
Revenue			
Full Toll Lanes	\$3,779,098	\$4,316,423	(12.4%)
3+ Lanes	\$44,028	\$61,655	(28.6%)
Total Gross Revenue	\$3,823,126	\$4,378,079	(12.7%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.06	\$4.01	1.2%
Average 3+ Lanes	\$0.18	\$0.18	0.0%
Average Gross Revenue	\$3.26	\$3.08	5.8%

The 2021 fiscal year-to-date traffic volume decreased by 22.8 percent and potential toll revenue decreased by 17.4 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.26.

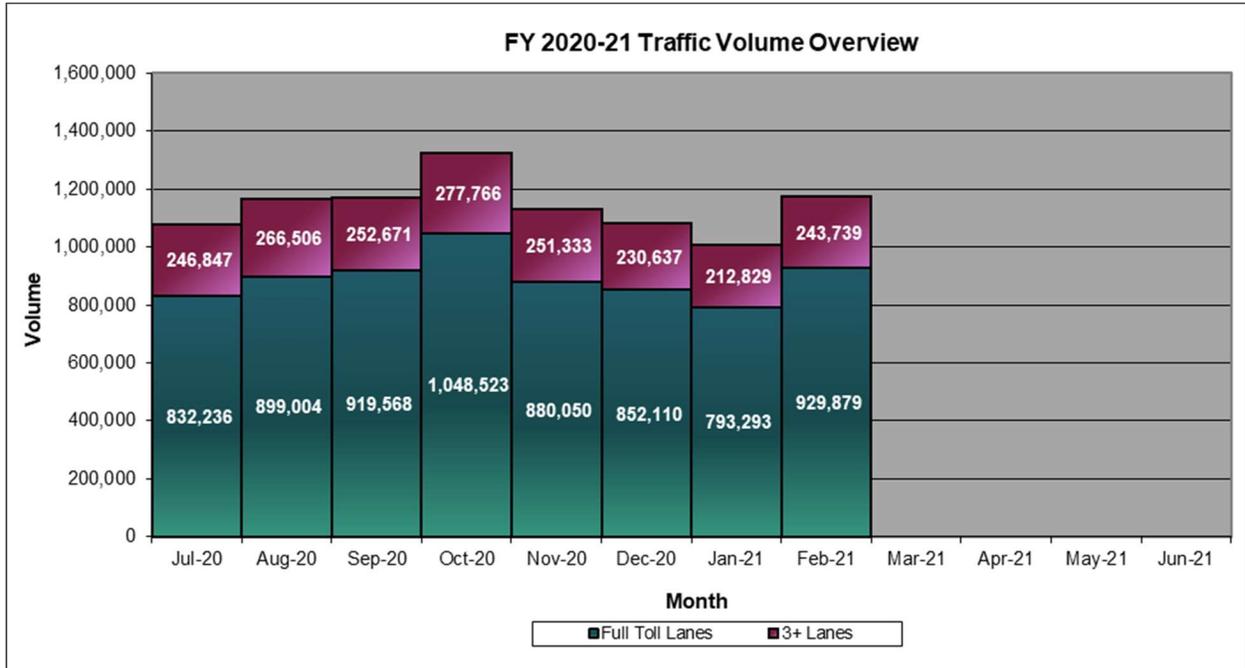
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through February 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of February 28, 2021

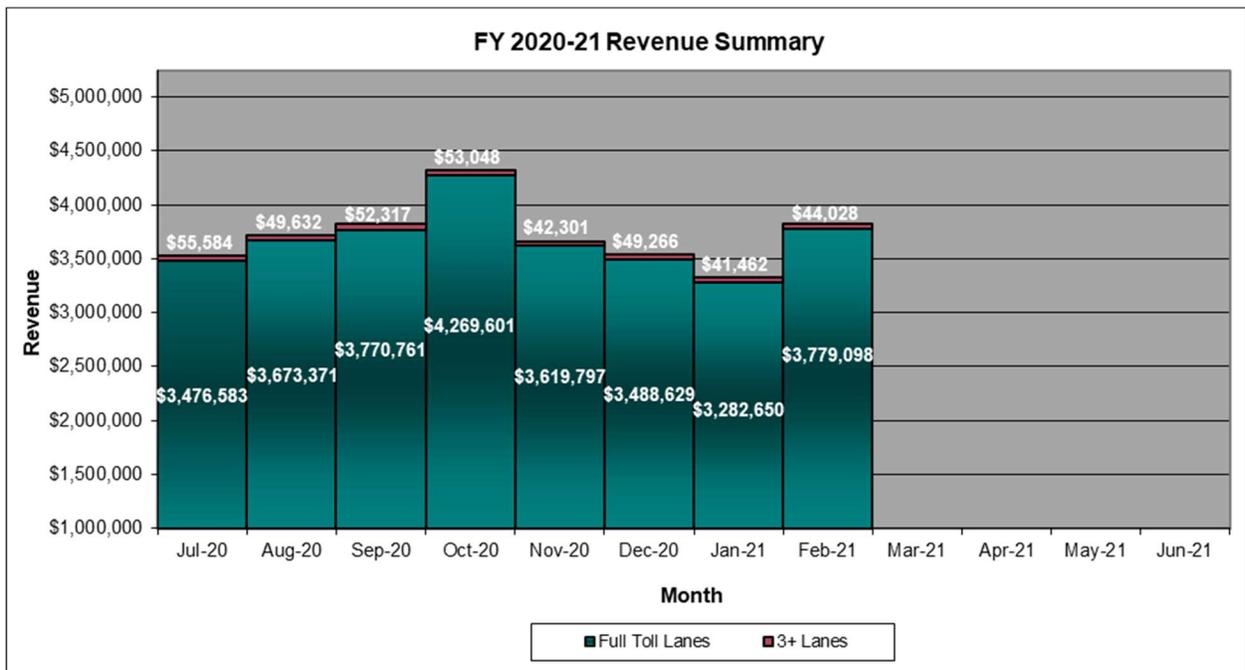
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	7,154,664	8,792,740	(18.6%)
3+ Lanes	1,982,329	3,046,149	(34.9%)
Total Gross Trips	9,136,993	11,838,889	(22.8%)
Revenue			
Full Toll Lanes	\$29,360,495	\$35,446,141	(17.2%)
3+ Lanes	\$387,639	\$548,364	(29.3%)
Total Gross Revenue	\$29,748,134	\$35,994,505	(17.4%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.10	\$4.03	1.7%
Average 3+ Lanes	\$0.20	\$0.18	11.1%
Average Gross Revenue	\$3.26	\$3.04	7.2%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 11 times during the month of February 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 76 percent of defined capacity.

PM Time	Monday 02/01/21				Tuesday 02/02/21				Wednesday 02/03/21				Thursday 02/04/21				Friday 02/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	335	2,353	69%	\$5.15	315	2,311	68%	\$5.15	364	2,824	83%	\$6.95	382	3,141	92%	\$8.10	486	2,685	79%
1500 - 1600	\$5.50	428	2,952	87%	\$5.25	423	2,142	63%	\$7.25	487	3,004	88%	\$7.25	524	2,781	82%	\$7.65	567	3,276	96%
1600 - 1700	\$4.85	314	2,774	82%	\$5.00	292	2,772	82%	\$7.00	306	2,790	82%	\$6.80	350	3,186	94%	\$7.95	394	2,444	72%
1700 - 1800	\$4.80	310	2,445	72%	\$4.90	359	2,760	81%	\$5.90	382	2,720	80%	\$7.20	348	2,568	76%	\$6.55	434	2,949	87%
1800 - 1900	\$5.50	360	1,719	51%	\$3.95	458	2,514	74%	\$3.95	442	2,331	69%	\$4.35	464	2,355	69%	\$6.55	525	2,456	72%
1900 - 2000	\$3.85	220	831	24%	\$3.85	255	1,073	32%	\$3.85	291	1,169	34%	\$5.60	287	1,264	37%	\$6.05	449	1,827	54%

PM Time	Monday 02/08/21				Tuesday 02/09/21				Wednesday 02/10/21				Thursday 02/11/21				Friday 02/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	361	2,440	72%	\$5.15	351	2,733	80%	\$5.15	356	2,799	82%	\$6.95	428	3,051	90%	\$8.10	562	2,972	87%
1500 - 1600	\$5.50	489	2,839	84%	\$5.25	462	2,960	87%	\$7.25	493	2,871	84%	\$7.25	508	2,824	83%	\$7.65	572	3,342	98%
1600 - 1700	\$4.85	279	2,530	74%	\$5.00	326	2,932	86%	\$7.00	286	2,796	82%	\$6.80	370	3,252	96%	\$7.95	450	2,523	74%
1700 - 1800	\$4.80	400	2,934	86%	\$4.90	357	2,762	81%	\$5.90	405	2,916	86%	\$7.20	359	2,474	73%	\$6.55	476	2,760	81%
1800 - 1900	\$5.50	438	1,992	59%	\$3.95	436	2,332	69%	\$3.95	519	2,642	78%	\$4.35	576	2,887	85%	\$6.55	505	2,260	66%
1900 - 2000	\$3.85	250	984	29%	\$3.85	311	1,128	33%	\$3.85	307	1,397	41%	\$5.60	370	1,490	44%	\$6.05	508	1,813	53%

PM Time	Monday 02/15/21				Tuesday 02/16/21				Wednesday 02/17/21				Thursday 02/18/21				Friday 02/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	413	2,170	64%	\$5.15	355	2,687	79%	\$5.15	366	2,859	84%	\$6.95	397	3,088	91%	\$8.10	537	3,019	89%
1500 - 1600	\$5.50	474	2,645	78%	\$5.25	439	2,692	79%	\$7.25	497	2,839	84%	\$7.25	459	2,738	81%	\$7.65	587	3,373	99%
1600 - 1700	\$4.85	362	2,315	68%	\$5.00	350	2,911	86%	\$7.00	323	2,832	83%	\$6.80	327	3,147	93%	\$7.95	358	2,489	73%
1700 - 1800	\$4.80	329	1,947	57%	\$4.90	344	2,789	82%	\$5.90	373	2,880	85%	\$7.20	334	2,490	73%	\$6.55	403	2,762	81%
1800 - 1900	\$5.50	413	1,399	41%	\$3.95	458	2,357	69%	\$3.95	478	2,539	75%	\$4.35	562	2,683	79%	\$6.55	558	2,514	74%
1900 - 2000	\$3.85	277	851	25%	\$3.85	285	1,185	35%	\$3.85	335	1,179	35%	\$5.60	335	1,366	40%	\$6.05	463	1,702	50%

PM Time	Monday 02/22/21				Tuesday 02/23/21				Wednesday 02/24/21				Thursday 02/25/21				Friday 02/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	372	2,490	73%	\$5.15	358	2,850	84%	\$5.15	382	2,896	85%	\$6.95	410	2,957	87%	\$8.10	486	2,896	85%
1500 - 1600	\$5.50	456	2,987	88%	\$5.25	464	2,764	81%	\$7.25	470	2,803	82%	\$7.25	495	2,670	79%	\$7.65	568	3,263	96%
1600 - 1700	\$4.85	309	2,822	83%	\$5.00	311	2,880	85%	\$7.00	345	2,847	84%	\$6.80	374	3,253	96%	\$7.95	424	2,594	76%
1700 - 1800	\$4.80	352	2,715	80%	\$4.90	366	2,845	84%	\$5.90	378	2,883	85%	\$7.20	313	2,685	79%	\$6.55	456	2,930	86%
1800 - 1900	\$5.50	458	2,104	62%	\$3.95	484	2,547	75%	\$3.95	502	2,660	78%	\$4.35	491	2,571	76%	\$6.55	550	2,570	76%
1900 - 2000	\$3.85	291	1,056	31%	\$3.85	312	1,261	37%	\$3.85	335	1,287	38%	\$5.60	347	1,413	42%	\$6.05	500	1,953	57%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 02/01/21				Tuesday 02/02/21				Wednesday 02/03/21				Thursday 02/04/21				Friday 02/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	365	1,244	37%	\$3.05	368	1,266	37%	\$3.05	387	1,344	40%	\$3.05	378	1,341	39%	\$3.05	292	956	28%
0500 - 0600	\$4.95	475	1,984	58%	\$4.95	553	2,366	70%	\$4.95	532	2,194	65%	\$4.95	574	2,267	67%	\$4.70	474	1,821	54%
0600 - 0700	\$5.15	300	1,932	57%	\$5.15	274	1,602	47%	\$5.15	309	1,795	53%	\$5.15	296	1,863	55%	\$4.95	315	1,921	57%
0700 - 0800	\$5.65	255	1,953	57%	\$5.65	241	1,992	59%	\$5.65	229	1,973	58%	\$5.65	273	1,991	59%	\$5.50	250	1,850	54%
0800 - 0900	\$5.15	132	1,571	46%	\$5.15	159	1,788	53%	\$5.15	147	1,728	51%	\$5.15	130	1,637	48%	\$4.95	156	1,582	47%
0900 - 1000	\$4.10	113	1,095	32%	\$4.10	132	1,315	39%	\$4.10	129	1,231	36%	\$4.10	128	1,296	38%	\$4.10	180	1,484	44%

AM Time	Monday 02/08/21				Tuesday 02/09/21				Wednesday 02/10/21				Thursday 02/11/21				Friday 02/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	378	1,259	37%	\$3.05	367	1,309	39%	\$3.05	393	1,325	39%	\$3.05	372	1,295	38%	\$3.05	305	997	29%
0500 - 0600	\$4.95	489	2,013	59%	\$4.95	622	2,440	72%	\$4.95	551	2,249	66%	\$4.95	561	2,301	68%	\$4.70	494	1,951	57%
0600 - 0700	\$5.15	278	1,945	57%	\$5.15	287	1,643	48%	\$5.15	321	1,864	55%	\$5.15	311	1,885	55%	\$4.95	276	1,901	56%
0700 - 0800	\$5.65	266	2,078	61%	\$5.65	275	2,094	62%	\$5.65	272	2,128	63%	\$5.65	284	2,052	60%	\$5.50	224	1,852	54%
0800 - 0900	\$5.15	171	1,714	50%	\$5.15	176	1,962	58%	\$5.15	163	1,887	56%	\$5.15	153	1,891	56%	\$4.95	210	1,691	50%
0900 - 1000	\$4.10	168	1,263	37%	\$4.10	163	1,504	44%	\$4.10	160	1,464	43%	\$4.10	198	1,767	52%	\$4.10	176	1,459	43%

AM Time	Monday 02/15/21				Tuesday 02/16/21				Wednesday 02/17/21				Thursday 02/18/21				Friday 02/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	278	906	27%	\$3.05	389	1,383	41%	\$3.05	404	1,400	41%	\$3.05	395	1,364	40%	\$3.05	307	1,008	30%
0500 - 0600	\$4.95	353	1,328	39%	\$4.95	596	2,423	71%	\$4.95	579	2,309	68%	\$4.95	580	2,306	68%	\$4.70	493	1,935	57%
0600 - 0700	\$5.15	159	1,142	34%	\$5.15	293	1,774	52%	\$5.15	315	1,901	56%	\$5.15	305	1,873	55%	\$4.95	298	1,979	58%
0700 - 0800	\$5.65	148	1,050	31%	\$5.65	271	2,192	64%	\$5.65	285	2,110	62%	\$5.65	272	2,043	60%	\$5.50	253	1,953	57%
0800 - 0900	\$5.15	142	1,022	30%	\$5.15	183	1,993	59%	\$5.15	146	1,844	54%	\$5.15	183	1,859	55%	\$4.95	165	1,480	44%
0900 - 1000	\$4.10	257	1,192	35%	\$4.10	171	1,762	52%	\$4.10	171	1,587	47%	\$4.10	172	1,710	50%	\$4.10	177	1,320	39%

AM Time	Monday 02/22/21				Tuesday 02/23/21				Wednesday 02/24/21				Thursday 02/25/21				Friday 02/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	390	1,330	39%	\$3.05	384	1,318	39%	\$3.05	404	1,415	42%	\$3.05	375	1,470	43%	\$3.05	302	1,052	31%
0500 - 0600	\$4.95	553	2,146	63%	\$4.95	636	2,569	76%	\$4.95	587	2,428	71%	\$4.95	537	2,238	66%	\$4.70	533	2,010	59%
0600 - 0700	\$5.15	296	2,040	60%	\$5.15	272	1,730	51%	\$5.15	344	1,977	58%	\$5.15	328	1,947	57%	\$4.95	315	1,968	58%
0700 - 0800	\$5.65	269	2,154	63%	\$5.65	308	2,178	64%	\$5.65	281	2,204	65%	\$5.65	301	2,150	63%	\$5.50	295	1,949	57%
0800 - 0900	\$5.15	173	1,906	56%	\$5.15	183	1,938	57%	\$5.15	170	1,888	56%	\$5.15	170	1,909	56%	\$4.95	176	1,668	49%
0900 - 1000	\$4.10	182	1,567	46%	\$4.10	165	1,721	51%	\$4.10	186	1,804	53%	\$4.10	200	1,747	51%	\$4.10	170	1,354	40%



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 83 calls during the month of February. Of those calls, 62 were to assist disabled vehicles and 14 calls to remove debris. The CAS provided assistance to seven accidents in the Express Lanes with four of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new back-office system (BOS) for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Director approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 2/28/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 27,303,677.90	\$ 21,067,703.00	\$ 6,235,974.90	29.6
Fee Revenue	3,422,774.14	1,301,638.00	2,121,136.14	163.0
Total operating revenues	30,726,452.04	22,369,341.00	8,357,111.04	37.4
Operating expenses:				
Contracted Services	4,439,729.95	4,798,080.00	358,350.05	7.5
Administrative Fee	1,997,720.00	2,081,168.00	83,448.00	4.0
Other Professional Services	679,851.05	2,226,570.00	1,546,718.95	69.5
Credit Card Processing Fees	631,564.43	615,510.00	(16,054.43)	(2.6)
Toll Road Account Servicing ⁽⁵⁾	379,751.63	395,820.00	16,068.37	4.1
Other Insurance Expense	290,632.52	166,600.00	(124,032.52)	(74.4)
Toll Road Maintenance Supply Repairs	123,005.14	1,953,570.00	1,830,564.86	93.7
Patrol Services	399,553.46	689,704.00	290,150.54	42.1
Building Equipment Repairs and Maint	539,566.60	310,112.00	(229,454.60)	(74.0)
6C Transponders	-	125,000.00	125,000.00	100.0
Other Services ⁽⁶⁾	(992,616.18)	33,280.00	1,025,896.18	3,082.6
Utilities	32,601.91	76,640.00	44,038.09	57.5
Office Expense	9,911.50	60,226.00	50,314.50	83.5
Bad Debt Expense	120,248.27	-	(120,248.27)	N/A
Miscellaneous ⁽²⁾	37,349.65	98,198.00	60,848.35	62.0
Leases	286,595.08	323,200.00	36,604.92	11.3
Total operating expenses	8,975,465.01	13,953,678.00	4,978,212.99	35.7
Depreciation and Amortization ⁽³⁾	3,128,365.02	-	(3,128,365.02)	N/A
Operating income (loss)	18,622,622.01	8,415,663.00	10,206,959.01	121.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	355,439.21	625,000.00	(269,560.79)	(43.1)
Interest Income	3,005,954.34	980,992.00	2,024,962.34	206.4
Interest Expense	(2,866,924.80)	(2,932,632.00)	65,707.20	2.2
Other	462.08	-	462.08	N/A
Total nonoperating revenues (expenses)	494,930.83	(1,326,640.00)	1,821,570.83	137.3
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(2,817,627.05)	(32,597,400.00)	29,779,772.95	91.4
Net income (loss)	\$ 16,299,925.79	\$ (25,508,377.00)	\$ 41,808,302.79	(163.9)

¹Actual 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.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Collection efforts have been paused due to pandemic

⁶Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the eight months ending February 28, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza and \$73,349 for the Electronic Toll and Traffic Management system.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for February 2021 was 990,668. This represents a daily average of 35,381 vehicles. This is a 20.2 percent decrease in total traffic volume from the same period last year, which totaled 1,241,893. Potential toll revenue for February was \$3,380,063, which represents a decrease of 39.8 percent from the prior year's total of \$5,610,397. Carpool percentage for February was 20.1 percent as compared to the previous year's rate of 22.7 percent. The decreases are 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 Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of February 2021.

Current Month-to-Date as of February 28, 2021

Trips	FEB-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	791,824	911,486	(119,662)	(13.1%)	960,256	(17.5%)
3+ Lanes	198,844	286,229	(87,385)	(30.5%)	281,637	(29.4%)
Total Gross Trips	990,668	1,197,714	(207,046)	(17.3%)	1,241,893	(20.2%)
Revenue						
Full Toll Lanes	\$3,343,629	\$3,970,343	(\$626,714)	(15.8%)	\$5,579,936	(40.1%)
3+ Lanes	\$36,434	\$0	\$36,434		\$30,461	19.6%
Total Gross Revenue	\$3,380,063	\$3,970,343	(\$590,280)	(14.9%)	\$5,610,397	(39.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.22	\$4.36	(\$0.14)	(3.2%)	\$5.81	(27.4%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.11	63.6%
Average Gross Revenue	\$3.41	\$3.31	\$0.10	3.0%	\$4.52	(24.6%)



The 2021 fiscal year-to-date traffic volume decreased by 25.8 percent and potential toll revenue decreased by 41.2 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.41.

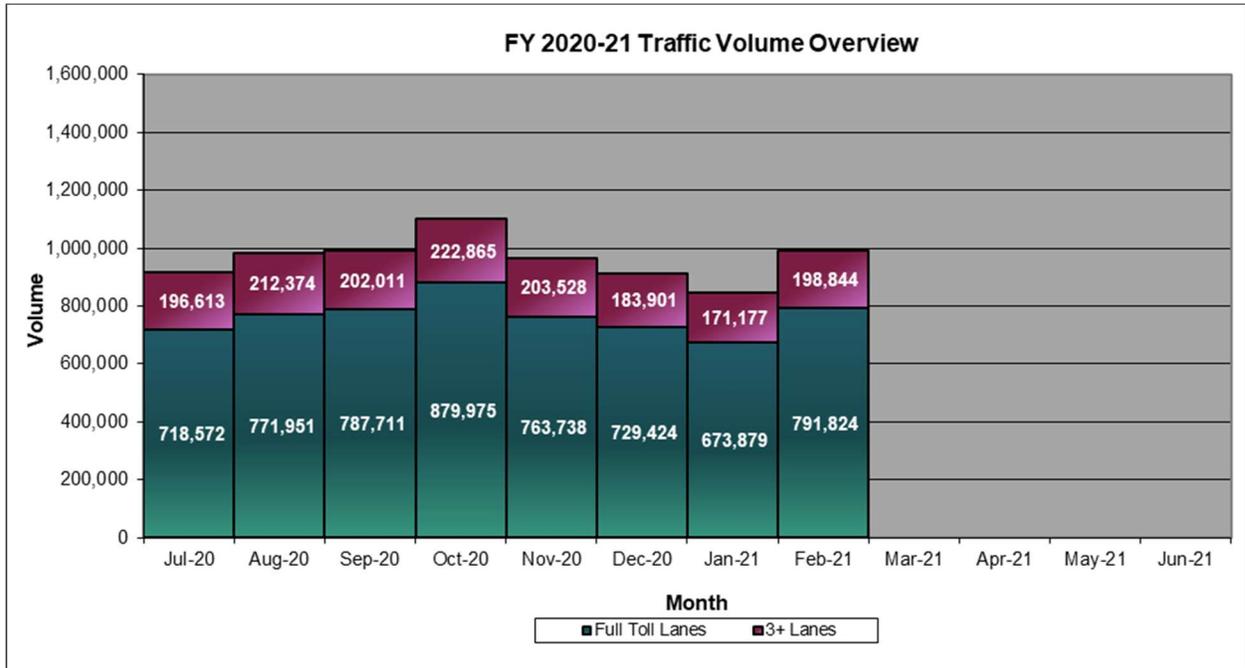
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through February 2021.

FY 2020-21 Year-to-Date as of February 28, 2021

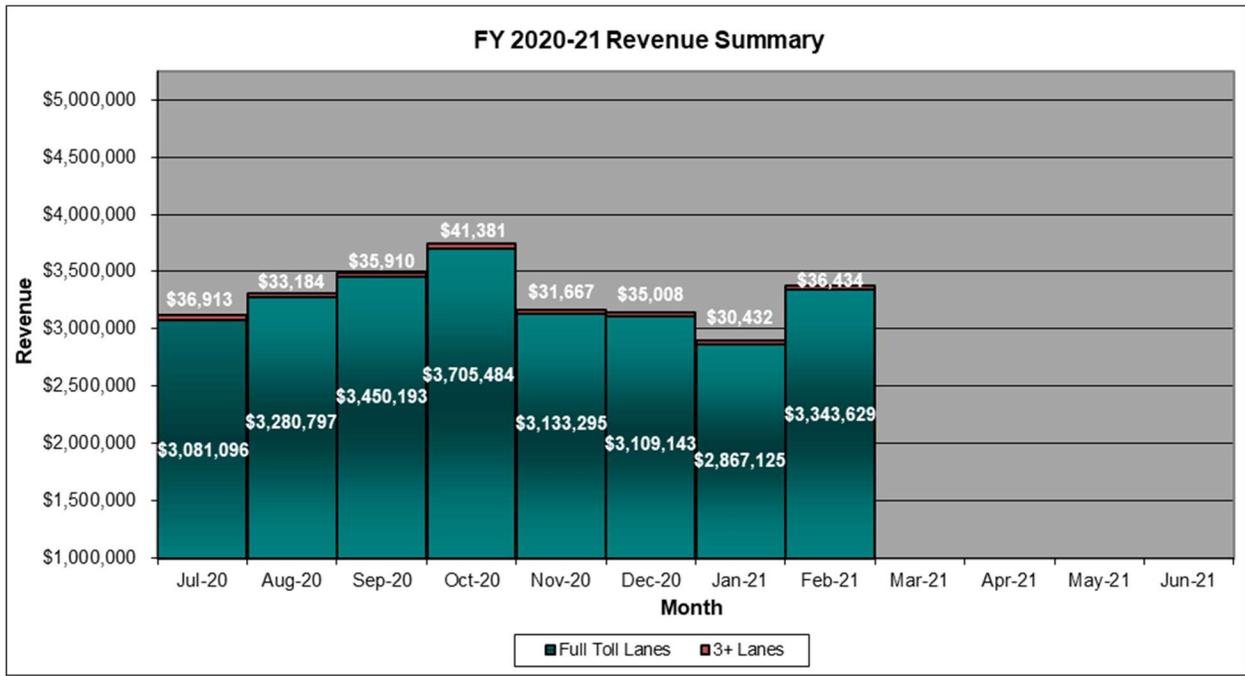
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	6,117,074	7,936,000	(1,818,926)	(22.9%)	7,903,204	(22.6%)
3+ Lanes	1,591,313	2,571,400	(980,087)	(38.1%)	2,481,489	(35.9%)
Total Gross Trips	7,708,387	10,507,400	(2,799,013)	(26.6%)	10,384,693	(25.8%)
Revenue						
Full Toll Lanes	\$25,970,762	\$33,926,314	(\$7,955,553)	(23.4%)	\$44,359,901	(41.5%)
3+ Lanes	\$280,928	\$0	\$280,928		\$284,274	(1.2%)
Total Gross Revenue	\$26,251,690	\$33,926,314	(\$7,674,625)	(22.6%)	\$44,644,175	(41.2%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.27	(\$0.02)	(0.5%)	\$5.61	(24.2%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.11	63.6%
Average Gross Revenue	\$3.41	\$3.23	\$0.18	5.6%	\$4.30	(20.7%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In February, several peak-period toll rates were increased in response to traffic. Traffic volumes are being reviewed regularly and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	157	820	977	C	\$5.30	178	939	1,117	D	\$7.95	204	1048	1,252	E	\$10.95	201	1,179	1,380	F	\$20.95	312	1,030	1,342	F
1500 - 1600	\$8.95	198	934	1,132	D	\$9.95	198	766	964	C	\$13.95	253	1000	1,253	E	\$13.95	273	927	1,200	D	\$22.95	368	1,123	1,491	F
1600 - 1700	\$6.95	163	951	1,114	D	\$6.95	162	1026	1,188	D	\$6.95	179	932	1,111	D	\$7.95	193	1,166	1,359	F	\$12.95	238	1,019	1,257	E
1700 - 1800	\$5.30	128	782	910	C	\$5.30	153	968	1,121	D	\$5.30	190	958	1,148	D	\$5.30	172	924	1,096	D	\$7.95	218	1,151	1,369	F
1800 - 1900	\$4.20	156	506	662	B	\$4.20	223	794	1,017	D	\$5.30	181	808	989	C	\$5.30	203	822	1,025	D	\$5.30	246	954	1,200	D
1900 - 2000	\$2.25	90	230	320	A	\$2.25	108	336	444	B	\$2.25	114	398	512	B	\$2.25	143	462	605	B	\$2.25	220	731	951	C

PM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	195	968	1,163	D	\$5.30	198	952	1,150	D	\$7.95	193	1,044	1,237	E	\$10.95	246	1,139	1,385	F	\$20.95	364	1,175	1,539	F
1500 - 1600	\$8.95	253	962	1,215	E	\$9.95	242	984	1,226	E	\$13.95	260	957	1,217	E	\$13.95	312	1,004	1,316	F	\$22.95	410	1,281	1,691	F
1600 - 1700	\$6.95	156	963	1,119	D	\$6.95	153	934	1,087	D	\$6.95	160	1,069	1,229	E	\$7.95	216	1,247	1,463	F	\$12.95	387	1,354	1,741	F
1700 - 1800	\$5.30	216	984	1,200	D	\$5.30	169	952	1,121	D	\$5.30	221	995	1,216	E	\$5.30	192	954	1,146	D	\$7.95	387	1,296	1,683	F
1800 - 1900	\$4.20	183	655	838	C	\$4.20	188	792	980	C	\$5.30	258	862	1,120	D	\$5.30	273	984	1,257	E	\$5.30	357	1,009	1,366	F
1900 - 2000	\$2.25	110	307	417	B	\$2.25	127	353	480	B	\$2.25	126	448	574	B	\$2.25	178	583	761	B	\$2.25	266	739	1,005	D

PM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	223	886	1,109	D	\$5.30	196	962	1,158	D	\$7.95	201	1,038	1,239	E	\$10.95	212	1,133	1,345	F	\$20.95	326	1,149	1,475	F
1500 - 1600	\$8.95	241	1,005	1,246	E	\$9.95	238	919	1,157	D	\$13.95	253	899	1,152	D	\$13.95	290	981	1,271	E	\$22.95	364	1,221	1,585	F
1600 - 1700	\$6.95	193	821	1,014	D	\$6.95	170	993	1,163	D	\$6.95	160	1,041	1,201	E	\$7.95	205	1,133	1,338	F	\$12.95	231	1,116	1,347	F
1700 - 1800	\$5.30	162	650	812	C	\$5.30	175	950	1,125	D	\$5.30	196	1,044	1,240	E	\$5.30	176	929	1,105	D	\$7.95	254	1,059	1,313	F
1800 - 1900	\$4.20	205	343	548	B	\$4.20	182	773	955	C	\$5.30	209	820	1,029	D	\$5.30	271	838	1,109	D	\$5.30	282	945	1,227	E
1900 - 2000	\$2.25	114	255	369	A	\$2.25	120	406	526	B	\$2.25	134	321	455	B	\$2.25	157	511	668	B	\$2.25	225	631	856	C

PM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	180	925	1,105	D	\$5.30	175	1,027	1,202	E	\$7.95	190	1,095	1,285	E	\$10.95	197	1,170	1,367	F	\$22.95	344	1,116	1,460	F
1500 - 1600	\$8.95	230	972	1,202	E	\$9.95	258	924	1,182	D	\$13.95	226	1,012	1,238	E	\$14.95	244	974	1,218	E	\$23.95	318	978	1,296	E
1600 - 1700	\$6.95	171	1,002	1,173	D	\$6.95	157	1,021	1,178	D	\$6.95	179	1,086	1,265	E	\$7.95	176	1,195	1,371	F	\$14.95	219	1,103	1,322	F
1700 - 1800	\$5.30	183	884	1,067	D	\$5.30	175	967	1,142	D	\$5.30	181	1,005	1,186	D	\$5.30	147	1,022	1,169	D	\$7.95	271	1,170	1,441	F
1800 - 1900	\$4.20	184	679	863	C	\$4.20	183	811	994	C	\$5.30	249	814	1,063	D	\$5.30	208	935	1,143	D	\$5.30	283	954	1,237	E
1900 - 2000	\$2.25	120	321	441	B	\$2.25	120	410	530	B	\$2.25	144	427	571	B	\$2.25	158	527	685	B	\$2.25	265	810	1,075	D



Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	115	558	673	B	\$5.30	94	686	780	B	\$5.30	99	717	816	C	\$5.30	103	826	929	C	\$5.30	140	703	843	C
1500 - 1600	\$5.30	109	787	896	C	\$5.30	114	576	690	B	\$5.30	129	839	968	C	\$5.30	113	790	903	C	\$5.30	148	821	969	C
1600 - 1700	\$2.95	68	720	788	B	\$5.30	89	824	913	C	\$5.30	94	711	805	C	\$5.30	95	811	906	C	\$2.95	94	699	793	B
1700 - 1800	\$2.95	72	644	716	B	\$2.95	107	791	898	C	\$2.95	105	743	848	C	\$5.30	88	702	790	B	\$2.95	120	766	886	C
1800 - 1900	\$2.95	89	433	522	B	\$2.95	115	676	791	B	\$2.95	100	583	683	B	\$2.95	117	606	723	B	\$2.95	119	602	721	B
1900 - 2000	\$1.95	63	204	267	A	\$1.95	76	326	402	B	\$2.95	66	314	380	A	\$2.95	67	322	389	A	\$2.95	109	495	604	B

PM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	95	585	680	B	\$5.30	109	721	830	C	\$5.30	103	694	797	B	\$5.30	97	785	882	C	\$5.30	173	742	915	C
1500 - 1600	\$5.30	136	756	892	C	\$5.30	133	771	904	C	\$5.30	137	802	939	C	\$5.30	143	743	886	C	\$5.30	162	690	852	C
1600 - 1700	\$2.95	78	692	770	B	\$5.30	92	840	932	C	\$5.30	84	756	840	C	\$5.30	109	835	944	C	\$2.95	32	130	162	A
1700 - 1800	\$2.95	97	769	866	C	\$2.95	89	780	869	C	\$2.95	107	785	892	C	\$5.30	104	665	769	B	\$2.95	56	208	264	A
1800 - 1900	\$2.95	109	482	591	B	\$2.95	99	611	710	B	\$2.95	133	681	814	C	\$2.95	119	764	883	C	\$2.95	102	356	458	B
1900 - 2000	\$1.95	59	257	316	A	\$1.95	82	289	371	A	\$2.95	91	341	432	B	\$2.95	92	371	463	B	\$2.95	135	448	583	B

PM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	131	482	613	B	\$5.30	103	669	772	B	\$5.30	102	707	809	C	\$5.30	115	772	887	C	\$5.30	128	809	937	C
1500 - 1600	\$5.30	146	671	817	C	\$5.30	106	716	822	C	\$5.30	145	766	911	C	\$5.30	133	709	842	C	\$5.30	134	744	878	C
1600 - 1700	\$2.95	109	596	705	B	\$5.30	74	760	834	C	\$5.30	89	707	796	B	\$5.30	81	796	877	C	\$2.95	92	461	553	B
1700 - 1800	\$2.95	82	450	532	B	\$2.95	92	724	816	C	\$2.95	94	739	833	C	\$5.30	98	670	768	B	\$2.95	107	607	714	B
1800 - 1900	\$2.95	107	304	411	B	\$2.95	98	570	668	B	\$2.95	103	622	725	B	\$2.95	143	640	783	B	\$2.95	133	593	726	B
1900 - 2000	\$1.95	87	174	261	A	\$1.95	81	331	412	B	\$2.95	80	314	394	A	\$2.95	93	331	424	B	\$2.95	113	429	542	B

PM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	115	623	738	B	\$5.30	111	772	883	C	\$5.30	112	775	887	C	\$5.30	120	789	909	C	\$5.30	114	767	881	C
1500 - 1600	\$5.30	127	781	908	C	\$5.30	125	697	822	C	\$5.30	132	768	900	C	\$5.30	117	745	862	C	\$5.30	136	847	983	C
1600 - 1700	\$2.95	71	796	867	C	\$5.30	98	738	836	C	\$5.30	86	742	828	C	\$5.30	85	853	938	C	\$2.95	112	673	785	B
1700 - 1800	\$2.95	100	719	819	C	\$2.95	114	765	879	C	\$2.95	105	757	862	C	\$5.30	71	777	848	C	\$2.95	133	625	758	B
1800 - 1900	\$2.95	128	496	624	B	\$2.95	110	658	768	B	\$2.95	123	672	795	B	\$2.95	119	652	771	B	\$2.95	134	640	774	B
1900 - 2000	\$1.95	80	251	331	A	\$1.95	67	346	413	B	\$2.95	96	303	399	A	\$2.95	84	345	429	B	\$2.95	132	512	644	B



RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	179	500	679	B	\$5.30	172	509	681	B	\$5.30	176	581	757	B	\$5.30	187	576	763	B	\$2.25	140	306	446	B
0500 - 0600	\$9.95	244	821	1,065	D	\$9.95	296	1279	1,575	F	\$9.95	272	1054	1,326	E	\$9.95	307	1,000	1,307	E	\$6.95	275	767	1,042	D
0600 - 0700	\$9.95	147	866	1,013	D	\$10.95	135	431	566	B	\$10.95	181	674	855	C	\$10.95	203	715	918	C	\$6.95	197	1,010	1,207	E
0700 - 0800	\$6.95	155	1047	1,202	E	\$6.95	165	1121	1,286	E	\$6.95	141	1042	1,183	D	\$6.95	180	1,029	1,209	E	\$5.30	147	886	1,033	D
0800 - 0900	\$5.30	71	704	775	B	\$5.30	84	754	838	C	\$5.30	101	730	831	C	\$5.30	81	707	788	B	\$2.25	90	787	877	C
0900 - 1000	\$5.30	73	471	544	B	\$5.30	63	480	543	B	\$5.30	60	492	552	B	\$5.30	81	542	623	B	\$2.25	96	488	584	B

AM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	162	515	677	B	\$5.30	176	534	710	B	\$5.30	189	572	761	B	\$5.30	175	567	742	B	\$2.25	145	304	449	B
0500 - 0600	\$9.95	252	784	1,036	D	\$9.95	366	1,270	1,636	F	\$9.95	285	1,060	1,345	E	\$9.95	300	1,031	1,331	E	\$6.95	279	803	1,082	D
0600 - 0700	\$9.95	161	977	1,138	D	\$10.95	150	461	611	B	\$10.95	211	714	925	C	\$10.95	182	786	968	C	\$6.95	185	1,032	1,217	E
0700 - 0800	\$6.95	157	1,136	1,293	E	\$6.95	192	1,202	1,394	F	\$6.95	176	1,194	1,370	F	\$6.95	176	1,133	1,309	E	\$5.30	145	969	1,114	D
0800 - 0900	\$5.30	91	735	826	C	\$5.30	114	880	994	C	\$5.30	97	781	878	C	\$5.30	114	917	1,031	D	\$2.25	106	710	816	C
0900 - 1000	\$5.30	103	467	570	B	\$5.30	66	528	594	B	\$5.30	85	563	648	B	\$5.30	111	614	725	B	\$2.25	86	525	611	B

AM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	128	375	503	B	\$5.30	175	564	739	B	\$5.30	189	618	807	C	\$5.30	192	583	775	B	\$2.25	153	316	469	B
0500 - 0600	\$9.95	196	521	717	B	\$9.95	348	1,285	1,633	F	\$9.95	345	1,109	1,454	F	\$9.95	315	1,038	1,353	F	\$6.95	253	896	1,149	D
0600 - 0700	\$9.95	97	593	690	B	\$10.95	172	550	722	B	\$10.95	202	696	898	C	\$10.95	209	737	946	C	\$6.95	188	1,053	1,241	E
0700 - 0800	\$6.95	89	577	666	B	\$6.95	177	1,282	1,459	F	\$6.95	195	1,217	1,412	F	\$6.95	163	1,184	1,347	E	\$5.30	156	1,037	1,193	D
0800 - 0900	\$5.30	88	466	554	B	\$5.30	83	1,045	1,128	D	\$5.30	100	833	933	C	\$5.30	108	915	1,023	D	\$2.25	98	617	715	B
0900 - 1000	\$5.30	145	479	624	B	\$5.30	85	670	755	B	\$5.30	96	541	637	B	\$5.30	75	574	649	B	\$2.25	95	471	566	B

AM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	186	535	721	B	\$5.30	174	562	736	B	\$5.30	179	663	842	C	\$5.30	153	707	860	C	\$2.25	144	348	492	B
0500 - 0600	\$9.95	315	879	1,194	D	\$9.95	360	1,416	1,776	F	\$9.95	318	1,152	1,470	F	\$9.95	256	1,066	1,322	E	\$6.95	267	880	1,147	D
0600 - 0700	\$9.95	181	934	1,115	D	\$10.95	150	514	664	B	\$10.95	217	776	993	C	\$10.95	213	766	979	C	\$6.95	201	1,099	1,300	E
0700 - 0800	\$6.95	162	1,205	1,367	F	\$6.95	204	1,259	1,463	F	\$6.95	198	1,215	1,413	F	\$6.95	190	1,263	1,453	F	\$5.30	171	1,059	1,230	E
0800 - 0900	\$5.30	104	969	1,073	D	\$5.30	116	1,009	1,125	D	\$5.30	111	959	1,070	D	\$5.30	115	967	1,082	D	\$2.25	107	809	916	C
0900 - 1000	\$5.30	104	558	662	B	\$5.30	71	667	738	B	\$5.30	107	723	830	C	\$5.30	122	635	757	B	\$2.25	106	542	648	B

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 02/01/21					Tuesday 02/02/21					Wednesday 02/03/21					Thursday 02/04/21					Friday 02/05/21				
	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	\$2.95	89	351	440	B	\$2.95	103	324	427	B	\$2.95	110	335	445	B	\$2.95	109	333	442	B	\$2.95	81	291	372	A
0500 - 0600	\$6.85	143	693	836	C	\$6.85	135	728	863	C	\$6.85	157	714	871	C	\$6.85	174	714	888	C	\$5.30	150	576	726	B
0600 - 0700	\$6.85	111	862	973	C	\$6.85	106	902	1,008	D	\$6.85	123	826	949	C	\$6.85	101	916	1,017	D	\$5.30	121	760	881	C
0700 - 0800	\$6.85	84	778	862	C	\$6.85	105	822	927	C	\$6.85	86	815	901	C	\$6.85	105	771	876	C	\$2.95	99	774	873	C
0800 - 0900	\$2.95	37	677	714	B	\$2.95	58	721	779	B	\$2.95	62	732	794	B	\$2.95	49	748	797	B	\$2.95	66	611	677	B
0900 - 1000	\$2.95	44	447	491	B	\$2.95	46	429	475	B	\$2.95	56	480	536	B	\$2.95	60	508	568	B	\$2.95	62	483	545	B

AM Time	Monday 02/08/21					Tuesday 02/09/21					Wednesday 02/10/21					Thursday 02/11/21					Friday 02/12/21				
	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	\$2.95	91	344	435	B	\$2.95	99	339	438	B	\$2.95	104	330	434	B	\$2.95	101	323	424	B	\$2.95	80	301	381	A
0500 - 0600	\$6.85	135	697	832	C	\$6.85	181	742	923	C	\$6.85	151	759	910	C	\$6.85	173	767	940	C	\$5.30	159	626	785	B
0600 - 0700	\$6.85	109	890	999	C	\$6.85	137	826	963	C	\$6.85	114	860	974	C	\$6.85	126	916	1,042	D	\$5.30	105	730	835	C
0700 - 0800	\$6.85	86	823	909	C	\$6.85	104	847	951	C	\$6.85	98	843	941	C	\$6.85	109	798	907	C	\$2.95	76	697	773	B
0800 - 0900	\$2.95	64	713	777	B	\$2.95	60	864	924	C	\$2.95	68	839	907	C	\$2.95	54	788	842	C	\$2.95	69	598	667	B
0900 - 1000	\$2.95	35	457	492	B	\$2.95	61	532	593	B	\$2.95	63	516	579	B	\$2.95	65	547	612	B	\$2.95	96	495	591	B

AM Time	Monday 02/15/21					Tuesday 02/16/21					Wednesday 02/17/21					Thursday 02/18/21					Friday 02/19/21				
	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	\$2.95	74	246	320	A	\$2.95	112	361	473	B	\$2.95	109	343	452	B	\$2.95	107	326	433	B	\$2.95	83	297	380	A
0500 - 0600	\$6.85	110	475	585	B	\$6.85	169	745	914	C	\$6.85	159	744	903	C	\$6.85	182	730	912	C	\$5.30	113	621	734	B
0600 - 0700	\$6.85	71	558	629	B	\$6.85	123	956	1,079	D	\$6.85	138	948	1,086	D	\$6.85	136	901	1,037	D	\$5.30	108	819	927	C
0700 - 0800	\$6.85	51	453	504	B	\$6.85	85	917	1,002	D	\$6.85	97	841	938	C	\$6.85	104	857	961	C	\$2.95	94	811	905	C
0800 - 0900	\$2.95	58	432	490	B	\$2.95	66	802	868	C	\$2.95	61	815	876	C	\$2.95	74	795	869	C	\$2.95	76	623	699	B
0900 - 1000	\$2.95	86	414	500	B	\$2.95	41	610	651	B	\$2.95	56	566	622	B	\$2.95	65	550	615	B	\$2.95	57	469	526	B

AM Time	Monday 02/22/21					Tuesday 02/23/21					Wednesday 02/24/21					Thursday 02/25/21					Friday 02/26/21				
	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	\$2.95	105	362	467	B	\$2.95	107	360	467	B	\$2.95	106	334	440	B	\$2.95	62	402	464	B	\$2.95	67	329	396	A
0500 - 0600	\$6.85	171	756	927	C	\$6.85	166	773	939	C	\$6.85	199	789	988	C	\$6.85	142	834	976	C	\$5.30	146	674	820	C
0600 - 0700	\$6.85	141	940	1,081	D	\$6.85	133	969	1,102	D	\$6.85	154	936	1,090	D	\$6.85	135	945	1,080	D	\$5.30	114	811	925	C
0700 - 0800	\$6.85	85	916	1,001	D	\$6.85	108	892	1,000	C	\$6.85	108	934	1,042	D	\$6.85	122	874	996	C	\$2.95	113	762	875	C
0800 - 0900	\$2.95	61	778	839	C	\$2.95	61	828	889	C	\$2.95	67	747	814	C	\$2.95	61	865	926	C	\$2.95	66	645	711	B
0900 - 1000	\$2.95	69	512	581	B	\$2.95	59	556	615	B	\$2.95	65	599	664	B	\$2.95	75	625	700	B	\$2.95	66	513	579	B



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 89 calls during the month of February. Of those calls, 62 were to assist disabled vehicles, 13 calls to remove debris, and 14 were in response to accidents in the Express Lanes.

91 Express Lanes Back-Office System Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new back-office system (BOS) for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Director approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 23,146,921.30	\$ 17,169,600.00	\$ 5,977,321.30	34.8
Fee Revenue	3,801,836.36	1,633,666.67	2,168,169.69	132.7
Total operating revenues	26,948,757.66	18,803,266.67	8,145,490.99	43.3
Operating expenses:				
Salaries and Benefits	400,241.92	450,333.33	50,091.41	11.1
Legal Services	69,577.28	233,333.33	163,756.05	70.2
Advisory Services	40,606.95	50,000.00	9,393.05	18.8
Audit and Accounting Fees	31,550.00	24,000.00	(7,550.00)	(31.5)
Service Fees	1,541.32	13,333.33	11,792.01	88.4
Other Professional Services	323,854.09	1,747,333.33	1,423,479.24	81.5
Lease Expense	166,195.26	326,800.00	160,604.74	49.1
Operations	1,042,103.78	1,991,333.33	949,229.55	47.7
Utilities	18,211.28	54,400.00	36,188.72	66.5
Supplies and Materials	4,081.21	20,000.00	15,918.79	79.6
Membership and Subscription Fees	28,281.50	20,000.00	(8,281.50)	(41.4)
Office Equipment & Furniture (Non-Capital)	4,706.87	10,000.00	5,293.13	52.9
Maintenance/Repairs	73,084.94	243,400.00	170,315.06	70.0
Training Seminars and Conferences	(720.00)	1,533.33	2,253.33	147.0
Transportation Expenses	-	2,666.67	2,666.67	100.0
Lodging	-	2,333.33	2,333.33	100.0
Meals	-	333.33	333.33	100.0
Other Staff Expenses	-	333.33	333.33	100.0
Advertising	4,611.25	183,333.33	178,722.08	97.5
Program Management	45,444.70	110,733.33	65,288.63	59.0
Program Operations	4,770,021.51	5,757,133.33	987,111.82	17.1
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	203,333.33	203,333.33	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	17.64	-	(17.64)	N/A
Total operating expenses	7,023,411.50	11,446,000.00	4,422,588.50	38.6
Operating income (loss)	19,925,346.16	7,357,266.67	12,568,079.49	170.8
Nonoperating revenues (expenses):				
Interest Revenue	467,744.10	461,266.67	6,477.43	(1.4)
Other Miscellaneous Revenue	52,431.71	66.67	52,365.04	(78,547.6)
Interest Expense	(14,782,117.78)	(4,746,600.00)	(10,035,517.78)	211.4
Total nonoperating revenues (expenses)	(14,261,941.97)	(4,285,266.67)	(9,976,675.30)	(232.8)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(683,533.33)	194,333.33	(28.4)
Net income (loss)	\$ 5,174,204.19	\$ 2,388,466.67	\$ 2,785,737.52	116.6

¹ Unaudited



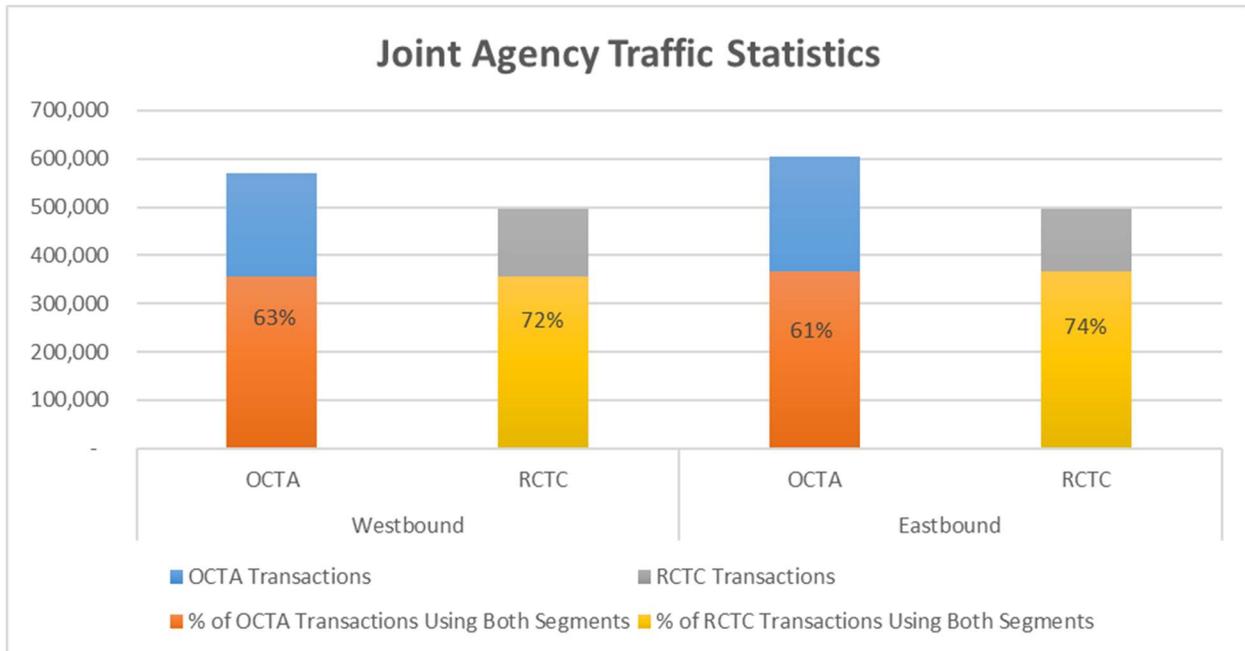
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING February 28, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	569,791	356,433	63%	\$1,590,557
RCTC	495,520	356,433	72%	\$1,574,523
I-15	205,500	151,129	74%	\$601,428
McKinley	290,020	205,304	71%	\$973,096
Eastbound				
OCTA	603,827	367,359	61%	\$2,232,569
RCTC	495,148	367,359	74%	\$1,805,540
I-15	187,408	147,392	79%	\$502,379
McKinley	307,740	219,967	71%	\$1,303,160

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Feb-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:43
Abandon Rate	Monthly	No more than 4.0%	2.3%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
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	1.0
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
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.

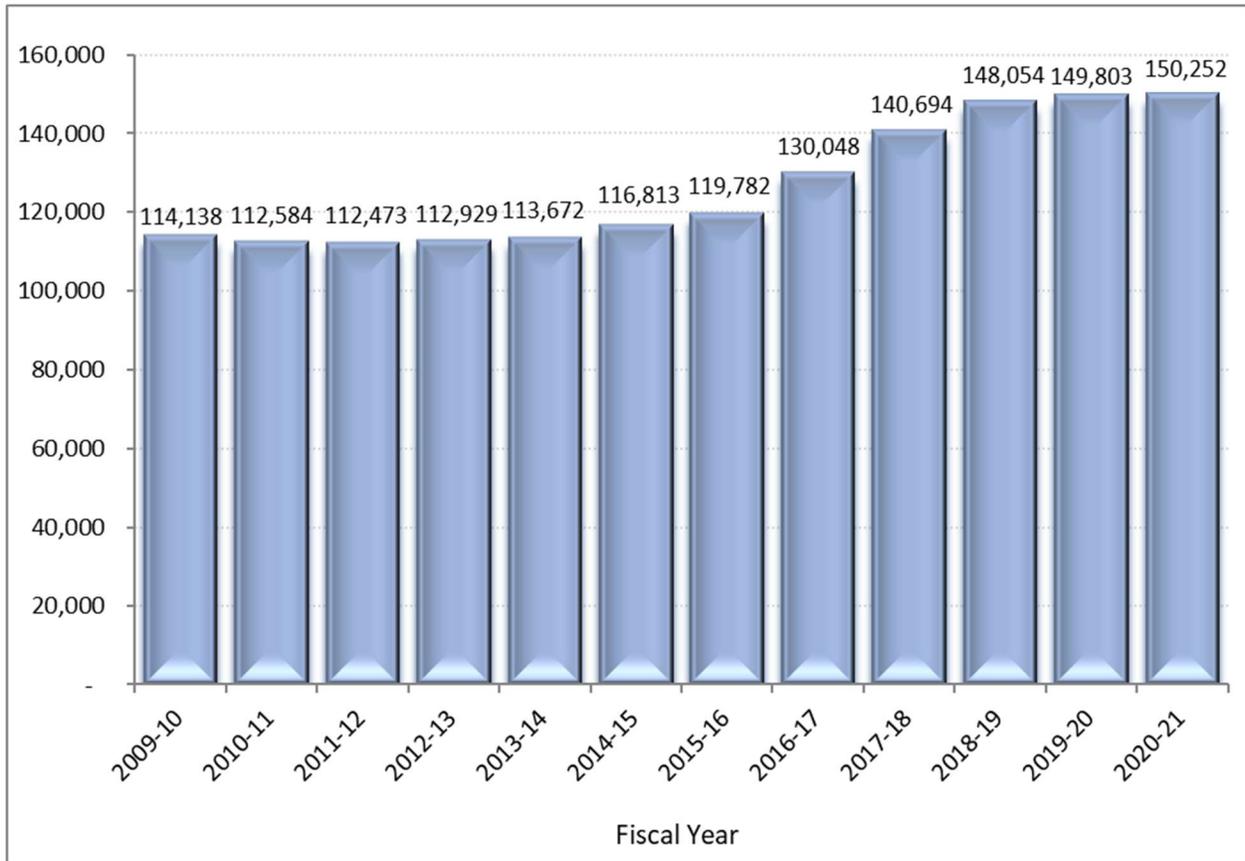
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	February-21		January-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	866	96.2%	442	97.1%	662	96.4%
Additional Tags to Existing Accounts	20	2.2%	9	2.0%	15	2.2%
Replacement Transponders	14	1.6%	4	0.9%	10	1.4%
Total Issued	900		455		687	
Returned						
Account Closures			32	0.8%	24	1.0%
Accounts Downsizing			9	0.2%	0	0.0%
Defective Transponders	173	100.0%	4,198	99.0%	2,492	99.0%
Total Returned	173		4,239		2,517	

6C TRANSPONDER DISTRIBUTION	February-21		January-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	53,930	100.0%	14,802	99.9%	13,978	99.8%
Additional Tags to Existing Accounts	18	0.0%	17	0.1%	20	0.1%
Replacement Transponders	0	0.0%	0	0.0%	2	0.0%
Total Issued	53,948		14,819		13,999	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of February 2021, the 91 Express Lanes had 150,252 active customer accounts and 465,201 transponders classified as assigned.

Number of Accounts by FY
As of February 28, 2021



Incoming Email Activity

During February, the Anaheim Processing Center received 3,455 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 2020 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.





**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
March 2021

As of March 31, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for March 2021 was 1,426,041. This represents a daily average of 46,001 vehicles. This is a 57.5 percent increase in total traffic volume from the same period last year, which totaled 905,400 and was the first month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for March was \$4,573,327, which represents an increase of 56.8 percent from the prior year's total of \$2,916,062. Carpool percentage for March was 20.2 percent as compared to the previous year's rate of 22.7 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to improve as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date (MTD) as of March 31, 2021

	Mar-21 MTD Actual	Mar-20 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,138,068	700,041	62.6%
3+ Lanes	287,973	205,359	40.2%
Total Gross Trips	1,426,041	905,400	57.5%
Revenue			
Full Toll Lanes	\$4,526,675	\$2,871,629	57.6%
3+ Lanes	\$46,652	\$44,433	5.0%
Total Gross Revenue	\$4,573,327	\$2,916,062	56.8%
Average Revenue per Trip			
Average Full Toll Lanes	\$3.98	\$4.10	(2.9%)
Average 3+ Lanes	\$0.16	\$0.22	(27.3%)
Average Gross Revenue	\$3.21	\$3.22	(0.3%)



The 2021 fiscal year-to-date traffic volume decreased by 17.1 percent and potential toll revenue decreased by 11.8 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.25.

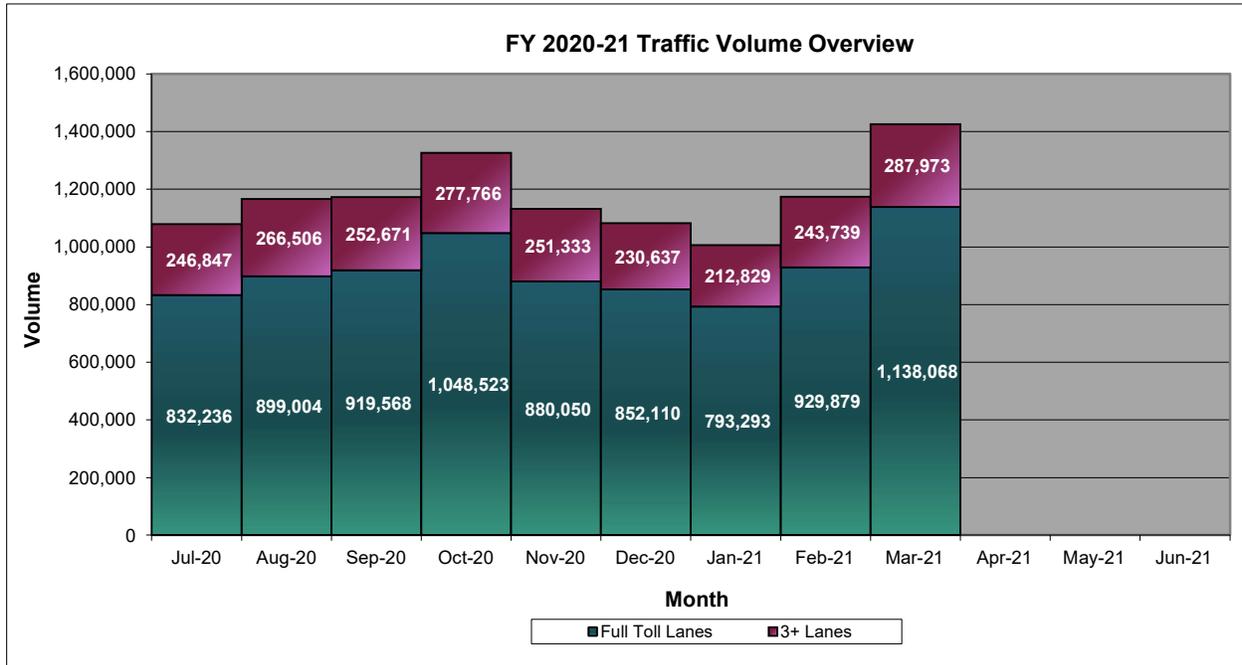
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of March 31, 2021

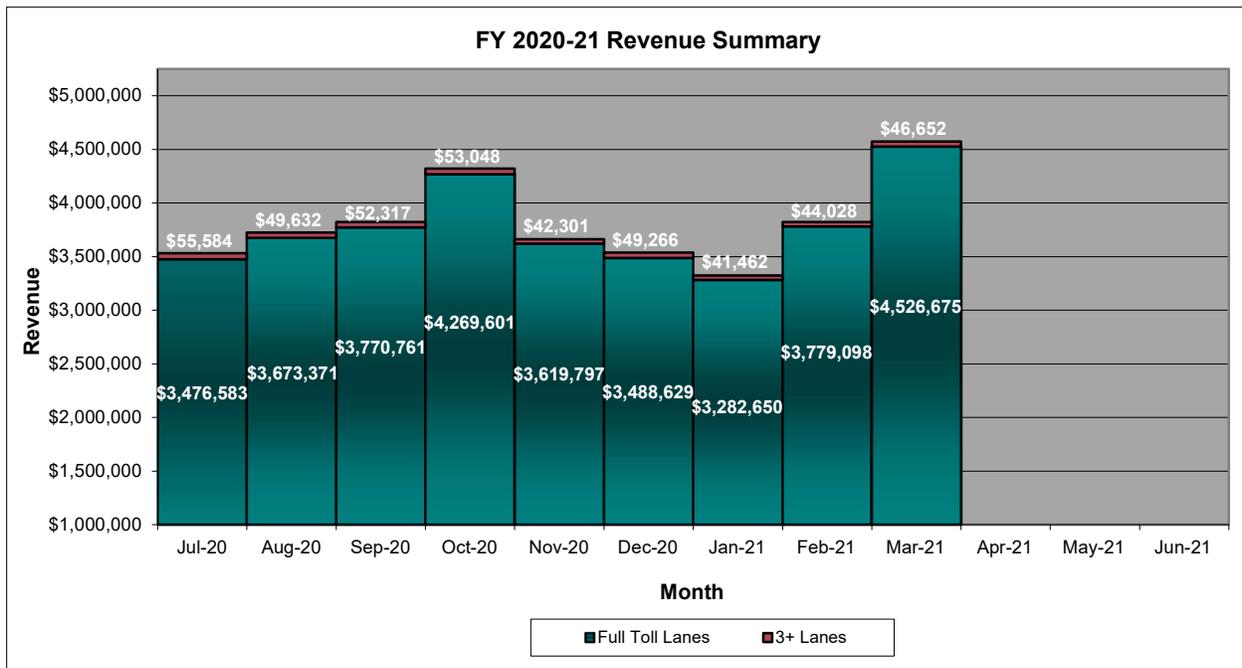
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	8,292,733	9,492,781	(12.6%)
3+ Lanes	2,270,302	3,251,508	(30.2%)
Total Gross Trips	10,563,035	12,744,289	(17.1%)
Revenue			
Full Toll Lanes	\$33,887,172	\$38,317,770	(11.6%)
3+ Lanes	\$434,291	\$592,798	(26.7%)
Total Gross Revenue	\$34,321,463	\$38,910,567	(11.8%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.09	\$4.04	1.2%
Average 3+ Lanes	\$0.19	\$0.18	5.6%
Average Gross Revenue	\$3.25	\$3.05	6.6%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 11 times during the month of March 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 78 percent of defined capacity.

EASTBOUND WEEKDAY PEAK VOLUME:

PM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	323	2,319	68%	\$5.15	372	2,896	85%	\$5.15	294	2,667	78%	\$6.95	400	3,078	91%	\$8.10	523	2,982	88%
1500 - 1600	\$5.50	457	2,946	87%	\$5.25	459	2,808	83%	\$7.25	404	2,523	74%	\$7.25	498	2,667	78%	\$7.65	545	3,252	96%
1600 - 1700	\$4.85	332	2,965	87%	\$5.00	314	2,967	87%	\$7.00	278	2,631	77%	\$6.80	363	3,244	95%	\$7.95	364	2,455	72%
1700 - 1800	\$4.80	377	2,956	87%	\$4.90	355	2,835	83%	\$5.90	309	2,479	73%	\$7.20	301	2,522	74%	\$6.55	409	2,759	81%
1800 - 1900	\$5.50	413	2,024	60%	\$3.95	487	2,602	77%	\$3.95	318	1,684	50%	\$4.35	505	2,679	79%	\$6.55	564	2,686	79%
1900 - 2000	\$3.85	278	1,062	31%	\$3.85	329	1,315	39%	\$3.85	227	994	29%	\$5.60	404	1,566	46%	\$6.05	514	1,945	57%

PM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	341	2,610	77%	\$5.15	368	2,878	85%	\$5.15	325	2,549	75%	\$6.95	384	2,945	87%	\$8.10	465	2,951	87%
1500 - 1600	\$5.50	471	2,982	88%	\$5.25	471	2,835	83%	\$7.25	416	2,762	81%	\$7.25	490	2,897	85%	\$7.65	496	3,319	98%
1600 - 1700	\$4.85	326	2,964	87%	\$5.00	327	2,903	85%	\$7.00	274	2,633	77%	\$6.80	351	3,365	99%	\$7.95	127	742	22%
1700 - 1800	\$4.80	358	2,893	85%	\$4.90	365	3,001	88%	\$5.90	311	2,510	74%	\$7.20	275	2,210	65%	\$6.55	397	2,255	66%
1800 - 1900	\$5.50	444	2,293	67%	\$3.95	505	2,745	81%	\$3.95	364	1,850	54%	\$4.35	405	2,131	63%	\$6.55	595	2,844	84%
1900 - 2000	\$3.85	322	1,232	36%	\$3.85	367	1,588	47%	\$3.85	261	1,005	30%	\$5.60	332	1,243	37%	\$6.05	497	2,069	61%

PM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	307	2,261	67%	\$5.15	345	2,826	83%	\$5.15	373	3,034	89%	\$6.95	389	3,239	95%	\$8.10	427	2,647	78%
1500 - 1600	\$5.50	302	1,926	57%	\$5.25	473	2,659	78%	\$7.25	463	2,851	84%	\$7.25	509	2,734	80%	\$7.65	423	2,515	74%
1600 - 1700	\$4.85	327	2,586	76%	\$5.00	311	2,883	85%	\$7.00	317	2,857	84%	\$6.80	351	2,737	81%	\$7.95	305	1,874	55%
1700 - 1800	\$4.80	300	2,748	81%	\$4.90	319	2,806	83%	\$5.90	358	2,883	85%	\$7.20	321	2,483	73%	\$6.55	371	2,340	69%
1800 - 1900	\$5.50	307	1,745	51%	\$3.95	444	2,864	84%	\$3.95	436	2,745	81%	\$4.35	456	2,985	88%	\$6.55	601	2,860	84%
1900 - 2000	\$3.85	272	1,098	32%	\$3.85	313	1,506	44%	\$3.85	332	1,562	46%	\$5.60	397	1,892	56%	\$6.05	490	2,123	62%

PM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	388	2,663	78%	\$5.15	375	2,998	88%	\$5.15	446	3,183	94%	\$6.95	429	3,233	95%	\$8.10	472	2,768	81%
1500 - 1600	\$5.50	434	2,818	83%	\$5.25	487	2,780	82%	\$7.25	461	2,828	83%	\$7.25	509	2,726	80%	\$7.65	573	3,413	100%
1600 - 1700	\$4.85	333	2,867	84%	\$5.00	322	2,855	84%	\$7.00	297	2,799	82%	\$6.80	429	3,443	101%	\$7.95	387	2,604	77%
1700 - 1800	\$4.80	404	3,059	90%	\$4.90	356	2,927	86%	\$5.90	358	2,846	84%	\$7.20	354	2,512	74%	\$6.55	427	2,755	81%
1800 - 1900	\$5.50	341	2,089	61%	\$3.95	443	2,617	77%	\$3.95	514	2,910	86%	\$4.35	415	2,612	77%	\$6.55	458	2,373	70%
1900 - 2000	\$3.85	313	1,264	37%	\$3.85	361	1,455	43%	\$3.85	365	1,620	48%	\$5.60	373	1,565	46%	\$6.05	513	1,945	57%

PM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	428	2,628	77%	\$5.15	388	2,722	80%	\$5.15	433	3,024	89%								
1500 - 1600	\$5.50	470	2,864	84%	\$5.25	538	2,860	84%	\$7.25	564	2,774	82%								
1600 - 1700	\$4.85	369	2,873	85%	\$5.00	322	2,827	83%	\$7.00	316	2,526	74%								
1700 - 1800	\$4.80	367	2,890	85%	\$4.90	396	2,989	88%	\$5.90	393	2,810	83%								
1800 - 1900	\$5.50	413	2,205	65%	\$3.95	501	2,739	81%	\$3.95	573	2,882	85%								
1900 - 2000	\$3.85	387	1,454	43%	\$3.85	354	1,500	44%	\$3.85	540	2,129	63%								



OCTA WESTBOUND PEAK-HOUR VOLUMES

WESTBOUND WEEKDAY PEAK VOLUME:

AM Time	Monday 03/01/21				Tuesday 03/02/21				Wednesday 03/03/21				Thursday 03/04/21				Friday 03/05/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	394	1,442	42%	\$3.05	386	1,432	42%	\$3.05	386	1,397	41%	\$3.05	394	1,402	41%	\$3.05	316	1,083	32%
0500 - 0600	\$4.95	530	2,109	62%	\$4.95	629	2,642	78%	\$4.95	543	2,316	68%	\$4.95	566	2,419	71%	\$4.70	507	2,048	60%
0600 - 0700	\$5.15	302	2,096	62%	\$5.15	303	1,865	55%	\$5.15	262	1,794	53%	\$5.15	320	1,962	58%	\$4.95	288	2,073	61%
0700 - 0800	\$5.65	316	2,154	63%	\$5.65	314	2,203	65%	\$5.65	264	1,979	58%	\$5.65	294	2,197	65%	\$5.50	277	2,062	61%
0800 - 0900	\$5.15	191	1,906	57%	\$5.15	195	2,077	61%	\$5.15	144	1,603	47%	\$5.15	198	1,952	57%	\$4.95	193	1,836	54%
0900 - 1000	\$4.10	171	1,580	46%	\$4.10	152	1,810	53%	\$4.10	125	1,311	39%	\$4.10	194	1,722	51%	\$4.10	195	1,603	47%

AM Time	Monday 03/08/21				Tuesday 03/09/21				Wednesday 03/10/21				Thursday 03/11/21				Friday 03/12/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	392	1,423	42%	\$3.05	395	1,429	42%	\$3.05	365	1,348	40%	\$3.05	417	1,519	45%	\$3.05	336	1,089	32%
0500 - 0600	\$4.95	586	2,292	67%	\$4.95	621	2,632	77%	\$4.95	520	2,032	60%	\$4.95	549	2,209	65%	\$4.70	461	2,017	59%
0600 - 0700	\$5.15	294	2,092	62%	\$5.15	259	1,798	53%	\$5.15	258	1,615	48%	\$5.15	236	1,759	52%	\$4.95	277	1,965	58%
0700 - 0800	\$5.65	309	2,200	65%	\$5.65	293	2,199	65%	\$5.65	267	1,891	56%	\$5.65	267	1,999	59%	\$5.50	291	1,956	58%
0800 - 0900	\$5.15	171	1,872	55%	\$5.15	195	1,983	58%	\$5.15	160	1,689	50%	\$5.15	191	1,821	54%	\$4.95	200	1,858	55%
0900 - 1000	\$4.10	137	1,314	39%	\$4.10	175	1,707	50%	\$4.10	136	1,298	38%	\$4.10	126	1,248	37%	\$4.10	178	1,535	45%

AM Time	Monday 03/15/21				Tuesday 03/16/21				Wednesday 03/17/21				Thursday 03/18/21				Friday 03/19/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	401	1,359	40%	\$3.05	390	1,397	41%	\$3.05	413	1,469	43%	\$3.05	391	1,504	44%	\$3.05	302	1,078	32%
0500 - 0600	\$4.95	491	1,907	56%	\$4.95	604	2,533	75%	\$4.95	585	2,461	72%	\$4.95	544	2,371	70%	\$4.70	472	1,974	58%
0600 - 0700	\$5.15	253	1,801	53%	\$5.15	281	1,665	49%	\$5.15	329	1,941	57%	\$5.15	335	2,041	60%	\$4.95	317	2,068	61%
0700 - 0800	\$5.65	248	1,752	52%	\$5.65	281	2,108	62%	\$5.65	289	2,244	66%	\$5.65	309	2,188	64%	\$5.50	318	2,020	59%
0800 - 0900	\$5.15	159	1,839	54%	\$5.15	192	2,137	63%	\$5.15	179	2,040	60%	\$5.15	176	2,039	60%	\$4.95	214	1,804	53%
0900 - 1000	\$4.10	168	1,549	46%	\$4.10	129	1,621	48%	\$4.10	166	1,706	50%	\$4.10	164	1,870	55%	\$4.10	184	1,351	40%

AM Time	Monday 03/22/21				Tuesday 03/23/21				Wednesday 03/24/21				Thursday 03/25/21				Friday 03/26/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	384	1,266	37%	\$3.05	375	1,186	35%	\$3.05	384	1,306	38%	\$3.05	365	1,327	39%	\$3.05	301	979	29%
0500 - 0600	\$4.95	522	2,180	64%	\$4.95	578	2,332	69%	\$4.95	621	2,423	71%	\$4.95	602	2,292	67%	\$4.70	486	2,034	60%
0600 - 0700	\$5.15	349	2,343	69%	\$5.15	353	2,255	66%	\$5.15	316	2,078	61%	\$5.15	390	2,137	63%	\$4.95	297	1,846	54%
0700 - 0800	\$5.65	315	2,333	69%	\$5.65	321	2,306	68%	\$5.65	294	2,286	67%	\$5.65	329	2,261	67%	\$5.50	313	1,990	59%
0800 - 0900	\$5.15	222	2,063	61%	\$5.15	218	2,096	62%	\$5.15	208	2,079	61%	\$5.15	201	1,988	58%	\$4.95	202	1,621	48%
0900 - 1000	\$4.10	203	1,831	54%	\$4.10	226	1,966	58%	\$4.10	232	1,858	55%	\$4.10	176	1,670	49%	\$4.10	217	1,527	45%

AM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	329	1,068	31%	\$3.05	358	1,155	34%	\$3.05	370	1,137	33%								
0500 - 0600	\$4.95	586	2,270	67%	\$4.95	605	2,372	70%	\$4.95	556	2,135	63%								
0600 - 0700	\$5.15	337	2,160	64%	\$5.15	353	2,263	67%	\$5.15	348	2,294	67%								
0700 - 0800	\$5.65	317	2,165	64%	\$5.65	299	2,191	64%	\$5.65	304	2,157	63%								
0800 - 0900	\$5.15	233	2,021	59%	\$5.15	214	2,028	60%	\$5.15	258	2,044	60%								
0900 - 1000	\$4.10	242	1,764	52%	\$4.10	210	1,868	55%	\$4.10	340	2,058	61%								



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 114 calls during the month of March. Of those calls, 89 were to assist disabled vehicles and 15 calls to remove debris. The CAS provided assistance to ten accidents in the Express Lanes with four of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement 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 infrastructure at the three entrances of the OCTA 91 Express Lanes. In March, Caltrans advertised the project with project award anticipated for May. Upon completion of the Infrastructure Project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 31,349,484.03	\$ 23,970,376.00	\$ 7,379,108.03	30.8
Fee Revenue	4,034,220.14	1,606,333.00	2,427,887.14	151.1
Total operating revenues	35,383,704.17	25,576,709.00	9,806,995.17	38.3
Operating expenses:				
Contracted Services	5,005,032.51	5,397,840.00	392,807.49	7.3
Administrative Fee	2,247,435.00	2,341,314.00	93,879.00	4.0
Other Professional Services	866,542.62	2,561,568.00	1,695,025.38	66.2
Credit Card Processing Fees	730,405.19	690,480.00	(39,925.19)	(5.8)
Toll Road Account Servicing	463,634.40	442,740.00	(20,894.40)	(4.7)
Other Insurance Expense	750,964.03	762,425.00	11,460.97	1.5
Toll Road Maintenance Supply Repairs	121,823.73	2,028,540.00	1,906,716.27	94.0
Patrol Services	592,835.57	782,167.00	189,331.43	24.2
Building Equipment Repairs and Maint	611,833.24	1,081,081.00	469,247.76	43.4
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(983,780.32)	46,815.00	1,030,595.32	2,201.4
Utilities	41,004.24	86,220.00	45,215.76	52.4
Office Expense	9,911.50	73,473.00	63,561.50	86.5
Bad Debt Expense	131,662.22	-	(131,662.22)	N/A
Miscellaneous ⁽²⁾	39,080.74	117,414.00	78,333.26	66.7
Leases	357,817.17	363,600.00	5,782.83	1.6
Total operating expenses	10,986,201.84	16,963,177.00	5,976,975.16	35.2
Depreciation and Amortization ⁽³⁾	3,401,932.75	-	(3,401,932.75)	N/A
Operating income (loss)	20,995,569.58	8,613,532.00	12,382,037.58	143.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	389,046.66	937,500.00	(548,453.34)	(58.5)
Interest Income	3,347,529.24	1,103,616.00	2,243,913.24	203.3
Interest Expense	(3,220,274.77)	(3,299,211.00)	78,936.23	2.4
Other	462.08	-	462.08	N/A
Total nonoperating revenues (expenses)	516,763.21	(1,258,095.00)	1,774,858.21	141.1
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(3,233,476.22)	(33,680,300.00)	30,446,823.78	90.4
Net income (loss)	\$ 18,278,856.57	\$ (26,324,863.00)	\$ 44,603,719.57	(169.4)

¹Actual 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.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the nine months ending March 31, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for March 2021 was 1,230,614. This represents a daily average of 39,697 vehicles. This is a 52.2 percent increase in total traffic volume from the same period last year, which totaled 808,527 and was the first month of the COVID-19 stay-at-home order. Potential toll revenue for March was \$4,147,141, which represents an increase of 13.4 percent from the prior year's total of \$3,656,203. Carpool percentage for March was 19.2 percent as compared to the previous year's rate of 21.6 percent. Traffic volumes remain lower than pre-COVID-19 levels but are beginning to increase as Southern California counties enter less restrictive tiers of the State's Blueprint for a Safer Economy plan.

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 RCTC 91 Express Lanes and associated potential revenue for the month of March 2021.

Current Month-to-Date as of March 31, 2021

Trips	MAR-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-20 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	994,294	1,073,671	(79,377)	(7.4%)	633,701	56.9%
3+ Lanes	236,320	351,057	(114,737)	(32.7%)	174,826	35.2%
Total Gross Trips	1,230,614	1,424,729	(194,115)	(13.6%)	808,527	52.2%
Revenue						
Full Toll Lanes	\$4,107,544	\$4,687,171	(\$579,628)	(12.4%)	\$3,632,038	13.1%
3+ Lanes	\$39,597	\$0	\$39,597		\$24,165	63.9%
Total Gross Revenue	\$4,147,141	\$4,687,171	(\$540,030)	(11.5%)	\$3,656,203	13.4%
Average Revenue per Trip						
Average Full Toll Lanes	\$4.13	\$4.37	(\$0.24)	(5.5%)	\$5.73	(27.9%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.14	21.4%
Average Gross Revenue	\$3.37	\$3.29	\$0.08	2.4%	\$4.52	(25.4%)



The 2021 fiscal year-to-date traffic volume decreased by 20.1 percent and potential toll revenue decreased by 37.1 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.40.

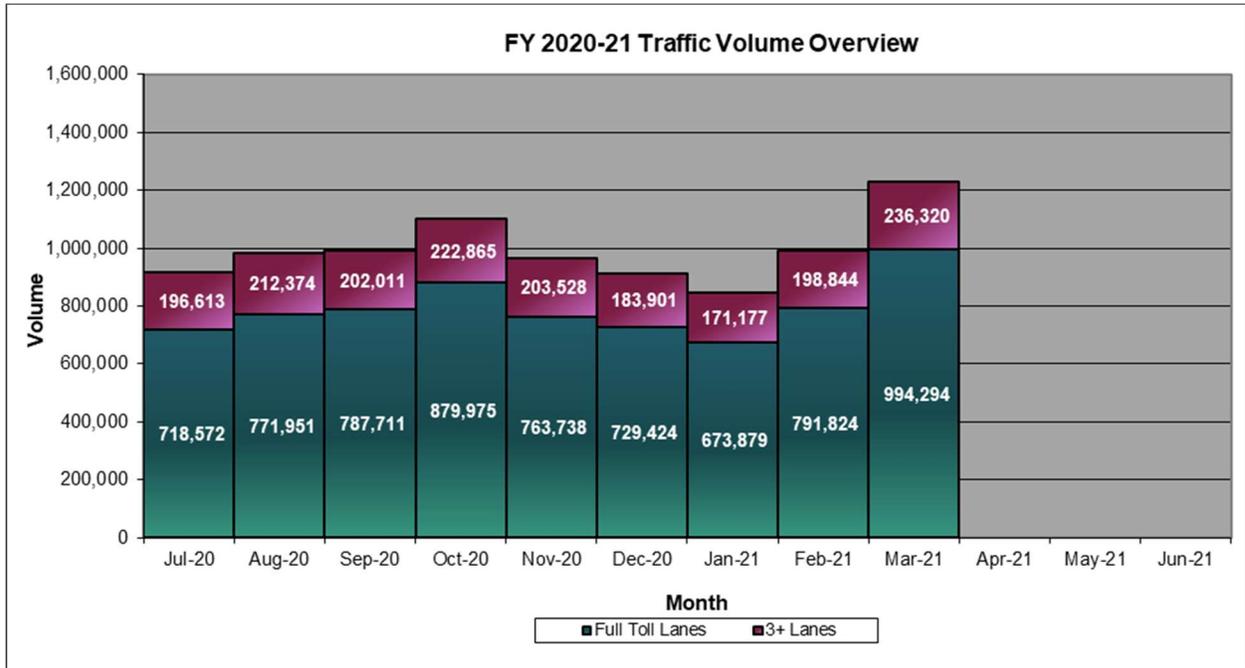
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through March 2021.

FY 2020-21 Year-to-Date as of March 31, 2021

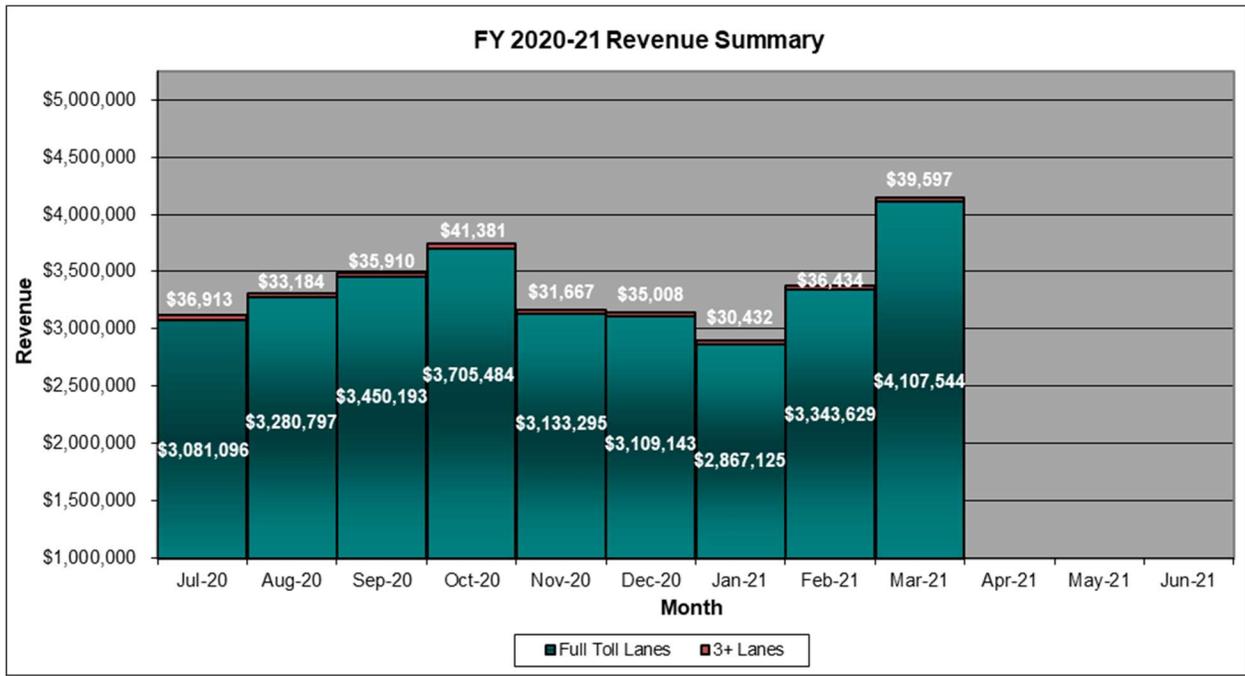
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	7,111,368	9,009,671	(1,898,303)	(21.1%)	8,536,905	(16.7%)
3+ Lanes	1,827,633	2,922,457	(1,094,824)	(37.5%)	2,656,315	(31.2%)
Total Gross Trips	8,939,001	11,932,129	(2,993,128)	(25.1%)	11,193,220	(20.1%)
Revenue						
Full Toll Lanes	\$30,078,305	\$38,613,486	(\$8,535,180)	(22.1%)	\$47,991,940	(37.3%)
3+ Lanes	\$320,525	\$0	\$320,525		\$308,439	3.9%
Total Gross Revenue	\$30,398,831	\$38,613,486	(\$8,214,655)	(21.3%)	\$48,300,379	(37.1%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.23	\$4.29	(\$0.06)	(1.4%)	\$5.62	(24.7%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.40	\$3.24	\$0.16	4.9%	\$4.32	(21.3%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In March, there were no toll rates adjusted in response to traffic. Traffic volumes are being reviewed regularly, and a plan is in place to monitor traffic volumes and adjust toll rates until traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	163	933	1,096	D	\$5.30	185	1133	1,318	F	\$7.95	158	971	1,129	D	\$10.95	208	1,167	1,375	F	\$22.95	341	1,164	1,505	F
1500 - 1600	\$8.95	248	992	1,240	E	\$9.95	249	973	1,222	E	\$13.95	199	798	997	C	\$14.95	271	930	1,201	E	\$23.95	313	1,198	1,511	F
1600 - 1700	\$6.95	183	1042	1,225	E	\$6.95	153	1070	1,223	E	\$6.95	136	922	1,058	D	\$7.95	200	1,221	1,421	F	\$14.95	322	1,308	1,630	F
1700 - 1800	\$5.30	187	1012	1,199	D	\$5.30	184	1008	1,192	D	\$5.30	148	778	926	C	\$5.30	180	995	1,175	D	\$7.95	325	1,116	1,441	F
1800 - 1900	\$4.20	179	647	826	C	\$4.20	203	853	1,056	D	\$5.30	159	486	645	B	\$5.30	188	903	1,091	D	\$5.30	343	1,010	1,353	F
1900 - 2000	\$2.25	124	332	456	B	\$2.25	145	452	597	B	\$2.25	99	290	389	A	\$2.25	166	565	731	B	\$2.25	252	783	1,035	D

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	179	1,011	1,190	D	\$5.30	203	1,120	1,323	F	\$7.95	184	958	1,142	D	\$10.95	200	1,092	1,292	E	\$22.95	286	1,147	1,433	F
1500 - 1600	\$8.95	244	968	1,212	E	\$9.95	242	972	1,214	E	\$13.95	205	865	1,070	D	\$14.95	243	1,014	1,257	E	\$23.95	306	1,157	1,463	F
1600 - 1700	\$6.95	158	1,047	1,205	E	\$6.95	183	1,032	1,215	E	\$6.95	128	905	1,033	D	\$7.95	161	1,228	1,389	F	\$14.95	100	405	505	B
1700 - 1800	\$5.30	206	987	1,193	D	\$5.30	188	1,042	1,230	E	\$5.30	149	829	978	C	\$5.30	143	827	970	C	\$7.95	210	823	1,033	D
1800 - 1900	\$4.20	209	719	928	C	\$4.20	220	888	1,108	D	\$5.30	165	603	768	B	\$5.30	164	662	826	C	\$5.30	320	1,174	1,494	F
1900 - 2000	\$2.25	135	387	522	B	\$2.25	178	566	744	B	\$2.25	112	286	398	A	\$2.25	138	411	549	B	\$2.25	282	947	1,229	E

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	154	837	991	C	\$5.30	183	1,036	1,219	E	\$7.95	199	1,181	1,380	F	\$10.95	203	1,232	1,435	F	\$22.95	287	1,115	1,402	F
1500 - 1600	\$8.95	141	654	795	B	\$9.95	210	910	1,120	D	\$13.95	247	969	1,216	E	\$14.95	268	953	1,221	E	\$23.95	301	1,043	1,344	F
1600 - 1700	\$6.95	143	931	1,074	D	\$6.95	144	1,038	1,182	D	\$6.95	162	1,136	1,298	E	\$7.95	173	1,075	1,248	E	\$14.95	201	1,022	1,223	E
1700 - 1800	\$5.30	117	913	1,030	D	\$5.30	167	1,036	1,203	E	\$5.30	192	1,048	1,240	E	\$5.30	179	1,038	1,217	E	\$7.95	243	1,091	1,334	F
1800 - 1900	\$4.20	127	557	684	B	\$4.20	213	925	1,138	D	\$5.30	220	974	1,194	D	\$5.30	207	1,052	1,259	E	\$5.30	349	1,209	1,558	F
1900 - 2000	\$2.25	88	353	441	B	\$2.25	139	471	610	B	\$2.25	152	578	730	B	\$2.25	192	726	918	C	\$2.25	298	1,012	1,310	F

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	197	997	1,194	D	\$5.30	216	1,113	1,329	F	\$7.95	239	1,160	1,399	F	\$10.95	237	1,218	1,455	F	\$22.95	340	1,228	1,568	F
1500 - 1600	\$8.95	241	925	1,166	D	\$9.95	286	994	1,280	E	\$13.95	285	1,011	1,296	E	\$14.95	302	957	1,259	E	\$23.95	399	1,134	1,533	F
1600 - 1700	\$6.95	173	1,063	1,236	E	\$6.95	151	1,099	1,250	E	\$6.95	212	1,320	1,532	F	\$7.95	230	1,231	1,461	F	\$14.95	268	1,073	1,341	F
1700 - 1800	\$5.30	198	1,107	1,305	F	\$5.30	196	1,078	1,274	E	\$5.30	203	1,007	1,210	E	\$5.30	207	950	1,157	D	\$7.95	262	1,023	1,285	E
1800 - 1900	\$4.20	182	790	972	C	\$4.20	222	893	1,115	D	\$5.30	261	924	1,185	D	\$5.30	216	886	1,102	D	\$5.30	274	911	1,185	D
1900 - 2000	\$2.25	142	404	546	B	\$2.25	149	509	658	B	\$2.25	186	591	777	B	\$2.25	175	586	761	B	\$2.25	275	842	1,117	D

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	214	1,000	1,214	E	\$5.30	211	1,083	1,294	E	\$7.95	239	1,228	1,467	F										
1500 - 1600	\$8.95	249	944	1,193	D	\$9.95	262	1,042	1,304	F	\$13.95	319	955	1,274	E										
1600 - 1700	\$6.95	199	993	1,192	D	\$6.95	146	1,005	1,151	D	\$6.95	185	999	1,184	D										
1700 - 1800	\$5.30	183	978	1,161	D	\$5.30	211	1,031	1,242	E	\$5.30	217	1,049	1,266	E										
1800 - 1900	\$4.20	228	752	980	C	\$4.20	249	890	1,139	D	\$5.30	284	1,013	1,297	E										
1900 - 2000	\$2.25	187	475	662	B	\$2.25	155	497	652	B	\$2.25	264	716	980	C										



Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	110	642	752	B	\$5.30	101	790	891	C	\$5.30	87	721	808	C	\$5.30	114	833	947	C	\$5.30	128	787	915	C
1500 - 1600	\$5.30	141	793	934	C	\$5.30	132	792	924	C	\$5.30	114	730	844	C	\$5.30	152	767	919	C	\$5.30	129	780	909	C
1600 - 1700	\$2.95	89	806	895	C	\$5.30	81	805	886	C	\$5.30	83	643	726	B	\$5.30	110	851	961	C	\$2.95	34	184	218	A
1700 - 1800	\$2.95	104	743	847	C	\$2.95	100	722	822	C	\$2.95	83	658	741	B	\$5.30	92	627	719	B	\$2.95	100	473	573	B
1800 - 1900	\$2.95	116	504	620	B	\$2.95	116	640	756	B	\$2.95	81	398	479	B	\$2.95	100	691	791	B	\$2.95	135	569	704	B
1900 - 2000	\$1.95	75	276	351	A	\$1.95	73	370	443	B	\$2.95	70	261	331	A	\$2.95	78	440	518	B	\$2.95	157	510	667	B

PM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	108	670	778	B	\$5.30	102	803	905	C	\$5.30	81	613	694	B	\$5.30	96	750	846	C	\$5.30	126	791	917	C
1500 - 1600	\$5.30	128	806	934	C	\$5.30	129	779	908	C	\$5.30	119	755	874	C	\$5.30	123	796	919	C	\$5.30	153	825	978	C
1600 - 1700	\$2.95	91	809	900	C	\$5.30	90	808	898	C	\$5.30	77	677	754	B	\$5.30	96	856	952	C	\$2.95	26	251	277	A
1700 - 1800	\$2.95	89	781	870	C	\$2.95	110	802	912	C	\$2.95	86	667	753	B	\$5.30	64	606	670	B	\$2.95	123	582	705	B
1800 - 1900	\$2.95	144	545	689	B	\$2.95	117	691	808	C	\$2.95	88	489	577	B	\$2.95	87	565	652	B	\$2.95	190	770	960	C
1900 - 2000	\$1.95	91	331	422	B	\$1.95	106	408	514	B	\$2.95	70	249	319	A	\$2.95	81	332	413	B	\$2.95	143	601	744	B

PM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	94	606	700	B	\$5.30	87	751	838	C	\$5.30	105	839	944	C	\$5.30	125	881	1,006	D	\$5.30	122	752	874	C
1500 - 1600	\$5.30	81	585	666	B	\$5.30	132	727	859	C	\$5.30	119	788	907	C	\$5.30	128	775	903	C	\$5.30	141	776	917	C
1600 - 1700	\$2.95	70	712	782	B	\$5.30	76	775	851	C	\$5.30	86	808	894	C	\$5.30	84	801	885	C	\$2.95	86	633	719	B
1700 - 1800	\$2.95	97	755	852	C	\$2.95	68	771	839	C	\$2.95	95	759	854	C	\$5.30	92	785	877	C	\$2.95	108	689	797	B
1800 - 1900	\$2.95	83	454	537	B	\$2.95	121	718	839	C	\$2.95	137	753	890	C	\$2.95	112	781	893	C	\$2.95	175	602	777	B
1900 - 2000	\$1.95	76	271	347	A	\$1.95	81	447	528	B	\$2.95	103	472	575	B	\$2.95	119	549	668	B	\$2.95	124	401	525	B

PM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	122	695	817	C	\$5.30	103	762	865	C	\$5.30	127	789	916	C	\$5.30	119	852	971	C	\$5.30	149	831	980	C
1500 - 1600	\$5.30	141	817	958	C	\$5.30	134	811	945	C	\$5.30	122	781	903	C	\$5.30	148	756	904	C	\$5.30	199	910	1,109	D
1600 - 1700	\$2.95	80	804	884	C	\$5.30	94	803	897	C	\$5.30	57	533	590	B	\$5.30	128	911	1,039	D	\$2.95	103	584	687	B
1700 - 1800	\$2.95	106	777	883	C	\$2.95	104	830	934	C	\$2.95	86	712	798	B	\$5.30	91	691	782	B	\$2.95	124	665	789	B
1800 - 1900	\$2.95	77	584	661	B	\$2.95	119	697	816	C	\$2.95	138	717	855	C	\$2.95	103	669	772	B	\$2.95	145	526	671	B
1900 - 2000	\$1.95	82	306	388	A	\$1.95	98	369	467	B	\$2.95	110	472	582	B	\$2.95	103	433	536	B	\$2.95	130	515	645	B

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	136	685	821	C	\$5.30	113	758	871	C	\$5.30	141	812	953	C										
1500 - 1600	\$5.30	144	783	927	C	\$5.30	157	829	986	C	\$5.30	167	792	959	C										
1600 - 1700	\$2.95	89	811	900	C	\$5.30	83	811	894	C	\$5.30	100	680	780	B										
1700 - 1800	\$2.95	115	776	891	C	\$2.95	108	838	946	C	\$2.95	129	813	942	C										
1800 - 1900	\$2.95	122	575	697	B	\$2.95	144	693	837	C	\$2.95	175	711	886	C										
1900 - 2000	\$1.95	119	322	441	B	\$1.95	108	411	519	B	\$2.95	153	577	730	B										



RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	174	582	756	B	\$5.30	180	597	777	B	\$5.30	173	606	779	B	\$5.30	172	623	795	B	\$2.25	139	357	496	B
0500 - 0600	\$9.95	270	927	1,197	D	\$9.95	400	1,596	1,996	F	\$9.95	241	1,133	1,374	F	\$9.95	260	1,156	1,416	F	\$6.95	242	917	1,159	D
0600 - 0700	\$9.95	165	1,066	1,231	E	\$10.95	194	595	789	B	\$10.95	165	630	795	B	\$10.95	182	864	1,046	D	\$6.95	195	1,186	1,381	F
0700 - 0800	\$6.95	211	1,208	1,419	F	\$6.95	188	1,244	1,432	F	\$6.95	175	1,134	1,309	E	\$6.95	193	1,318	1,511	F	\$5.30	186	1,124	1,310	E
0800 - 0900	\$5.30	127	983	1,110	D	\$5.30	98	1,176	1,274	E	\$5.30	75	745	820	C	\$5.30	131	1,009	1,140	D	\$2.25	104	925	1,029	D
0900 - 1000	\$5.30	102	584	686	B	\$5.30	100	812	912	C	\$5.30	65	509	574	B	\$5.30	103	640	743	B	\$2.25	104	630	734	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	194	694	888	C	\$5.30	183	616	799	B	\$5.30	151	573	724	B	\$5.30	182	538	720	B	\$2.25	150	348	498	B
0500 - 0600	\$9.95	332	1,030	1,362	F	\$9.95	337	1,497	1,834	F	\$9.95	242	935	1,177	D	\$9.95	277	925	1,202	E	\$6.95	222	904	1,126	D
0600 - 0700	\$9.95	205	1,205	1,410	F	\$10.95	148	531	679	B	\$10.95	136	582	718	B	\$10.95	153	685	838	C	\$6.95	187	1,119	1,306	E
0700 - 0800	\$6.95	206	1,415	1,621	F	\$6.95	214	1,276	1,490	F	\$6.95	203	1,083	1,286	E	\$6.95	152	1,139	1,291	E	\$5.30	196	1,075	1,271	E
0800 - 0900	\$5.30	70	903	973	C	\$5.30	101	1,081	1,182	D	\$5.30	92	793	885	C	\$5.30	111	806	917	C	\$2.25	113	935	1,048	D
0900 - 1000	\$5.30	65	518	583	B	\$5.30	101	681	782	B	\$5.30	68	552	620	B	\$5.30	67	544	611	B	\$2.25	92	563	655	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	163	543	706	B	\$5.30	171	567	738	B	\$5.30	194	622	816	C	\$5.30	141	705	846	C	\$2.25	136	377	513	B
0500 - 0600	\$9.95	240	676	916	C	\$9.95	348	1,379	1,727	F	\$9.95	291	1,226	1,517	F	\$9.95	268	1,137	1,405	F	\$6.95	256	868	1,124	D
0600 - 0700	\$9.95	133	810	943	C	\$10.95	186	504	690	B	\$10.95	198	751	949	C	\$10.95	198	854	1,052	D	\$6.95	215	1,061	1,276	E
0700 - 0800	\$6.95	155	1,046	1,201	E	\$6.95	195	1,195	1,390	F	\$6.95	180	1,328	1,508	F	\$6.95	208	1,295	1,503	F	\$5.30	194	1,066	1,260	E
0800 - 0900	\$5.30	103	880	983	C	\$5.30	124	1,096	1,220	E	\$5.30	103	1,111	1,214	E	\$5.30	120	1,032	1,152	D	\$2.25	114	820	934	C
0900 - 1000	\$5.30	88	610	698	B	\$5.30	86	706	792	B	\$5.30	88	648	736	B	\$5.30	95	717	812	C	\$2.25	98	574	672	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	184	595	779	B	\$5.30	185	599	784	B	\$5.30	201	617	818	C	\$5.30	193	663	856	C	\$2.25	118	370	488	B
0500 - 0600	\$9.95	308	913	1,221	E	\$9.95	333	1,466	1,799	F	\$9.95	312	1,235	1,547	F	\$9.95	328	1,120	1,448	F	\$6.95	231	907	1,138	D
0600 - 0700	\$9.95	206	1,123	1,329	E	\$10.95	172	579	751	B	\$10.95	174	732	906	C	\$10.95	230	773	1,003	D	\$6.95	178	996	1,174	D
0700 - 0800	\$6.95	223	1,289	1,512	F	\$6.95	236	1,315	1,551	F	\$6.95	186	1,317	1,503	F	\$6.95	221	1,365	1,586	F	\$5.30	179	1,000	1,179	D
0800 - 0900	\$5.30	146	1,080	1,226	E	\$5.30	124	1,130	1,254	E	\$5.30	128	1,035	1,163	D	\$5.30	125	1,105	1,230	E	\$2.25	107	835	942	C
0900 - 1000	\$5.30	106	666	772	B	\$5.30	117	711	828	C	\$5.30	165	689	854	C	\$5.30	111	669	780	B	\$2.25	140	577	717	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	161	469	630	B	\$5.30	152	614	766	B	\$5.30	184	660	844	C										
0500 - 0600	\$9.95	343	984	1,327	E	\$9.95	380	1,549	1,929	F	\$9.95	302	1,125	1,427	F										
0600 - 0700	\$9.95	196	1,080	1,276	E	\$10.95	163	509	672	B	\$10.95	210	733	943	C										
0700 - 0800	\$6.95	213	1,229	1,442	F	\$6.95	226	1,314	1,540	F	\$6.95	207	1,299	1,506	F										
0800 - 0900	\$5.30	116	1,007	1,123	D	\$5.30	120	1,087	1,207	E	\$5.30	140	980	1,120	D										
0900 - 1000	\$5.30	127	664	791	B	\$5.30	130	707	837	C	\$5.30	183	727	910	C										



Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/01/21					Tuesday 03/02/21					Wednesday 03/03/21					Thursday 03/04/21					Friday 03/05/21				
	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	\$2.95	117	402	519	B	\$2.95	113	371	484	B	\$2.95	91	378	469	B	\$2.95	78	378	456	B	\$2.95	75	330	405	B
0500 - 0600	\$6.85	151	760	911	C	\$6.85	193	799	992	C	\$6.85	147	789	936	C	\$6.85	152	850	1,002	D	\$5.30	136	688	824	C
0600 - 0700	\$6.85	132	952	1,084	D	\$6.85	136	1016	1,152	D	\$6.85	113	910	1,023	D	\$6.85	103	968	1,071	D	\$5.30	126	894	1,020	D
0700 - 0800	\$6.85	106	886	992	C	\$6.85	95	865	960	C	\$6.85	88	796	884	C	\$6.85	117	913	1,030	D	\$2.95	101	815	916	C
0800 - 0900	\$2.95	61	831	892	C	\$2.95	71	988	1,059	D	\$2.95	48	725	773	B	\$2.95	71	828	899	C	\$2.95	69	688	757	B
0900 - 1000	\$2.95	53	552	605	B	\$2.95	40	701	741	B	\$2.95	52	529	581	B	\$2.95	61	624	685	B	\$2.95	66	486	552	B

AM Time	Monday 03/08/21					Tuesday 03/09/21					Wednesday 03/10/21					Thursday 03/11/21					Friday 03/12/21				
	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	\$2.95	113	400	513	B	\$2.95	109	365	474	B	\$2.95	90	371	461	B	\$2.95	98	380	478	B	\$2.95	83	332	415	B
0500 - 0600	\$6.85	213	788	1,001	D	\$6.85	170	864	1,034	D	\$6.85	145	657	802	C	\$6.85	180	740	920	C	\$5.30	137	701	838	C
0600 - 0700	\$6.85	119	906	1,025	D	\$6.85	121	995	1,116	D	\$6.85	96	790	886	C	\$6.85	96	858	954	C	\$5.30	91	817	908	C
0700 - 0800	\$6.85	92	870	962	C	\$6.85	102	921	1,023	D	\$6.85	99	765	864	C	\$6.85	97	836	933	C	\$2.95	97	838	935	C
0800 - 0900	\$2.95	65	738	803	C	\$2.95	81	814	895	C	\$2.95	69	717	786	B	\$2.95	66	763	829	C	\$2.95	80	700	780	B
0900 - 1000	\$2.95	45	504	549	B	\$2.95	59	559	618	B	\$2.95	62	388	450	B	\$2.95	49	489	538	B	\$2.95	60	511	571	B

AM Time	Monday 03/15/21					Tuesday 03/16/21					Wednesday 03/17/21					Thursday 03/18/21					Friday 03/19/21				
	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	\$2.95	115	401	516	B	\$2.95	118	377	495	B	\$2.95	107	388	495	B	\$2.95	80	412	492	B	\$2.95	78	334	412	B
0500 - 0600	\$6.85	153	690	843	C	\$6.85	170	788	958	C	\$6.85	179	768	947	C	\$6.85	134	820	954	C	\$5.30	124	727	851	C
0600 - 0700	\$6.85	98	850	948	C	\$6.85	125	854	979	C	\$6.85	130	1,012	1,142	D	\$6.85	113	950	1,063	D	\$5.30	114	848	962	C
0700 - 0800	\$6.85	72	770	842	C	\$6.85	100	986	1,086	D	\$6.85	81	952	1,033	D	\$6.85	106	876	982	C	\$2.95	95	802	897	C
0800 - 0900	\$2.95	62	763	825	C	\$2.95	67	946	1,013	D	\$2.95	67	841	908	C	\$2.95	64	825	889	C	\$2.95	59	683	742	B
0900 - 1000	\$2.95	63	515	578	B	\$2.95	64	692	756	B	\$2.95	49	638	687	B	\$2.95	56	682	738	B	\$2.95	74	538	612	B

AM Time	Monday 03/22/21					Tuesday 03/23/21					Wednesday 03/24/21					Thursday 03/25/21					Friday 03/26/21				
	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	\$2.95	105	449	554	B	\$2.95	104	387	491	B	\$2.95	108	390	498	B	\$2.95	99	385	484	B	\$2.95	74	315	389	A
0500 - 0600	\$6.85	202	758	960	C	\$6.85	178	813	991	C	\$6.85	193	798	991	C	\$6.85	203	813	1,016	D	\$5.30	129	679	808	C
0600 - 0700	\$6.85	135	997	1,132	D	\$6.85	137	1,040	1,177	D	\$6.85	106	1,027	1,133	D	\$6.85	146	974	1,120	D	\$5.30	90	852	942	C
0700 - 0800	\$6.85	103	960	1,063	D	\$6.85	109	959	1,068	D	\$6.85	90	952	1,042	D	\$6.85	117	965	1,082	D	\$2.95	88	834	922	C
0800 - 0900	\$2.95	80	896	976	C	\$2.95	80	868	948	C	\$2.95	63	875	938	C	\$2.95	68	843	911	C	\$2.95	67	681	748	B
0900 - 1000	\$2.95	64	612	676	B	\$2.95	74	750	824	C	\$2.95	69	662	731	B	\$2.95	69	618	687	B	\$2.95	65	512	577	B

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	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	\$2.95	116	369	485	B	\$2.95	105	367	472	B	\$2.95	109	329	438	B										
0500 - 0600	\$6.85	198	757	955	C	\$6.85	194	771	965	C	\$6.85	166	660	826	C										
0600 - 0700	\$6.85	132	970	1,102	D	\$6.85	136	1,058	1,194	D	\$6.85	139	1,060	1,199	D										
0700 - 0800	\$6.85	123	896	1,019	D	\$6.85	106	951	1,057	D	\$6.85	118	931	1,049	D										
0800 - 0900	\$2.95	86	787	873	C	\$2.95	88	826	914	C	\$2.95	104	773	877	C										
0900 - 1000	\$2.95	87	570	657	B	\$2.95	84	594	678	B	\$2.95	118	660	778	B										



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 110 calls during the month of March. Of those calls, 70 were to assist disabled vehicles, 12 calls to remove debris, and 28 were in response to accidents in the Express Lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	3/31/2021 Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 27,641,290.61	\$ 19,315,800.00	\$ 8,325,490.61	43.1
Fee Revenue	4,596,586.43	1,837,875.00	2,758,711.43	150.1
Total operating revenues	32,237,877.04	21,153,675.00	11,084,202.04	52.4
Operating expenses:				
Salaries and Benefits	452,487.98	506,625.00	54,137.02	10.7
Legal Services	79,747.63	262,500.00	182,752.37	69.6
Advisory Services	40,606.95	56,250.00	15,643.05	27.8
Audit and Accounting Fees	31,550.00	27,000.00	(4,550.00)	(16.9)
Service Fees	1,541.32	15,000.00	13,458.68	89.7
Other Professional Services	358,374.41	1,965,750.00	1,607,375.59	81.8
Lease Expense	194,923.69	367,650.00	172,726.31	47.0
Operations	1,346,890.06	2,240,250.00	893,359.94	39.9
Utilities	19,861.60	61,200.00	41,338.40	67.5
Supplies and Materials	4,640.32	22,500.00	17,859.68	79.4
Membership and Subscription Fees	28,281.50	22,500.00	(5,781.50)	(25.7)
Office Equipment & Furniture (Non-Capital)	4,706.87	11,250.00	6,543.13	58.2
Maintenance/Repairs	93,131.19	273,825.00	180,693.81	66.0
Training Seminars and Conferences	(720.00)	1,725.00	2,445.00	141.7
Transportation Expenses	-	3,000.00	3,000.00	100.0
Lodging	-	2,625.00	2,625.00	100.0
Meals	-	375.00	375.00	100.0
Other Staff Expenses	-	375.00	375.00	100.0
Advertising	4,611.25	206,250.00	201,638.75	97.8
Program Management	55,294.60	124,575.00	69,280.40	55.6
Program Operations	5,579,869.18	6,476,775.00	896,905.82	13.8
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	228,750.00	228,750.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	18.11	-	(18.11)	N/A
Total operating expenses	8,295,816.66	12,876,750.00	4,580,933.34	35.6
Operating income (loss)	23,942,060.38	8,276,925.00	15,665,135.38	189.3
Nonoperating revenues (expenses):				
Interest Revenue	276,760.38	518,925.00	(242,164.62)	46.7
Other Miscellaneous Revenue	52,434.43	75.00	52,359.43	(69,812.6)
Interest Expense	(22,234,617.17)	(5,339,925.00)	(16,894,692.17)	316.4
Total nonoperating revenues (expenses)	(21,905,422.36)	(4,820,925.00)	(17,084,497.36)	(354.4)
Transfers In	-	-	-	N/A
Transfers Out	(489,200.00)	(768,975.00)	279,775.00	(36.4)
Net income (loss)	\$ 1,547,438.02	\$ 2,687,025.00	\$ (1,139,586.98)	(42.4)

¹ Unaudited

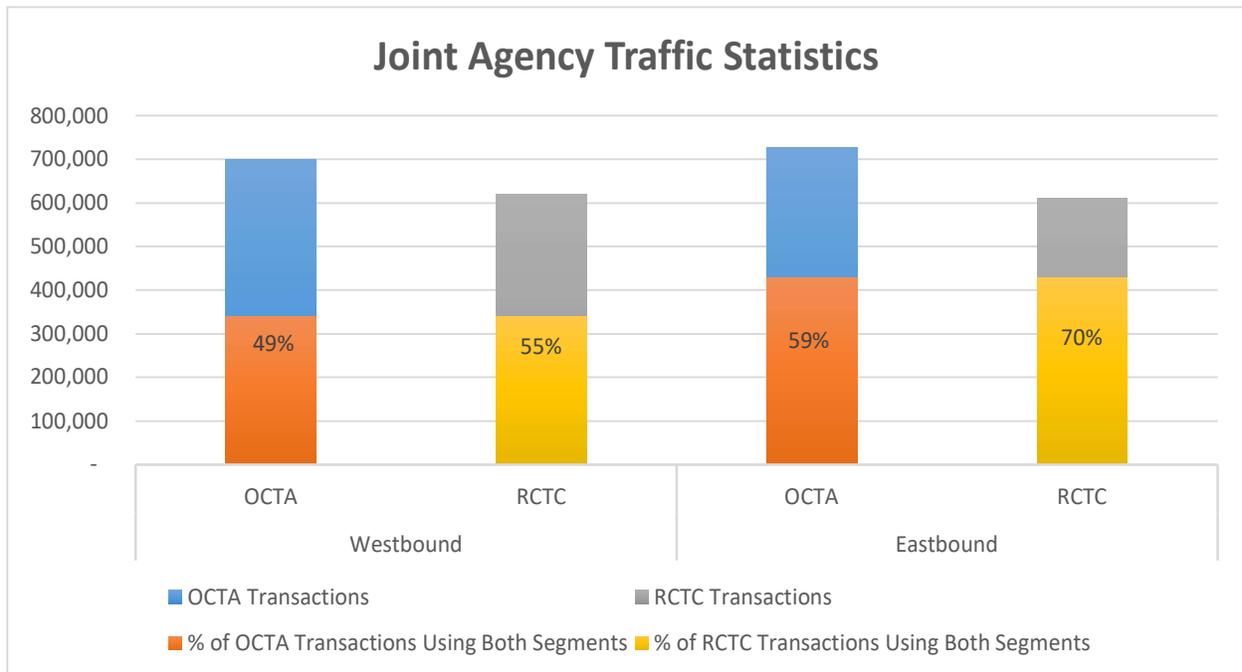


JOINT AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2021**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	698,205	339,796	49%	\$1,959,659
RCTC	619,374	339,796	55%	\$2,004,637
I-15	253,932	184,795	73%	\$753,288
McKinley	365,442	155,001	42%	\$1,251,349
Eastbound				
OCTA	727,836	427,547	59%	\$2,613,668
RCTC	611,244	427,547	70%	\$2,142,525
I-15	235,416	170,525	72%	\$619,915
McKinley	375,828	257,022	68%	\$1,522,611

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Mar-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:20
Abandon Rate	Monthly	No more than 4.0%	1.6%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	1.3
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
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.

JOINT AGENCY TRANSPONDER DISTRIBUTION

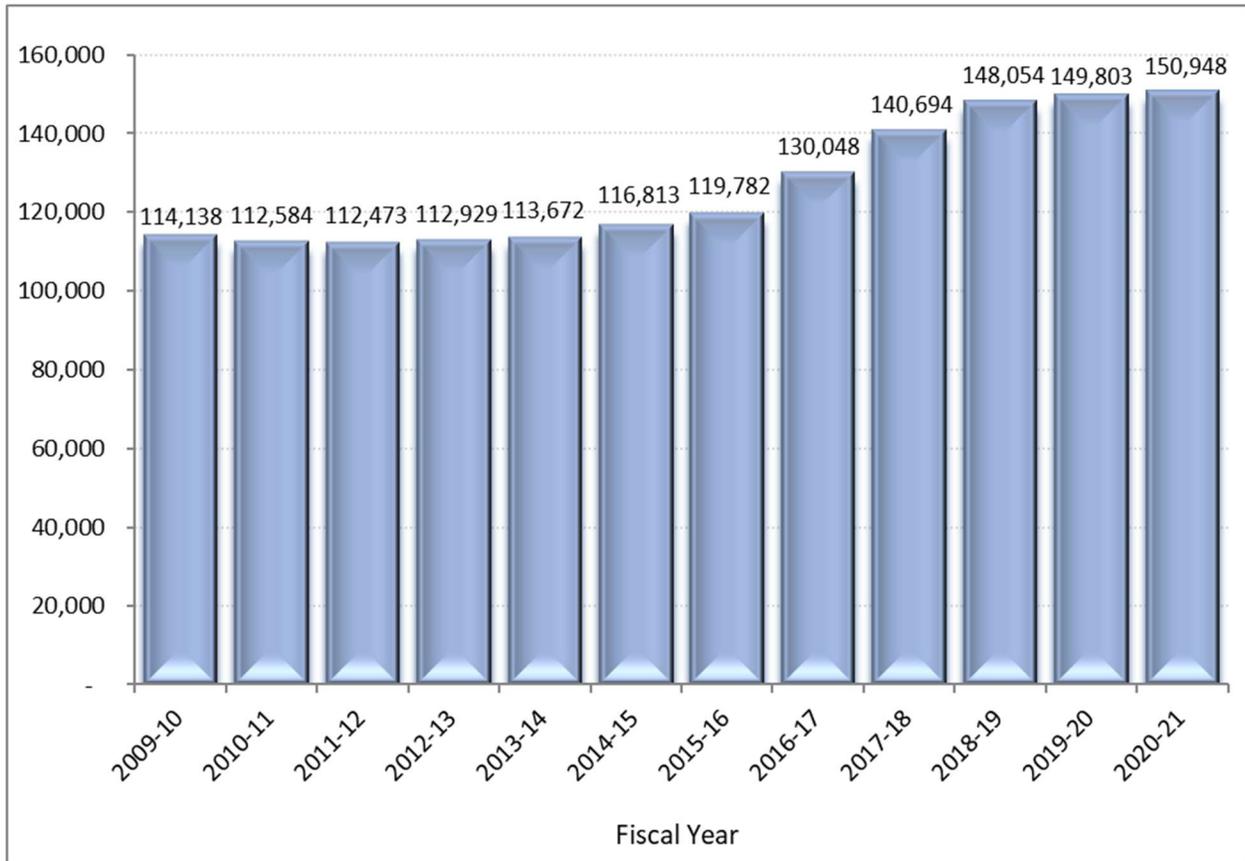
T21 TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,378	98.1%	866	96.3%	2,225	96.8%
Additional Tags to Existing Accounts	15	1.1%	19	2.1%	45	2.0%
Replacement Transponders	11	0.8%	14	1.6%	29	1.3%
Total Issued	1,404		899		2,299	
Returned						
Account Closures					2,299	21.1%
Accounts Downsizing					0	0.0%
Defective Transponders	5,821	100.0%	173	100.0%	8,586	78.9%
Total Returned	5,821		173		10,885	

6C TRANSPONDER DISTRIBUTION	March-21		February-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	66,550	99.9%	53,930	100.0%	82,368	99.9%
Additional Tags to Existing Accounts	55	0.1%	18	0.0%	83	0.1%
Replacement Transponders	0	0.0%	0	0.0%	5	0.0%
Total Issued	66,605		53,948		82,455	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						



At the end of March 2021, the 91 Express Lanes had 150,948 active customer accounts and 524,560 transponders classified as assigned.

Number of Accounts by FY
As of March 31, 2021



Incoming Email Activity

During March, the Anaheim Processing Center received 4,573 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 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 8K

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Interim Toll Operations Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendments to On Call Purchase Agreements for 6C Transponders

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the amendments to the following 6C transponder provider agreements for an additional four years with no additional cost authorization:
 - a) Agreement No. 18-31-094-01, Amendment No. 1 to Agreement No. 18-31-094-00, with Kapsch TrafficCom USA, Inc.; and
 - b) Agreement No. 18-31-161-02, Amendment No. 2 to Agreement No. 18-31-161-00, with Neology, Inc.;
- 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 purchase orders awarded to the contractors under the terms of the agreements.

BACKGROUND INFORMATION:

At its July 11, 2018 meeting, following a competitive procurement, the Commission approved purchase agreements to provide 6C transponders with Kapsch TrafficCom USA, Inc. and Neology, Inc. in an aggregate amount of \$7,266,000. The initial agreements are for three years, ending in July 2021. Staff seeks approval to extend the agreements for an additional four years, exercising both of the available two-year options. The agreements have approximately \$5 million in remaining authorization, which is sufficient to provide for additional purchases over the four additional option years.

Transponders for both the 91 Express Lanes and Riverside Express are provided under these agreements. The providers were assessed and ranked by an evaluation committee, pursuant to the terms of the request for proposals. Kapsch TrafficCom USA, Inc. ranked highest for the Interior Mounted Sticker. Neology, Inc. ranked highest for the Interior Mounted Breakable Sticker, Exterior Mounted Sticker, Interior Mounted 2-position Switchable, and Interior Mounted 3-position Switchable.

To date, two orders have been placed with each of the providers; one order for the 91 Express Lanes 6C transition program and one for the Riverside Express operation. The transponder purchases were made based on the lowest price offered for the transponder type needed. A summary of the orders is shown in Table 1.

Table 1 –Transponder Orders

Transponder Type	91 Express Lanes		Riverside Express	
	Quantity	Cost	Quantity	Cost
Interior Sticker	700,000	\$512,890	250,000	\$188,562
Exterior Sticker	30,000	13,576	25,000	11,318
Switchable	50,000	501,037	100,000	1,002,075
Total	780,000	\$1,027,503	375,000	\$1,201,955

Both transponder providers, Kapsch and Neology, delivered transponders according to the agreed upon schedule and met the technical requirements of the agreements. The 6C transponders have performed well on the express lanes and across the state. All toll facilities in the state are now reading and issuing 6C transponders.

Approximately 85 percent of all the 91 Express Lanes account holders have received their new 6C transponders, and the transition program is on schedule to be complete by July 31, 2021. Both 91 Express Lanes and Riverside Express new account holders are receiving 6C transponders at the time of account opening. Existing customers requesting additional transponders are also receiving 6C transponders.

The Commission agreements include a piggy-back clause, which would allow other toll operators in the state to purchase transponders at our contracted price. The Bay Area Toll Authority (BATA) also has a transponder contract with a piggy-back clause under which the Commission could purchase transponders if it determined the terms of doing so were advantageous. A review of the BATA contract indicates that a lower price is offered for switchable transponders.

To provide the Commission with the most options over the next four years, staff recommends that the agreements be extended for an additional four years. Before purchasing additional transponders under the Kapsch or Neology agreements, staff will consider use of the BATA contract and survey other agencies for a more advantageous purchase option.

RECOMMENDATION:

Staff recommends approval of Amendment No. 1 with Kapsch TrafficCom USA, Inc. and Amendment No. 2 with Neology, Inc. to extend the term of the agreements for an additional four years with no additional cost authorization. Additionally, staff recommends the Commission authorize the Chair or Executive Director to execute the amendments on behalf of the

Commission and authorize the Executive Director, or designee, to execute purchase orders awarded to the contractors under the terms of the agreements.

FISCAL IMPACT:

No additional funding authority is being requested for either agreement. In accordance with the Orange-Riverside Cooperative Agreement related to the 91 Express Lanes between the Commission and the Orange County Transportation Authority (OCTA), the purchase of transponders is a shared cost. Accordingly, OCTA will reimburse the Commission 50 percent of the cost of transponders purchased for the 91 Express Lanes.

Financial Information					
In Fiscal Year Budget:	N/A N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$0 \$5,036,540* (*Excludes OCTA reimbursements)
Source of Funds:	91 Express Lanes and 15 Express Lanes toll revenues			Budget Adjustment:	No N/A
GL/Project Accounting No.:	009199 90721 00000 0008 591 31 90101 001599 90721 00000 0000 515 31 90101				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachments:

- 1) Draft Agreement No. 18-31-094-01
- 2) Draft Agreement No. 18-31-161-02

<i>Approved by the Toll Policy and Operations Committee on May 27, 2021</i>					
In Favor:	5	Abstain:	0	No:	0

Agreement No. 18-31-094-01

**AMENDMENT NO. 1
TO
ON CALL PURCHASE AGREEMENT
FOR 6C TRANSPONDERS
WITH KAPSCH**

1. PARTIES AND DATE

This Amendment No. 1 to the Agreement for On Call Purchase of 6C Transponders is made and entered into as of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and KAPSCH TRAFFICCOM USA, INC., ("Contractor"), a corporation.

2. RECITALS

- 2.1 Commission and Contractor have entered into an agreement dated July 17, 2018 for On Call Purchase of 6C Transponders (the "Master Agreement").
- 2.2 Commission now desires to exercise both option terms under the Master Agreement in order to extend the term of the Master Agreement for a period of four years, pursuant to Section 2.A. of the Master Agreement.

3. TERMS

- 3.1 The term of the Master Agreement, as set forth in Section 2.A., shall be extended for a period of four years, through July 10, 2025, unless earlier terminated as provided therein.
- 3.2 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, 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.
- 3.3 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.4 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

- 3.5 A manually signed copy of this Amendment No. 1 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 No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE
TO
AGREEMENT NO. 18-31-094-01**

IN WITNESS WHEREOF, for good and valuable consideration which is hereby acknowledged, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**KAPSCH TRAFFICCOM USA,
INC.**

By: _____
Anne Mayer, Executive Director

By: _____
Signature

Name

Title

APPROVED AS TO FORM:

Attest:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

By: _____
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 the Commission.

Agreement No. 18-31-161-02

**AMENDMENT NO. 2
TO
ON CALL PURCHASE AGREEMENT
FOR 6C TRANSPONDERS
WITH NEOLOGY, INC.**

1. PARTIES AND DATE

This Amendment No. 2 to the Agreement for On Call Purchase of 6C Transponders is made and entered into as of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and NEOLOGY, INC., ("Contractor"), a Delaware corporation.

2. RECITALS

- 2.1 Commission and Contractor have entered into an agreement dated July 11, 2018 for On Call Purchase of 6C Transponders (the "Master Agreement").
- 2.2 Commission and Contractor have entered into an Amendment No. 1 to the Master Agreement, dated June 3, 2019, to account for a modified product design and corresponding reduction in price.
- 2.3 Commission now desires to exercise both option terms under the Master Agreement in order to extend the term of the Master Agreement for a period of four years, pursuant to Section 2.A. of the Master Agreement.

3. TERMS

- 3.1 The term of the Master Agreement, as set forth in Section 2.A., shall be extended for a period of four years, through July 10, 2025, unless earlier terminated as provided therein.
- 3.2 Except as amended by this Amendment No. 2, all provisions of the Master Agreement, 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.

- 3.3 This Amendment No. 2 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.4 This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.
- 3.5 A manually signed copy of this Amendment No. 1 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 No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE
TO
AGREEMENT NO. 18-31-161-02**

IN WITNESS WHEREOF, for good and valuable consideration which is hereby acknowledged, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

NEOLOGY INC.

By: _____
Anne Mayer, Executive Director

By: _____
Signature

Name

Title

APPROVED AS TO FORM:

Attest:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

By: _____
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 the Commission.

AGENDA ITEM 8L

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Interim Toll Operations Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Readopted and Reaffirmed the 15 Express Lanes Toll Policy Goals and Toll Policies

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 21-012, *“Resolution of the Riverside County Transportation Commission Reaffirming and Readopting the Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies and Ratifying Actions in the Furtherance of the Policy”*.

BACKGROUND INFORMATION:

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”*. Resolution No. 16-011 included overarching toll policies. As development of the toll system progressed, the need arose to revise one of the toll policies adopted as a part of Resolution No. 16-011.

The original toll policy in Resolution No. 16-011 provided for a 50 percent toll discount for zero emission vehicles (ZEVs) three months following the opening of the 15 Express Lanes. At the time the resolution was adopted, the Commission had no technical solution for uniquely identifying ZEVs, so they were to be treated the same as vehicles with three or more passengers (HOV3+). Staff worked, as part of the California Toll Operators Committee, to develop a method for identifying qualified ZEVs to address concerns over the impact of heavily discounted ZEVs on express lanes’ performance. The 15 Express Lanes toll system will be able to identify qualified ZEVs through their FasTrak® account, allowing for a unique ZEV toll discount.

In March 2019, the Commission adopted Resolution No. 19-003 related to the Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies (Toll Policy) for the specific purpose of amending the discount for qualified ZEVs to 15 percent. The redline change to the Toll Policy attached to Resolution No. 19-003 and the supporting staff report indicated the change to the policy for ZEVs was to be applied commencing upon the 15 Express Lanes opening; however, a scrivener’s error has been identified in the Toll Policy. On page 31 of the Toll Policy under ZEVs, the policy was correctly amended to read as follows:

“The toll discount for ZEVs will be 15% upon opening of the Express Lanes.”

On page 32 of the Toll Policy, a reference to a delayed implementation of the ZEV discount in conjunction with the HOV3+ policy was not updated as it should have been. Page 32 of the Toll Policy currently reads as follows:

“All HOV3+ and zero emission vehicles (ZEV) 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.”

To ensure that the Toll Policy is internally consistent and consistent with the intent of the Commission in its adoption of Resolution No. 19-003, staff recommends the Commission adopt Resolution No. 21-012 to:

- Reaffirm and readopt the Toll Policy through Resolution No. 21-012, with the correction to remove the reference to ZEVs from page 32 of the Toll Policy, and
- Ratify any actions taken in furtherance of the Toll Policy.

The correction to page 32 of the Toll Policy does not reflect a policy change and is merely the correction of a clerical error in the version of the Toll Policy attached to Resolution No. 19-003.

The Commission also desires to make a minor, non-substantive change to page 31 of the Toll Policy to acknowledge that ZEVs are also referred to as clean air vehicles. This minor change is reflected in the Toll Policy attached to Resolution No. 21-012.

FISCAL IMPACT:

There is no fiscal impact related to the adoption of the toll policy goals and toll policies.

Attachment: Resolution No. 21-012

Approved by the Toll Policy and Operations Committee on May 27, 2021

In Favor: 6 Abstain: 0 No: 0

RESOLUTION NO. 21-012**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
REAFFIRMING AND READOPTING THE
AMENDED AND RESTATED
INTERSTATE 15 EXPRESS LANES
TOLL POLICY GOALS AND TOLL POLICIES AND
RATIFYING ACTIONS IN FURTHERANCE OF THE POLICY**

WHEREAS, the Riverside County Transportation Commission (the "Commission") has commenced operation of the I-15 Express Lanes.

WHEREAS, the Commission adopted its original I-15 Express Lanes Toll Policy on June 8, 2016 pursuant to adoption of Resolution No. 16-011.

WHEREAS, on March 13, 2019, by Resolution No. 19-003, the Commission amended and restated, in its entirety, the original I-15 Express Lanes Toll Policy (the "Toll Policy") with the intent of reducing the toll discount offered to qualified zero emission vehicles to 15%, from commencement of operations.

WHEREAS, due to a scrivener's error, a correction is needed to the Toll Policy to reflect the intent of the Board action on March 13, 2019, which will ensure that the policy is internally consistent, and consistent with the intent of the Board in its action on March 13, 2019, as clarified in the staff report associated with such action.

WHEREAS, the Commission also desires to make a minor, non-substantive change to the Toll Policy to acknowledge that zero emission vehicles are also referred to as clean air vehicles (CAVs).

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

Section 1. The Recitals set forth above are true and correct and incorporated into this Resolution as though fully set forth herein.

Section 2. In accordance with the findings set forth above and in the staff report accompanying this Resolution, the Riverside County Transportation Commission hereby reaffirms and readopts the Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies ("Toll Policy") attached as Exhibit A, including correction of the scrivener's error as described above, and ratifies all actions in furtherance of the Toll Policy.

APPROVED AND ADOPTED this ___ day of _____, 2021.

RESOLUTION NO. ____

Jan C. Harnik, Chair
Riverside County Transportation
Commission

ATTEST:

Lisa Mobley
Clerk of the Board

EXHIBIT A

**AMENDED AND RESTATED
INTERSTATE 15 EXPRESS LANES
TOLL POLICY GOALS AND TOLL POLICIES**

[attached behind this page]



I-15 EXPRESS LANES PROJECT

Toll Policy Report

*Adopted March 2019
Reaffirmed June 2021*





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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-15 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



WSDOT 6C Sticker



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 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 I-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:

- 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



At-grade limited access configuration on LA Metro ExpressLanes

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) also referred to as Clean Air Vehicles (CAV)

Legislation (AB 1721), enacted as California Vehicle Code Section 5205.5, allows motorists driving ZEVs (CAVs) 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.



The toll discount for ZEVs (CAVs) will be 15% upon opening of the Express Lanes.

White and Green Clean Air Vehicle Decals for HOV Lane Use
State of California / Dept. of Motor Vehicles

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 use 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:

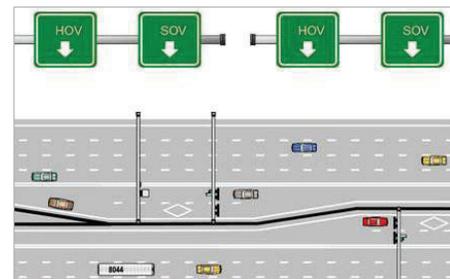
Identify HOV-3+ carpool customers via a switchable transponder.

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

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 8M

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Bryce Johnston, Capital Projects Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State Route 71/State Route 91 Interchange Improvement Project for Construction Management Services, Construction and Maintenance, and Cooperative Agreements

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 21-31-012-00 to Falcon Engineering Services to provide construction management (CM), materials testing, construction surveying and environmental monitoring services for the State Route (SR) 71/SR-91 (71/91) interchange improvement project (Project) in the amount of \$16,756,467, plus a contingency amount of \$1,443,533, for a total amount not to exceed \$18,200,000;
- 2) Approve Agreement No. 21-31-091-00 for the Project construction and maintenance (C&M) agreement with BNSF Railway in the amount of \$1,957,727, plus a contingency amount of \$195,773, for a total amount not to exceed \$2,153,500;
- 3) Approve Agreement No. 21-31-067-00, a cooperative agreement between the Commission and Caltrans, that defines the roles and responsibilities for Project construction at no cost to the Commission;
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and
- 5) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

BACKGROUND INFORMATION:

The Project was identified and approved by the voters in 2009 as part of Measure A and was included in the 2009 Measure A 10-Year Western Riverside County Highway Delivery Plan. The Project will improve mobility on SR-91 and SR-71 by enhancing operations and the capacity of the 71/91 interchange by constructing a new, direct connector ramp from eastbound SR-91 to northbound SR-71 and reconfiguring the eastbound SR-91 ramp between Green River Road and the 71/91 interchange as shown in Figure 1. The Project is also included in the SR-91 Implementation Plan adopted by the Commission.

On December 2, 2020, the California Transportation Commission approved Senate Bill 1 Trade Enhancement Corridor Program (SB1 TCEP) funds for construction of this Project. The Commission also programmed federal Surface Transportation Block Grant (STBG), State Transportation Improvement Program (STIP), and 2009 Measure A Western County highways and new corridors funds for the Project.

Figure 1-Project Map



DISCUSSION:

Procurement of Construction Management Services:

Pursuant to Government Code 4525 et seq, the selection of architect, engineer, and related services shall be on the basis of demonstrated competence and on professional qualifications necessary for the satisfactory performance of the services required. Therefore, staff used the

qualification method of selection for the procurement of these services. Evaluation criteria included elements such as qualifications of firm, qualifications of personnel, project understanding and approach, understanding of materials testing and construction surveying services, and the ability to respond to the requirements set forth under the terms of a request for qualifications (RFQ).

RFQ No. 21-31-012-00 for CM services, materials testing, and construction surveying services for the project was released on January 7, 2021. The RFQ was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Through PlanetBids, 126 firms downloaded the RFQ, 31 of these firms are located in Riverside County. A pre-proposal conference was held on January 14, 2021 and attended by 25 firms. Staff responded to all questions submitted by potential proposers prior to the July 26 clarification deadline date. Four firms – Hill International (Irvine); Falcon Engineering Services (Corona); Jacobs Project Management Co. (Ontario); and WSP USA (San Bernardino) – submitted responsive and responsible statements of qualifications (SOQ) prior to the 2:00 p.m. submittal deadline on February 18, 2021. One of the four firms is headquartered in Riverside County and all of them have local offices in Riverside County. Based on the evaluation criteria set forth in the RFQ, the firms were evaluated and scored by an evaluation committee comprised of Commission, Bechtel, and Caltrans staff.

Based on the evaluation committee's assessment of the written SOQs and pursuant to the terms of the RFQ, the evaluation committee shortlisted and invited three firms (Hill International, Falcon Engineering Services, and Jacobs Project Management Co.) to the interview phase of the evaluation and selection process. Interviews were conducted on March 16, 2021.

The evaluation committee conducted a subsequent evaluation of each firm, based on both written and interview components presented to the evaluation committee by each proposer. Accordingly, the evaluation committee recommends contract award to Falcon Engineering Services to provide CM services, materials testing, and construction surveying services for the Project, as it earned the highest total evaluation score.

Subsequently, staff negotiated the scope (including the appropriate level of effort, labor categories/mix, etc.), cost, and schedule proposal received from Falcon Engineering Services for the Project services and established a fair and reasonable price. As part of the federal procurement process for architectural and engineering services, the contract is subject to a pre-award audit by Caltrans Audits and Investigations Unit. The proposed cost is \$16,756,967 and may change slightly as a result of the pre-award audit and is expected to be finalized prior to Commission approval in June 2021. Staff recommends award of Agreement 21-31-012-00 for CM services in the amount of \$16,756,467, plus a contingency of \$1,443,533, for a total amount not to exceed \$18,200,000.

Construction and Maintenance Agreement with BNSF

The Project includes construction of a bridge over the BNSF railroad. Staff has worked with BNSF and Caltrans in the development of a three-party C&M agreement that would formalize the scope of work, obligations of each party, right of way required for the work associated with the Project, and costs for the respective right of way and associated BNSF-provided flagging services. The right of way needed at each location consists of permanent footing easements, a permanent aerial easement, and a temporary construction license. The total cost associated with Agreement No. 21-31-091-00 is 1,957,727, plus a contingency amount of \$195,773, for a total amount not to exceed \$2,153,500. Staff recommends approval of the C&M agreement with BNSF for a total amount of \$2,153,500.

Caltrans Construction Cooperative Agreement

The Commission will be the implementing and responsible agency for administration of the construction contract with Caltrans providing quality assurance reviews (oversight) of the Project at no cost. The cooperative agreement between the Commission and Caltrans defines the roles and responsibilities of each agency. Staff recommends approval of Cooperative Agreement No. 21-31-067-00 between the Commission and Caltrans to define the roles and responsibilities for the Project.

All Agreements

Staff recommends authorization for the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the three agreements on behalf of the Commission and authorization for the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for the services.

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$ 300,000 \$ 20,053,500
Source of Funds:	2009 Measure A Western County highway and new corridors, SB1 TCEP, STIP, and STBG funds		Budget Adjustment:	No N/A	
GL/Project Accounting No.:	003021 81302 00000 0000 262 31 81301		\$18,200,000		
	003021 81304 00000 0000 262 31 81301		\$2,153,500		
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/14/2021

Attachments:

- 1) Site Map

- 2) Draft Agreement No. 21-31-012-00
- 3) Draft Agreement No. 21-31-091-00
- 4) Draft Agreement No. 21-31-067-00

*Approved by the Western Riverside County Programs and Projects Committee on
May 24, 2021*

In Favor: 10 Abstain: 1 No: 0

CHINO
HILLS
STATE
PARK

PRADO DAM

BNSF INTERFACE



Agreement No. 21-31-012-00

PROFESSIONAL SERVICES AGREEMENT
WITH FHWA FUNDING/ASSISTANCE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT WITH
FALCON ENGINEERING SERVICES, INC.
FOR
CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING,
CONSTRUCTION SURVEYING, AND PUBLIC OUTREACH
FOR THE
71/91 INTERCHANGE PROJECT

Parties and Date.

This Agreement is made and entered into this ___ day of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and FALCON ENGINEERING SERVICES, INC. ("Consultant"), a CORPORATION. The Commission and Consultant are sometimes referred to herein individually as "Party", and collectively as the "Parties".

Recitals.

- A. On November 8, 1988 the Voters of Riverside County approved Measure A authorizing the collection of a one-half percent (1/2 %) retail transactions and use tax (the "tax") to fund transportation programs and improvements within the County of Riverside, and adopting the Riverside County Transportation Improvement Plan (the "Plan").
- B. Pursuant to Public Utility Code Sections 240000 et seq., the Commission is authorized to allocate the proceeds of the Tax in furtherance of the Plan.
- C. On November 5, 2002, the voters of Riverside County approved an extension of the Measure A tax for an additional thirty (30) years for the continued funding of transportation and improvements within the County of Riverside.
- D. A source of funding for payment for professional services provided under this Agreement is federal funds administered by the California Department of Transportation ("Caltrans") from the United States Department of Transportation pursuant to the following project/program: [__INSERT FUNDING SOURCE__].

E. Consultant desires to perform and assume responsibility for the provision of certain professional services required by the Commission on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing construction management services, materials testing, construction surveying, and public outreach services to public clients, is licensed in the State of California (if necessary), and is familiar with the plans of the Commission.

F. The Commission desires to engage Consultant to render such services for the 71/91 Interchange Project ("Project"), as set forth in this Agreement.

Terms.

1. General Scope of Services. Consultant shall furnish all technical and professional services, including labor, material, equipment, transportation, supervision and expertise, and incidental and customary work necessary to fully and adequately supply the professional construction management services, materials testing, construction surveying, and public outreach services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

2. Commencement of Services. The Consultant shall commence work upon receipt of a written "Notice to Proceed" or "Limited Notice to Proceed" from Commission.

3. Pre-Award Audit. As a result of the federal funding for this Project, and to the extent Caltrans procedures apply in connection therewith, issuance of a "Notice to Proceed" may be contingent upon completion and approval of a pre-award audit. Any questions raised during the pre-award audit shall be resolved before the Commission will consider approval of this Agreement. The federal aid provided under this Agreement is contingent on meeting all Federal requirements and could be withdrawn, thereby entitling the Commission to terminate this Agreement, if the procedures are not completed. The Consultant's files shall be maintained in a manner to facilitate Federal and State process reviews. In addition, the applicable federal agency, or Caltrans acting in behalf of a federal agency, may require that prior to performance of any work for which Federal reimbursement is requested and provided, that said federal agency or Caltrans must give to Commission an "Authorization to Proceed".

4. Caltrans Audit Procedures. Consultant and subconsultant contracts, including cost proposals and ICR, are subject to audits or reviews such as, but not limited to, a contract audit, an incurred cost audit, an Independent Cost Review (ICR) Audit, or a CPA ICR audit work paper review. If selected for audit or review, this Agreement, Consultant's cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is Consultant's responsibility to ensure federal, state, or local government officials are allowed full

access to the CPA's work papers including making copies as necessary. This Agreement, Consultant's cost proposal, and ICR shall be adjusted by Consultant and approved by the Commission's contract manager to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into this Agreement by this reference if directed by Commission at its sole discretion. Refusal by Consultant to incorporate audit or review recommendations, or to ensure that the federal, state or local governments have access to CPA work papers, will be considered a breach of the Agreement terms and cause for termination of this Agreement and disallowance of prior reimbursed costs. Additional audit provisions applicable to this Agreement are set forth in Sections 23 and 24 of this Agreement.

5. Term.

5.1 This Agreement shall go into effect on the date first set forth above, contingent upon approval by Commission, and Consultant shall commence work after notification to proceed by Commission's Contract Administrator. This Agreement shall end on [__INSERT END DATE__], unless extended by contract amendment.

5.2 Consultant is advised that any recommendation for Agreement award is not binding on Commission until this Agreement is fully executed and approved by the Commission.

5.3 This Agreement shall remain in effect until the date set forth above, unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. All applicable indemnification provisions of this Agreement shall remain in effect following the termination of this Agreement.

6. Commission's Contract Administrator. The Commission hereby designates the Commission's Executive Director, or his or her designee, to act as its Contract Administrator for the performance of this Agreement ("Commission's Contract Administrator"). Commission's Contract Administrator shall have the authority to act on behalf of the Commission for all purposes under this Agreement. Commission's Contract Administrator shall also review and give approval, as needed, to the details of Consultant's work as it progresses. Consultant shall not accept direction or orders from any person other than the Commission's Contract Administrator or his or her designee.

7. Consultant's Representative. Consultant hereby designates Kurt Pegg to act as its Representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to act on behalf of Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his or her professional 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. Consultant shall work closely and cooperate fully with Commission's

Contract Administrator and any other agencies which may have jurisdiction over, or an interest in, the Services. Consultant's Representative shall be available to the Commission staff at all reasonable times. Any substitution in Consultant's Representative shall be approved in writing by Commission's Contract Administrator.

8. Substitution of Key Personnel. Consultant has represented to the Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval by the Commission. In the event that the Commission and Consultant cannot agree as to the substitution of the key personnel, the Commission shall be entitled to terminate this Agreement for cause, pursuant to the provisions herein. The key personnel for performance of this Agreement are as follows: Kurt Pegg, Wael Faqih, Tarik Malik, Moh'd Khalailah, Newton Armstrong, Alex Naime, Dion Castro, Rodrigo Santa Cruz, Ali Al-Saaadoon, Farzad Tasbihgoo, and Hashmi Quazi.

9. Standard of Care; Licenses. Consultant represents and maintains that it is skilled in the professional calling necessary to perform all Services, duties and obligations required by this Agreement to fully and adequately complete the Project. Consultant shall perform the Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Consultant further represents and warrants to the Commission that 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. Consultant 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 Consultant's failure to comply with the standard of care provided for herein, and shall be fully responsible to the Commission for all damages and other liabilities provided for in the indemnification provisions of this Agreement arising from the Consultant's errors and omissions. Any employee of Consultant or its sub-consultants 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 Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

10. Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. Commission retains Consultant on an independent contractor basis and not as an employee, agent or representative of the Commission. Consultant 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 Consultant shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries and other amounts due such personnel in connection with their performance of Services and as required by law. Consultant shall be responsible for all reports and obligations respecting such personnel, including but not limited to, social security taxes, income tax withholdings, unemployment insurance, disability insurance, and workers' compensation insurance.

11. Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, the Commission shall respond to Consultant's submittals in a timely manner. Upon request of Commission's Contract Administrator, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

11.1 Modification of the Schedule. Consultant shall regularly report to the Commission, through correspondence or progress reports, its progress in providing required Services within the scheduled time periods. Commission shall be promptly informed of all anticipated delays. In the event that Consultant determines that a schedule modification is necessary, Consultant shall promptly submit a revised Schedule of Services for approval by Commission's Contract Administrator.

11.2 Trend Meetings. Consultant shall conduct trend meetings with the Commission's Contract Administrator and other interested parties, as requested by the Commission, on a bi weekly basis or as may be mutually scheduled by the Parties at a standard day and time. These trend meetings will encompass focused and informal discussions concerning scope, schedule, and current progress of Services, relevant cost issues, and future Project objectives. Consultant shall be responsible for the preparation and distribution of meeting agendas to be received by the Commission and other attendees no later than three (3) working days prior to the meeting.

11.3 Progress Reports. As part of its monthly invoice, Consultant shall submit a progress report, in a form determined by the Commission, which will indicate the progress achieved during the previous month in relation to the Schedule of Services. Submission of such progress report by Consultant shall be a condition precedent to receipt of payment from the Commission for each monthly invoice submitted.

12. Delay in Performance.

12.1 Excusable Delays. Should Consultant be delayed or prevented from the timely performance of any act or Services required by the terms of the Agreement by reason of acts of God or of the public enemy, acts or omissions of the Commission or other governmental agencies in either their sovereign or contractual capacities, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes or unusually severe weather, performance of such act shall be excused for the period of such delay.

12.2 Written Notice. If Consultant believes it is entitled to an extension of time due to conditions set forth in subsection 12.1, Consultant shall provide written notice to the Commission within seven (7) working days from the time Consultant knows, or reasonably should have known, that performance of the Services will be delayed due to such conditions. Failure of Consultant to provide such timely notice shall constitute a waiver by Consultant of any right to an excusable delay in time of performance.

12.3 Mutual Agreement. Performance of any Services under this Agreement may be delayed upon mutual agreement of the Parties. Upon such agreement, Consultant's Schedule of Services shall be extended as necessary by the Commission. Consultant shall take all reasonable steps to minimize delay in completion, and additional costs, resulting from any such extension.

13. Preliminary Review of Work. All reports, working papers, and similar work products prepared for submission in the course of providing Services under this Agreement shall be submitted to the Commission's Contract Administrator in draft form, and the Commission may require revisions of such drafts prior to formal submission and approval. In the event plans and designs are to be developed as part of the Project, final detailed plans and designs shall be contingent upon obtaining environmental clearance as may be required in connection with Federal funding. In the event that Commission's Contract Administrator, in his or her sole discretion, determines the formally submitted work product to be not in accordance with the standard of care established under this Agreement, Commission's Contract Administrator may require Consultant to revise and resubmit the work at no cost to the Commission.

14. Appearance at Hearings. If and when required by the Commission, Consultant shall render assistance at public hearings or other meetings related to the Project or necessary to the performance of the Services. However, Consultant shall not be required to, and will not, render any decision, interpretation or recommendation regarding questions of a legal nature or which may be construed as constituting a legal opinion.

15. Opportunity to Cure; Inspection of Work. Commission may provide Consultant an opportunity to cure, at Consultant's expense, all errors and omissions which may be disclosed during Project implementation. Should Consultant fail to make such correction in a timely manner, such correction may be made by the Commission, and the cost thereof charged to Consultant. Consultant shall allow the Commission's

Contract Administrator, Caltrans and FHWA to inspect or review Consultant's work in progress at any reasonable time.

16. Claims Filed by Contractor.

16.1 If claims are filed by the Commission's contractor for the Project ("Contractor") relating to work performed by Consultant's personnel, and additional information or assistance from the Consultant's personnel is required by the Commission in order to evaluate or defend against such claims; Consultant agrees to make reasonable efforts to make its personnel available for consultation with the Commission's construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.

16.2 Consultant's personnel that the Commission considers essential to assist in defending against Contractor claims will be made available on reasonable notice from the Commission. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for the Consultant's personnel services under this Agreement.

16.3 Services of the Consultant's personnel and other support staff in connection with Contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this Agreement in order to finally resolve the claims.

16.4 Nothing contained in this Section shall be construed to in any way limit Consultant's indemnification obligations contained in Section 29. In the case of any conflict between this Section and Section 29, Section 29 shall govern. This Section is not intended to obligate the Commission to reimburse Consultant for time spent by its personnel related to Contractor claims for which Consultant is required to indemnify and defend the Commission pursuant to Section 29 of this Agreement.

17. Final Acceptance. Upon determination by the Commission that Consultant has satisfactorily completed the Services required under this Agreement and within the term herein, the Commission shall give Consultant a written Notice of Final Acceptance. Upon receipt of such notice, Consultant shall incur no further costs hereunder, unless otherwise specified in the Notice of Final Acceptance. Consultant may request issuance of a Notice of Final Acceptance when, in its opinion, it has satisfactorily completed all Services required under the terms of this Agreement. In the event copyrights are permitted under this Agreement, then in connection with Federal funding, it is hereby acknowledged and agreed that the United States Department of Transportation shall have the royalty-free non-exclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for governmental purposes.

18. Laws and Regulations. Consultant 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. For example, and not by way of limitation, Consultant shall keep itself fully informed of and in compliance with all implementing regulations, design standards, specifications, previous commitments that must be incorporated in the design of the Project, and administrative controls including those of the United States Department of Transportation. Compliance with Federal procedures may include completion of the applicable environmental documents and approved by the United States Department of Transportation. For example, and not by way of limitation, a signed Categorical Exclusion, Finding of No Significant Impact, or published Record of Decision may be required to be approved and/or completed by the United States Department of Transportation. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the Commission, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold Commission, its officials, directors, 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.

19. Fees and Payment.

19.1 The method of payment for this Agreement will be based on actual cost plus a fixed fee. Commission shall reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant in performance of the Services. Consultant shall not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved Consultant cost proposal attached hereto as Exhibit "C" and incorporated herein by reference ("Cost Proposal") unless additional reimbursement is provided for by a written amendment. In no event shall Consultant be reimbursed for overhead costs at a rate that exceeds Commission's approved overhead rate set forth in the Cost Proposal. The overhead rates included in the attached Exhibit "C" shall be fixed for the term of the Master Agreement, and shall not be subject to adjustment. In the event that Commission determines that a change to the Services from that specified in the Cost Proposal and this Agreement is required, the contract time or actual costs reimbursable by Commission shall be adjusted by contract amendment to accommodate the changed work. The maximum total cost as specified in Section 19.8 shall not be exceeded, unless authorized by a written amendment.

19.2 In addition to the allowable incurred costs, Commission shall pay Consultant a fixed fee of [___INSERT DOLLAR AMOUNT___]. The fixed fee is nonadjustable for the term of this Agreement, except in the event of a significant change in the Scope of Services, and such adjustment is made by written amendment.

19.3 Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Cost Proposal. In addition, payments to Consultant

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 Consultant is responsible for the cost difference and any overpayments shall be reimbursed to the Commission on demand.

19.4 When milestone cost estimates are included in the approved Cost Proposal, Consultant shall obtain prior written approval for a revised milestone cost estimate from the Contract Administrator before exceeding such cost estimate.

19.5 Progress payments shall be made monthly in arrears based on Services provided and allowable incurred costs. A pro rata portion of Consultant's fixed fee shall be included in the monthly progress payments. If Consultant fails to submit the required deliverable items according to the schedule set forth in the Scope of Services, Commission shall have the right to delay payment or terminate this Agreement in accordance with the provisions of Section 21 Termination.

19.6 No payment shall be made prior to approval of any Services, nor for any Services performed prior to approval of this Agreement.

19.7 Consultant shall be reimbursed, as promptly as fiscal procedures will permit upon receipt by Commission's Contract Administrator of itemized invoices in triplicate. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference this Agreement number and project title. Final invoice must contain the final cost and all credits due Commission including any equipment purchased under the Equipment Purchase provisions of this Agreement. The final invoice should be submitted within 60 calendar days after completion of Consultant's work. 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

19.8 The total amount payable by Commission including the fixed fee shall not exceed Sixteen Million Seven Hundred Fifty-Six Thousand Nine Hundred Sixty-Seven Dollars (\$16,756,967).

19.9 Salary increases shall be reimbursable if the new salary is within the salary range identified in the approved Cost Proposal and is approved by Commission's Contract Administrator. For personnel subject to prevailing wage rates as described in

the California Labor Code, all salary increases, which are the direct result of changes in the prevailing wage rates are reimbursable.

19.10 Consultant shall not be reimbursed for any expenses unless authorized in writing by the Commission's Contract Administrator.

19.11 All subcontracts in excess of \$25,000 shall contain the above provisions.

20. Disputes.

20.1 Any dispute, other than audit, concerning a question of fact arising under this Agreement that is not disposed of by mutual agreement of the Parties shall be decided by a committee consisting of RCTC's Contract Administrator and the Director of Capital Projects, who may consider written or verbal information submitted by Consultant.

20.2 Not later than 30 days after completion of all Services under this Agreement, Consultant may request review by the Commission's Executive Director of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.

20.3 Neither the pendency of a dispute, nor its consideration by the committee will excuse Consultant from full and timely performance in accordance with the terms of this Agreement.

21. Termination.

21.1 Commission reserves the right to terminate this Agreement for any or no reason upon thirty (30) calendar days written notice to Consultant with the reasons for termination stated in the notice.

21.2 Commission may terminate this Agreement with Consultant should Consultant fail to perform the covenants herein contained at the time and in the manner herein provided. In the event of such termination, Commission may proceed with the work in any manner deemed proper by Commission. If Commission terminates this Agreement with Consultant, Commission shall pay Consultant the sum due to Consultant under this Agreement for Services completed and accepted prior to termination, unless the cost of completion to Commission exceeds the funds remaining in this Agreement. In such case, the overage shall be deducted from any sum due Consultant under this Agreement and the balance, if any, shall be paid to Consultant upon demand.

21.3 In addition to the above, payment upon termination shall include a prorated amount of profit, if applicable, but no amount shall be paid for anticipated profit on unperformed Services. Consultant shall provide documentation deemed adequate by Commission's Contract Administrator to show the Services actually completed by

Consultant prior to the effective date of termination. This Agreement shall terminate on the effective date of the Notice of Termination.

21.4 Discontinuance of Services. Upon receipt of the written Notice of Termination, Consultant shall discontinue all affected Services as directed in the Notice or as otherwise provided herein, and deliver to the Commission all Documents and Data, as defined in this Agreement, as may have been prepared or accumulated by Consultant in performance of the Services, whether completed or in progress.

21.5 Effect of Termination for Cause. In addition to the above, Consultant shall be liable to the Commission for any reasonable additional costs incurred by the Commission to revise work for which the Commission has compensated Consultant under this Agreement, but which the Commission has determined in its sole discretion needs to be revised, in part or whole, to complete the Project because it did not meet the standard of care established herein. Termination of this Agreement for cause may be considered by the Commission in determining whether to enter into future agreements with Consultant.

21.6 Cumulative Remedies. The rights and remedies of the Parties provided in this Section are in addition to any other rights and remedies provided by law or under this Agreement.

21.7 Waivers. Consultant, in executing this Agreement, shall be deemed to have waived any and all claims for damages which may otherwise arise from the Commission's termination of this Agreement, for convenience or cause, as provided in this Section.

21.8 Consultant may not terminate this Agreement except for cause.

22. Cost Principles and Administrative Requirements.

22.1 Consultant 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.

22.2 Consultant 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.

22.3 Any costs for which payment has been made to Consultant 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 Consultant to Commission.

22.4 All subcontracts in excess of \$25,000 shall contain the above provisions.

23. 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; Consultant, subconsultants, 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 this Agreement period and for three years from the date of final payment under this Agreement. The state, State Auditor, Commission, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Consultant and its certified public accountants (CPA) work papers that are pertinent to this Agreement and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

23.1 Accounting System. Consultant 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 Consultant 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.

24. Audit Review Procedures.

24.1 Any dispute concerning a question of fact arising under an interim or post audit of this Agreement that is not disposed of by agreement, shall be reviewed by Commission's Chief Financial Officer.

24.2 Not later than 30 days after issuance of the final audit report, Consultant may request a review by Commission's Chief Financial Officer of unresolved audit issues. The request for review shall be submitted in writing.

24.3 Neither the pendency of a dispute nor its consideration by Commission shall excuse Consultant from full and timely performance, in accordance with the terms of this Agreement.

25. Subcontracting.

25.1 Nothing contained in this Agreement or otherwise, shall create any contractual relation between Commission and any subconsultant(s), and no subcontract shall relieve Consultant of its responsibilities and obligations hereunder. Consultant agrees to be as fully responsible to Commission for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Consultant.

Consultant's obligation to pay its subconsultant(s) is an independent obligation from Commission's obligation to make payments to the Consultant.

25.2 Consultant shall perform the Services with resources available within its own organization and no portion of the Services shall be subcontracted without written authorization by Commission's Contract Administrator, except that, which is expressly identified in the approved Cost Proposal.

25.3 Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to Consultant by Commission.

25.4 Any subcontract in excess of \$25,000 entered into as a result of this Agreement shall contain all the provisions stipulated in this Agreement to be applicable to subconsultants.

25.5 Any substitution of subconsultant(s) must be approved in writing by Commission's Contract Administrator prior to the start of work by the subconsultant(s).

25.6 Exhibit "C" may also set forth the rates at which each subconsultant shall bill the Consultant for Services and that are subject to reimbursement by the Commission to Consultant. Additional Direct Costs, as defined in Exhibit "C" shall be the same for both the Consultant and all subconsultants, unless otherwise identified in Exhibit "C". The subconsultant rate schedules and cost proposals contained herein are for accounting purposes only.

26. Equipment Purchase

26.1 Prior authorization, in writing, by Commission's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract for supplies, equipment, or Consultant services. Consultant shall provide an evaluation of the necessity or desirability of incurring such costs.

26.2 For purchase of any item, service or consulting work not covered in Consultant's Cost Proposal and exceeding \$5,000 prior authorization 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.

26.3 Any equipment purchased as a result of this Agreement is subject to the following:

Consultant 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, Consultant 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 Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to Commission and Consultant. If Consultant 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.

26.4 All subcontracts in excess \$25,000 shall contain the above provisions.

27. Labor Code Requirements.

27.1 Prevailing Wages.

(a) Consultant shall comply with the State of California's General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances applicable to the Services.

(b) Any subcontract entered into as a result of this Agreement, if for more than \$25,000 for public works construction or more than \$15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Section.

(c) When prevailing wages apply to the Services described in the Scope of Services, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination. See <http://www.dir.ca.gov>.

(d) Copies of the prevailing rate of per diem wages in effect at commencement of this Agreement are on file at the Commission's offices. Consultant 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 Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the Commission, its elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

27.2 DIR Registration. If the Services are being performed as part of an applicable "public works" or "maintenance" project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants must be registered with the Department of Industrial Relations. If applicable, Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants. This Project

may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

27.3 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 Consultant or the Services are not subject to the Eight-Hour Law. Consultant 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-consultant 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 Consultant or the Services are not subject to the Eight-Hour Law.

27.4 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, Consultant 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 Consultant or any sub-consultant for the employment and training of apprentices. Upon issuance of this certificate, Consultant and any sub-consultant 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 Consultant

28. Ownership of Materials/Confidentiality.

28.1 Documents & Data. This Agreement creates an exclusive and perpetual license for Commission to copy, use, modify, reuse, or sub-license any and all copyrights and designs embodied in plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible

medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement (“Documents & Data”).

Consultant shall require all subcontractors to agree in writing that Commission is granted an exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement.

Consultant represents and warrants that Consultant has the legal right to grant the exclusive and perpetual license for all such Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the Commission.

Commission shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at Commission’s sole risk.

28.2 Intellectual Property. In addition, Commission shall have and retain all right, title and interest (including copyright, patent, trade secret and other proprietary rights) in all plans, specifications, studies, drawings, estimates, materials, data, computer programs or software and source code, enhancements, documents, and any and all works of authorship fixed in any tangible medium or expression, including but not limited to, physical drawings or other data magnetically or otherwise recorded on computer media (“Intellectual Property”) prepared or developed by or on behalf of Consultant under this Agreement as well as any other such Intellectual Property prepared or developed by or on behalf of Consultant under this Agreement.

The Commission shall have and retain all right, title and interest in Intellectual Property developed or modified under this Agreement whether or not paid for wholly or in part by Commission, whether or not developed in conjunction with Consultant, and whether or not developed by Consultant. Consultant will execute separate written assignments of any and all rights to the above referenced Intellectual Property upon request of Commission.

Consultant shall also be responsible to obtain in writing separate written assignments from any subcontractors or agents of Consultant of any and all right to the above referenced Intellectual Property. Should Consultant, either during or following termination of this Agreement, desire to use any of the above-referenced Intellectual Property, it shall first obtain the written approval of the Commission.

All materials and documents which were developed or prepared by the Consultant for general use prior to the execution of this Agreement and which are not the copyright of any other party or publicly available and any other computer applications, shall continue to be the property of the Consultant. However, unless otherwise identified and stated prior to execution of this Agreement, Consultant represents and warrants that it has the

right to grant the exclusive and perpetual license for all such Intellectual Property as provided herein.

Commission further is granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

28.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

28.4 Infringement Indemnification. Consultant shall defend, indemnify and hold the Commission, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by Commission of the Documents & Data, including any method, process, product, or concept specified or depicted.

29. Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of Commission's choosing), indemnify and hold Commission, its directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other

legal proceeding. Consultant shall reimburse Commission and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, its directors, officials officers, employees, consultants, agents, or volunteers.

If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

Consultant's obligations as set forth in this Section shall survive expiration or termination of this Agreement.

30. Insurance.

30.1 Time for Compliance. Consultant 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, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this Section.

30.2 Minimum Requirements. Consultant 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 Consultant, its agents, representatives, employees or subcontractors. Consultant 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. Consultant 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. Limits may be achieved by any combination of primary and excess or umbrella liability insurance; (2) Automobile Liability: \$2,000,000 per accident for bodily injury and property damage. Limits may be achieved by any combination of primary and excess or umbrella liability insurance; and (3) 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.

30.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. For Consultant, such insurance shall be in an amount not less than \$1,000,000 per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend. Subconsultants of Consultant shall obtain such insurance in an amount not less than \$1,000,000 per claim. Notwithstanding the foregoing, the Commission may consider written requests to lower or dispense with the errors and omissions liability insurance requirement contained in this Section for certain subconsultants of Consultant, on a case-by-case basis, depending on the nature and scope of the Services to be provided by the subconsultant. Approval of such request shall be in writing, signed by the Commission's Contract Administrator.

30.4 Aircraft Liability Insurance. Prior to conducting any Services requiring use of aircraft, Consultant shall procure and maintain, or cause to be procured and maintained, aircraft liability insurance or equivalent form, with a single limit as shall be required by the Commission. Such insurance shall include coverage for owned, hired and non-owned aircraft and passengers, and shall name, or be endorsed to name, the Commission, Caltrans and their directors, officials, officers, employees and agents as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant.

30.5 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant 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 consultants coverage.

(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 or Caltrans' insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(b) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, Caltrans and their 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 Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, Caltrans and their directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, Caltrans and their directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(c) Workers' Compensation and Employers Liability Coverage.

(i) Consultant 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 Consultant.

(d) 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, Caltrans and their 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) Consultant shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Consultant 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 Consultant 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. Consultant shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Consultant 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 Consultant, and any approval of said insurance by the Commission, is not intended to and shall not in any manner limit or qualify the

liabilities and obligations otherwise assumed by the Consultant 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 Consultant or Commission will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Consultant 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:

30.6 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, Consultant 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 Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

30.7 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.

30.8 Verification of Coverage. Consultant 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.

30.9 Subconsultant Insurance Requirements. Consultant shall not allow any subcontractors or subconsultants 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 subconsultants shall be endorsed to name the Commission as an additional insured using ISO form CG 20 38 04 13 or an endorsement providing

the exact same coverage. If requested by Consultant, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

30.10 Other Insurance. At its option, the Commission may require such additional coverage(s), limits and/or the reduction of deductibles or retentions it considers reasonable and prudent based upon risk factors that may directly or indirectly impact the Project. In retaining this option Commission does not warrant Consultant's insurance program to be adequate. Consultant shall have the right to purchase insurance in addition to the insurance required in this Section.

31. Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant 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.

As between Consultant and the construction contractors only, the construction contractors shall remain solely responsible for construction safety notwithstanding any safety obligations of Consultant at the jobsite. The foregoing sentence shall not impact nor in any way modify or alter Consultant's indemnity and defense obligations to the Commission, as set forth in Section 29 of this Agreement, not any of Consultant's duties or obligations set forth under this Agreement, including the attached exhibits.

Pursuant to the authority contained in Section 591 of the Vehicle Code, the Commission has determined that the Project will contain areas that are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.

32. Additional Work. Any work or activities that are in addition to, or otherwise outside of, the Services to be performed pursuant to this Agreement shall only be performed pursuant to a separate agreement between the parties. Notwithstanding the foregoing, the Commission's Executive Director may make a change to the Agreement, other than a Cardinal Change. For purposes of this Agreement, a Cardinal Change is a change which is "outside the scope" of the Agreement; in other words, work which should not be regarded as having been fairly and reasonably within the contemplation of the parties when the Agreement was entered into. An example of a change which is not

a Cardinal Change would be where, in a contract to construct a building there are many changes in the materials used, but the size and layout of the building remains the same. Cardinal Changes are not within the authority of this provision to order, and shall be processed by the Commission as “sole source” procurements according to applicable law, including the requirements of FTA Circular 4220.1D, paragraph 9(f).

(a) In addition to the changes authorized above, a modification which is signed by Consultant and the Commission’s Executive Director, other than a Cardinal Change, may be made in order to: (1) make a negotiated equitable adjustment to the Agreement price, delivery schedule and other terms resulting from the issuance of a Change Order, (2) reflect definitive letter contracts, and (3) reflect other agreements of the parties modifying the terms of this Agreement (“Bilateral Contract Modification”).

(b) Consultant shall not perform, nor be compensated for any change, without written authorization from the Commission’s Executive Director as set forth herein. In the event such a change authorization is not issued and signed by the Commission’s Executive Director, Consultant shall not provide such change.

33. Prohibited Interests.

33.1 Solicitation. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant 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 Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the Commission shall have the right to rescind this Agreement without liability.

33.2 Consultant Conflict of Interest (Construction Management/ Administration).

(a) Consultant shall disclose any financial, business, or other relationship with Commission that may have an impact upon the outcome of this Agreement, or any ensuing Commission construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this Agreement, or any ensuing Commission construction project, which will follow.

(b) Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of Services under this Agreement.

(c) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

(d) Consultant hereby certifies that neither Consultant, nor any firm affiliated with Consultant will bid on any construction contract, or on any contract to

provide construction inspection for any construction project resulting from this Agreement. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.

(e) Except for subconsultants whose services are limited to providing surveying or materials testing information, no subconsultant who has provided design services in connection with this Agreement shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this Agreement.

33.3 Commission Conflict of Interest. For the term of this Agreement, no member, officer or employee of the Commission, during the term of his or her service with the Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

33.4 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is caused by and or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

33.5 Covenant Against Contingent Fees. As required in connection with federal funding, the Consultant warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the Consultant, to solicit or secure this Agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, the Commission shall have the right to terminate this Agreement without liability pursuant to the terms herein, or at its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

33.6 Rebates, Kickbacks or Other Unlawful Consideration. Consultant warrants that this Agreement was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any Commission employee. For breach or violation of this warranty, Commission shall have the right in its discretion; to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

33.7 Covenant Against Expenditure of Commission, State or Federal Funds for Lobbying. The Consultant certifies that to the best of his/ her knowledge and belief no

state, federal or local agency appropriated funds have been paid, or will be paid by or on behalf of the Consultant to any person for the purpose of influencing or attempting to influence an officer or employee of any state or federal agency; a Member of the State Legislature or United States Congress; an officer or employee of the Legislature or Congress; or any employee of a Member of the Legislature or Congress, in connection with the award of any state or federal contract, grant, loan, or cooperative agreement, or the extension, continuation, renewal, amendment, or modification of any state or federal contract, grant, loan, or cooperative agreement.

(a) If any funds other than federal appropriated funds have been paid, or will be paid to any person for the purpose of influencing or attempting to influence an officer or employee of any federal agency; a Member of Congress; an officer or employee of Congress, or an employee of a Member of Congress; in connection with this Agreement, the Consultant shall complete and submit the attached Exhibit "F", Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with the attached instructions.

(b) The Consultant's certification provided in this Section is a material representation of fact upon which reliance was placed when this Agreement was entered into, and is a prerequisite for entering into this Agreement pursuant to Section 1352, Title 31, US. Code. Failure to comply with the restrictions on expenditures, or the disclosure and certification requirements set forth in Section 1352, Title 31, US. Code may result in a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

(c) The Consultant also agrees by signing this Agreement that he/she shall require that the language set forth in this Section be included in all Consultant subcontracts which exceed \$100,000, and that all such subcontractors shall certify and disclose accordingly.

33.8 Employment Adverse to the Commission. Consultant shall notify the Commission, and shall obtain the Commission's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against the Commission during the term of this Agreement.

34. Equal Opportunity Employment. Consultant 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, 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.

35. Right to Employ Other Consultants. Commission reserves the right to employ other consultants in connection with the Project.

36. Governing Law. This Agreement shall be governed by and construed with the laws of the State of California. Venue shall be in Riverside County.

37. Disputes; Attorneys' Fees.

37.1 Prior to commencing any action hereunder, the Parties shall attempt in good faith to resolve any dispute arising between them. The pendency of a dispute shall not excuse Consultant from full and timely performance of the Services.

37.2. If the Parties are unable to resolve a dispute after attempting in good faith to do so, the Parties may seek any other available remedy to resolve the dispute. If either Party commences an action against the other Party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation shall be entitled to have and recover from the losing Party reasonable attorneys' fees and, all other costs of such actions.

38. Time of Essence. Time is of the essence for each and every provision of this Agreement.

39. Headings. Article and Section Headings, paragraph captions or marginal headings contained in this Agreement are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

39.1 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:

CONSULTANT:

Falcon Engineering Services, Inc.
341 Coporate Terrace Circle
Suite 101
Corona, CA 92879

COMMISSION:

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.

40. Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services.

41. Amendment or Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.
42. Entire Agreement. This Agreement contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.
43. 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.
44. Provisions Applicable When Federal Department of Transportation Funds Are Involved. When funding for the Services provided by this Agreement are provided, in whole or in part, from the United States Department of Transportation, Consultant shall also fully and adequately comply with the provisions included in Exhibit "D" (Federal Department of Transportation Requirements and California Department of Transportation (Caltrans) DBE program requirements) attached hereto and incorporated herein by reference.
45. Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, shall survive any such expiration or termination.
46. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.
47. Labor Certification. By its signature hereunder, Consultant 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.
48. Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.
49. Subpoenas or Court Orders. Should Consultant receive a subpoena or court order related to this Agreement, the Services or the Project, Consultant shall immediately provide written notice of the subpoena or court order to the Commission. Consultant shall not respond to any such subpoena or court order until notice to the Commission is provided as required herein, and shall cooperate with the Commission in responding to the subpoena or court order.
50. Assignment or Transfer. Consultant 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.

51. Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties, and shall not be assigned by Consultant without the prior written consent of Commission.

52. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

53. No Waiver. Failure of Commission to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

[Signatures on following page]

DRAFT

SIGNATURE PAGE
TO
PROFESSIONAL SERVICES AGREEMENT
WITH FHWA FUNDING/ASSISTANCE

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

<p>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</p> <p>By: _____ Anne Mayer Executive Director</p> <p><i>Approved as to Form:</i></p> <p>By: _____ Best, Best & Krieger LLP General Counsel</p>	<p>CONSULTANT</p> <p>By: _____ Signature</p> <p>_____ Name</p> <p>_____ Title</p> <p>ATTEST:</p> <p>By: _____</p> <p>Its: _____</p>
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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 persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

EXHIBIT "A"

SCOPE OF SERVICES

[attached behind this page]

DRAFT

A. SCOPE OF SERVICES

Under the direction of RCTC's Project Manager, FALCON shall perform construction management, inspection, land surveying, soils and materials testing, biological/archeological/paleontological monitoring, and public outreach services, as well as office engineering and field calculations to support the construction of the Project.

Task 1 – CONSTRUCTION MANAGEMENT

1.1 Construction Management

1.1.1. Project Controls System Development

Purpose:

To develop an integrated cost and schedule information system to provide up to date and accurate information regarding schedule, budgets, expenditures, and change orders to managers, contractors, Caltrans, and RCTC.

The master schedule of the Project Controls System (PCS) will enable critical activities and interrelationships between the contractors, suppliers, RCTC, RCTC's Project Manager, design engineers, environmental monitors, CHP, utility companies, biologist and construction manager (including its subcontractors) to be monitored efficiently during the construction phase of the project. The master schedule will identify permit constraints, work area restrictions and other known work and/or coordination constraints.

The cost-monitoring element of the PCS will enable project-wide monitoring of expenditures for comparison with the original budgets and budget updates resulting from change orders processed during the life of the project. Monthly reporting will enable accurate cost forecasting at any time.

The automation of the above information will enable timely analysis, intervention, and decision making to enable efficient control of the project.

Approach:

FALCON will develop the PCS using software similar to Primavera P6 and Expedition, Microsoft Word and Excel software. A master schedule will be developed summarizing all significant activities of project related entities including the contractor, equipment suppliers, RCTC project manager, design consultants, biologist, and the construction manager. The schedule will be structured to include the following:

- Primary contractor work activities, including major submittals required accomplishing the work.
- Principal work activities of the FALCON construction manager, RCTC's project manager, design consultants, biologist, contractors, and suppliers.

- Activities necessary for regulatory compliance.
- Activities related to utility relocations.
- Relationships between submittals, approvals, procurement, and delivery of materials.
- Milestones associated with permitting and approvals.
- Any activity requiring coordination with RCTC, Cities, Caltrans oversight, and other local utility/regulatory agencies.
- Substantial and final completion dates.

The cost accounting format will use a work breakdown structure and cost categories that will be compatible with the RCTC's cost accounting system. The work breakdown structure will be based on contractor's activities and will provide the basis for cost-loading activities in the schedule.

Assumptions:

1. The initial master project schedule will be developed based on information available before the award of contracts for construction.
2. RCTC will provide a description of RCTC's invoicing requirements and guidelines for project work breakdown structure and cost reporting format.
3. RCTC will provide copies of all consultant contracts including scope of services and budgets.

Deliverables:

1. Implementation of Project Control System.
2. Draft master project schedule.
3. Initial master project schedule following review and approval by the agency.
4. Initial project cost.

1.1.2. Monthly Project Progress Meetings and Reports

Purpose:

To apprise RCTC management and other stakeholders of FALCON's activities under this contract via written report and monthly meeting.

Approach:

FALCON will provide a brief written report covering a summary of the status and expenditures associated with each of the tasks described in this scope of work; including highlights of any unusual contractual issues that arise during the reporting period and a listing of approved work that is beyond the boiler plate scope with a determination of who is responsible for the associated additional costs (contractor, project, etc.).

FALCON will schedule monthly progress meetings, which will provide for

discussion of progress reports and issues related to (a) this agreement and (b) the construction agreements.

Assumptions:

1. The project monthly progress report will be provided throughout the contract period for an estimated duration of 24 months.
2. A regular monthly meeting date and time will be established. Meeting date is typically the first week of each month, the same day of the week, i.e., Monday, Tuesday, etc.
3. Written progress reports will be provided to RCTC at least 5 working days in advance of each progress meeting.
4. RCTC to submit proposed changes/amendments to the monthly progress reports, in writing, to FALCON for its use.
5. Additional project budget expenditures determined to be the responsibility of the contractor will be addressed quarterly with adjustments being made to progress payments.

Deliverables:

1. Monthly project progress report that also includes a brief analysis of Contractor's monthly updates to the schedule and budget as well as a brief discussion on the review of Time Impact Analysis documentation from Contractor.
2. One page summary report.
3. Monthly progress review meetings with minutes/summaries.

1.1.3. Document Management System

Purpose:

To establish a system for the timely logging, filing, and tracking of project related correspondence to assure timely responses, and provide a record of communications to enable efficient retrieval and establish the chronology of events for use in dispute resolution.

Approach:

FALCON will set up a document tracking system; using software similar to Primavera and *Expedition* to maintain project files.

Assumptions:

1. Actual logging, filing, and tracking of project information will be performed under separate tasks and subtasks.
2. The FALCON File Index will conform to the Caltrans filing numbering system.

Deliverables:

Implementation of a computerized document management system that includes written procedures for use of the ENGINEER project team.

1.1.4. Sub-Consultant Management

Purpose:

To coordinate and manage sub-consultant services contracted with FALCON. Sub-

consultants include inspectors, surveyors, landscape architects, materials testing consultants, biologists, and/or others, to be determined at a later date and secured at reasonable rates.

Approach:

FALCON will coordinate and manage the utilization of sub-consultants for RCTC in order to comply with the terms of the contract documents and the requirements of regulatory agencies.

At RCTC's direction, FALCON will negotiate and enter into sub-consultant agreements with select sub-consultants.

FALCON will work with consultants contracted directly with RCTC. FALCON will review and approve invoices provided RCTC consultants and forward said invoices to RCTC for approval and processing and payment.

Assumptions:

1. RCTC will retain final approval rights over invoices for RCTC contracted consultants.
2. All costs associated with FALCON's sub-consultant services will be billed to RCTC in conjunction with FALCON's services on a monthly basis.

Deliverables:

1. Copies of all sub consultant reports. Original reports will remain with FALCON until project closeout, at which time all originals will be forwarded to RCTC with the project documentation.
2. Copies of all sub-consultant invoices billed through FALCON.
3. Original invoices reviewed and approved by FALCON for RCTC contracted consultants.

1.2. Pre-Construction Phase Services

FALCON shall provide specialized services during the project Pre-Construction phase, including the bidding periods of the project. These services are intended to involve the construction manager early in the project and to provide advanced planning for construction phase activities.

1.2.1. Constructability Review

Purpose:

To provide RCTC and FALCON with reasonable assurance that project can be adequately constructed as indicated on the Design Plans and to endeavor to minimize contract change orders and reduce the project schedule to the extent possible. To enable changes to be made to the Project Documents by the Design Engineer before the construction contract bids are due.

Approach:

FALCON will perform a constructability review of the project, analyzing the phasing and staging of project construction for conflicts and to minimize the disruption to

traffic and local business concerns. Review of the Project Plans (including construction notes), the Project Specifications, Estimates, and applicable permits and technical reports for the Project is required for a thorough understanding of the project. FALCON will also perform an Independent Quantity Take-off of the major items of work on the Project.

Assumptions:

The Project Plans, Project Specifications and Engineer's Estimate are essentially complete and ready for advertisement.

Deliverables:

1. Constructability comments and report for review by RCTC and Design Engineer. FALCON will provide two (2) copies of the comments and report.
2. The Independent Quantity Take-off with comments and supporting calculations, wet stamped and signed by FALCON's Engineer in Responsible Charge.

After RCTC and the Design Engineer have reviewed and/or made changes, log changes made and changes not made in the project records.

1.2.2. Pre-Construction Coordination

Purpose:

In order to minimize the project construction time there will be a need to have a concentrated effort to do as much non-contract work in advance of the contractor moving on site and to coordinate with other projects in the vicinity.

Approach:

FALCON will coordinate with other agencies, companies, other contractors, local residents and the contractor to ensure that there are no delays to the start of construction. This will involve close coordination with utility companies to ensure that any relocation work done prior to construction is properly managed. Also, FALCON needs to assist the utility companies to plan any relocation work scheduled during construction. Once the low bid contractor is selected FALCON is to work closely with the construction team to ensure that they obtain all necessary approvals, permits, supplies, etc.

FALCON will need to be aware of other public and private construction projects in the vicinity and ensure that there is close coordination between the projects.

1.2.3. Construction Management Plan

Purpose:

To provide RCTC and FALCON with uniform procedures and standards for the administration of the construction contract.

Approach:

FALCON will develop a procedures manual that is usable for the construction project utilizing the **Caltrans Construction Management Manual** and portions of

the **Local Assistance Manual**. The Manual will be a compilation of both manuals, using various parts from both manuals as appropriate and incorporating a section concerning emergencies.

Assumptions:

The final project manual will be bound in a three-ring binder to facilitate future revisions.

Deliverables:

1. Draft project manual for review by RCTC. FALCON will provide two (2) copies of the draft.
2. After review and comments, provide two (2) hard copies and an electronic file (PDF or .docx) of final project manual to RCTC.

1.2.4. Contract Bidding Support

Purpose:

To provide support to RCTC during the Bidding Phase of the project to insure bid documents are satisfactory and complete, and selection of the contractor follows proper standards and procedures as well as applicable CFRs.

Assumptions:

FALCON will be available as needed to coordinate activities, review documents, provide recommendations and attend meetings during the Bid document preparation and Contract Bidding phase.

Deliverables:

FALCON will:

1. Assist RCTC to pre-qualify bidders and major sub-bidders and develop bidder's interest in the project. Assist RCTC in issuing bidding documents.
2. Attend pre-bid conferences and provide information to bidders regarding County expectations of them throughout the project duration and familiarize bidders with the bidding documents, proposed management techniques and with any special systems, materials, or methods.
3. Assist RCTC and Design Engineers with the receipt of questions and timely responses to bidders.
4. Assist in the review and preparation of Addenda to be issued to the Bidders.
5. Assist in the bid analysis including accuracy of bids, identifying the lowest responsive bidder, checking references and other bid forms and make recommendations to RCTC for the award of contracts and/or rejection of bids.
6. Conduct a pre-construction "kick-off meeting" that includes all agencies, utilities, and contractors that will be participating in the Project. Attend any other pre-construction meetings that may be required.

1.2.5. Local Assistance Documentation / Federal Contract Management Requirements

Purpose:

To assist RCTC in field observation, testing and preparation of documentation required for compliance with FHWA Contract Management Requirements as

detailed in the Caltrans's Local Assistance Procedures Manual and applicable CFRs.

Approach:

FALCON, in conjunction with RCTC will review the Local Assistance Procedures Manual to ensure that all contract administration procedures, documentations, and filing systems are in accordance with the Local assistance Procedures Manual. Subsections included in various chapters have been discussed in detail throughout the sections of the Scope of Services for this project:

- Chapter 1, Introduction and Overview
- Chapter 5, Invoicing
- Chapter 7, Field Review
- Chapter 12, Plans, Specifications & Estimate
- Chapter 14, Utility Facility
- Chapter 15, Advertise and Award Project; including the following sections:
 - Approval for Local Agency to Administer Projects.
 - Project Advertisement,
 - Contract Bid Opening
 - Contract Award
 - Award Package
- Chapter 16, Administer Construction Contracts, including the following:
 - Project Supervision and Inspection
 - Pre-Construction Conference and Partnering
 - Contract Time
 - Subcontractors
 - Engineer's Daily Reports
 - Project Files
 - Construction Records and Accounting Procedures
 - Safety Provisions
 - Labor Compliance
 - Equal Employment Opportunity
 - Contract Change Orders
 - Quality Assurance Program
 - Contract Claims
 - Traffic Safety in Highway and Street Work Zones
 - Construction Engineering Review by the State.
- Chapter 17, Project Completion includes the following:
 - Final Inspection Procedures for Federal-Aid Projects
 - "As-Built" plans
 - Report of Expenditures
 - Consequences for Non-Compliance
- Chapter 19, Oversight and Process Reviews
- Chapter 20, Deficiencies and Sanctions

All the above Chapters and sections have specific formats, checklists, and procedures that must be implemented as required by the Local Assistance Procedures Manual and Contract Provisions.

RCTC and FALCON will incorporate specific deliverables within FALCON's scope of services and designate the party or parties responsible.

Assumptions:

RCTC will review FALCON's Contract scope of services and deliverables to ensure that all tasks required are identified and an individual party is assigned responsibility for that task.

Deliverables:

Individual tasks required for compliance with the Local Assistance Procedures Manual are identified as specific tasks including all required checklists, forms, filing system, procedures for progress payments, change orders, claims, correspondence, as-builts, reporting, permit compliance, permit renewals, final invoicing and claims mitigations and resolutions.

Compliance with the Caltrans Construction Manual, Federal CFRs, Traffic Manual, MUTCD, ADA Guidelines, CAL OSHA Safety Orders, SWPPP & PMP preparation Handbook, and all Bridge Manuals is also required, as applicable.

1.2.6. Pre-construction Walk Thru

Purpose:

To review, document and agree to the existing conditions of the project site and neighboring area conditions prior to the start of construction.

Approach:

Prior to the issuance of a Notice to Proceed, FALCON, the Contractor, utility company representatives, biologist, archaeologists, and RCTC will walk the entire project and record existing conditions via a written log, still photographs, and videotape where required. FALCON will provide copies of all documentation to the Contractor and RCTC. FALCON will keep documentation originals in the project files until project completion.

Assumptions:

Project walk will not take longer than two days with approximately the same amount of time to log, file and copy the information.

Deliverables:

A written log, still photographs and any videotape depicting existing site conditions, as recorded prior to the start of construction.

1.2.7. Environmental Compliance Prior to Start of Construction

Purpose:

To maintain compliance with permitting agency guidance and Special Provisions. Please see individual permits for more detailed information regarding activities, submittals, and reporting.

Assumptions:

That these activities will occur prior to the start of construction.

Deliverables:

1. Submit to USFWS and CDFW name of Project Biologist(s) at least 60 days prior to project construction start for approval by USFWS and CDFW.
2. Notify permitting agencies of start of construction as per individual permit conditions.
3. Project Biologist shall implement Worker Environmental Awareness Program to educate on-site workers about sensitive environmental issues. Project Biologist shall provide interpretation for non-English speaking workers.
4. Project Biologist shall conduct all pre-construction surveys in accordance with the environmental document, MMRP and permits for Project within their specific survey time frames. This includes least Bell's vireo, nesting birds, burrowing owl and bats.
5. Project Biologist shall oversee delineation of work boundary with appropriate fencing or flagging. Biologist shall determine and clearly delineate avoidance or buffer areas.
6. At least 60 days prior to construction, Project Biologist shall prepare and submit an Aquatic Species Protection Plan to CDFW.

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1.3. Construction Management Services

FALCON, on behalf of RCTC, will provide construction management services for administration of the construction contract in conformance with the requirements set forth in the State's Construction Manual, State's Local Programs and Procedures Manual, State's Encroachment Permit and RCTC's requirements. Construction Management services will encompass the Quality Assurance and enforcement of all construction contract requirements. It can be expected that the contractor will be working on site up to 24 hours per day. CM services are to be provided to enforce construction contract requirements.

1.3.1. Pre-construction Conferences

Purpose:

To provide a forum for all essential project participants to meet prior to the start of work. This meeting will outline RCTC's administration of the contract, introduction of the participants, and record all comments and questions submitted by the contractor. Provides an understanding of the procedures to be used on the project and what the Contractor can expect from RCTC and its consultants.

Approach:

FALCON will schedule, prepare the agenda, chair and take minutes of the pre-construction meeting. The meeting will outline project specifics and inform the Contractor of project administration procedures.

Assumptions:

1. RCTC will provide the meeting venue.
2. RCTC will assist FALCON in developing the attendee list.
3. FALCON will prepare a draft agenda for RCTC approval prior to the meeting.

Deliverables:

1. Written agenda and minutes of pre-construction conference.
2. Electronic copies of pre-construction meeting minutes to RCTC and attendees.
3. Review and comment on contractor's base-line schedule.
4. Establish ground rules of coordination & communications with contractor and designer concerning the processing and reviewing of submittals and RFI's.
5. Maintain construction documents per federal requirements and as detailed in Chapters 15, 16, 17 and other relevant Chapters of the Local Assistance procedures Manual.
6. Discussion of enforcement of DBE requirements.
7. Discussion of enforcement of Labor Compliance Requirements, including completion federal Labor Compliance Pre-job Checklist.
8. Discussion of enforcement of Quality Assurance Program
9. Completion of the Federal Resident Bridge Engineer's Construction Contract Administration Checklist, including all necessary attachments as detailed in Local Assistance Procedures Manual.
10. Discussion of environmental permits requirements.
11. Discussion of water quality requirements.

12. Discussion of utility company requirements.
13. Preparation of invoices for federal reimbursement.

1.3.2. Communications and Correspondence

Purpose:

To provide for and/or facilitate effective communication, on behalf of RCTC and among all stakeholders in the administration of the construction contract.

Approach:

FALCON will obtain all pertinent information as required to develop a project directory of all key personnel and stakeholders working on the project. FALCON will develop a graphic chart indicating the proper flow of correspondence. FALCON will log all information received from the Contractor and others, in *Expedition*. Lastly, FALCON will prepare and/or forward appropriate responses, obtaining RCTC approval when required.

Assumptions:

1. FALCON's Correspondence Log will be used for all correspondence received from RCTC, the Contractor and others.
2. All original correspondence will remain with the ENGINEER project files. Only copies will be distributed, with the exception of shop drawing submittals.
3. FALCON'S project files will be turned over to RCTC upon the conclusion of the project.

Deliverables:

1. Communication flow chart.
2. Written logs of information received from RCTC, the Contractor, design consultants, biologist, testing firm, citizens and/or others.

1.3.3. Project Changes and Construction Change Order Management

Purpose:

1. To review proposed changes to the project and determine if the change is necessary and/or beneficial to the project, and if such changes constitute a change order.
2. To provide a system for logging and tracking all changes on the project.
3. To provide RCTC with assurance that the Contractor is not presenting requests to be paid for additional work included in the original contract.
4. To assure RCTC that the associated extra work costs and time extension requests are fair and reasonable to both RCTC and the Contractor.

Approach:

FALCON will review potential changes to the project for contractual and technical merit, prepare independent cost estimates and schedule analysis of work, discuss proposed changes with RCTC, and negotiate change order costs with the Contractor. FALCON will prepare change orders with all required support documentation for execution by the RCTC. FALCON will keep RCTC apprised of cumulative changes in project cost and project duration. FALCON will negotiate change orders on behalf of RCTC and will use the

following approach in assisting & coordinating the process with RCTC:

Requests for Changes by RCTC

1. FALCON will forward a Request for Quote (RFQ) to the Contractor for pricing and stipulation of proposed time extension (with Time Impact Analysis if necessary), if requested work can be shown to impact the project's critical path. The RFQ shall contain a description of the extra work (normally provided by the Designer) to fairly price the work.
2. FALCON will prepare an independent cost estimate of the extra work.
3. FALCON will review the cost quote from the Contractor for completeness, negotiate cost and time extension requests (and TIA) as required and, obtaining RCTC concurrence throughout the process. Obtain RCTC authorization for proceeding with the change, based on definitive cost and time extension values.
4. Should FALCON and the Contractor be unable to negotiate a reasonable price, RCTC will be consulted prior to directing the work via alternative contract change options such as proceeding on a time and material basis or proceeding by force account.

Requests for Changes by Contractor

1. FALCON will review requests of proposed cost and/or time impacts (with TIA if necessary) for merit. If FALCON determines the request fails on merit, the Contractor will be informed of the reasons why the request is denied. Should FALCON determine the request has merit, FALCON will proceed with steps 2 and 3.
2. FALCON will prepare an independent cost estimate and schedule analysis of the work.
3. FALCON will negotiate extra work cost and time extensions with the Contractor.
4. FALCON will prepare change order documents for approval and execution by RCTC.

Assumptions:

1. FALCON will have authority to make minor changes to work that it determines to have no cost or time impacts to the construction project.
2. FALCON will be allowed to use their own judgment regarding how best to handle cost negotiations with the Contractor but will keep RCTC informed throughout the process.
3. FALCON will prepare official change order documentation to be processed with the Contractor's regular application for payment.
4. FALCON will transmit electronic copies (MS Word *.docx files) of change order documentation to RCTC's capital project construction group.
5. FALCON will obtain final approval of all project cost and/or project time changes from RCTC, and Caltrans prior to authorizing the Contractor to proceed with changes.

Deliverables:

1. Perform quantity, time and cost analysis as required for negotiation of change orders
2. Analyze additional compensation and time extension claims that are submitted

- during the construction period and prepare responses.
3. Perform claims administration including coordinating and monitoring claim responses, logging claims and tracking claim status.
 4. Change order documentation ready for approval and execution by RCTC.

1.3.4. Monthly Construction Progress Reports

Purpose:

To keep RCTC apprised of the project status during the prescribed construction period.

Approach:

FALCON will prepare a monthly report that provides construction status to RCTC and other involved parties. The monthly report shall contain the following:

1. Status of contractor's schedule and what the contractor is doing to maintain or catch up if the schedule has slipped. While the focus will be on critical path items, other items that might become critical will be discussed in the report.
2. Construction and construction manager's costs incurred for the month.
3. Cash flow projections for both the contractor and Construction manager.
4. Identify actual and potential problems associated with the construction project and consult with the Project Manager and design engineer.
5. Evaluate Value Engineering Change Proposals (VECPs) and provide recommendations to the Engineer for acceptance or denial.
6. Potential Issues, pending change orders and executed change orders.
7. Photographs to show construction activities and for clarity regarding special issues.
8. Other information deemed necessary for RCTC to have a concise understanding of the construction Projects.

Assumptions:

RCTC will assist FALCON in the initial formatting of the first report.

Deliverables:

1. Monthly progress report.
2. One page summary report for distribution to Senior RCTC staff or elected officials.

1.3.5. Schedule Monitoring

Purpose:

To monitor and review the Contractor's schedule, after acceptance of the baseline schedule, so that the project is not being delayed over issues within the control of the Contractor and ensure project is completed by May 24, 2024.

Approach:

FALCON will develop procedures, using available software, to review the Contractor's monthly schedule updates for logic, duration, and resource changes. FALCON will notify the Contractor of discovered changes and document the Contractor's response, for the record. FALCON will keep RCTC apprised of the Contractor's current construction schedule.

Assumptions:

Contract specifications will require the Contractor to use Critical Path Method (CPM) scheduling tools/software. The preferred scheduling software is P6 by Primavera.

Deliverables:

1. Monthly review of contractor's schedule updates and provide a summary to RCTC on schedule status and impact of changes to completion date.
2. FALCON will prepare and transmit to the Contractor, schedule review comments.
3. Monitor and facilitate utility coordination with various utility companies and the Contractor. Incorporate relocations in the schedule and report any delays and impacts to the completion date.

1.3.6. Cost Monitoring

Purpose:

To provide RCTC with a system that is easy to understand and provides up-to-date cost information for making timely decisions.

Approach:

Using a combination of software like *Expedition* and *Excel*, FALCON will generate spreadsheets and graphs for the purpose of monitoring anticipated and actual cost outlays.

Assumptions:

RCTC will provide direction regarding desired cost monitoring information and report formats.

Deliverables:

1. Monthly cost monitoring reports in a format to be determined.
2. Monthly progress report for RCTC describing key issues, cost vs. budget status, and schedule status.

1.3.7. Progress / Coordination Meetings

Purpose:

To provide a forum for the review of the project status, the look-ahead schedule including activity sequence and duration, schedule for delivery of long lead items, outstanding RFIs, submittals, and other project issues.

Approach:

FALCON will conduct weekly progress/coordination meetings, to be attended by RCTC, the Contractor, FALCON and other invitees. FALCON will request RCTC and the Contractor to submit agenda items for the meetings. Using the proposed agenda items and agenda items developed in house, FALCON will prepare a comprehensive agenda for the meeting and distribute the agenda to all parties scheduled to attend. Following the meeting, FALCON will distribute meeting minutes, requesting either the concurrence of those who attended, or suggested corrections to the minutes. Minutes will be filed as either approved or amended.

Assumptions:

1. RCTC's and Contractor's staffs will be able to meet on a regular basis with minimal absences.
2. The meeting room will be able to seat a minimum of 20 people and have video conferencing capabilities, especially while COVID restrictions are in effect.
3. Meetings will not take place more than once a week and will last approximately one hour.
4. The Contractor will submit a look-ahead schedule (3 week) at each meeting.

Deliverables:

1. Agenda with status of open items from previous meetings.
2. Meeting minutes, for review, with action items noted.
3. Amended meeting minutes, if required.
4. Submittal, Issue log, Change Order log and RFI and RFQ working logs.

1.3.8. Payment Recommendations

Purpose:

To verify that the Contractor's request for payment does not represent more than an amount that is reasonable for the work done on a monthly basis. To prepare progress payment recommendations on behalf of RCTC for work completed and materials stored on hand (if allowed).

Approach:

FALCON will review and approve the Contractor's monthly progress based on the percentage of work activities complete. The Contractor will submit a certified application for payment to FALCON for final review. Once approved, FALCON will prepare a payment application certificate, using software similar to *Excel*, for approval and execution by the RCTC.

Assumptions:

1. RCTC will make payments in accordance with the contract stipulations and State Law to the Contractor once each month.
2. FALCON will use software that is acceptable to RCTC for use preparing progress payment application certificates.

Deliverables:

1. Contractor's certified application for payment.
2. Progress payment request documents suitable for approval and execution by RCTC.

1.3.9. Safety

Purpose:

To review the Contractor's work site safety and notify the Contractor of unsafe conditions, as observed. Implement the CAL OSHA Safety Orders requirements for providing safe work site conditions.

Approach:

FALCON will observe contractors' work area. Contractor is to be informed if unsafe work conditions and/or areas are observed. Immediate shutdown of contractors' work may be required if conditions endanger property and/or life. Random attendance of contractor's tailgate meeting. FALCON will conduct its own bi-weekly staff safety meeting to discuss specific safety procedures and issues relating to current or upcoming construction activities requiring unique safety procedures.

Assumptions:

1. Contract document requires Contractor to submit its safety program and safety officer prior to the start of work
2. Contract documents or Contractor's safety program requires contractor to submit accident reports.
3. FALCON assumes no responsibility for safety of Contractor's work areas.
4. FALCON assumes no responsibility for implementation of Contractor safety program, or its construction means and methods.

Deliverables:

1. Accident reports from Contractor.
2. Bi-weekly safety meeting minutes
3. Copies of safety issues discussed during contractor's tailgate meetings.
4. Documentation of unsafe work conditions and/or areas as observed and any shut-down orders.

1.3.10. Traffic Control and Signal Timing

Purpose:

To provide an efficient means for keeping traffic flowing through the site to adjacent residents and businesses during construction.

Approach:

Using a Traffic Engineer, FALCON will provide the necessary expertise to evaluate and modify permanent and temporary traffic controls, including signal timing as necessary to ensure the safe and efficient handling of traffic through the project site. Work with RCTC, Caltrans, and the City of Corona traffic engineering offices.

Assumptions:

Any RCTC and RCTC desired changes to the traffic handling will be communicated to FALCON in a timely manner.

Any Contractor desired changes to the traffic handling plans will be handled per Section 4.3 of this scope and require RCTC concurrence prior to implementation.

Deliverables:

1. Monitor, review and provide recommendations for modifications to traffic handling during the course of construction.
2. Prepare signal timing charts for traffic signals within and adjacent to project site as necessary to promote improved traffic flow for the various phases of

- construction and maintain coordinated timing to the extent possible (i.e. time based coordination/gps or wireless communication).
3. Work with the County and RCTC to implement those signal timing charts.
 4. Provide a recommended signal timing chart for implementation at project completion based on the ultimate configuration.

1.3.11. Submittal Management and Review

Purpose:

To provide an efficient means of processing and reviewing submittals, including working drawings, shop drawings, product data, sample and other items furnished in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications, from the Contractor and forwarding applicable submittals to the Project Designer as may be appropriate.

Approach:

Using software similar to *Expedition*, FALCON will develop a comprehensive submittal list for distribution to the Contractor and the Designer. FALCON will update and submit status submittal logs for review at each coordination meeting. FALCON will work with the Contractor and Designer (where applicable) to encourage timely submission, review and approval of submittals as outlined in the Contract Documents, prior to inclusion of submitted materials in the progress of the work. In addition, FALCON will perform the engineering reviews and approvals for working drawings and calculations provided by the Contractor in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications and within the review timeframes as specified in the applicable sections of the contract documents and specifications. The following steps will be taken in reviewing the Contractor's submittals:

1. Log all submittals by Specification Section.
2. Ensure that the Contractor has provided a complete submittal, coordinated with the work of other trades, and that all deviations have been noted. Submittal is returned to the contractor if it is not complete.
3. Construction Manager reviews submittal for general compliance with the specification.
4. Applicable Submittals are forwarded to Designer for formal review. Submittal status is logged.
5. Submittals sent to Designer are returned to FALCON. Submittal status is logged.
6. FALCON to perform engineering review of submittals consisting of working drawings and calculations furnished in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications. Such submittals shall be reviewed and approved by FALCON's Resident Engineer in accordance the above sections, other applicable sections of the State Standard Specifications and the Caltrans Inspection Manuals for the associated work (i.e. Falsework, Prestressing, Trenching and Shoring, etc.).
7. Approved submittals are returned to the Contractor for use in work. Submittal status is logged.
8. FALCON to inform Contractor if a re-submittal is required.

Assumptions:

1. FALCON will not be responsible for errors or omissions in submittal lists.
2. Coordination and submission of submittals in accordance with requirements of the contract is the responsibility of the Contractor.
3. RCTC will provide a listing of submittals to be reviewed by the Designer or others including RCTC staff.
4. FALCON will not make an exhaustive review of Contractor's submittals except as noted above.
5. FALCON will forward to the Designer all submittals designated by RCTC to be reviewed and approved by Designer. These submittals are typically for pre-manufactured materials and assemblies specified in the Contract.

Deliverables:

1. Submittal status log.
2. Check Calculations, where required.
3. Copy of all approval letters, approved working drawings, submittals, and final submittal log.
4. Request for Information (RFI) Management

1.3.11. Request for Information (RFI) Management and Review

Purpose:

To provide an efficient means of processing Requests for Information (RFIs) submitted by the Contractor. The efficient management of RFIs permits timely communication between the Designer and the Contractor.

Approach:

FALCON will receive, log and review all RFIs for completeness and verify the question is reasonable and understandable. FALCON will provide a short technical review of the RFI to determine if the issue is addressed adequately in the contract documents. FALCON will return the RFI if the question is unclear or, in the opinion of FALCON staff, the answer is contained in the contract documents, noting where the requested information can be found in the contract documents. FALCON will track RFIs, using the software similar to *Expedition*, and facilitate the timely response from the Designer.

Assumptions:

The Designer will respond with an answer to all RFIs within the contract stipulated time period for response. Facsimile or e-mail will be used to forward RFIs to the Designer and return responses to the Contractor, with original documents to follow.

Deliverables:

1. Comprehensive log of all outstanding RFIs and their status.
2. Prepare responses to RFI's related construction issues
3. Transmit design related RFI's to design engineer and copy RCTC Project Manager.
4. Conduct meetings with the Contractor and other parties as needed to discuss and resolve RFI's.

1.3.12. Document Management

Purpose:

To provide RCTC with an electronic means of tracking all documents exchanged between the parties involved in the construction of the project.

Approach:

FALCON will use software similar to *Primavera* and *Expedition* and the FALCON File Index modified to conform to the Caltrans filing system to log all documents in the project field office. Documents will be scanned into the document control system and attached to the file index categories. All documents will be filed as an electronic file and hardcopy.

Assumptions:

1. FALCON will use software similar to *Primavera* and *Expedition*.
2. RCTC may not use the chosen software.

Deliverables:

1. Comprehensive logs of all documents in the project files (electronic and hardcopy). Electronic files shall not require special software to read or access.
2. All hardcopy project documents exchanged on the project between the various parties.
3. Establish and process project control documents to include:
 - Daily inspection and Resident Engineer's diaries
 - Weekly Newsletter and Weekly Statement of Working Days
 - Monthly progress report and monthly progress pay estimate
 - RFI's, Submittals
 - Correspondences with Contractor, Caltrans, Permitting Agencies, Utility Companies, Regulatory Agencies, and other stake holders
 - Survey requests and survey notes
 - Materials receipts, materials testing results, and certificate of compliance
 - Mix designs for PCC, CTPB, AC, AB

1.3.13. Review Certified Payrolls

Purpose:

To verify the Contractor provides certified payroll reports in conformance with the provisions of the contract and applicable State and Federal Law. To verify the certified payroll reports contain information required by the Labor Code.

Approach:

FALCON will receive and review certified payrolls from the Contractor and each of its subcontractors. FALCON will check for the "Statement of Compliance" from the Contractor and/or subcontractors and spot-check wages for each classification of laborer or craftsperson. FALCON will notify RCTC and the Contractor of all discrepancies and/or errors and request a corrected Certified Payroll.

Assumptions:

1. FALCON will conduct employee interviews, for the purpose of verifying payment of prevailing wages. FALCON will perform a minimum of one interview

- per trade, per contractor per month.
2. FALCON will not be held responsible for enforcement of the Labor Code.
 3. FALCON will maintain a weekly list of subcontractors working on the project.
 4. FALCON will not be responsible for identifying every worker on site.

Deliverables:

Hardcopies of the interviews and notifications of non-compliance and State enforcement issues that may be happening with the contractor.

1.3.14. Storm Water Pollution Prevention Plan (SWPPP)

Purpose:

To protect RCTC from potential fines from regulatory agencies by monitoring contractors' activities regarding pollution prevention controls and/or activities for general compliance with the contractor's SWPPP Best Management Practices (BMP).

Approach:

FALCON will ensure the contractor has obtained a WDID, the SWPPP is uploaded, maintenance and other reports are being uploaded, and general relevant documentation is in order. FALCON will observe the contractor's work area for general compliance with the General Permit for the NPDES / SWPPP, SWPPP Best Management Practices (BMP) and notify the contractor if the pollution prevention controls are not in accordance with the SWPPP. Failure to revise and correct conditions will be caused to have RCTC take corrective action. Immediate shutdown of the contractor's work may be required if conditions are in non-compliance with the SWPPP or other permit conditions.

Assumptions:

1. FALCON will not provide full time inspections of contractor's work areas for compliance with the contractor(s) SWPPP and BMP.
2. FALCON will not be responsible for contractor(s) means and methods for complying with the BMP listed in the SWPPP.
3. FALCON will not be responsible for costs incurred by the contractor(s) for its failure to comply with its SWPPP.
4. FALCON will document site conditions with respect to SWPPP and BMP weekly and maintain a separate file for said reports.

Deliverables:

Contractor(s)' SWPPP monitoring reports and FALCON documentation of site conditions kept in project file for the record.

1.4. Construction Closeout Activities

1.4.1. Contract Closeout

Purpose:

To provide RCTC with final closeout documentation, including any permit completion documentation.

Approach:

FALCON will turn over all project files, contract correspondence and documents including final logs at time of project completion.

Assumptions:

RCTC will file final Notice of Completion and Acceptance of Work.

Deliverables:

1. Notice of Completion form for RCTC.
2. Notices of Completion for any Permits, including “duplicate” permits for project and documentation showing the NOT has been recorded.
3. Preparation of supporting information for NOT.
4. Copy of the Contractor’s performance bond, good for the warranty period.
5. Final project documentation in accordance with the requirements of the Caltrans local assistance manual and FHWA requirements.

1.4.2. Project As-Built Drawings

Purpose:

To provide RCTC and RCTC with accurate record drawings indicating all changes and as- built conditions.

Approach: In addition to monitoring the Contractor’s record drawings, FALCON will maintain a copy of up-to-date contract plans for the purpose of aiding the Engineer of Record in final review of the record drawings.

Assumptions:

1. The Contractor will be responsible for preparing the record drawings in both reproducible and electronic formats.
2. FALCON will assist the Engineer of Record in review and final approval of the as-built record drawings.

Deliverables:

One set of contract drawings indicating recorded changes to the contract, as maintained by FALCON. This set will be in addition to the Contractor’s marked up set of contract drawings. Provide one copy of the revised Mylar drawings. The Engineer of Record will prepare the record drawings for the project.

1.4.3. Final Project Report

Purpose:

To provide RCTC with a written history of the construction contract. The contents of the final report are to fulfill federal requirements for federal financial participation.

Approach:

FALCON will review the project documents and prepare a written report for RCTC. As a minimum, the report will include the following:

1. Names of all organizations involved with the Projects, i.e., RCTC managers, City, construction manager, contractor and any other parties that may have a

- significant part in the construction of the projects.
2. Chronological history of the construction effort, to include all significant dates.
 3. Contract amounts at bid time with all other bids in tabular form.
 4. Change order history, to include summary statement about each change, negotiated cost of each change and other information deemed necessary by FALCON and RCTC's Project Manager.
 5. Summary of Requests for Information, in tabular or matrix form.
 6. Summary of outstanding claims not resolved when the notice of completion is filed.
 7. Summary of final contract amount.
 8. Final DBE Report.
 9. Project photographs.
 10. "Lessons learned"

Assumptions:

RCTC will provide input to FALCON regarding the form of the final report and federal required documents to be included in the report.

Deliverables:

One hard copy and one electronic file will be provided.

1.4.4. Final Payment, Final Report of Expenditure Checklist

Purpose:

To provide RCTC with the final contract cost and final balance due the Contractor. Also prepare Report of Expenditure Checklist for federal reimbursement including all necessary attachments.

Approach:

Following completion of the contract work, FALCON will, in accordance with the Designer, determine the final quantities and cost of all outstanding unit price work and all outstanding approved change order work. FALCON will prepare for RCTC and the Contractor, a final balancing change order quantifying the final contract amount. Contractor will include amount of final balancing change order in submission of last certified application for payment, submitted to FALCON. Once approved, FALCON will forward application for payment to RCTC for final approval and processing.

Assumptions:

1. There are no outstanding issues or claims.
2. RCTC is responsible for filing Notice of Completion and addressing all subcontractor claims prior to release of final payment. RCTC will file the Report of Expenditure Checklist for federal reimbursement.

Deliverables:

1. Final Pay Estimate including finalized bid items, claims, change orders, punch-list items, and corrected shop drawings.
2. Contractor's last certified application for payment with application certificate.
3. Report of Expenditure Checklist with attachments

4. Final report for all funding sources including all attachments similar to a federal standard report.

1.4.5. Audit Support

Purpose:

To assist RCTC during any future audits of the project.

Assumptions:

RCTC may be audited one or more times following project close-out. RCTC will issue a future task order to pay for support services during any such audits, should they request these services.

Deliverables:

FALCON will participate in the audit process at RCTC offices and provide any and all documentation from the project as requested by the auditors, and attend meetings as needed.

Task 2 – FIELD INSPECTION

2.1. Inspection and Documentation

Purpose:

To provide RCTC with documentation of construction activities, duration of activities, manpower and equipment allocation, inspections, and work conditions.

Approach:

FALCON will provide experienced and qualified inspectors (qualified by the State of California Department of Transportation) acceptable to RCTC, Caltrans and cities. Inspectors will document the Contractors' daily activities, manpower loading, on-site equipment and items considered pertinent to the project. Construction contractor may be working on site 24 hours per day. CM services are to be provided to enforce the construction contract requirements.

FALCON will coordinate and manage the utilization of FALCON's inspectors for the purpose of providing daily inspections and/or special inspections as deemed necessary and beneficial for proper completion of the project, or, at RCTC's direction, FALCON will negotiate and enter into sub-consultant agreements with qualified inspectors including special inspectors, as needed and defined in Task 2.5.

Assumptions:

1. FALCON shall provide inspectors who are experienced and qualified for the inspection required.
2. All inspections will be within the project limits.

Deliverables:

1. The Inspectors will ensure compliance with all aspects of this construction contract by continuously monitoring, evaluating, approving, or rejecting the contractor's work in accordance with the approved construction contract and Caltrans requirements.

2. FALCON Inspector's daily and/or special inspection reports maintained in the FALCON project files and turned over to RCTC at the completion of the project. Copies of these daily reports will be submitted on a weekly basis or upon request.
3. Take and maintain digital photographs and videos as necessary to provide documentation of construction activities. All photos will be logged, dated and kept at the field office in a bound folder (hard copies and CD copy).
4. Verify field measurements for compliance with contract plans and specifications and provide quantity calculations for progress payments.
5. Continue to update an As-Built set of plans and review contractor's marked set.
6. Conduct weekly project meetings, prepare and distribute to all designated parties.
7. Review the updated construction schedule and maintain record.
8. Review laboratory, shop and mill test reports of materials and equipment, and coordinate with design engineers as required, to ensure compliance with contract and Caltrans requirements to guard against defects and deficiencies in the project work.
9. As appropriate, require special inspection or testing, or make recommendations to RCTC regarding special inspections or testing of work not in accordance with the provisions of the contract documents whether or not such work is fabricated, installed, or completed. Subject to review by Caltrans, RCTC and cities, Inspector may reject work which does not conform to the provisions of the contract and approving agencies.
10. Establish and process job control documents including:
 - Daily inspection diaries
 - Weekly Resident Engineers Newsletter
 - Monthly construction progress payment
 - Request for information
 - Survey requests
 - Materials receipts
 - Weigh master certificates
 - Materials submittals
 - Weekly statements of working days
 - Construction change orders
 - Review of certified payrolls

2.2. Materials Testing, Construction Testing & Quality Assurance Program (QAP)

Purpose:

To provide project site and laboratory testing of construction materials used in the project for the purpose of determining quality and acceptability of materials and workmanship incorporated into the project and in compliance with the contract documents.

Approach:

FALCON will coordinate and manage the utilization of the materials and testing laboratory for the purpose of providing laboratory and field-testing of materials in

accordance with test methods and frequencies specified in the contract documents, as required by the California Test Methods, and Caltrans' Quality Assurance Manual.

Assumptions:

1. It is assumed that RCTC will not provide the Materials Testing services on this contract under the direction of the CM.
2. FALCON shall provide material testers and laboratory technicians who are experienced and qualified for the inspection required.
3. FALCON will ensure the implementation of the Quality Assurance Program for source inspections, materials acceptance, and special inspections as required by the contract.
4. All material testing, materials acceptance and special inspections will be within the project limits or as required by the contract.
5. Contractor must formally request testing in writing. If no formal request is made (at what time), the CM will ensure the contractor will stop the effected work until testing is complete and materials are deemed acceptable.

Note: RCTC may, if they choose, perform part or all of the materials testing.

Deliverables:

1. Laboratory test reports maintained in the FALCON project files and turned over to RCTC at the completion of the project.
2. Summary sheet of all test reports submitted by others to substantiate compliance with contract documents.
3. Summary sheets of all Certificates of Compliance or source release tags furnished by the Contractor along with the applicable delivered materials at the job site.
4. Testing summary sheets.
5. Coordinate source inspections and special inspections as required by the contract document and the Quality Assurance Program.

2.3. Maintain Photographic and Video Records of Construction Progress

Purpose:

To provide RCTC with a photographic record of the project, before, during and after construction.

Approach:

Using digital photography, and construction video recording cameras, FALCON will record the Contractor's progress during construction on a daily basis or otherwise as approved by RCTC. Care will be taken to record all items and/or conditions that have or may have a bearing on claimed extra work. Still photographs will be labeled with captions indicating subject matter, date taken, and any description required to further clarify the item/issue being photographed.

Assumptions:

All photographs will remain at the FALCON office until the end of the project. Video

will be recoded and saved as part of the project records. Video will also be made available to the public via the Project web site.

Deliverables:

1. A detailed photographic history of all phases of the project will be maintained in an album and the photographs will be indexed for ease of retrieval. Each photograph will be labeled as to location, direction of view, date, time, and description of work. Photos will include, but not be limited to, the following:
 - Showing existing conditions prior to construction
 - When opening or changing a detour
 - Barricade placement
 - Disputed work item
 - Work that has to be duplicated, replaced, or removed
 - Completed work.
 - Extra work
2. Construction video cameras, with pan, zoom, tilt capabilities are to be installed prior to construction start and maintained throughout the project. One camera in each quadrant of the interchange shall be placed so as to capture the widest range of activity and clearest views of the project to the extent possible. Cameras may be required to be relocated as project phase's change. Coordination with RCTC to provide live video feed via RCTC web site is required. FALCON is responsible for arranging for an appropriate power source for the cameras. Solar power may be considered.

2.4. Review and Maintain "As Built" Drawings

Purpose:

To provide RCTC with accurate record drawings for the project.

Approach:

FALCON will monitor the contractor's required record drawings on a monthly basis. In addition to monitoring the contractor's drawings, FALCON will maintain a copy of the contract plans for the project. FALCON will ensure that items that may not normally be shown on the contractor's set of record drawings but are of importance to RCTC and Caltrans are included in the as-built drawings. This information is not necessarily construction related, but is project related and may be important in future maintenance and/or construction projects.

Assumptions:

1. Contract documents will require contractor to prepare redline as-built drawings to reflect as-built conditions during the course of construction.
2. The FALCON will be responsible for ensuring the contractor maintains red line changes and will be responsible for making redline changes to one complete set of plans.
3. FALCON will assist in answering questions regarding the red line drawings, providing sketches or other clarifications to the design engineers for preparation of final As-Built record drawings.

Deliverables:

One set of marked up contract drawings. This set will be in addition to the contractor's marked up set of contract drawings.

2.5. Final Inspection and Punch-list

Purpose:

To identify elements of construction requiring correction prior to final acceptance by RCTC.

Approach:

FALCON will perform a project inspection of the completed construction following substantial completion. During the inspection, the FALCON will develop a list of contract work requiring correction or rework. The written list of deficient work (punch-list) will be delivered to RCTC and CONTRACTOR within three (3) working days of the final inspection. The final punch-list will include items to be corrected that were identified previously during the course of construction.

Assumptions:

1. RCTC will identify any key RCTC or other permitting agency (County, Caltrans, RCFC, etc.) personnel to be included in the final inspection.
2. FALCON will contact and schedule all required final inspection personnel 48 hour prior to the final inspection.
3. FALCON will prepare the final punch-list.

Deliverables:

Final punch-list

2.6. Final Acceptance – Punch List Assistance

Purpose:

To provide RCTC with reasonable assurance that the work of the project has been completed in compliance with the general intent of the contract documents.

Approach:

FALCON will coordinate a walk-through with RCTC, the Designer, and the Contractor. FALCON, with assistance from RCTC and the Designer will prepare a punch list indicating all deficiencies and/or omissions noted in the walk-through. FALCON will then forward the punch list to the Contractor for correction of the work in accordance with timelines defined in the contract. FALCON, in conjunction with RCTC, will inspect items on the punch list once the Contractor has notified the FALCON that the work is complete. Completed items on the punch list will be signed off by FALCON. Upon completion of the punch list work FALCON will notify RCTC that the work is complete and forward a copy of the completed punch list.

Assumptions:

FALCON will provide a preliminary punch list of outstanding work items to the Contractor. FALCON will ensure all punch list items are completed prior to requesting a final walk-thru from RCTC and the Designer.

Deliverables:

Completed and signed-off punch-list submitted to RCTC with the closeout documents.

2.7. Source Inspection

Purpose

FALCON will coordinate and manage the utilization of ZTC for the purpose of providing materials to be incorporated into the project. Performing Quality Assurance (QA) and Source Inspection (Special/Shop Inspection) on behalf of RCTC and DESIGNER to ensure all fabricated and manufactured structural materials are in compliance with project design documents, technical provisions, Caltrans specifications, Railroad requirements, and Federal guidelines.

Approach

ZTC will prepare a Source Inspection Quality Management Plan (SIQMP) for RCTC review and approval. Scope of QA source inspections will be summarized in detail based on risk-of-failure for all of project materials.

ZTC will have a Structural Material Representative (SMR), a PE Engineer, during project construction. ZTC SMR will work closely with project RE and SR. SMR will review related project submittals, create project SIQMP, hold pre-fabrication meetings, visit fabricators, manage source inspection activities, coordination shop inspection, sign off QA source inspection reports, etc. SMR will create an open line of communication between Fabricators and Construction staff to resolve fabrication challenges in-time to ensure unnecessary time-delays in fabrication. SMR will process all incoming notices of materials to be used and assigns appropriate quality assurance procedures for those materials.

ZTC will provide QA source inspectors, Certified Weld Inspectors (CWI), ASNT Non-Destructive Inspectors NDT for Ultrasonic Testing (UT) and Magnetic-Particle Testing (MT), Certified Radiographic Testing (RT) Film Reviewer, Precast Inspectors (PCI), NACE Certified Coating Inspectors, and other specialized inspectors as needed. ZTC Structural Materials Representative (SMR) will deploy QA source inspectors to the project's various materials manufacturers, fabricators, and suppliers based on the quality assurance requirements set forth in the approved SIQMP. ZTC will file all source inspection records and will provide copy of the records to FALCON as project progresses.

Assumptions

Material QA source inspection and acceptance will range from Certificate of Compliance acceptance to full source inspection by one of ZTC's certified material QA inspectors. Including precast MSE panels, welded hoops, structural fasteners, couplers, bearings pads, spherical bearings, and all other materials identified in the SIQMP.

ZTC will make sure that all files, QC records, material test reports (MTRs),

documents, test results, and engineering reviews are documented and are in conformance with the approved SIQMP.

Deliverables

ZTC will deliver the followings to RCTC during project construction and at project close-out:

1. Project Source Inspection Quality Management Plan (SIQMP)
2. Constructability review of Plans and Specs
3. Organizing and Managing Pre-Fabrication Meetings (Agenda and Minutes) will be kept for records
4. Monthly SIQMP Reports for project RE
5. Submittal Reviews: Shop Drawing, Mix Design, etc.
6. Fabrication Quality Control Plans Review:
 - Welding Quality Contrail Plan (WQCP)
 - Precast Quality Control Plan (PCQCP)
7. QA Source Inspection Reports for all materials listed in the SIQMP
8. Final material certification in accordance with the project specifications and the approved SIQMP
9. Project QA source inspection Close-Out letter

Task 3 – LAND SURVEYING

Purpose:

To provide the necessary construction surveying to enable the contractor to construct the project in conformance with the contract documents. To provide RCTC with a final Record of Survey after completion of construction.

Approach:

FALCON will coordinate and manage the utilization of DEA for the purpose of providing construction surveying on the project. DEA will furnish surveying crew(s) to perform construction surveys for the 71/91 Interchange Project. The number of survey crew(s) assigned to the Project may vary throughout the duration of the construction contract to meet the Project needs. DEA survey requests will be assigned as needed by the Resident Engineer to meet the schedule of the construction contractor.

Task 4 – GEOTECHNICAL AND MATERIALS TESTING AND INSPECTION

Purpose:

To provide geotechnical and materials testing and inspection services for the project with the purpose of determining quality and acceptability of materials and workmanship incorporated into the project and to confirm compliance with the contract documents.

Approach:

FALCON will coordinate and manage the utilization of Converse Consultants (CONVERSE) for the purpose of providing materials testing for concrete, LWCC, soils and other miscellaneous materials on the project. CONVERSE will furnish the

necessary personnel and equipment to perform the required testing for the 71/91 Interchange Project. The number of testing personnel assigned to the Project may vary throughout the duration of the construction contract to meet the Project needs. CONVERSE testing requests will be assigned as needed by the Resident Engineer to meet the schedule of the construction contractor.

Based on our review of the project plans and specifications the scope of work will likely include the tasks listed below.

1. *Document Review*

CONVERSE will review project plans, specifications, and geotechnical report to gain a thorough understanding of the required material sampling and testing frequencies and test methods to be used.

2. *Observation and Testing of Earthwork*

CONVERSE will have a technician available on site on an as-needed basis or full time, if necessary, to sample and test material, observe the methods used by the contractor to place material and document field observation and test results. The technician will verify that all unsuitable material as identified in the materials report are removed, processed, and placed back as compacted fill. The technician will also ascertain that the import soils meet the project specification. Samples will be collected, and tests will be conducted for verification.

3. *Batch Plant Inspection*

Caltrans certified and experienced technicians will inspect the concrete and asphalt batch plants during production. A daily report stating all the observations made during the time of inspection will be prepared and submitted to the Resident Engineer. The Plant Inspector will have a copy of the approved mix design, indicating the aggregate source, manufacturer and grade of asphalt binder, and plant proposed to mix the AC.

4. *HMA Quality Assurance Program*

FALCON, through CONVERSE, will provide Caltrans-certified technicians in the field during HMA paving. For Standard and QC/QA construction processes, one 4- to 6-inch diameter density core will be taken every 250 tons of HMA from random locations as determined by the RE or his representative. The cores will be transported to the CONVERSE Caltrans certified laboratory. For each density core, a bulk specific gravity (CT 308) will be performed, in addition to percent maximum theoretical density to determine the relative compaction of the HMA. We will perform all the quality assurance (QA) tests required as per Caltrans Standard Specification Section 39 for acceptance and provide the test results to the RE for the statistical evaluation.

5. *Concrete Tests*

CONVERSE will use standard calibrated equipment for all field testing. CONVERSE will observe placement and test the quality of fresh concrete. Concrete Compressive Test Specimens will be prepared in the field in accordance with California Test 540, "Test for Making, Handling, and Storing Concrete Compressive Test Specimens in the Field".

Slump of the freshly mixed concrete will be measured in accordance with Caltrans Test 556, "Test for Slump of Fresh Portland Cement Concrete". A test for penetration, in accordance with California Test 533, "Test for Ball Penetration in Fresh Portland Cement Concrete," will be conducted on each batch of concrete from which a strength specimen will be made. Unit weight of fresh concrete will be measured in accordance with California Test 518, "Method of Test for Unit Weight of Fresh Concrete". If air-entrained concrete is used, concrete will be tested using California Test 504, "Determining Air Content of Freshly Mixed Concrete by the Pressure Method", on each batch of concrete made.

Compressive strength of concrete will be tested in accordance with California Test 521, "Test for Compressive Strength of Molded Concrete Cylinder". Flexural strength of concrete will be tested in accordance with Caltrans Test CT 523, "Test for Flexural Strength of Concrete". Flexural strength of rapid strength concrete will be prepared and tested in accordance with California Test 524, "Test for Flexural Strength of Rapid Strength Concrete".

6. *Gamma-Gamma Logging and Cross Hole Sonic Test*

Access tubes will be installed over the full length of each CIDH pile. The access tubes consist of 2-in diameter Schedule 40 PVC pipes attached to reinforcing cage.

GGL and CSL testing to address the four 84-inch diameter piles with an approximate length of 94 at abutment 1 and 114 feet at abutment 2. The construction schedule requiring testing in up to 4 sessions (assumed).

GGL testing includes lowering of 4.5 foot long and 1.25-inch diameter probe to the bottom of each inspection tube and measuring the density of the concrete in close proximity of the inspection tubes at 0.1 feet intervals along the full length of the pile. CSL Testing is to be performed according to project specifications, ASTM D6760-08.

7. *Laboratory Testing*

CONVERSE and their laboratories are certified by Caltrans and AASHTO to perform various tests on the materials. They experience in testing for roads, utilities and bridge projects and have sufficient laboratory capacity and capital to enable and complete the work within the given time frame. CONVERSE will provide a hard and/or electronic copy of the test results to the RE within 5 working days of the completion of the test. Field testing/compaction results of subgrade or asphalt concrete will be communicated to the RE as soon as the tests have been completed on the same day, with a hard copy to follow.

8. *Project Management*

CONVERSE project manager will perform the following:

1. Ascertain that field personal with proper qualifications and experience are assigned to the project.
2. Review daily reports and laboratory test results before they are issued to the RE and contractor.

3. Submit reports and test results as soon as they are due.
4. Address promptly any issue related to CONVERSE services.
5. Attend meetings as needed.

Assumptions:

Materials Testing fees are based on the following assumptions:

1. An 8-hour day at the site. It is assumed all work will be straight time. Overtime will be charged at 1.5 times the regular hourly rate.
2. There will be a 2-hour minimum charge in case of work cancellation after our field personnel have been dispatched.
3. Minimum 4-hour charge for each site visit.
4. It is understood that this is a prevailing wage project as defined in Labor Code Sections 1770-1780.
5. During the course of this contract our rates will be adjusted if the prevailing wage is adjusted by the Department of Industrial Relations.
6. The test locations will be prepared and ready for testing by field personnel upon their arrival at the site. The contractor will be responsible for the excavation and backfilling of all test locations.
7. Additional inspections and laboratory testing outside the agreed-upon scope of work can be provided upon request.
8. No additional work required will be provided without written authorization and a budget amendment from your authorized representative.
9. Services will be performed on a time-and-materials basis in accordance with our Schedule of Fees and General Conditions.
10. The field representative will not direct, supervise or lay out the work of the contractor, nor will it include a review or evaluation of the contractor's safety measures on or near the project.
11. Any meetings and/or consultation(s) requested by the client will also be charged in accordance with the Schedule of Fees.
12. If services are provided on an as-needed basis, no comments regarding compaction procedures or observations will be made. Daily field reports indicating work performed and test locations will be provided as the testing is completed.
13. Travel time will be billed for a 30-minute trip to the site and a 30-minute trip from site for a total of 1 hour.
14. Testing requests require 24 hours advance notice for services. We will, however, make every attempt to accommodate requests on shorter notice.

Deliverables:

CONVERSE deliverables will include the following:

1. Field report to RE at the end of each day. The report will include the following:
 - Project Number
 - Project identification number
 - Project location
 - Sample description and results
 - Date sample collected.
 - Date tester with name of the tester
 - Data sample analyzed
 - Analytical summary of testing method

- Special provision and other standards
 - QAP certification
 - Laboratory test result(s) as soon as they are due to the Registered Engineer and other team members as directed by RCTC.
2. Final close-out report which will include copies of all field daily reports, summary of all failed and passing tests, laboratory test results and interim letter/memos.
 3. Photographs of the field sampling and geotechnical inspection work, including photographic evidence of non-complying materials

Task 5 – PUBLIC OUTREACH

1.1. Neighborhood Liaison Strategy

Purpose:

To provide a strategy for dealing with issues related to the impacts of construction on the residential neighborhoods and businesses located adjacent to and within the limits of the project, to respond to public inquiries regarding the project, and to coordinate with RCTC, County, law enforcement, emergency services providers, transit agencies, school districts and others as needed regarding construction activities that may impact public safety.

As part of the public outreach effort, it is anticipated that the FALCON team will coordinate with RCTC to conduct public meetings before and during construction. The team will also need to attend local community meetings to provide updates and information as requested.

Approach:

FALCON will develop in conjunction with RCTC a strategy for neighborhood and local community communication related to construction phase impacts and mitigation.

Assumptions:

FALCON will be responsible for development of the neighborhood liaison strategy. However, RCTC will provide general guidelines for community and neighborhood affairs, dictate protocol, and initiate contact with local elected officials, as required. RCTC will be responsible for the review and approval of the overall plan.

Deliverables:

1. FALCON: Draft Neighborhood Affairs Strategy memorandum.
2. RCTC: Review and comment on draft Affairs Strategy memorandum.
3. RCTC: Review and comment on draft Affairs Strategy memorandum.
4. FALCON: Final Neighborhood Affairs Strategy memorandum.

1.2. Neighborhood Communication /Public Information

Purpose:

To provide an efficient means for keeping traveling public, adjacent residents and businesses apprised of the work activities they will encounter during construction. To provide a local contact telephone number that residents and businesses may contact to pose questions and discuss concerns.

Approach:

Using the Neighborhood affairs strategy memorandum, developed per Section 2 of this scope, FALCON, in coordination with RCTC, will prepare “Dear Neighbor” letters and door hangers to communicate with adjacent residents and businesses. Attending and facilitating public meetings, responding to citizens and business owner’s inquiries. Working with RCTC and Caltrans public information offices.

Assumptions:

All information for public use is to be reviewed for concurrence by RCTC.

Deliverables:

1. Attend FALCON’s weekly Neighborhood/Business meetings on an as needed basis.
2. Minutes of any meetings listing questions posed by residents and business owners.
3. Work progress flyers (Dear Neighbor letters).
4. Door hangers if not provided by the Contractor.
5. Local contact number for FALCON.
6. 24-hour hot line
7. Installation of a construction site video camera
8. Project web page maintenance and updates including current schedule, progress updates, costs, public meeting information, camera feed, and project exhibits.
9. Provide Draft “Friday” report items to RCTC and draft news releases as needed.
10. Coordinate with CHP, law enforcement, emergency services, transit, schools, etc. regarding construction activities that may impact public safety.

Task 6 – BIOLOGICAL/PALEONTOLOGICAL/ARCHEOLOGICAL MONTORING

Purpose:

To maintain compliance with federal, state, county and RCTC guidelines, requirements, and conditions of approval as required by regulatory permitting agency guidance and the Special Provisions.

Approach:

FALCON will coordinate and manage the utilization of Wood for the purpose of providing monitoring, reporting, submittal review and testing for all aspects of Biological/Paleontological/Archeological issues on the project. As part of the FALCON Team, they will act as a liaison between the contractor, RCTC and the various regulatory agencies to facilitate the construction of the project.

6.1. Pre-Construction Environmental Compliance

Purpose:

To maintain compliance with federal, state, and RCTC guidelines, requirements, and conditions of approval including pre-construction activities as required by regulatory permitting agency guidance and Special Provisions. Please see individual permits for more detailed information regarding activities, submittals, and reporting.

Assumptions:

1. That these activities will occur prior to the start of construction.
2. All regulatory agency permits will be provided by RCTC for review
3. California Environmental Quality Act (CEQA) document will be provided for review.
4. RCTC will provide a copy of the Biological Resources Assessment, Jurisdictional Delineation Report, Natural Environmental Study (NES), Nesting Bird Management Plan, Bat Management Plan, Storm Water Pollution Prevention Plan (SWPPP), Paleontological Resource Mitigation Plan (PRMP), and Cultural Resource Mitigation Plan (CRMP).
5. BNSF safety training may be required before work can be completed within the BNSF right-of-way.

Deliverables:

1. Submit to USFWS and CDFW name of Project Biologist(s) at least 60 days prior to project construction start for approval by USFWS and CDFW.
2. Notify permitting agencies of start of construction as per individual permit conditions.
3. Project Biologist and Paleontologist/Archaeologist shall implement Worker Environmental Awareness Program to educate on-site workers about sensitive environmental issues. Project Biologist and Paleontologist/Archaeologist shall provide interpretation for non-English speaking workers, if necessary.
4. Project Biologist shall conduct all pre-construction surveys in accordance with the environmental document, MMRP and permits for Project within their specific survey time frames. This includes nesting birds and bats.
5. Project Biologist shall oversee delineation of work boundary with appropriate fencing or flagging. Biologist shall determine and clearly delineate avoidance or buffer areas associated with actively nesting birds.

6.2. Environmental Coordination & Biological and Cultural Monitoring

Purpose:

To verify the contractor has copies of applicable permits and that the work activities abide by the requirements of the permits granted by regulatory agencies. All permits shall be kept current and renewed prior to expiration throughout the project duration. A copy of all permits should be kept on-site during construction activities.

Approach:

FALCON, through Wood, will review and enforce requirements stipulated in permits issued by Regulatory Agencies. Wood will mobilize a qualified Biologist and Archaeologist/Paleontologist to complete the necessary biological and cultural monitoring during construction activities identified during the pre-construction review and assessment. Immediately prior to and periodically throughout construction, Worker Environmental Awareness Program (WEAP) training will be provided and available throughout the construction process for both biological and cultural resources. A sign-in sheet will be maintained to document those that have completed the training. A biological monitor will be required on-site during construction related activities associated with the drainage feature and removal of native vegetation and landscape vegetation that may provide suitable habitat for nesting birds during the nesting bird season as identified in the regulatory agency permits. Cultural Resource Monitoring is required during disturbance of virgin soils as identified in the PRMP.

Assumptions:

1. All permits will be provided for review.
2. All permits will be included in the contract documents.
3. Project Biologist and Archaeologist/Paleontologist will ensure compliance with permits and Stewardship Section of the project's Special Provisions.
4. A qualified Biologist will be provided. This Biologist shall be knowledgeable and experienced in biology of wildlife resources present at the Project including nesting birds and bats.
5. The CDFW must approve the Biological Monitor. Biological Monitor will be responsible for ensuring the project site limits are maintained, establishing buffer areas to protect active nests, and identifying any listed or protected species within or adjacent to the PROJECT site.
6. FALCON assumes that no sensitive biological resource habitat occurs within the project site.
7. A single concrete-lined drainage feature occurs immediately adjacent to the BNSF railroad line.
8. No riparian habitat occurs within the drainage feature.
9. FALCON assumes nesting habitat is limited to the bridge crossing of the drainage and surrounding landscape vegetation.
10. CDFW may require a nesting bird management plan, if not already prepared.
11. A qualified Paleontologist/Archaeologist will be provided. The Paleontologist/Archaeologist shall be knowledgeable and experienced in cultural resources present at the Project. The monitor will also be experienced working with local tribal representatives, if necessary.

Deliverables:

Biological Monitor will:

1. Develop a Worker Environmental Awareness Program for sensitive biological resources potentially occurring within the project site. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program. Interpretation for non-English speaking workers will be provided. They will be advised of the potential impact to the listed species and the potential penalties for taking such species. At a minimum, the program will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities,

legal protection afforded these species, penalties for violation of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area environs. The RESIDENT ENGINEER, CONTRACTOR, and USFWS-approved biological monitor will be responsible for ensuring that employees are aware of the sensitive biological resources on-site.

2. Weekly monitoring emails will be prepared documenting the construction activities and occurrence of sensitive biological resources. Monthly progress reports will also be provided to summarize the weekly monitoring reports. A final biological monitoring report will be prepared and submitted to all appropriate resource agencies following the completion of construction activities.

Cultural Resource team will:

1. Develop a Worker Environmental Awareness Program for sensitive cultural resources potentially occurring within the project site. This training includes project-specific descriptions of potential significant impacts and a clear set of procedures to follow in the event of unanticipated discoveries (including a cultural resources discovery plan). Wood updates trainings as necessary for new project personnel, keeping a record of contractor staff who have received training and providing handout reminders with contact information.
2. Provide paleontological/archaeological monitors to comply with project specific PRMP and CRMP. Cultural monitors will be identifying and record resources – including through photo documentation, monitoring records, and GIS data to comply with industry standards. The cultural monitor will comply with federal regulation governing unanticipated discoveries – including of human remains in compliance with 43 Code of Federal Regulations [CFR] 10.4. If necessary, our cultural resources team will develop a project-specific plan in consultation with the lead agency to comply with mitigation measures based on California (Public Resources Code [PRC] 5097) law. In general, the approach to unanticipated discoveries follows standard best practices: establishing a temporary exclusion zone around the find, notifying lead agency representatives, assessing the find, and conducting necessary consultation regarding appropriate mitigation.
3. FALCON does not anticipate any fossil recovery or curation associated with this Project. If inadvertent discoveries occur, however, it is anticipated that fossil recovery will follow local guidelines.
4. Project paleontologist, in consultation with local area experts, will apply current best practices to stabilize and recover the fossil and to identify it to the most specific taxon possible. All recovered fossils will be analyzed and curated with appropriate local facilities.

EXHIBIT "B"
SCHEDULE OF SERVICES

[attached behind this page]

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EXHIBIT "C"
COMPENSATION PROVISIONS

[attached behind this page]

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EXHIBIT "C"
COMPENSATION SUMMARY¹

FIRM	PROJECT TASKS/ROLE	COST
<i>Prime Consultant:</i>		
Falcon Engineering Services	Construction Management Services	\$ 12,456,966.00
<i>Sub Consultants:</i>		
AECOM	Structures Representative	2,100,528.00
ZT Consulting Group	Quality Assurance Source Insprection	300,376.00
David Evans & Assoc.	Construction Surveying	400,000.00
Converse Consultants	Materials Testing	699,996.00
Wood	Environmental	249,999.00
EXP	Structures Inspection	350,043.00
Arellano Associates	Public Outreach	200,059.00
TOTAL COSTS		\$ 16,757,967.00

¹ Commission authorization pertains to total contract award amount. Compensation adjustments between consultants may occur; however, the maximum total compensation authorized may not be exceeded.

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EXHIBIT "D"

FEDERAL DEPARTMENT OF TRANSPORTATION
FHWA AND CALTRANS REQUIREMENTS

[attached behind this page]

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1. STATEMENT OF COMPLIANCE.

A. Consultant's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California that CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

B. During the performance of this Agreement, Consultant and its subconsultants shall not 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. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants 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 Agreement by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

C. If this Agreement is federally funded, the Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations, Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.

D. If this Agreement is federally funded, the Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the U.S. DOT's Regulations, including employment practices when the Agreement covers a program whose goal is employment.

2. DEBARMENT AND SUSPENSION CERTIFICATION

CONSULTANT's signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that CONSULTANT has complied with Title 2 CFR, Part 180, "OMB Guidelines to Agencies on Government wide Debarment and Suspension (nonprocurement)", which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to COMMISSION.

B. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining CONSULTANT responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.

C. Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

3. DISCRIMINATION

The Commission shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the implementation of the Caltrans DBE program or the requirements of 49 CFR Part 26. The Commission shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts.

Consultant or subcontractor shall not discriminate on the basis of race, color, national origin, of sex in the performance of this Agreement. Consultant or subcontractor shall carry out applicable requirements of 49 CFR Part 26 and the Caltrans DBE program in the award and administration of DOT-assisted contracts, as further set forth below. Failure by the Consultant or subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy, as the Commission deems appropriate.

4. PROMPT PAYMENT

Consultant agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 10 days from the receipt of each payment the prime contractor receives from the Commission. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Commission. This clause applies to both DBE and non-DBE subcontractors.

5. RELEASE OF RETAINAGE

No retainage will be withheld by the Agency from progress payments due the prime consultant. Retainage by the prime consultant 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 prime consultant 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 the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

6. LEGAL REMEDIES

In addition to those contract remedies set forth under relevant provisions of California law, either Party to this Agreement may, where applicable, seek legal redress for violations of this Agreement pursuant to the relevant provisions of 49 C.F.R. Parts 23 and 26, to the relevant federal or state statutory provisions governing civil rights violations, and to the relevant federal and state provisions governing false claims or "whistleblower" actions, as well as any and all other applicable federal and state provisions of law.

The Consultant shall include a provision to this effect in each of its agreements with its subcontractors.

7. DBE PARTICIPATION

Caltrans has developed a statewide DBE program pursuant to 49 C.F.R. Part 26. The requirements and procedures, as applicable, of the Caltrans DBE program are hereby incorporated by reference into this Agreement. Even if no DBE participation will be reported, Consultant shall complete Exhibits "E" of this Agreement in compliance with the Caltrans DBE program, and a final utilization report in the form provided by the Commission.

A. This Agreement is subject to Title 49, Part 26 of the Code of Federal Regulations entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs." By obtaining DBE participation on this Agreement, Consultant will assist Caltrans in meeting its federally mandated statewide overall DBE goal.

B. This Agreement has a ____ DBE goal. The Consultant must meet the goal by committing DBE participation or document a good faith effort to meet the goal. If a DBE subconsultant is unable to perform, the Consultant must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met. A DBE is a firm meeting the definition of a DBE as specified in 49 CFR.

C. DBE and other small businesses (SB), as defined in Title 49 CFR, Part 26 are encouraged to participate in the performance of agreements financed in whole or in part with federal funds. The Consultant, subrecipient or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. The Consultant shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT- assisted agreements. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the Commission, Caltrans or the Department of Transportation deems appropriate.

D. Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this section.

E. A DBE may be terminated only with prior written approval from the Commission and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting Commission consent for the termination, the prime consultant must meet the procedural requirements specified in 49 CFR 26.53(f).

8. DBE PARTICIPATION GENERAL INFORMATION

It is Consultant's responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Caltrans DBE program. Particular attention is directed to the following:

A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).

B. A certified DBE may participate as a prime contractor, subcontractor, joint venture partner, as a vendor of material or supplies, or as a trucking company.

C. A DBE joint-venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing and supervising the work with its own forces. The DBE joint venture partner

must share in the capital contribution, control, management, risks and profits of the joint-venture commensurate with its ownership interest.

D. A DBE must perform a commercially useful function, pursuant to 49 CFR 26.55 that is, must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work, as more fully described in section 8 below.

E. The Consultant shall list only one subcontractor for each portion of work as defined in the Consultant's bid/proposal and all DBE subcontractors should be listed in the Consultant's bid/cost proposal list of subcontractors.

F. A Consultant who is a certified DBE is eligible to claim all of the work in the Agreement toward the DBE participation except that portion of the work to be performed by non-DBE subcontractors.

9. COMMERCIALLY USEFUL FUNCTION

A. A DBE performs a commercially useful function when it is responsible for execution of the work of the Agreement and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible with respect to materials and supplies used on the Agreement, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, evaluate the amount of work subcontracted, industry practices; whether the amount the firm is to be paid under the Agreement is commensurate with the work it is actually performing, and other relevant factors.

B. A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, Agreement, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

C. If a DBE does not perform or exercise responsibility for at least thirty percent of the total cost of its Agreement with its own work force, or the DBE subcontracts a greater portion of the work of the Agreement than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a commercially useful function.

10. DBE CERTIFICATION AND DE-CERTIFICATION STATUS

If a DBE subcontractor is decertified during the life of the Agreement, the decertified subcontractor shall notify the Contractor in writing with the date of de-certification. If a

subcontractor becomes a certified DBE during the life of the Agreement, the subcontractor shall notify the Contractor in writing with the date of certification. Any changes should be reported to the Commission's Contract Administrator within 30 days.

11. DBE RECORDS

A. The Contractor shall maintain records of materials purchased and/or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime Contractors shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

In addition to all other requirements, Consultant shall complete and submit, on a monthly basis, the Monthly DBE Payment form (Caltrans Exhibit 9-F of Chapter 9 of the LAPM).

B. Upon completion of the Agreement, a summary of these records shall be prepared and submitted on the most current version of the form entitled, "Final Report-Utilization of Disadvantaged Business Enterprises (DBE)," CEM- 2402F (Exhibit 17-F in Chapter 17 of the LAPM), certified correct by the Contractor or the Contractor's authorized representative and shall be furnished to the Commission's Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to the Contractor when a satisfactory "Final Report Utilization of Disadvantaged Business Enterprises (DBE)" is submitted to the Commission's Contract Administrator.

a. Prior to the fifteenth of each month, the Contractor shall submit documentation to the Commission's Contract Administrator showing the amount paid to DBE trucking companies. The Contractor shall also obtain and submit documentation to the Commission's Contract Administrator showing the amount paid by DBE trucking companies to all firms, including owner-operators, for the leasing of trucks. If the DBE leases trucks from a non-DBE, the Contractor may count only the fee or commission the DBE receives as a result of the lease arrangement.

b. The Contractor shall also submit to the Commission's Contract Administrator documentation showing the truck number, name of owner, California Highway Patrol CA number, and if applicable, the DBE certification number of the truck owner for all trucks used during that month. This documentation shall be submitted on the Caltrans "Monthly DBE Trucking Verification," CEM-2404(F) form provided to the Contractor by the Commission's Contract Administrator.

12. REPORTING MATERIAL OR SUPPLIES PURCHASED FROM DBEs

When Reporting DBE Participation, Material or Supplies purchased from DBEs may count as follows:

A. If the materials or supplies are obtained from a DBE manufacturer, 100 % of the cost of the materials or supplies will count toward the DBE participation. A DBE manufacturer is a firm that operates or maintains a factory or establishment that produces on the premises, the materials, supplies, articles, or equipment required under the Agreement and of the general character described by the specifications.

B. If the materials or supplies purchased from a DBE regular dealer, count 60 % of the cost of the materials or supplies toward DBE goals. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Agreement, are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment, shall be by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.

D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

13. REPORTING PARTICIPATION OF DBE TRUCKING COMPANIES

When Reporting DBE Participation, Participation of DBE trucking companies may count as follows:

A. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible.

B. The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the Agreement.

C. The DBE receives credit for the total value of the transportation services it provides on the Agreement using trucks it owns, insures, and operates using drivers it employs.

D. The DBE may lease trucks from another DBE firm including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the Agreement.

E. The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by the DBE.

F. For the purposes of this section, a lease must indicate that the DBE has exclusive use and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, as long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

14. DEBARMENT, SUSPENSION AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

In accordance with 49 CFR Part 29, which by this reference is incorporated herein, Consultant's subconsultants completed and submitted the Certificate of subconsultant Regarding Debarment, Suspension and Other Ineligibility and Voluntary Exclusion as part of the Consultant's proposal. If it is later determined that Consultant's subconsultants knowingly rendered an erroneous Certificate, the Commission may, among other remedies, terminate this Agreement.

15. ENVIRONMENTAL COMPLIANCE

A. Compliance with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h)), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15). (Contracts, subcontracts, and subgrants of amounts in excess of \$100,000).

B. 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 (Pub. L. 94-163, 89 Stat. 871).

16. NATIONAL LABOR RELATIONS BOARD CERTIFICATION

In accordance with Public Contract Code Section 10296, and by signing this Agreement, Consultant 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 Consultant within the immediately preceding two-year period, because of Consultant's failure to comply with an order of a federal court that orders Consultant to comply with an order of the National Labor Relations Board.

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EXHIBIT "E"

CONSULTANT DBE COMMITMENT

[attached behind this page]

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EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

1. Local Agency: Riverside County Transportation Commission 2. Contract DBE Goal: 11%
 3. Project Description: Construction Management, Materials Testing, Construction Surveying, Public Outreach Services for the SR-71/91 Interchange project.
 4. Project Location: Riverside County, CA
 5. Consultant's Name: FALCON Engineering Services, Inc. 6. Prime Certified DBE:

7. Description of Work, Service, or Materials Supplied	8. DBE Certification Number	9. DBE Contact Information	10. DBE %
Construction Management/Inspection Services and Public Outreach	39342	FALCON Engineering Services - Maha Faqih, PE - 341 Corporate Terrace Circle, Suite#101, Corona, CA 92879, 951.549.9600, mfaqih@falcon-ca.com	51 %
Public Outreach	41199	Arellano Associates - Genoveva Arellano 5851 Pine Ave, Ste. A, Chino Hills, CA 91709, 909.627.2974, GArellano@arellanoassociates.com	1 %
Local Agency to Complete this Section			
17. Local Agency Contract Number: _____ 18. Federal-Aid Project Number: _____ 19. Proposed Contract Execution Date: _____		11. TOTAL CLAIMED DBE PARTICIPATION	52 %
Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.		IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.	
_____ 20. Local Agency Representative's Signature	_____ 21. Date	 _____ 12. Preparer's Signature	_____ 13. Date
_____ 22. Local Agency Representative's Name	_____ 23. Phone	_____ 14. Preparer's Name	_____ 15. Phone
_____ 24. Local Agency Representative's Title		_____ 16. Preparer's Title	

DISTRIBUTION: Original – Included with consultant's proposal to local agency.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

EXHIBIT "F"

DISCLOSURE OF LOBBYING ACTIVITIES

[attached behind this page]

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EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action:
 a. contract
 b. grant
 c. cooperative agreement
 d. loan
 e. loan guarantee
 f. loan insurance

2. Status of Federal Action:
 a. bid/offer/application
 b. initial award
 c. post-award

3. Report Type:
 a. initial
 b. material change
For Material Change Only:
 year _____ quarter _____
 date of last report _____

4. Name and Address of Reporting Entity
 Prime Subawardee
 Tier _____, if known
 Congressional District, if known _____

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
 Congressional District, if known _____

6. Federal Department/Agency: _____

7. Federal Program Name/Description:
 CFDA Number, if applicable _____

8. Federal Action Number, if known: _____

9. Award Amount, if known: _____

10. Name and Address of Lobby Entity
 (If individual, last name, first name, MI)

 (attach Continuation Sheet(s) if necessary)

11. Individuals Performing Services
 (including address if different from No. 10)
 (last name, first name, MI)

 (attach Continuation Sheet(s) if necessary)

12. Amount of Payment (check all that apply)
 \$ _____ actual planned

13. Form of Payment (check all that apply):
 a. cash
 b. in-kind; specify: nature _____
 Value _____

14. Type of Payment (check all that apply)
 a. retainer
 b. one-time fee
 c. commission
 d. contingent fee
 e. deferred
 f. other, specify _____

15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 12:

 (attach Continuation Sheet(s) if necessary)

16. Continuation Sheet(s) attached: Yes No

17. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature: _____
 Print Name: Maha Faqih, PE
 Title: President
 Telephone No.: (951) 549-9600 Date: 02/18/2021

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EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action:
 a. contract
 b. grant
 c. cooperative agreement
 d. loan
 e. loan guarantee
 f. loan insurance

2. Status of Federal Action:
 a. bid/offer/application
 b. initial award
 c. post-award

3. Report Type:
 a. initial
 b. material change
For Material Change Only:
 year ____ quarter ____
 date of last report ____

4. Name and Address of Reporting Entity
 Prime Subawardee
 Tier _____, if known
 Congressional District, if known

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
 Congressional District, if known

6. Federal Department/Agency:

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8. Federal Action Number, if known:

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 (If individual, last name, first name, MI)
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 (including address if different from No. 10)
 (last name, first name, MI)
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Signature: _____
 Print Name: Andres Roldan
 Title: Vice President
 Telephone No.: 818.414.1611 Date: 2/18/21

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For Material Change Only:
 year N/A quarter N/A
 date of last report N/A

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 Tier N/A, if known
 Congressional District, if known _____

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 Congressional District, if known _____

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7. Federal Program Name/Description:
 CFDA Number, if applicable N/A

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 \$ N/A actual planned

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 a. cash
 b. in-kind; specify: nature N/A
 Value N/A

14. Type of Payment (check all that apply)
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Signature: Farzad Tasbihgoo
 Print Name: Farzad Tasbihgoo
 Title: Principal
 Telephone No.: (818) 929-8162 Date: 01/21/2021

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EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

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1. Type of Federal Action:	2. Status of Federal Action:	3. Report Type:
<input checked="" type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	<input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	<input checked="" type="checkbox"/> a. initial <input type="checkbox"/> b. material change For Material Change Only: year ____ quarter ____ date of last report _____
4. Name and Address of Reporting Entity	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: FALCON Engineering Services, Inc. 341 Corporate Terrace Circle, #101 Corona, CA 92879	
<input type="checkbox"/> Prime <input checked="" type="checkbox"/> Subawardee Tier _____, if known	Congressional District, if known	
6. Federal Department/Agency:	7. Federal Program Name/Description:	
8. Federal Action Number, if known:	CFDA Number, if applicable _____	
10. Name and Address of Lobby Entity (If individual, last name, first name, MI) N/A	9. Award Amount, if known:	
11. Individuals Performing Services (including address if different from No. 10) (last name, first name, MI)		
(attach Continuation Sheet(s) if necessary)		
12. Amount of Payment (check all that apply) \$ N/A _____ <input type="checkbox"/> actual <input checked="" type="checkbox"/> planned	14. Type of Payment (check all that apply)	
13. Form of Payment (check all that apply): <input checked="" type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ Value _____	<input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other, specify _____	
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(attach Continuation Sheet(s) if necessary)		
16. Continuation Sheet(s) attached: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
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3. Report Type:
 a. initial
 b. material change
For Material Change Only:
 year _____ quarter _____
 date of last report _____

4. Name and Address of Reporting Entity
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 Tier _____, if known
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 \$ _____ actual planned

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Signature: 
 Print Name: Hashmi Quazi
 Title: Principal in Charge
 Telephone No.: 909-796-0544 Date: 02/18/2021

Items 1 through 17 are not applicable

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EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

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<p>1. Type of Federal Action:</p> <p><input type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance</p>	<p>2. Status of Federal Action:</p> <p><input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award</p>	<p>3. Report Type:</p> <p><input type="checkbox"/> a. initial <input type="checkbox"/> b. material change</p> <p>For Material Change Only: year _____ quarter _____ date of last report _____</p>
<p>4. Name and Address of Reporting Entity</p> <p><input type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known</p> <p>Congressional District, if known _____</p>	<p>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:</p> <p>Congressional District, if known _____</p>	
<p>6. Federal Department/Agency:</p>	<p>7. Federal Program Name/Description:</p> <p>CFDA Number, if applicable _____</p>	
<p>8. Federal Action Number, if known:</p>	<p>9. Award Amount, if known:</p>	
<p>10. Name and Address of Lobby Entity (If individual, last name, first name, MI)</p> <p>(attach Continuation Sheet(s) if necessary)</p>	<p>11. Individuals Performing Services (including address if different from No. 10) (last name, first name, MI)</p>	
<p>12. Amount of Payment (check all that apply)</p> <p>\$ _____ <input type="checkbox"/> actual <input type="checkbox"/> planned</p>	<p>14. Type of Payment (check all that apply)</p> <p><input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other, specify _____</p>	
<p>13. Form of Payment (check all that apply):</p> <p><input type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ Value _____</p>		
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<p>16. Continuation Sheet(s) attached: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>		
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<p>Federal Use Only:</p>		
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Not applicable for EXP U.S. Services Inc.

EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

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 b. material change
For Material Change Only:
 year ____ quarter ____
 date of last report _____

4. Name and Address of Reporting Entity
 Prime Subawardee
 Tier _____, if known
 Congressional District, if known _____

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
 Congressional District, if known _____

6. Federal Department/Agency: _____

7. Federal Program Name/Description:
 CFDA Number, if applicable _____

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 (attach Continuation Sheet(s) if necessary)

12. Amount of Payment (check all that apply)
 \$ 0 _____ actual planned

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 Value _____

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Signature: *Anh Case*
 Print Name: Anh Case, PE, CCM
 Title: Vice President, Director of CM, So. CA
 Telephone No.: 714.423.8171 Date: 2/18/2021

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		<p>Signature: <u><i>Genoveva L. Arellano</i></u></p> <p>Print Name: <u>Genoveva L. Arellano</u></p> <p>Title: <u>Principal</u></p> <p>Telephone No.: <u>909-627-2974</u> Date: <u>2/18/21</u></p>
<p>Authorized for Local Reproduction Standard Form - LLL</p>		
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GREEN RIVER ON-RAMP OVERHEAD
CONSTRUCTION and MAINTENANCE AGREEMENT

08-RIV-91 PM R1.14
 BNSF Agreement No. BF10012943
 STATE Contract No. XXXXXX
 RCTC Agreement No. 21-31-091-00
 Green River On-Ramp Overhead, State Bridge No. 56-0860S
 U.S. D.O.T. No. 026533K
 San Bernardino Subdivision
 LS 7602
 MP29.463

This Agreement ("**Agreement**"), is executed to be effective as of this ____ day of _____, 20__ ("**Effective Date**"), by and between **BNSF RAILWAY COMPANY**, a Delaware corporation ("**BNSF**"), the **STATE of CALIFORNIA**, acting through the Department of Transportation, hereinafter referred to as ("**STATE**"), and the **RIVERSIDE COUNTY TRANSPORTATION COMMISSION** hereinafter referred to as ("**RCTC**"), a public entity of the State of California, hereinafter referred to as ("**Parties**").

RECITALS:

WHEREAS, BNSF owns and operates a line of railroad in and through the City of Corona, County of Riverside, State of California, hereinafter referred to as ("**Rail Corridor**");

WHEREAS, the Parties have entered into an agreement dated June 24, 2014, carried in RCTC's records as Agreement No. 14-31-115-00 and in BNSF's records as Agreement No. BF-10006350, which provided for the construction and maintenance of the West Prado Overhead State Bridge No. 56-0634L/R and the W91-Green River Road Off-Ramp Overhead State Bridge No. 56-0865S;

WHEREAS, RCTC has adopted a project to construct a direct connector between eastbound State Route 71 and northbound State Route 91 requiring the reconstruction of the Green River Road on-ramp to eastbound SR 91 ("**SR-71/SR-91 Interchange Project**");

WHEREAS, the SR-71/SR-91 Interchange Project will involve the construction of a new crossing at separated grades to be known as the Green River On-Ramp Overhead, D.O.T. No. 026533K.

WHEREAS, RCTC and STATE desire to proceed with the construction of the Green River On-Ramp Overhead to accommodate the SR-71/SR-91 Interchange Project. The Green River On-Ramp Overhead will be constructed as a 5 span, cast-in-place post-tensioned reinforced concrete box girder bridge, 964 feet long. The width of the Green River On-Ramp Overhead is 39'-6" wide and is supported on concrete piers and abutments. At Bents 2, 3, 4, and 5, the super structure is supported by a single 5'-6"X8"-0" octagonal column. The new Green River On-Ramp Overhead shall be referred to herein as ("**STRUCTURE**").

WHEREAS, RCTC will fund the cost to construct the SR-71/SR-91 Interchange Project using a contractor (“**Contractor**”);

WHEREAS, STATE is the owner of State Route 71, State Route 91, and the State Highway System;

WHEREAS, RCTC and STATE have entered into Cooperative Agreement No 08-1380 dated March 21, 2016 permitting RCTC to acquire property on behalf of STATE and to design and construct the SR-71/SR-91 Interchange Project;

WHEREAS, upon completion and acceptance of the SR-71/SR-91 Interchange Project by STATE, STATE will thereafter own and maintain all highway improvements made by RCTC under this Agreement;

WHEREAS, pursuant to this Agreement, RCTC will acquire from BNSF a Temporary Construction License; and

WHEREAS, pursuant to this Agreement, RCTC will acquire a permanent easement (“**Easement**”), on behalf of the STATE, as required for the SR-71/SR-91 Interchange Project.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the Parties contained herein, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

ARTICLE I) SCOPE OF WORK

1. The term “**Project**” as used herein includes any and all work related to the construction of the proposed STRUCTURE, more particularly described on the Exhibit A attached hereto and incorporated herein, including, but not limited to, any and all changes to telephone, telegraph, signal and electrical lines and appurtenances, temporary and permanent track work, fencing, grading, alterations to or new construction of drainage facilities, preliminary and construction engineering and contract preparation. Additionally, temporary controls during construction must be in compliance with Section 8A-08, "Temporary Traffic Control Zones" of the Manual of Uniform Traffic Control Devices (“MUTCD”), U.S. Department of Transportation.

ARTICLE II) BNSF OBLIGATIONS

In consideration of the covenants of STATE and RCTC set forth herein and the faithful performance thereof, BNSF agrees as follows:

1. Upon RCTC’s payment to BNSF of an administrative fee in the sum of Two Thousand and No/100 Dollars (\$2,000), together with the Permanent Aerial and Footing Easements and Temporary Construction License Fee in the sum of \$671,152.00 and No/100 Dollars (\$671,152), BNSF hereby grants to RCTC, its successors and assigns, upon and subject to the terms and conditions set forth in this Agreement, a temporary non-exclusive license (hereinafter called, “Temporary Construction License”) to construct the Structure across or upon the portion of BNSF’s Rail Corridor as described further on Exhibit A-1, excepting and reserving BNSF’s rights,

and the rights of any others who have obtained, or may obtain, permission or authority from BNSF, to do the following:

- (a) Operate, maintain, renew and/or relocate any and all existing railroad track or tracks, wires, pipelines and other facilities of like character upon, over or under the surface of said Rail Corridor;
- (b) Construct, operate, maintain, renew and/or relocate upon said Rail Corridor, without limitation, such facilities as the BNSF may from time to time deem appropriate, provided such facilities do not materially interfere with the RCTC's construction of the STRUCTURE;
- (c) Otherwise use or operate the Rail Corridor as BNSF may from time to time deem appropriate, provided such use or operations does not materially interfere with the STATE's use of the STRUCTURE; and
- (d) Require RCTC or its contractor to execute a Temporary Construction Crossing Agreement, for any temporary crossing requested to aid in the construction of this STRUCTURE.

The term of the Temporary Construction License begins on the Effective Date and ends on the earlier of (i) substantial completion of the STRUCTURE, or (ii) Thirty (30) months following the Effective Date. The Temporary Construction License and related rights given by BNSF to RCTC in this provision are without warranty of title of any kind, express or implied, and no covenant of warranty of title will be implied from the use of any word or words herein contained. The Temporary Construction License is for construction of the STRUCTURE only and shall not be used by RCTC for any other purpose. RCTC acknowledges and agrees that RCTC shall not have the right, under the Temporary Construction License, to use the STRUCTURE for any other purpose than construction. In the event STATE and RCTC is evicted by anyone owning, or claiming title to or any interest in said Rail Corridor, BNSF will not be liable to STATE and RCTC for any damages, losses or any expenses of any nature whatsoever. The granting of similar rights to others, subsequent to the date of this Agreement, will not impair or interfere with the rights granted to RCTC herein.

Upon RCTC's payment to BNSF of the additional sum of \$0 and No/100 Dollars (\$0), such payment to be made within thirty (30) days of issuing the Notice to Proceed pursuant to Article III, Section 16 of this Agreement, and provided further that RCTC is in compliance with the term and conditions of this Agreement, BNSF will grant to RCTC, its successors and assigns, an easement (hereinafter called, the "Easement") to enter upon and use that portion of BNSF's Rail Corridor as is necessary to use and maintain the STRUCTURE, substantially in the form of Exhibit B attached to this Agreement. If RCTC fails to pay BNSF within the thirty-day time period set forth in the preceding sentence, BNSF may stop construction of the STRUCTURE until full payment is received by BNSF.

2. BNSF will furnish all labor, materials, tools, and equipment for railroad work required for the construction of the STRUCTURE, such railroad work and the estimated cost thereof being as

shown on Exhibit D attached hereto and made a part hereof. In the event construction on the STRUCTURE has not commenced within six (6) months following the Effective Date, BNSF may, in its sole and absolute discretion, revise the cost estimates set forth in said Exhibit D. In such event, the revised cost estimates will become a part of this Agreement as though originally set forth herein. Any item of work incidental to the items listed on Exhibit D not specifically mentioned therein may be included as a part of this Agreement upon written approval of RCTC, which approval will not be unreasonably withheld. Construction of the STRUCTURE must include the following railroad work by BNSF:

- (a) Procurement of materials, equipment and supplies necessary for the railroad work;
- (b) Preliminary engineering, design, and contract preparation;
- (c) Furnishing of flagging services during construction of the STRUCTURE as required and set forth in further detail on Exhibit C;
- (d) Furnishing engineering and inspection as required in connection with the construction of the STRUCTURE;
- (e) Providing a contract project coordinator, at RCTC's expense, to serve as a project manager for the STRUCTURE;

3. BNSF will do all railroad work set forth in Article II, Section 2 above on an actual cost basis, when BNSF, in its sole discretion, determines it is required by its labor agreements to perform such work with its own employees working under applicable collective bargaining agreements.

4. RCTC agrees to reimburse BNSF for work of an emergency nature caused by RCTC or RCTC's contractor in connection with the STRUCTURE which BNSF deems is reasonably necessary for the immediate restoration of railroad operations, or for the protection of persons or BNSF property. Such work may be performed by BNSF with reasonable prior notification of the scope and estimated cost and duration of emergency work without prior approval of RCTC and RCTC agrees to fully reimburse BNSF for all such emergency work.

5. BNSF may charge RCTC for insurance expenses, including self-insurance expenses, when such expenses cover the cost of Employer's Liability (including, without limitation, liability under the Federal Employer's Liability Act) in connection with the construction of the STRUCTURE. Such charges will be considered part of the actual cost of the STRUCTURE, regardless of the nature or amount of ultimate liability for injury, loss or death to BNSF's employees, if any.

6. During the construction of the STRUCTURE, BNSF will send RCTC progressive invoices detailing the costs of the railroad work performed by BNSF under this Agreement. RCTC must reimburse BNSF for completed force-account work within thirty (30) days of the date of the invoice for such work. Upon completion of the STRUCTURE, BNSF will send RCTC a detailed invoice of final costs, segregated as to labor and materials for each item in the recapitulation shown on Exhibit D. Pursuant to this section and Article IV, Section 7 herein, RCTC must pay the final

invoice within ninety (90) days of the date of the final invoice. BNSF will assess a finance charge of .033% per day (12% per annum) on any unpaid sums or other charges due under this Agreement which are past its credit terms. The finance charge continues to accrue daily until the date payment is received by BNSF, not the date payment is made or the date postmarked on the payment. Finance charges will be assessed on delinquent sums and other charges as of the end of the month and will be reduced by amounts in dispute and any unposted payments received by the month's end. Finance charges will be noted on invoices sent to RCTC under this section. **For purposes of computing the time limits prescribed by Section 911.2 of the California Government Code for the presentment of a claim against the RCTC the cause of action for failure to reimburse BNSF for the costs of the Railroad work performed by it pursuant to this Agreement shall be deemed to have accrued one hundred and eighty (180) days of the date of the final invoice.**

ARTICLE III) RCTC OBLIGATIONS

In consideration of the covenants of BNSF set forth herein and the faithful performance thereof, RCTC agrees as follows:

1. RCTC must furnish to BNSF plans and specifications for the STRUCTURE. Four sets of said plans (reduced size 11" x 17"), together with two copies of calculations, and two copies of specifications in **English Units**, must be submitted to BNSF for approval prior to commencement of any construction. BNSF will give RCTC final written approval of the plans and specifications substantially in the form of Exhibit E, attached to this Agreement and made a part hereof. Upon BNSF's final written approval of the plans and specifications, said plans and specifications will become part of this Agreement and are hereby incorporated herein. Any approval of the plans and specifications by BNSF shall in no way obligate BNSF in any manner with respect to the finished product design and/or construction. Any approval by BNSF shall mean only that the plans and specifications meet the subjective standards of BNSF, and such approval by BNSF shall not be deemed to mean that the plans and specifications or construction is structurally sound and appropriate or that such plans and specifications meet applicable regulations, laws, statutes or local ordinances and/or building codes.
2. RCTC must make any required application and obtain all required permits and approvals for the construction of the STRUCTURE.
3. RCTC must provide for and maintain minimum vertical and horizontal clearances, as required in Exhibit C and as approved by BNSF as part of the plans and specifications for the STRUCTURE.
4. RCTC must acquire all rights of way necessary for the construction of the STRUCTURE.
5. RCTC must make any and all arrangements, in compliance with BNSF's Utility Accommodation Manual (<http://www.bnsf.com/communities/faqs/pdf/utility.pdf>), for the installation or relocation of wire lines, pipe lines and other facilities owned by private persons, companies, corporations, political subdivisions or public utilities other than BNSF which may be necessary for the construction of the STRUCTURE.

6. RCTC must construct the STRUCTURE as shown on the attached Exhibit A and do all work ("RCTC's Work") provided for in the plans and specifications for the STRUCTURE, except railroad work that will be performed by BNSF hereunder. RCTC must furnish all labor, materials, tools and equipment for the performance of RCTC's Work. The principal elements of RCTC's Work are as follows:

- (a) Design and the construction of the STRUCTURE;
- (b) All necessary grading and paving, including backfill of excavations and restoration of disturbed vegetation on BNSF's Rail Corridor;
- (c) Provide suitable drainage, both temporary and permanent;
- (d) Provide appropriate pedestrian/trespassing control during construction;
- (e) Job site cleanup including removal of all construction materials, concrete debris, surplus soil, refuse, contaminated soils, asphalt debris, litter and other waste materials to the satisfaction of BNSF;

7. RCTC must apply and maintain said D.O.T. Crossing number 026533K, and the Public Utility Commission Crossing number 002B-29.54-A in a conspicuous location on the STRUCTURE.

8. RCTC's Work must be performed by RCTC or RCTC's contractor in a manner that will not endanger or interfere with the safe and timely operations of BNSF and its facilities.

9. For any future inspection or maintenance, either routine or otherwise, performed by subcontractors on behalf of the RCTC, RCTC shall require the subcontractors to comply with the provisions of the attached Exhibit C and execute the agreement attached hereto as Exhibit C-1. Prior to performing any future maintenance with its own personnel, RCTC shall: comply with all of BNSF's applicable safety rules and regulations; require any RCTC employee performing maintenance to complete the safety training program at the BNSF's Internet Website "www.BNSFContractor.com"; notify BNSF when, pursuant to the requirements of Exhibit C, a flagger is required to be present; procure, and have approved by BNSF's Risk Management Department, Railroad Protective Liability insurance.

10. RCTC must require its contractor(s) to notify BNSF's Roadmaster at least thirty (30) calendar days prior to requesting a BNSF flagman in accordance with the requirements of Exhibit C attached hereto. Additionally, RCTC must require its contractor(s) to notify BNSF's Manager of Public Projects thirty (30) calendar days prior to commencing work on BNSF property or near BNSF tracks.

11. RCTC or its contractor(s) must submit four (4) copies of any plans (including two sets of calculations in **English Units**) for proposed shoring, falsework or cribbing to be used over, under, or adjacent to BNSF's tracks to BNSF's Manager of Public Projects for approval. The shoring, falsework or cribbing used by RCTC's contractor shall comply with the BNSF Bridge Requirements set forth on Exhibit F and all applicable requirements promulgated by state and federal agencies, departments, commissions and other legislative bodies.

12. RCTC must include the following provisions in any contract with its contractor(s) performing work on said STRUCTURE:

- (a) The Contractor is placed on notice that fiber optic, communication and other cable lines and systems (collectively, the "Lines") owned by various telecommunications companies may be buried on BNSF's property or within the Rail Corridor. The locations of these Lines have been included on the plans based on information from the telecommunications companies. The Contractor will be responsible for contacting BNSF's Engineering Representative, BNSF's Signal Representative and the telecommunications companies and notifying them of any work that may damage these Lines or facilities and/or interfere with their service. The Contractor must also mark all Lines shown on the plans or marked in the field in order to verify their locations. The Contractor must also use all reasonable methods when working in the BNSF Rail Corridor or on BNSF property to determine if any other Lines (fiber optic, cable, communication or otherwise) may exist.
- (b) The Contractor will be responsible for the rearrangement of any facilities or Lines determined to interfere with the construction. The Contractor must cooperate fully with any telecommunications company(ies) in performing such rearrangements.
- (c) Failure to mark or identify these Lines will be sufficient cause for BNSF's engineering representative to stop construction at no cost to the RCTC or BNSF until these items are completed.
- (d) In addition to the liability terms contained elsewhere in this Agreement, the Contractor hereby indemnifies, defends and holds harmless BNSF for, from and against all cost, liability, and expense whatsoever (including, without limitation, attorney's fees and court costs and expenses) arising out of or in any way contributed to by any act or omission of Contractor, its subcontractors, agents and/or employees that cause or in any way or degree contribute to (1) any damage to or destruction of any Lines by Contractor, and/or its subcontractors, agents and/or employees, on BNSF's property or within BNSF's Rail Corridor, (2) any injury to or death of any person employed by or on behalf of any telecommunications company, and/or its contractor, agents and/or employees, on BNSF's property or within BNSF's Rail Corridor, and/or (3) any claim or cause of action for alleged loss of profits or revenue by, or loss of service by a customer or user of such telecommunication company(ies). **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY, DEATH, CAUSE OF ACTION OR CLAIM WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF BNSF, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE WILLFUL MISCONDUCT OR SOLE NEGLIGENCE OF BNSF.**

13. RCTC must require compliance with the obligations set forth in this agreement, including Exhibit C and Exhibit C-1, and incorporate in each prime contract for construction of the STRUCTURE, or the specifications therefor (i) the provisions set forth in Article III and IV; and (ii) the provisions set forth in Exhibit C, Exhibit C-1, and Exhibit F attached hereto and by reference made a part hereof.

14. Except as otherwise provided below in this Section 13, all construction work performed hereunder by RCTC for the STRUCTURE will be pursuant to a contract or contracts to be let by RCTC, and all such contracts must include the following:

- (c) All work performed under such contract or contracts within the limits of BNSF's Rail Corridor must be performed in a good and workmanlike manner in accordance with plans and specifications approved by BNSF;
- (d) Changes or modifications during construction that affect safety or BNSF operations must be subject to BNSF's approval;
- (e) No work will be commenced within BNSF's Rail Corridor until each of the prime contractors employed in connection with said work must have (i) executed and delivered to BNSF an agreement in the form of Exhibit C-1, and (ii) delivered to and secured BNSF's approval of the required insurance; and
- (f) To facilitate scheduling for the STRUCTURE, RCTC shall have its contractor give BNSF's representative 4 weeks advance notice of the proposed times and dates for work windows. BNSF and RCTC's contractor will establish mutually agreeable work windows for the STRUCTURE. BNSF has the right at any time to revise or change the work windows, due to train operations or service obligations. BNSF will not be responsible for any additional costs and expenses resulting from a change in work windows. Additional costs and expenses resulting from a change in work windows shall be accounted for in the contractor's expenses for the STRUCTURE.
- (g) The plans and specifications for the STRUCTURE must be in compliance with the Bridge Requirements set forth on Exhibit F, attached to this Agreement and incorporated herein.

15. RCTC must advise the appropriate BNSF Manager of Public Projects, in writing, of the completion date of the STRUCTURE within thirty (30) days after such completion date. Additionally, RCTC must notify BNSF's Manager of Public Projects, in writing, of the date on which RCTC and/or its Contractor will meet with BNSF for the purpose of making final inspection of the STRUCTURE.

16. TO THE FULLEST EXTENT PERMITTED BY LAW, RCTC HEREBY RELEASES, INDEMNIFIES, DEFENDS AND HOLDS HARMLESS BNSF, ITS AFFILIATED COMPANIES, PARTNERS, SUCCESSORS, ASSIGNS, LEGAL REPRESENTATIVES, OFFICERS, DIRECTORS, SHAREHOLDERS, EMPLOYEES AND AGENTS FOR, FROM AND AGAINST ANY AND ALL CLAIMS, LIABILITIES, FINES, PENALTIES, COSTS, DAMAGES, LOSSES, LIENS, CAUSES OF ACTION, SUITS, DEMANDS, JUDGMENTS AND EXPENSES

(INCLUDING, WITHOUT LIMITATION, COURT COSTS AND ATTORNEYS' FEES) OF ANY NATURE, KIND OR DESCRIPTION OF ANY PERSON (INCLUDING, WITHOUT LIMITATION, THE EMPLOYEES OF THE PARTIES HERETO) OR ENTITY DIRECTLY OR INDIRECTLY ARISING OUT OF, RESULTING FROM OR RELATED TO (IN WHOLE OR IN PART) (I) THE USE, OCCUPANCY OR PRESENCE OF RCTC, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES OR AGENTS IN, ON, OR ABOUT THE CONSTRUCTION SITE, (II) THE PERFORMANCE, OR FAILURE TO PERFORM BY THE RCTC, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES, OR AGENTS, ITS WORK OR ANY OBLIGATION UNDER THIS AGREEMENT, (III) THE SOLE OR CONTRIBUTING ACTS OR OMISSIONS OF RCTC, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES, OR AGENTS IN, ON, OR ABOUT THE CONSTRUCTION SITE, (IV) RCTC'S BREACH OF THE TEMPORARY CONSTRUCTION LICENSE OR EASEMENT GRANTED TO RCTC PURSUANT TO ARTICLE II OF THIS AGREEMENT, (V) ANY RIGHTS OR INTERESTS GRANTED TO RCTC PURSUANT TO THE TEMPORARY CONSTRUCTION LICENSE OR EASEMENT DISCUSSED IN ARTICLE II OF THIS AGREEMENT, (VI) RCTC'S OCCUPATION AND USE OF BNSF'S PROPERTY OR RAIL CORRIDOR, INCLUDING, WITHOUT LIMITATION, SUBSEQUENT MAINTENANCE OF THE STRUCTURE BY RCTC, OR (VII) AN ACT OR OMISSION OF RCTC OR ITS OFFICERS, AGENTS, INVITEES, EMPLOYEES OR CONTRACTORS OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM, OR ANYONE THEY CONTROL OR EXERCISE CONTROL OVER. THE LIABILITY ASSUMED BY RCTC WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY OR DEATH WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF BNSF, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE WILLFUL MISCONDUCT OR SOLE NEGLIGENCE OF BNSF.

17. RCTC must give BNSF's Manager of Public Projects written notice to proceed ("**Notice to Proceed**") with the railroad work after receipt of necessary funds for the STRUCTURE. BNSF will not begin the railroad work (including, without limitation, procurement of supplies, equipment or materials) until written notice to proceed is received from RCTC.

ARTICLE IV) JOINT OBLIGATIONS

IN CONSIDERATION of the premises, the parties hereto mutually agree to the following:

1. All work contemplated in this Agreement must be performed in a good and workmanlike manner and each portion must be promptly commenced by the party obligated hereunder to perform the same and thereafter diligently prosecuted to conclusion in its logical order and sequence. Furthermore, any changes or modifications during construction which affect BNSF will be subject to BNSF's written approval prior to the commencement of any such changes or modifications from the BNSF Project Contact.

2. The work hereunder must be done in accordance with the Bridge Requirements set forth on Exhibit F and the detailed plans and specifications approved by BNSF.

3. RCTC must require its contractor(s) to reasonably adhere to the STRUCTURE's construction schedule for all STRUCTURE work. The parties hereto mutually agree that BNSF's failure to complete the railroad work in accordance with the construction schedule due to inclement weather or unforeseen railroad emergencies will not constitute a breach of this Agreement by BNSF and will not subject BNSF to any liability. Regardless of the requirements of the construction schedule, BNSF reserves the right to reallocate the labor forces assigned to complete the railroad work in the event of an emergency to provide for the immediate restoration of railroad operations of either (BNSF or its related railroads) or to protect persons or property on or near any BNSF owned property. BNSF will not be liable for any additional costs or expenses resulting from any such reallocation of its labor forces. The parties mutually agree that any reallocation of labor forces by BNSF pursuant to this provision and any direct or indirect consequences or costs resulting from any such reallocation will not constitute a breach of this Agreement by BNSF.

4. BNSF will have the right to stop construction work on the STRUCTURE if any of the following events take place: (i) RCTC (or any of its contractors) performs the STRUCTURE work in a manner contrary to the plans and specifications approved by BNSF; (ii) RCTC (or any of its contractors), in BNSF's opinion, prosecutes the STRUCTURE work in a manner that is hazardous to BNSF property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the STRUCTURE; or (iv) RCTC fails to pay BNSF for the Temporary Construction License or the Easement pursuant to Article II, Section 1 of this Agreement. The work stoppage will continue until all necessary actions are taken by RCTC or its contractor to rectify the situation to the satisfaction of BNSF's Division Engineer or until proof of additional insurance has been delivered to and accepted by BNSF. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, BNSF may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of BNSF. BNSF's right to stop the work is in addition to any other rights BNSF may have including, but not limited to, actions or suits for damages or lost profits. In the event that BNSF desires to stop construction work on the STRUCTURE, BNSF agrees to immediately notify the following individual in writing:

[Bryce Johnston](#)
[Project Manager](#)
[Riverside County Transportation Commission](#)
[4080 Lemon Street, 3rd Floor](#)
[Riverside, CA 92502](#)
[951-787-4016](#)
bjohnston@rctc.org

5. RCTC must supervise and inspect the operations of all RCTC contractors to ensure compliance with the plans and specifications approved by BNSF, the terms of this Agreement and all safety requirements of BNSF. If BNSF determines that proper supervision and inspection are not being performed by RCTC personnel at any time during construction of the STRUCTURE, BNSF has the right to stop construction (within or adjacent to its operating Rail Corridor).

Construction of the STRUCTURE will not proceed until RCTC corrects the situation to BNSF's reasonable satisfaction. If BNSF feels the situation is not being corrected in an expeditious manner, BNSF will immediately notify for appropriate corrective action.

6. RCTC agrees to provide, to the BNSF Manager Evidence Preservation, such STRUCTURE documentation and records as are agreed to between the parties including: any project applications; any letters of approval and/or authorization forms (eg. PR-1240 or the equivalent); any and all payment Voucher forms requesting FHWA reimbursement (eg. PR-20 or the equivalent) or any other such project authorization or funding records as BNSF may request from time to time. Such records will be provided by the RCTC to BNSF on a mutually agreeable schedule or within two (2) months after such records are generated or received by the RCTC. Section 130 Documentation shall be provided to BNSF in the one of the following manners:

Manager Evidence Preservation
2600 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Or electronically to:

Manager Evidence Preservation
Section130@bnsf.com

7. Pursuant to this section and Article II, Section 6 herein, RCTC must reimburse BNSF in full for the actual costs of all work performed by BNSF under this Agreement (including taxes, such as applicable sales and use taxes, business and occupation taxes, and similar taxes), less BNSF's Share as set forth in Article IV, Section 6 herein. BNSF's Share must be paid upon completion of the STRUCTURE.

In any action brought under this Agreement, the prevailing Party shall be entitled to recover its actual costs and attorneys fees pursuant to California Civil Code Section 1717, as well as other litigation costs, including expert witness fees. The prevailing Party shall also be entitled to recover all actual attorneys fees and litigation costs incurred in connection with the enforcement of a judgment arising from such action or proceeding.

8. All expenses detailed in statements sent to RCTC pursuant to Article II, Section 6 herein will comply with the terms and provisions of the Title 23 U.S. Code, Title 23 Code of Federal Regulations, and the Federal-Aid Policy Guide, U.S. Department of Transportation, as amended from time to time, which manual is hereby incorporated into and made a part of this Agreement by reference. The parties mutually agree that BNSF's preliminary engineering, design, and contract preparation costs described in Article II, Section 2 herein are part of the costs of the STRUCTURE even though such work may have preceded the date of this Agreement.

9. The parties mutually agree that neither construction activities for the STRUCTURE, nor future maintenance of the STRUCTURE once completed, will be permitted during the fourth quarter of each calendar year. Emergency work will be permitted only upon prior notification to

BNSF's Network Operations Center (telephone number: 800 832-5452). The parties hereto mutually understand and agree that trains cannot be subjected to delay during this time period.

10. Subject to the restrictions imposed by Article IV, Section 9 above, the construction of the STRUCTURE will not commence until RCTC gives BNSF's Manager of Public Projects thirty (30) days prior written notice of such commencement. The commencement notice will reference D.O.T. Crossing No. 026533K and must state the time that construction activities will begin.

11. In addition to the terms and conditions set forth elsewhere in this Agreement, including, but not limited to, the terms and conditions stated in Exhibit F, BNSF and STATE agree to the following terms upon completion of construction of the STRUCTURE:

- (a) STATE will own and maintain, at its sole cost and expense, the STRUCTURE, the highway approaches, and appurtenances thereto, lighting, drainage and any access roadways to BNSF gates installed pursuant to this Agreement. In the event emergency repairs to the STRUCTURE appear necessary due to an earthquake, fire, flood, damage from vehicular impacts or other emergent situations, BNSF will immediately notify STATE of the need. Should emergency repairs become necessary, with prior notice to STATE, or the situation results in any materials causing an infringement upon or violate the minimum clearances described in Exhibit C, BNSF may remove the materials by any method that would not cause damage to or in any way jeopardize the structural integrity of the bridge deck, superstructure, or substructure. Notification of such action must be communicated to the STATE's district bridge maintenance superintendent or his delegate as soon as practically possible.
- (b) STATE must, at STATE's sole cost and expense, keep the STRUCTURE painted and free from graffiti.
- (c) STATE must provide BNSF with any and all necessary permits and maintain roadway traffic controls, at no cost to BNSF, whenever requested by BNSF to allow BNSF to inspect the STRUCTURE or to make emergency repairs thereto.
- (d) It is expressly understood by STATE and BNSF that any right to install utilities will be governed by a separate permit or license agreement between the parties hereto.
- (e) STATE must keep the STRUCTURE and surrounding areas clean and free from birds, pigeons, scavengers, vermin, creatures and other animals as permitted by law.
- (f) If STATE (including its contractors and agents) or BNSF, on behalf of STATE, performs (i) alterations or modifications to the STRUCTURE, or (ii) any maintenance or other work on the STRUCTURE with heavy tools, equipment or machinery at ground surface level horizontally within 25'-0" of the centerline of the nearest track, or (iii) any maintenance or other work outside the limits of the deck of the STRUCTURE vertically above the top of the rail, then STATE or its

contractors and/or agents must procure and maintain the following insurance coverage, which may be changed from time to time:

Railroad Protective Liability insurance naming only **BNSF** as the Insured with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. The policy shall be issued on a standard ISO form CG 00 35 12 04 and include the following:

- Endorsed to include the Pollution Exclusion Amendment
- Endorsed to include the Limited Seepage and Pollution Endorsement.
- Endorsed to remove any exclusion for punitive damages.
- Endorsed to include Evacuation Expense Coverage Endorsement.
- No other endorsements restricting coverage may be added.
- The original policy must be provided to **BNSF** prior to performing any work or services under this Agreement
- Definition of "Physical Damage to Property" shall be endorsed to read: "means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

As used in this paragraph, "**BNSF**" means "Burlington Northern Santa Fe, LLC", "BNSF RAILWAY COMPANY" and the subsidiaries, successors, assigns and affiliates of each.

In lieu of providing a Railroad Protective Liability Policy, STATE may participate in BNSF's Blanket Railroad Protective Liability Insurance Policy if available to STATE or its contractors. The limits of coverage are the same as above.

12. RCTC must provide one set of as built plans (prepared in **English Units**) to BNSF, as well as one set of computer diskettes containing as built CAD drawings of the STRUCTURE and identifying the software used for the CAD drawings. The "as built plans" must comply with the Bridge Requirements set forth on Exhibit F and depict all information in BNSF engineering stationing and mile post pluses. The "as built plans" must also include plan and profile, structural bridge drawings and specifications, and drainage plans. All improvements and facilities must be shown.

13. Subject to the restrictions imposed by Article IV, Section 9 above and in accordance with the requirements of Article III, Section 9 above, STATE must notify and obtain prior authorization from BNSF's Manager of Public Projects before entering BNSF's Rail Corridor for **INSPECTION OR MAINTENANCE** purposes, and the BNSF Manager of Public Projects will determine if flagging is required. If the construction work hereunder is contracted, RCTC must require its

prime contractor(s) to comply with the obligations set forth in Exhibit C and Exhibit C-1, as the same may be revised from time to time. RCTC will be responsible for its contractor(s) compliance with such obligations.

14. In the event that BNSF shall deem it necessary or desirable in the future, in the performance of its duty as a common carrier, to raise or lower the grade or change the alignment of its tracks or to lay additional track or tracks or to build other facilities in connection with the operation of its railroad, BNSF shall, at its expense, have full right to make such changes or additions, provided such changes or additions do not change or alter the STRUCTURE herein proposed to be constructed and provided further, however, that should it become necessary or desirable in the future to change, alter, widen or reconstruct the STRUCTURE to accommodate railroad projects, the cost of such work, including any cost incidental to alteration of railroad or highway facilities made necessary by the alteration of the STRUCTURE, will be divided between BNSF and STATE in such shared as may be mutually agreed to by them. Any alteration or reconstruction of the highway components of the STRUCTURE will be covered by a Commission order.

15. STATE may, at STATE's sole expense, alter or reconstruct the highway components of the STRUCTURE if necessary or desirable, due to traffic conditions or pedestrian or other recreational traffic, provided, however, that any such alteration or reconstruction must receive BNSF's prior written approval as evidenced by either a supplement to this Agreement, or execution of a new agreement that provides for the termination of this Agreement. Furthermore, any alteration or reconstruction of the highway components of the STRUCTURE will be covered by a Commission Order.

16. Any books, papers, records and accounts of the parties hereto relating to the work hereunder or the costs or expenses for labor and material connected with the construction will at all reasonable times be open to inspection and audit by the agents and authorized representatives of the parties hereto, as well as the State of California and the Federal Highway Administration, for a period of one (1) year from the date of the final BNSF invoice under this Agreement.

17. The covenants and provisions of this Agreement are binding upon and inure to the benefit of the successors and assigns of the parties hereto. Notwithstanding the preceding sentence, neither party hereto may assign any of its rights or obligations hereunder without the prior written consent of the other party.

18. In the event construction of the STRUCTURE does not commence within 3 years of the Effective Date, this Agreement will become null and void.

19. Neither termination nor expiration of this Agreement will release either party from any liability or obligation under this Agreement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination or expiration.

20. To the maximum extent possible, each provision of this Agreement will be interpreted in such a manner as to be effective and valid under applicable law. If any provision of this Agreement is prohibited by, or held to be invalid under, applicable law, such provision will be ineffective solely to the extent of such prohibition or invalidity and the remainder of the provision will be enforceable.

21. This Agreement (including exhibits and other documents, manuals, etc. incorporated herein) is the full and complete agreement between BNSF and RCTC with respect to the subject matter herein and supersedes any and all other prior agreements between the parties hereto.

22. Any notice provided for herein or concerning this Agreement must be in writing and will be deemed sufficiently given when sent by certified mail, return receipt requested, to the parties at the following addresses:

BNSF:

Manager of Public Projects
Kate Kalinosky
740 E. Carnegie Drive
San Bernardino, CA 92408
Email: Kate.Kalinosky@BNSF.com

Director Bridge Engineering
Ron Berry
4515 Kansas Avenue
Kansas City, KS 66106
Email: Ronald.Berry@bnsf.com

Project Engineer
Gracie Cesaire
740 E. Carnegie Drive
San Bernardino, CA 92408
Email: altagracia.cesaire@bnsf.com

Division Engineer
Marissa Procter
740 E. Carnegie Drive
San Bernardino, CA 92408
Email: marissa.procter@bnsf.com

RCTC:

Bryce Johnston
Project Manager
Riverside County Transportation Commission
480 Lemon Street, 3rd Floor
Riverside, CA 92502-2208
Office: (951) 787-4016
Email: bjohnston@rctc.org

STATE:

Department of Transportation
Ginger Congi, Acting Chief
Office of Railroads and Utilities Relocation
Division of Right of Way & Land Surveys
1727 30th Street, MS35
Sacramento, CA 95814-7005
Office: (916) 227-7669
Email: ginger.congi@dot.ca.gov

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by its duly qualified and authorized officials as of the day and year first above written.

(Signature pages to follow)

BNSF RAILWAY COMPANY

By: _____

Printed Name: _____

Title: _____

WITNESS:

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

By: _____

Printed Name: Anne Mayer

Title: Executive Director

WITNESS:

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

By: _____

Printed Name: _____

Title: _____

WITNESS:

Exhibit A

[Insert drawing of the Project and/or Structure]

EASEMENT AGREEMENT

FOR Green River On Ramp Overhead (Overpass Agreement)

THIS EASEMENT AGREEMENT FOR _____ ("**Easement Agreement**") is made and entered into as of the ____ day of _____ 2021 ("**Effective Date**"), by and between BNSF RAILWAY COMPANY, a Delaware corporation ("**Grantor**"), and RIVERSIDE COUNTY TRANSPORTATION COMMISSION, a public entity ("**Grantee**").

A. Grantor owns or controls certain real property situated at or near the vicinity of Corona, County of Riverside, State of California, at Mile Post 29.463, [Project # BF 10012943], as described or depicted on **Exhibit "A-1"** attached hereto and made a part hereof (the "**Premises**").

B. Grantor and Grantee have entered into that certain Overpass Agreement dated as of _____ concerning improvements on or near the Premises (the "**Overpass Agreement**").

C. Grantee has requested that Grantor grant to Grantee an easement over the Premises for the Easement Purpose (as defined below).

D. Grantor has agreed to grant Grantee such easement, subject to the terms and conditions set forth in this Easement Agreement.

NOW, THEREFORE, for and in consideration of the foregoing recitals which are incorporated herein, the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

Section 1 Granting of Easement.

1.1 Easement Purpose. The "**Easement Purpose**" shall be for the purposes set forth in the OVERPASS Agreement. Any improvements to be constructed in connection with the Easement Purpose are referred to herein as "**Improvements**" and shall be constructed, located, configured and maintained by Grantee in strict accordance with the terms of this Easement Agreement and the OVERPASS Agreement.

1.2 Grant. Grantor does hereby grant unto Grantee a non-exclusive easement ("**Easement**") over the Premises for the Easement Purpose and for no other purpose. The Easement is granted subject to any and all restrictions,

covenants, easements, licenses, permits, leases and other encumbrances of whatsoever nature whether or not of record, if any, relating to the Premises and subject to all with all applicable federal, state and local laws, regulations, ordinances, restrictions, covenants and court or administrative decisions and orders, including Environmental Laws (defined below) and zoning laws (collectively, "**Laws**"). Grantor may not make any alterations or improvements or perform any maintenance or repair activities within the Premises except in accordance with the terms and conditions of the OVERPASS Agreement.

- 1.3 Reservations by Grantor. Grantor excepts and reserves the right, to be exercised by Grantor and any other parties who may obtain written permission or authority from Grantor:
- (a) to install, construct, maintain, renew, repair, replace, use, operate, change, modify and relocate any existing pipe, power, communication, cable, or utility lines and appurtenances and other facilities or structures of like character (collectively, "**Lines**") upon, over, under or across the Premises;
 - (b) to install, construct, maintain, renew, repair, replace, use, operate, change, modify and relocate any tracks or additional facilities or structures upon, over, under or across the Premises; and
 - (c) to use the Premises in any manner as the Grantor in its sole discretion deems appropriate, provided Grantor uses all commercially reasonable efforts to avoid material interference with the use of the Premises by Grantee for the Easement Purpose.

Section 2 Term of Easement. The term of the Easement, unless sooner terminated under provisions of this Easement Agreement, shall be perpetual. The term of this Easement, unless sooner terminated under provisions of this Easement Agreement, shall expire on the date that is _____ after the Effective Date.

Section 3 No Warranty of Any Conditions of the Premises. Grantee acknowledges that Grantor has made no representation whatsoever to Grantee concerning the state or condition of the Premises, or any personal property located thereon, or the nature or extent of Grantor's ownership interest in the Premises. Grantee has not relied on any statement or declaration of Grantor, oral or in writing, as an inducement to entering into this Easement Agreement, other than as set forth herein. GRANTOR HEREBY DISCLAIMS ANY REPRESENTATION OR WARRANTY, WHETHER EXPRESS OR IMPLIED, AS TO THE DESIGN OR CONDITION OF ANY PROPERTY PRESENT ON OR CONSTITUTING THE PREMISES, ITS MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, THE QUALITY OF THE MATERIAL OR WORKMANSHIP OF ANY SUCH PROPERTY, OR THE CONFORMITY OF ANY SUCH

PROPERTY TO ITS INTENDED USES. GRANTOR SHALL NOT BE RESPONSIBLE TO GRANTEE OR ANY OF GRANTEE'S CONTRACTORS FOR ANY DAMAGES RELATING TO THE DESIGN, CONDITION, QUALITY, SAFETY, MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OF ANY PROPERTY PRESENT ON OR CONSTITUTING THE PREMISES, OR THE CONFORMITY OF ANY SUCH PROPERTY TO ITS INTENDED USES. GRANTEE ACCEPTS ALL RIGHTS GRANTED UNDER THIS EASEMENT AGREEMENT IN THE PREMISES IN AN "AS IS, WHERE IS" AND "WITH ALL FAULTS" CONDITION, AND SUBJECT TO ALL LIMITATIONS ON GRANTOR'S RIGHTS, INTERESTS AND TITLE TO THE PREMISES. Grantee has inspected or will inspect the Premises, and enters upon Grantor's rail corridor and property with knowledge of its physical condition and the danger inherent in Grantor's rail operations on or near the Premises. Grantee acknowledges that this Easement Agreement does not contain any implied warranties that Grantee or Grantee's Contractors (as hereinafter defined) can successfully construct or operate the Improvements.

Section 4 Nature of Grantor's Interest in the Premises. GRANTOR DOES NOT WARRANT ITS TITLE TO THE PREMISES NOR UNDERTAKE TO DEFEND GRANTEE IN THE PEACEABLE POSSESSION OR USE THEREOF. NO COVENANT OF QUIET ENJOYMENT IS MADE. In case of the eviction of Grantee by anyone owning or claiming title to or any interest in the Premises, or by the abandonment by Grantor of the affected rail corridor, Grantor shall not be liable to refund Grantee any compensation paid hereunder.

Section 5 Improvements. Grantee shall take, in a timely manner, all actions necessary and proper to the lawful establishment, construction, operation, and maintenance of the Improvements, including such actions as may be necessary to obtain any required permits, approvals or authorizations from applicable governmental authorities. Any and all cuts and fills, excavations or embankments necessary in the construction, maintenance, or future alteration of the Improvements shall be made and maintained in such manner, form and extent as will provide adequate drainage of and from the adjoining lands and premises of the Grantor; and wherever any such fill or embankment shall or may obstruct the natural and pre-existing drainage from such lands and premises of the Grantor, the Grantee shall construct and maintain such culverts or drains as may be requisite to preserve such natural and pre-existing drainage, and shall also wherever necessary, construct extensions of existing drains, culverts or ditches through or along the premises of the Grantor, such extensions to be of adequate sectional dimensions to preserve the present flowage of drainage or other waters, and of materials and workmanship equally as good as those now existing. In the event any construction, repair, maintenance, work or other use of the Premises by Grantee will affect any Lines, fences, buildings, improvements or other facilities (collectively, "**Other Improvements**"), Grantee will be responsible at Grantee's sole risk to locate and make any adjustments necessary to such Other Improvements. Grantee must contact the owner(s) of the Other Improvements notifying them of any work that may damage these Other Improvements and/or interfere with their service and obtain the owner's written approval prior to so affecting the Other Improvements. Grantee must mark all Other Improvements on the Plans and Specifications and mark such Other Improvements in the field in order to verify

their locations. Grantee must also use all reasonable methods when working on or near Grantor property to determine if any Other Improvements (fiber optic, cable, communication or otherwise) may exist. The Grantee agrees to keep the above-described premises free and clear from combustible materials and to cut and remove or cause to be cut and removed at its sole expense all weeds and vegetation on said premises, said work of cutting and removal to be done at such times and with such frequency as to comply with Grantee and local laws and regulations and abate any and all hazard of fire.

Section 6 Taxes and Recording Fees. Grantee shall pay when due any taxes, assessments or other charges (collectively, "**Taxes**") levied or assessed upon the Improvements by any governmental or quasi-governmental body or any Taxes levied or assessed against Grantor or the Premises that are attributable to the Improvements. Grantee agrees to purchase, affix and cancel any and all documentary stamps in the amount prescribed by statute, and to pay any and all required transfer taxes, excise taxes and any and all fees incidental to recordation of the Memorandum of Easement. In the event of Grantee's failure to do so, if Grantor shall become obligated to do so, Grantee shall be liable for all costs, expenses and judgments to or against Grantor, including all of Grantor's legal fees and expenses.

Section 7 Environmental.

7.1 Compliance with Environmental Laws. Grantee shall strictly comply with all federal, state and local environmental Laws in its use of the Premises, including, but not limited to, the Resource Conservation and Recovery Act, as amended (RCRA), the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Toxic Substances Control Act (collectively referred to as the "**Environmental Laws**"). Grantee shall not maintain a "treatment," "storage," "transfer" or "disposal" facility, or "underground storage tank," as those terms are defined by Environmental Laws, on the Premises. Grantee shall not handle, transport, release or suffer the release of "hazardous waste" or "hazardous substances", as "hazardous waste" and "hazardous substances" may now or in the future be defined by any Environmental Laws.

7.2 Notice of Release. Grantee shall give Grantor immediate notice to Grantor's Resource Operations Center at (800) 832-5452 of any release of hazardous substances on or from the Premises, violation of Environmental Laws, or inspection or inquiry by governmental authorities charged with enforcing Environmental Laws with respect to Grantee's use of the Premises. Grantee shall use its best efforts to promptly respond to any release on or from the Premises. Grantee also shall give Grantor immediate notice of all measures undertaken on behalf of Grantee to investigate, remediate, respond to or otherwise cure such release or violation.

7.3 Remediation of Release. In the event that Grantor has notice from Grantee or otherwise of a release or violation of Environmental Laws which occurred or may occur during the term of this Easement Agreement, Grantor may require Grantee, at Grantee's sole risk and expense, to take timely measures to investigate, remediate, respond to or

otherwise cure such release or violation affecting the Premises. If during the construction or subsequent maintenance of the Improvements, soils or other materials considered to be environmentally contaminated are exposed, Grantee will remove and safely dispose of said contaminated soils. Determination of soils contamination and applicable disposal procedures thereof, will be made only by an agency having the capacity and authority to make such a determination.

7.4 Preventative Measures. Grantee shall promptly report to Grantor in writing any conditions or activities upon the Premises known to Grantee which create a risk of harm to persons, property or the environment and shall take whatever action is necessary to prevent injury to persons or property arising out of such conditions or activities; provided, however, that Grantee's reporting to Grantor shall not relieve Grantee of any obligation whatsoever imposed on it by this Easement Agreement. Grantee shall promptly respond to Grantor's request for information regarding said conditions or activities.

7.5 Evidence of Compliance. Grantee agrees periodically to furnish Grantor with proof satisfactory to Grantor that Grantee is in compliance with this **Section 7**. Should Grantee not comply fully with the above-stated obligations of this **Section 7**, notwithstanding anything contained in any other provision hereof, Grantor may, at its option, terminate this Easement Agreement by serving five (5) days' notice of termination upon Grantee. Upon termination, Grantee shall remove the Improvements and restore the Premises as provided in **Section 9**.

Section 8 Default and Termination.

8.1 Grantor's Performance Rights. If at any time Grantee, or Grantee's Contractors, fails to properly perform its obligations under this Easement Agreement, Grantor, in its sole discretion, may: (i) seek specific performance of the unperformed obligations, or (ii) at Grantee's sole cost, may arrange for the performance of such work as Grantor deems necessary for the safety of its rail operations, activities and property, or to avoid or remove any interference with the activities or property of Grantor, or anyone or anything present on the rail corridor or property with the authority or permission of Grantor. Grantee shall promptly reimburse Grantor for all costs of work performed on Grantee's behalf upon receipt of an invoice for such costs. Grantor's failure to perform any obligations of Grantee or Grantee's Contractors shall not alter the liability allocation set forth in this Easement Agreement.

8.2 Abandonment. Grantor may, at its option, terminate this Easement Agreement by serving five (5) days' notice in writing upon Grantee if Grantee should abandon or cease to use the Premises for the Easement Purpose. Any waiver by Grantor of any default or defaults shall not constitute a waiver of the right to terminate this Easement Agreement for any subsequent default or defaults, nor shall any such waiver in any way affect Grantor's ability to enforce any section of this Easement Agreement.

8.3 Effect of Termination or Expiration. Neither termination nor expiration will

release Grantee from any liability or obligation under this Easement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination or expiration, or, if later, the date the Premises are restored as required by **Section 9**.

8.4 Non-exclusive Remedies. The remedies set forth in this **Section 8** shall be in addition to, and not in limitation of, any other remedies that Grantor may have under the OVERPASS Agreement, at law or in equity.

Section 9 Surrender of Premises

9.1 Removal of Improvements and Restoration. Upon termination of this Easement Agreement, whether by abandonment of the Easement or by the exercise of Grantor's termination rights hereunder, Grantee shall, at its sole cost and expense, immediately perform **the following**:

- (h) remove all or such portion of Grantee's Improvements and all appurtenances thereto from the Premises, as Grantor directs at Grantor's sole discretion;
- (i) repair and restore any damage to the Premises arising from, growing out of, or connected with Grantee's use of the Premises;
- (j) remedy any unsafe conditions on the Premises created or aggravated by Grantee; and
- (k) leave the Premises in the condition which existed as of the Effective Date.

9.2 Limited License for Entry. If this Easement Agreement is terminated, Grantor may direct Grantee to undertake one or more of the actions set forth above, at Grantee's sole cost, in which case Grantee shall have a limited license to enter upon the Premises to the extent necessary to undertake the actions directed by Grantor. The terms of this limited license include all of Grantee's obligations under this Easement Agreement. Termination will not release Grantee from any liability or obligation under this Easement Agreement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination, or, if later, the date when Grantee's Improvements are removed and the Premises are restored to the condition that existed as of the Effective Date. If Grantee fails to surrender the Premises to Grantor upon any termination of the Easement, all liabilities and obligations of Grantee hereunder shall continue in effect until the Premises are surrendered.

Section 10 Liens. Grantee shall promptly pay and discharge any and all liens arising out of any construction, alterations or repairs done, suffered or permitted to be done by Grantee on the Premises or attributable to Taxes that are the responsibility of Grantee

pursuant to **Section 6**. Grantor is hereby authorized to post any notices or take any other action upon or with respect to the Premises that is or may be permitted by Law to prevent the attachment of any such liens to any portion of the Premises; provided, however, that failure of Grantor to take any such action shall not relieve Grantee of any obligation or liability under this **Section 10** or any other section of this Easement Agreement.

Section 11 Tax Exchange. Grantor may assign its rights (but not its obligations) under this Easement Agreement to Goldfinch Exchange Company LLC, an exchange intermediary, in order for Grantor to effect an exchange under Section 1031 of the Internal Revenue Code. In such event, Grantor shall provide Grantee with a Notice of Assignment, attached as Exhibit C, and Grantee shall execute an acknowledgement of receipt of such notice.

Section 12 Notices. Any notice required or permitted to be given hereunder by one party to the other shall be delivered in the manner set forth in the OVERPASS Agreement. Notices to Grantor under this Easement shall be delivered to the following address: BNSF Railway Company, Real Estate Department, 2500 Lou Menk Drive, Ft. Worth, TX 76131, Attn: Permits, or such other address as Grantor may from time to time direct by notice to Grantee.

Section 13 Recordation. It is understood and agreed that this Easement Agreement shall not be in recordable form and shall not be placed on public record and any such recording shall be a breach of this Easement Agreement. Grantor and Grantee shall execute a Memorandum of Easement in the form attached hereto as Exhibit "B-1" (the "**Memorandum of Easement**") subject to changes required, if any, to conform such form to local recording requirements. *[IF LEGAL DESCRIPTION IS NOT AVAILABLE USE THE FOLLOWING IN PLACE OF THE PRIOR SENTENCE: As of the Effective Date, a legal description of the Premises is not available. Grantee and Grantor shall work together in good faith to establish the legal description for the Premises. Once Grantor and Grantee have approved the legal description, Grantor and Grantee shall execute a Memorandum of Easement in the form attached hereto as Exhibit "B-1" (the "**Memorandum of Easement**").]* The Memorandum of Easement shall be recorded in the real estate records in the county where the Premises are located. If a Memorandum of Easement is not executed by the parties and recorded as described above within 30 days of the Effective Date, Grantor shall have the right to terminate this Easement Agreement upon notice to Grantee.

Section 14 Miscellaneous.

14.1 All questions concerning the interpretation or application of provisions of this Easement Agreement shall be decided according to the substantive Laws of the State of **California** without regard to conflicts of law provisions.

14.2 In the event that Grantee consists of two or more parties, all the covenants and agreements of Grantee herein contained shall be the joint and several covenants and agreements of such parties. This instrument and all of the terms, covenants and

provisions hereof shall inure to the benefit of and be binding upon each of the parties hereto and their respective legal representatives, successors and assigns and shall run with and be binding upon the Premises.

14.3 If any action at law or in equity is necessary to enforce or interpret the terms of this Easement Agreement, the prevailing party or parties shall be entitled to reasonable attorneys' fees, costs and necessary disbursements in addition to any other relief to which such party or parties may be entitled.

14.4 If any provision of this Easement Agreement is held to be illegal, invalid or unenforceable under present or future Laws, such provision will be fully severable and this Easement Agreement will be construed and enforced as if such illegal, invalid or unenforceable provision is not a part hereof, and the remaining provisions hereof will remain in full force and effect. In lieu of any illegal, invalid or unenforceable provision herein, there will be added automatically as a part of this Easement Agreement a provision as similar in its terms to such illegal, invalid or unenforceable provision as may be possible and be legal, valid and enforceable.

14.5 This Easement Agreement is the full and complete agreement between Grantor and Grantee with respect to all matters relating to Grantee's use of the Premises, and supersedes any and all other agreements between the parties hereto relating to Grantee's use of the Premises as described herein. However, nothing herein is intended to terminate any surviving obligation of Grantee or Grantee's obligation to defend and hold Grantor harmless in any prior written agreement between the parties.

14.6 Time is of the essence for the performance of this Easement Agreement.

Section 15 Administrative Fee.

15.1 Grantee acknowledges that a material consideration for this agreement, without which it would not be made, is the agreement between Grantee and Grantor, that the Grantee shall pay upon return of this Agreement signed by Grantee to Grantor's Broker a processing fee in the amount of **\$2,500.00** over and above the agreed upon Acquisition Price. Said fee shall be made payable to BNSF Railway Company by a separate check.

[Signature page follows]

Witness the execution of this Easement Agreement as of the date first set forth above.

GRANTOR:

BNSF RAILWAY COMPANY, a Delaware corporation

By: _____
Name: _____
Title: _____

GRANTEE:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION,
a Public Entity

By: _____
Name: Anne Mayer
Title: Executive Director

EXHIBIT "A-1"

Premises

EXHIBIT "B-1"

Memorandum of Easement

THIS MEMORANDUM OF EASEMENT is hereby executed this ____ day of _____, 2021, by and between BNSF RAILWAY COMPANY, a Delaware corporation ("**Grantor**"), whose address for purposes of this instrument is 2500 Lou Menk Drive, Fort Worth, Texas 76131, and RIVERSIDE COUNTY TRANSPORTATION COMMISSION, a Public Entity ("**Grantee**"), whose address for purposes of this instrument is 4080 Lemon Street, 3rd Floor, Riverside, CA 92501, which terms "Grantor" and "Grantee" shall include, wherever the context permits or requires, singular or plural, and the heirs, legal representatives, successors and assigns of the respective parties:

WITNESSETH:

WHEREAS, Grantor owns or controls certain real property situated in Riverside County, California as described on Exhibit "A-1" attached hereto and incorporated herein by reference (the "**Premises**");

WHEREAS, Grantor and Grantee entered into an Easement Agreement, dated _____ (the "**Easement Agreement**") which set forth, among other things, the terms of an easement granted by Grantor to Grantee over and across the Premises (the "**Easement**"); and

WHEREAS, Grantor and Grantee desire to memorialize the terms and conditions of the Easement Agreement of record.

For valuable consideration the receipt and sufficiency of which are hereby acknowledged, Grantor does grant unto Grantee and Grantee does hereby accept from Grantor the Easement over and across the Premises.

The term of the Easement, unless sooner terminated under provisions of the Easement Agreement, shall be perpetual. Provisions regulating the use and purposes to which the Easement shall be limited, are set forth in detail in the Easement Agreement and Grantor and Grantee agree to abide by the terms of the Easement Agreement.

All the terms, conditions, provisions and covenants of the Easement Agreement are incorporated herein by this reference for all purposes as though written out at length herein, and both the Easement Agreement and this Memorandum of Easement shall be deemed to constitute a single instrument or document. This Memorandum of Easement is not intended to amend, modify, supplement, or supersede any of the provisions of the Easement Agreement and, to the extent there may be any conflict or inconsistency between the Easement Agreement or this Memorandum of Easement, the Easement Agreement shall control.

[Signature page follows]

IN WITNESS WHEREOF, Grantor and Grantee have executed this Memorandum of Easement to as of the date and year first above written.

GRANTOR:

BNSF RAILWAY COMPANY, a Delaware corporation

By: _____

Name: _____

Title: _____

GRANTEE:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____

Name: Anne Mayer

Title: Executive Director

STATE OF _____ §

§

COUNTY OF _____ §

This instrument was acknowledged before me on the ___ day of _____, 20___, by _____ (name) as _____ (title) of BNSF RAILWAY COMPANY, a Delaware corporation.

Notary Public

(Seal)

My appointment expires: _____

STATE OF _____

§

§

COUNTY OF _____

§

This instrument was acknowledged before me on the ___ day of _____, 20___, by
_____(name) as _____(title) of
_____, a _____.

Notary Public

(Seal)

My appointment expires: _____

EXHIBIT "C"

CONTRACTOR REQUIREMENTS

1.01 General:

- **1.01.01** The Contractor must cooperate with **BNSF RAILWAY COMPANY**, hereinafter referred to as "**Railway**" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the construction of

- **1.01.02** The Contractor must execute and deliver to the Railway duplicate copies of the Exhibit "C-1" Agreement, in the form attached hereto, obligating the Contractor to provide and maintain in full force and effect the insurance called for under Section 3 of said Exhibit "C-1". Questions regarding procurement of the Railroad Protective Liability Insurance should be directed to Rosa Martinez at Marsh, USA, 214-303-8519.
- **1.01.03** The Contractor must plan, schedule and conduct all work activities so as not to interfere with the movement of any trains on Railway Property.
- **1.01.04** The Contractor's right to enter Railway's Property is subject to the absolute right of Railway to cause the Contractor's work on Railway's Property to cease if, in the opinion of Railway, Contractor's activities create a hazard to Railway's Property, employees, and/or operations. Railway will have the right to stop construction work on the STRUCTURE if any of the following events take place: (i) Contractor (or any of its subcontractors) performs the STRUCTURE work in a manner contrary to the plans and specifications approved by Railway; (ii) Contractor (or any of its subcontractors), in Railway's opinion, prosecutes the STRUCTURE work in a manner which is hazardous to Railway property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the STRUCTURE; or (iv) Contractor fails to pay Railway for the Temporary Construction License or the Easement. The work stoppage will continue until all necessary actions are taken by Contractor or its subcontractor to rectify the situation to the satisfaction of Railway's Division Engineer or until additional insurance has been delivered to and accepted by Railway. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, Railway may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of Railway. Railway's right to stop the work is in addition to any other rights Railway may have including, but not limited to, actions or suits for damages or lost profits. In the event that Railway desires to stop construction work on the STRUCTURE, Railway agrees to immediately notify the following individual in writing:

- **1.01.05** The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Railway which arise out of Contractor's work under this Agreement.
- **1.01.06** The Contractor must notify **(Agency)** at _____ and Railway's Manager Public Projects, telephone number (_____) _____ at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railway's file _____.
- **1.01.07** For any bridge demolition and/or falsework above any tracks or any excavations located with any part of the excavations located within, whichever is greater, twentyfive (25) feet of the nearest track or intersecting a slope from the plane of the top of rail on a 2 horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of falsework, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any falsework, shoring or cribbing. For all excavation and shoring submittal plans, the current "BNSF-UPRR Guidelines for Temporary Shoring" must be used for determining the design loading conditions to be used in shoring design, and all calculations and submittals must be in accordance with the current "BNSF-UPRR Guidelines for Temporary Shoring". All submittal drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. All calculations must take into consideration railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance of Way Association (previously known as American Railway Engineering Association) Coopers E80 live loading standard. All drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place or to remove any falsework over Railway's tracks. In no case will the Contractor be relieved of responsibility for results obtained by the implementation of said approved plans.
- **1.01.08** Subject to the movement of Railway's trains, Railway will cooperate with the Contractor such that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by the Railway.

1.02 Contractor Safety Orientation

- **1.02.01 No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor**

Safety Orientation, found on the web site www.BNSFContractor.com. The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes Railway's Engineering Contractor Safety Orientation through internet sessions before any work is performed on the STRUCTURE. Additionally, the Contractor must ensure that each and every one of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.

1.03 Railway Requirements

- **1.03.01** The Contractor must take protective measures as are necessary to keep railway facilities, including track ballast, free of sand, debris, and other foreign objects and materials resulting from his operations. Any damage to railway facilities resulting from Contractor's operations will be repaired or replaced by Railway and the cost of such repairs or replacement must be paid for by the Agency.
- **1.03.02** The Contractor must notify the Railway's Division Engineer _____ at (_____) _____ and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.
- **1.03.03** The Contractor must abide by the following temporary clearances during construction:
 - 15'-0" Horizontally from centerline of nearest track
 - 21'-6" Vertically above top of rail
 - 27'-0" Vertically above top of rail for electric wires carrying less than 750 volts
 - 28'-0" Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts
 - 30'-0" Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
 - 34'-0" Vertically above top of rail for electric wires carrying more than 20,000 volts
- **1.03.04** Upon completion of construction, the following clearances shall be maintained:
 - --' Horizontally from centerline of nearest track
 - _-' Vertically above top of rail
- **1.03.05** Any infringement within State statutory clearances due to the Contractor's operations must be submitted to the Railway and to the **(Agency)** and must not be undertaken until approved in writing by the Railway, and until the **(Agency)** has obtained any necessary authorization from the State Regulatory Authority for the infringement. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval, and/or the State Regulatory Authority's approval.
- **1.03.06** In the case of impaired vertical clearance above top of rail, Railway will have the option of installing tell-tales or other protective devices Railway deems necessary for

protection of Railway operations. The cost of tell-tales or protective devices will be borne by the Agency.

- **1.03.07** The details of construction affecting the Railway's Property and tracks not included in the contract plans must be submitted to the Railway by **(Agency)** for approval before work is undertaken and this work must not be undertaken until approved by the Railway.
- **1.03.08** At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Construction Crossing Agreement" from the Railway prior to moving his equipment or materials across the Railways tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be constructed and, at the completion of the project, removed at the expense of the Contractor.
- **1.03.09** Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants, or any hazardous waste is prohibited and Contractor must immediately notify the **Railway's Resource Operations Center at 1(800) 832-5452**, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any state analogue.
- **1.03.10** The Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials, whether brought upon said property by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

1.04 Contractor Roadway Worker on Track Safety Program and Safety Action Plan:

- **1.04.01** Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site www.BNSFContractor.com, which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site Project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.
- **1.04.02** Contractor shall have a background investigation performed on all of its employees, subcontractors and agents who will be performing any services for Railroad under this Agreement which are determined by Railroad in its sole discretion **a)** to be on Railroad's property, or **b)** that require access to Railroad Critical Infrastructure, Railroad Critical

Information Systems, Railroad's Employees, Hazardous Materials on Railroad's property or is being transported by or otherwise in the custody of Railroad, or Freight in Transit involving Railroad.

The required background screening shall at a minimum meet the rail industry background screening criteria defined by the e-RAILSAFE Program as outlined at www.everifile.com, in addition to any other applicable regulatory requirements.

Contractor shall obtain written consent from all its employees, subcontractors or agents screened in compliance with the e-RAILSAFE Program to participate in the Program on their behalf and to release completed background information to Railroad's designee. Contractor shall be subject to periodic audit to ensure compliance.

Contractor subject to the e-RAILSAFE Program hereunder shall not permit any of its employees, subcontractors or agents to perform services hereunder who are not first approved under e-RAILSAFE Program standards. Railroad shall have the right to deny entry onto its premises or access as described in this section above to any of Contractor's employees, subcontractors or agents who do not display the authorized identification badge issued by a background screening service meeting the standards set forth in the e-RAILSAFE Program, or who in Railroad's opinion, which may not be unreasonable, may pose a threat to the safety or security of Railroad's operations, assets or personnel.

Contractors shall be responsible for ensuring that its employees, subcontractors and agents are United States citizens or legally working in the United States under a lawful and appropriate work VISA or other work authorization.

1.05 Railway Flagger Services:

- **1.05.01** The Contractor must give Railway's **Roadmaster (telephone _____)** a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to union requirements.
- **1.05.02** Unless determined otherwise by Railway's Project Representative, Railway flagger will be required and furnished when Contractor's work activities are located over, under and/or within twentyfive (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:
 - **1.05.02a** When, upon inspection by Railway's Representative, other conditions warrant.

- **1.05.02b** When any excavation is performed below the bottom of tie elevation, if, in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.
- **1.05.02c** When work in any way interferes with the safe operation of trains at timetable speeds.
- **1.05.02d** When any hazard is presented to Railway track, communications, signal, electrical, or other facilities either due to persons, material, equipment or blasting in the vicinity.
- **1.05.02e** Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.
- **1.05.03** Flagging services will be performed by qualified Railway flaggers.
 - **1.05.03a** Flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railways Representative.
 - **1.05.03b** Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.
 - **1.05.03c** The cost of flagger services provided by the Railway will be borne by **(Agency)**. The estimated cost for one (1) flagger is approximately between \$800.00-\$1,600.00 for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, vehicle, transportation, meals, lodging, radio, equipment, supervision and other costs incidental to performing flagging services. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. **THE FLAGGING RATE IN EFFECT AT THE TIME OF PERFORMANCE BY THE CONTRACTOR HEREUNDER WILL BE USED TO CALCULATE THE ACTUAL COSTS OF FLAGGING PURSUANT TO THIS PARAGRAPH.**
 - **1.05.03d** The average train traffic on this route is _____ freight trains per 24-hour period at a timetable speed _____ MPH and _____ passenger trains at a timetable speed of _____ MPH.

1.06 Contractor General Safety Requirements

- **1.06.01** Work in the proximity of railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.

- **1.06.02** Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).
- **1.06.03** Workers must not work within 25 feet of the centerline of any track without an on track safety strategy approved by the Railway's Project Representative. When authority is provided, every contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the center line of track.
- **1.06.04** When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railway's representative in charge of the project must be notified. A minimum of two employees must be present at all times.
- **1.06.05** Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Railway's Property and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.
- **1.06.06** Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.
- **1.06.07** For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.
- **1.06.08** All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, www.BNSFContractor.com, however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats; c) safety shoe with: hardened toes, above the ankle lace-up and a defined heel; and d) high visibility retroreflective work wear. The Railway's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating to hi-visibility work wear. Hearing protection, fall protection, gloves, and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**
- **1.06.09 THE CONTRACTOR MUST NOT PILE OR STORE ANY MATERIALS,**

MACHINERY OR EQUIPMENT CLOSER THAN 25'0" TO THE CENTER LINE OF THE NEAREST RAILWAY TRACK. MATERIALS, MACHINERY OR EQUIPMENT MUST NOT BE STORED OR LEFT WITHIN 250 FEET OF ANY HIGHWAY/RAIL AT GRADE CROSSINGS OR TEMPORARY CONSTRUCTION CROSSING, WHERE STORAGE OF THE SAME WILL OBSTRUCT THE VIEW OF A TRAIN APPROACHING THE CROSSING. PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST ESTABLISH A STORAGE AREA WITH CONCURRENCE OF THE RAILWAY'S REPRESENTATIVE.

- **1.06.10** Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See internet Engineering Contractor Safety Orientation program for more detailed specifications)
- **1.06.11** Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.
- **1.06.12** All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200 KV or below - 15 feet; 200 to 350 KV - 20 feet; 350 to 500 KV - 25 feet; 500 to 750 KV - 35 feet; and 750 to 1000 KV - 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

1.07 Excavation:

- **1.07.01** Before excavating, the Contractor must determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the STRUCTURE work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact **BNSF's Field Engineering Representative (_____)**. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. **It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.**
- **1.07.02** The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work must be performed until the exact location has been determined. There will be no exceptions to these instructions.
- **1.07.03** All excavations must be conducted in compliance with applicable OSHA

regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.

- **1.07.04** Any excavations, holes or trenches on the Railway's Property must be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

1.08 Hazardous Waste, Substances and Material Reporting:

- **1.08.01** If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

1.09 Personal Injury Reporting

- **1.09.01** The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by Fax to the Railway at 1(817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.

NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

(If injuries are in connection with rail equipment accident/incident, highway rail grade crossing accident or automobile accident, ensure that appropriate information is obtained, forms completed and that data entry personnel are aware that injuries relate to that specific event.)

Injured Person Type:

- Passenger on train (C) Non-employee (N)
(i.e., emp of another railroad, or, non-BNSF emp involved in vehicle accident, including company vehicles)
- Contractor/safety sensitive (F) Contractor/non-safety sensitive (G)
- Volunteer/safety sensitive (H) Volunteer/other non-safety sensitive (I)
- Non-trespasser (D) - to include highway users involved in highway rail grade crossing accidents who did not go around or through gates
- Trespasser (E) - to include highway users involved in highway rail grade crossing accidents who went around or through gates
- Non-trespasser (J) - Off railroad property

If train involved, Train ID:

Transmit attached information to Accident/Incident Reporting Center by:

Fax 1-817-352-7595

or by Phone 1-800-697-6736

or email to: Accident-Reporting.Center@BNSF.com

Officer Providing Information:

(Name)

(Employee No.)

(Phone #)

REPORT PREPARED TO COMPLY WITH FEDERAL ACCIDENT REPORTING REQUIREMENTS AND PROTECTED FROM DISCLOSURE PURSUANT TO 49 U.S.C. 20903 AND 83 U.S.C. 490

NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

INFORMATION REQUIRED TO BE COLLECTED PURSUANT TO FEDERAL REGULATION. IT SHOULD BE USED FOR COMPLIANCE WITH FEDERAL REGULATIONS ONLY AND IT IS NOT INTENDED TO PRESUME ACCEPTANCE OF RESPONSIBILITY OR LIABILITY.

I. Accident City/St: _____ 2. Date: _____ Time: _____
County: _____ 3. Temperature: _____ 4. Weather: _____
(if non BNSF location)

Mile Post / Line Segment: _____

5. Driver's License No (and state) or other ID: _____ **SSN (required):** _____

6. Name (last, first, mi): _____

7. Address: _____ City: _____ St: _____ Zip: _____

8. Date of Birth: _____ and/or Age: _____ Gender: _____
(if available)

Phone Number: _____ Employer: _____

9. Injury: _____ 10. Body Part: _____
(i.e., Laceration, etc.) (i.e., Hand, etc.)

II. Description of Accident (To include location, action, result, etc.):

12. Treatment:

- First Aid Only
- Required Medical Treatment
- Other Medical Treatment

13. Dr. Name: _____ Date: _____

14. Dr. Address:
Street: _____ City: _____ St: _____ Zip: _____

15. Hospital Name: _____

16. Hospital Address:
Street: _____ City: _____ St: _____ Zip: _____

17. Diagnosis: _____

**REPORT PREPARED TO COMPLY WITH FEDERAL ACCIDENT REPORTING REQUIREMENTS
AND PROTECTED FROM DISCLOSURE PURSUANT TO 49 U.S.C. 20903 AND 83 U.S.C. 490**

EXHIBIT "C-1"

Agreement Between
BNSF RAILWAY COMPANY
and the
CONTRACTOR

Railway File: _____

Agency Project: _____

<%Contractor.LegalName%> [Insert contractor's legal name here](hereinafter called "Contractor"), has entered into an agreement (hereinafter called "Agreement") dated _____, 201_, with **BNSF RAILWAY COMPANY** for the performance of certain work in connection with the following project: _____
Performance of such work will necessarily require Contractor to enter **BNSF RAILWAY COMPANY** (hereinafter called "Railway") right of way and property (hereinafter called "Railway Property"). The Agreement provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for **BNSF RAILWAY COMPANY** (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Agreement, has agreed and does hereby agree with Railway as follows:

1) RELEASE OF LIABILITY AND INDEMNITY

Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE WILLFUL MISCONDUCT OR SOLE NEGLIGENCE OF RAILWAY.**

THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE LOCOMOTIVE INSPECTION ACT, WHENEVER SO CLAIMED.

Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.

In addition to any other provision of this Agreement, in the event that all or any portion of this Article shall be deemed to be inapplicable for any reason, including without limitation as a result of a decision of an applicable court, legislative enactment or regulatory order, the parties agree that this Article shall be interpreted as requiring Contractor to indemnify Railway to the fullest extent permitted by applicable law. **THROUGH THIS AGREEMENT THE PARTIES EXPRESSLY INTEND FOR CONTRACTOR TO INDEMNIFY RAILWAY FOR RAILWAY'S ACTS OF NEGLIGENCE.**

It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

2) TERM

This Agreement is effective from the date of the Agreement until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

3) INSURANCE

Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

A. Commercial General Liability insurance. This insurance shall contain broad form contractual liability with a combined single limit of a minimum of \$5,000,000 each occurrence and an aggregate limit of at least \$10,000,000 but in no event less than the amount otherwise carried by the Contractor. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

- ◆ Bodily Injury and Property Damage
- ◆ Personal Injury and Advertising Injury
- ◆ Fire legal liability
- ◆ Products and completed operations

This policy shall also contain the following endorsements, which shall be indicated on the certificate of insurance:

- ◆ The definition of insured contract shall be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.
- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to **Railway** employees.

No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

B. Business Automobile Insurance. This insurance shall contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

- ◆ Bodily injury and property damage
- ◆ Any and all vehicles owned, used or hired

The policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

C. Workers Compensation and Employers Liability insurance including coverage for, but not limited to:

- ◆ Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
- ◆ Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.

A. Railroad Protective Liability insurance naming only the **Railway** as the Insured with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 12 04 and include the following:

- ◆ Endorsed to include the Pollution Exclusion Amendment
- ◆ Endorsed to include the Limited Seepage and Pollution Endorsement.
- ◆ Endorsed to remove any exclusion for punitive damages.
- ◆ No other endorsements restricting coverage may be added.
- ◆ The original policy must be provided to the **Railway** prior to performing any work or services under this Agreement
- ◆ Definition of "Physical Damage to Property" shall be endorsed to read: "means direct and accidental loss of or damage to all property owned by any named insured and all property in

any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate (if available) in Railway's Blanket Railroad Protective Liability Insurance Policy.

Other Requirements:

Where allowable by law, all policies (applying to coverage listed above) shall contain no exclusion for punitive damages.

Contractor agrees to waive its right of recovery against **Railway** for all claims and suits against **Railway**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railway** for all claims and suits. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against **Railway** for loss of its owned or leased property or property under Contractor's care, custody or control.

Allocated Loss Expense shall be in addition to all policy limits for coverages referenced above.

Contractor is not allowed to self-insure without the prior written consent of **Railway**. If granted by **Railway**, any self-insured retention or other financial responsibility for claims shall be covered directly by Contractor in lieu of insurance. Any and all **Railway** liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by Contractor's insurance will be covered as if Contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

Prior to commencing services, Contractor shall furnish to **Railway** an acceptable certificate(s) of insurance from an authorized representative evidencing the required coverage(s), endorsements, and amendments. The certificate should be directed to the following address:

BNSF Railway Company
c/o CertFocus
P.O. Box 140528
Kansas City, MO 64114
Toll Free: 877-576-2378
Fax number: 817-840-7487
Email: BNSF@certfocus.com
www.certfocus.com

Contractor shall notify **Railway** in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration.

Any insurance policy shall be written by a reputable insurance company acceptable to **Railway** or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.

If coverage is purchased on a "claims made" basis, Contractor hereby agrees to maintain coverage in force for a minimum of three years after expiration, cancellation or termination of this Agreement. Annually Contractor agrees to provide evidence of such coverage as required hereunder.

Contractor represents that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement.

Not more frequently than once every five years, **Railway** may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

If any portion of the operation is to be subcontracted by Contractor, Contractor shall require that the subcontractor shall provide and maintain insurance coverage(s) as set forth herein, naming **Railway** as an additional insured, and shall require that the subcontractor shall release, defend and indemnify **Railway** to the same extent and under the same terms and conditions as Contractor is required to release, defend and indemnify **Railway** herein.

Failure to provide evidence as required by this section shall entitle, but not require, **Railway** to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section shall not operate as a waiver of Contractor's obligations hereunder.

The fact that insurance (including, without limitation, self-insurance) is obtained by Contractor shall not be deemed to release or diminish the liability of Contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by **Railway** shall not be limited by the amount of the required insurance coverage.

In the event of a claim or lawsuit involving **Railway** arising out of this agreement, Contractor will make available any required policy covering such claim or lawsuit.

These insurance provisions are intended to be a separate and distinct obligation on the part of the Contractor. Therefore, these provisions shall be enforceable and Contractor shall be bound thereby regardless of whether or not indemnity provisions are determined to be enforceable in the jurisdiction in which the work covered hereunder is performed.

For purposes of this section, **Railway** shall mean “Burlington Northern Santa Fe LLC”, “BNSF Railway Company” and the subsidiaries, successors, assigns and affiliates of each.

4) SALES AND OTHER TAXES

In the event applicable sales taxes of a state or political subdivision of a state of the United States are levied or assessed in connection with and directly related to any amounts invoiced by Contractor to Railway (“Sales Taxes”), Railway shall be responsible for paying only the Sales Taxes that Contractor separately states on the invoice or other billing documents provided to Railway; *provided, however*, that (i) nothing herein shall preclude Railway from claiming whatever Sales Tax exemptions are applicable to amounts Contractor bills Railway, (ii) Contractor shall be responsible for all sales, use, excise, consumption, services and other taxes which may accrue on all services, materials, equipment, supplies or fixtures that Contractor and its subcontractors use or consume in the performance of this Agreement, (iii) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) that Contractor fails to separately state on the invoice or other billing documents provided to Railway or fails to collect at the time of payment by Railway of invoiced amounts (except where Railway claims a Sales Tax exemption), and (iv) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) if Contractor fails to issue separate invoices for each state in which Contractor delivers goods, provides services or, if applicable, transfers intangible rights to Railway.

Upon request, Contractor shall provide Railway satisfactory evidence that all taxes (together with any penalties, fines or interest thereon) that Contractor is responsible to pay under this Agreement have been paid. If a written claim is made against Contractor for Sales Taxes with respect to which Railway may be liable for under this Agreement, Contractor shall promptly notify Railway of such claim and provide Railway copies of all correspondence received from the taxing authority. Railway shall have the right to contest, protest, or claim a refund, in Railway’s own name, any Sales Taxes paid by Railway to Contractor or for which Railway might otherwise be responsible for under this Agreement; *provided, however*, that if Railway is not permitted by law to contest any such Sales Tax in its own name, Contractor shall, if requested by Railway at Railway’s sole cost and expense, contest in Contractor’s own name the validity, applicability or amount of such Sales Tax and allow Railway to control and conduct such contest.

Railway retains the right to withhold from payments made under this Agreement amounts required to be withheld under tax laws of any jurisdiction. If Contractor is claiming a withholding exemption or a reduction in the withholding rate of any jurisdiction on any payments under this Agreement, before any payments are made (and in each succeeding period or year as required by law), Contractor agrees to furnish to Railway a properly completed exemption form prescribed by such jurisdiction. Contractor shall be

responsible for any taxes, interest or penalties assessed against Railway with respect to withholding taxes that Railway does not withhold from payments to Contractor.

1) **EXHIBIT “C” CONTRACTOR REQUIREMENTS**

The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Agreement, and the Contractor Requirements set forth on Exhibit “C” attached to the Agreement and this Agreement, including, but not be limited to, payment of all costs incurred for any damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site. Contractor shall execute a Temporary Construction Crossing Agreement or Private Crossing Agreement (<http://www.bnsf.com/communities/faqs/permits-real-estate/>), for any temporary crossing requested to aid in the construction of this STRUCTURE, if approved by BNSF.

2) **TRAIN DELAY**

Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.

For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.

Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.

The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. The rate then in effect at the time

of performance by the Contractor hereunder will be used to calculate the actual costs of train delay pursuant to this agreement.

Contractor and its subcontractors must give Railway's representative (_____) _____ (__) weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.

Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

IN WITNESS WHEREOF, each of the parties hereto has caused this Agreement to be executed by its duly authorized officer the day and year first above written.

<%Contractor.LegalName%>

BNSF Railway Company

By: _____

By: _____

Printed Name: _____

Name: _____

Manager Public Projects

Title: _____

Accepted and effective this _____ day of 20__.

Contact Person: _____

Address: _____

City: _____

State: _____ Zip: _____

Fax: _____

Phone: _____

E-mail: _____

EXHIBIT D

[Insert Cost Estimate for Railroad Work here]

Exhibit E

[Public Projects Manager's letterhead]

Date: _____

Mr./Ms. _____

_____ [Name of Agency Here]

_____ [Address for Agency]

Re: Final Approval of Plans and Specifications dated _____, 20__, drafted by _____ **[insert name of architecture or engineering firm here]** (hereinafter called, the "Plans and Specifications")

Dear _____:

This letter serves as BNSF RAILWAY COMPANY's ("BNSF") final written approval of the Plans and Specifications covering the construction of _____ **[insert description of the project here]**. This final written approval is given to _____ **[insert name of Agency here]** ("Agency") pursuant to Article III, Section 1 of that certain Underpass Agreement between BNSF and Agency, dated _____, 20__, which this Exhibit E is attached to and made a part thereof.

If the Plans and Specifications are revised by Agency subsequent to the date set forth above, this letter shall no longer serve as final written approval of the Plans and Specifications and Agency must resubmit said Plans and Specifications to BNSF for final written approval.

It is understood that the approvals contained in this letter do not cover, the approvals of plans and specifications for any falsework, shoring, and demolition that may be subsequently submitted to BNSF by CITY or its contractor for approval.

BNSF has not reviewed the design details or calculations for structural integrity or engineering accuracy. BNSF accepts no responsibility for errors or omissions in the design of the project.

Regards,

[Public Projects Manager's Name]

BNSF Bridge Requirements

BRIDGE DESIGN, PLANS & SPECIFICATIONS:

Except for the design of temporary falsework and shoring, BNSF review of the Structure plans will be limited to the vertical and horizontal clearances, sight distance for existing train signals, foundation dimensions and drainage characteristics as they relate to existing and future tracks. BNSF will not review structural design calculations for the permanent Structure unless a member or members are influenced by railroad live loads.

Temporary falsework and shoring plans and calculations must be reviewed and approved by BNSF prior to beginning construction. The Agency shall perform an independent review of the design calculations for temporary falsework and shoring prior to submitting them to BNSF for approval. Temporary construction clearances must be no less than 15 feet measured horizontally from the centerline of the nearest track and 21 feet-6 inches measured vertically from the top of rail of the most elevated track to the bottom of lowest temporary falsework member. State regulatory agencies may have more restrictive requirements for temporary railroad clearances.

For the permanent Structure, the Agency will submit plans showing the least horizontal distance from the centerline of existing and future tracks to the face of the nearest member of the proposed Structure. The location of the least horizontal distance must be accurately described such that BNSF can determine where it will occur in both the horizontal and vertical plane. If the permanent member is within 25 feet of the nearest track (or future track), collision walls shall be incorporated into the permanent Structure design according to American Railway Engineering and Maintenance Association Manual of Recommended Practice - Chapter 8 - Article 2.1.5.

For the permanent Structure, the Agency will submit plans showing the least vertical clearance from top of the most elevated rail of existing and future tracks to the lowest point of the proposed Structure. A profile of the existing top of rail elevation shall be plotted on the bridge plans. The profile shall extend for 500 feet in each direction of the proposed overpass and a separate profile shall be plotted for each track. If the existing top of rail profile(s) is not uniform such that a sag exists in the vicinity of the proposed Structure, the permanent Structure vertical clearance shall be increased sufficiently to accommodate a raise in the track profile to remove the sag. Prior to beginning construction of the permanent Structure, the top of rail elevations should be checked and verified that they have not changed from the assumed elevations utilized for the design of the bridge.

Prior to issuing any invitation to bid on construction of the STRUCTURE, the Agency should conduct a pre-bid meeting where prospective Contractors have the opportunity to communicate with BNSF personnel regarding site specific train

speeds, train density, and general safety requirements for men and equipment working near live tracks. Any invitation to bid and specifications for the Structure must be submitted to BNSF for review and approval prior to letting of bids for the STRUCTURE.

BRIDGE CONSTRUCTION:

After awarding the bid, but prior to the Contractor entering BNSF's right-of-way or property, the Agency should conduct a pre-construction meeting with BNSF personnel in attendance to reiterate the safety requirements of construction activity adjacent to live tracks.

During construction, BNSF may require an independent engineering inspector to be present during certain critical activities of the STRUCTURE, including but not limited to: driving foundation piles, erecting falsework, construction of shoring and retaining walls, placing concrete, placing soil backfill and compaction processes. The Agency shall reimburse BNSF for all costs of supplemental inspection services.

Within 90 days of the conclusion of the STRUCTURE and final acceptance by BNSF, the Agency will provide BNSF with a complete electronic set of the bridge plans labeled "As Built". Those plans will reflect any and all deviations from the original plans that occurred during construction. The "As Built" plans will be submitted in Micro Station *.dgn electronic format (preferred) or AutoCAD *.dwg format. Electronic plans are to be submitted in the original format used for CAD plan preparation and not converted to another format prior to submission. Actual measured "as constructed" clearances shall be shown as well as depth, size and location of all foundation components. The plans shall show dimensioned locations of existing and relocated utilities.

BRIDGE MAINTENANCE:

The Agency will be responsible for maintenance and repair of the Structure including the earth retention components, embankment slopes, erosion control, surface drainage, fencing, deck drains, landscaping, paint, walkways, handrails, lighting, and other improvements associated with the STRUCTURE.

Fencing and other pedestrian access controls within BNSF's right-of-way and incorporated into the STRUCTURE shall be designed and maintained by the Agency. Trespasser control shall be the responsibility of the Agency. Graffiti removal will be the responsibility of the Agency.

BRIDGE INSPECTION:

The Agency will conduct annual routine structural inspections. In the event of an earthquake, fire, flood, damage from vehicular impacts or other emergent situations, the Agency will provide an immediate inspection by qualified personnel and notify BNSF of damage that may affect safe passage of trains. If necessary the Agency will embargo weights or provide lane closures or other such measures to protect the structural integrity of the Structure such that there can be continuous safe passage of trains until repairs are made.

BRIDGE ALTERATIONS:

Except as provided otherwise by this Agreement, there will be no alterations made to the Structure that will alter the railroad vertical or horizontal clearances provided by the original design. Pipelines will be not be added or attached to the Structure without first submitting plans and calculations to BNSF for review and approval.

COOPERATIVE AGREEMENT COVER SHEET (DRAFT)

Work Description

CONSTRUCTION OF THE EAST TO NORTH CONNECTOR, EASTBOUND COLLECTOR-DISTRIBUTOR ROAD AND UPGRADE INTERCHANGE

Contact Information

CALTRANS

Dan Ciacchella, Project Manager
464 W. 4th Street
San Bernardino, CA 92401
Office Phone: (951) 452-6169
Email: daniel.ciacchella@dot.ca.gov

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Bryce Johnston, Project Manager
P.O. Box 12008
Riverside, CA 92502
Office Phone: (951) 787-7932
Email: bjohnston@rctc.org

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Please note:

1. Caltrans administered funds must be expended proportionally with all other funds. All project funds must be shown in the Funding Summary. Local funds committed to the project cannot be omitted from the funding summary.
2. Unanswered: Construction Information > PARTIES will review and concur on all Change Orders over \$_____. *

COOPERATIVE AGREEMENT (DRAFT)

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Riverside County Transportation Commission, a public corporation/entity, referred to hereinafter as RCTC.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.
2. For the purpose of this AGREEMENT, *construction of the East to North connector, eastbound collector-distributor road and upgrade interchange* will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Permit Engineering Evaluation Report, or Project Report).
3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:
 - CONSTRUCTION

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:
 - CALTRANS approved the Mitigated Negative Declaration on June 29, 2011.
 - CALTRANS approved the Categorical Exclusion on June 29, 2011.
 - CALTRANS is developing the R/W Certification (Cooperative Agreement No. 1380).
 - CALTRANS is developing the Plans, Specifications and Estimate on January 1, 2022 (Cooperative Agreement No. 1380).
6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. RCTC is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

- RCTC is the CONSTRUCTION IMPLEMENTING AGENCY.

CONSTRUCTION includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION CAPITAL) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION SUPPORT).

11. RCTC will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are the IMPLEMENTING AGENCY of. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and approval.
12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

13. Funding sources, PARTIES committing funds, funding amounts, and invoicing/payment details are documented in the Funding Summary section of this AGREEMENT.

PARTIES will amend this AGREEMENT by updating and replacing the Funding Summary, in its entirety, each time the funding details change. Funding Summary replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Funding Summary supersedes any previous Funding Summary created for this AGREEMENT.

14. PARTIES will not be reimbursed for costs beyond the funds obligated in this AGREEMENT.

If an IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the SPONSOR.

15. Unless otherwise documented in the Funding Summary, overall liability for project costs within a PROJECT COMPONENT will be in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

16. Unless otherwise documented in the Funding Summary, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

17. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

CALTRANS' Quality Management

18. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
19. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that RCTC's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

20. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
21. RCTC will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

CEQA/NEPA Lead Agency

22. CALTRANS is the CEQA Lead Agency for the PROJECT.
23. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

24. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTY's responsibilities in this AGREEMENT.
25. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

26. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
404, US Army Corps Of Engineers
401, Regional Water Quality Control Board
State Waste Discharge Requirements (Porter Cologne), Regional Water Quality Control Board
National Pollutant Discharge Elimination System (NPDES), State Water Resources Control Board
Air Quality Permits
1602 California Department of Fish and Wildlife
Local Agency Concurrence/Permit
2080.1 California Department of Fish and Wildlife

CONSTRUCTION

27. As the CONSTRUCTION IMPLEMENTING AGENCY, RCTC is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

28. CALTRANS will be responsible for completing the following CONSTRUCTION SUPPORT activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
100.20.10.xx Quality Management	No

29. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.

30. Right-of-way conveyances must be completed prior to WORK completion, unless PARTIES mutually agree to other arrangements in writing.

31. RCTC will include a Disadvantaged Business Enterprise (DBE) utilization goal in the PROJECT construction contract(s) in accordance with the Local Assistance Procedures Manual. RCTC will award the construction contract to the lowest responsive bidder who makes a Good Faith Effort to meet the DBE goal.
32. CALTRANS will not issue an encroachment permit to RCTC for construction work until the following conditions are met:
 - CALTRANS accepts the final plans, specifications, and estimate
 - CALTRANS accepts the Right-of-Way Certification
 - Any new or amended maintenance agreements required for the WORK are executed.
 - Any new or amended Freeway Agreement required for the WORK are executed.
33. RCTC will require the construction contractor to furnish payment and performance bonds naming RCTC as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS Standard Specifications.
34. RCTC will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, RCTC also accepts responsibility to administer the construction contract.
35. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTIES must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) work days the IMPLEMENTING AGENCY will not award the construction contract.
36. CALTRANS will not issue an encroachment permit to RCTC's construction contractor until CALTRANS accepts:
 - The payment and performance bonds
 - The CONSTRUCTION Quality Management Plan
37. The CONSTRUCTION Quality Management Plan (QMP) will describe how construction material verification and workmanship inspections will be performed at manufacturing sources and the PROJECT job-site. The construction material and Source Inspection QMP (SIQMP) are subject to review and approval by the State Materials Engineer.

38. The CONSTRUCTION Quality Management Plan will address the radiation safety requirements of the California Code of Regulations 17 CCR § 30346 when the work requires Gamma-Gamma Logging acceptance testing for Cast in Drilled Hole (CIDH) pile or whenever else it is applicable. In accordance with these regulations RCTC, as the "well operator", will have a written agreement with any consultant or external entity performing these tests.
39. RCTC will provide a Resident Engineer and CONSTRUCTION SUPPORT staff that are independent of the construction contractor. The Resident Engineer will be a Civil Engineer, licensed in the State of California, who is responsible for construction contract administration activities.
40. CALTRANS will review and concur with:
 - Change Orders affecting public safety, public convenience, protected environmental resources, the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS Construction Manual. These Change Orders must receive written concurrence by CALTRANS prior to implementation.
 - The Stormwater Pollution Prevention Plan (SWPPP) or the Water Pollution Control Plan (WPCP).
41. RCTC will administer and process all construction contract claims pursuant to the requirements set forth under Public Contract Code, Section 9204. In addition, all public works claims of \$375,000 or less shall be resolved in accordance with Public Contract Code Section 20104, et seq. and other applicable laws.
42. RCTC is designated as the Legally Responsible Person pursuant to the Construction General Permit, State Water Resources Control Board (SWRCB) Order Number 2009-0009-DWQ, as defined in Appendix 5, Glossary, and assumes all roles and responsibilities assigned to the Legally Responsible Person as mandated by the Construction General Permit. RCTC is required to comply with the CALTRANS MS4 National Pollutant Discharge Elimination System (NPDES) permit for all work within the State Highway System.

43. As the CONSTRUCTION IMPLEMENTING AGENCY, RCTC is responsible for maintenance of the State Highway System (SHS) within the PROJECT limits as part of the construction contract until the following conditions are met:

- Any required maintenance agreements are executed for the portions of SHS for which relief of maintenance is to be granted.
- CALTRANS approves a request from RCTC for relief from maintenance of the PROJECT or a portion thereof.

45. Upon WORK completion, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System (SHS) within SHS right-of-way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right-of-way.

46. Within one hundred eighty (180) calendar days following the completion and acceptance of the PROJECT construction contract, RCTC will furnish CALTRANS with a complete set of “As-Built” plans and Change Orders, including any changes authorized by CALTRANS, on a CD ROM and in accordance with CALTRANS’ then current CADD User’s Manual (Section 4.3), Plans Preparation Manual, and CALTRANS practice. The plans will have the Resident Engineer’s name, contract number, and construction contract acceptance date printed on each plan sheet, and with the Resident Engineer’s signature only on the title sheet. The As-Built plans will be in Microstation DGN format, version 7.0 or later. In addition, RCTC will provide one set of As-Built plans and addenda in TIFF format.

The submittal must also include all CALTRANS requested contract records, and land survey documents. The land survey documents include monument preservation documents and records of surveys prepared to satisfy the requirements of the California Land Surveyors Act (Business and Professions Code, Sections 8700 – 8805). Copies of survey documents and Records of Surveys filed in accordance with Business & Professions Code, Sections 8762 and 8771, will contain the filing information provided by the county in which filed.

Schedule

47. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

48. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTIES with a final report of the WORK completed.

Additional Provisions

Standards

49. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Construction Manual
- Construction Manual Supplement for Local Agency Resident Engineers
- Local Agency Structure Representative Guidelines

Noncompliant Work

50. CALTRANS retains the right to reject noncompliant WORK. RCTC agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

51. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

52. RCTC will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

53. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. RCTC, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to RCTC, their contractors, consultants, and agents at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.
54. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

55. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

56. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

57. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

58. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

59. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.
60. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this AGREEMENT.

61. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. RCTC, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

62. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

RCTC and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and RCTC each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. RCTC will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

63. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

64. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
65. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
66. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

67. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

68. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

69. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the State Auditor, FHWA (if the PROJECT utilizes federal funds), and RCTC will have access to all WORK -related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

70. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
71. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

72. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgements and Settlements

73. The cost of awards, judgements, or settlements generated by the WORK are to be paid from the funds obligated in this AGREEMENT.
74. The cost of legal challenges to the environmental process or documentation may be paid from the funds obligated in this AGREEMENT.
75. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

76. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

77. All portions of this AGREEMENT, including the Recitals Section, are enforceable.

Venue

78. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

79. All CALTRANS' obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

80. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by RCTC, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon RCTC under this AGREEMENT. It is understood and agreed that RCTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by RCTC, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
81. Neither RCTC nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless RCTC and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

82. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
83. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

84. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

85. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

86. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

87. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of RCTC will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

88. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

89. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

SIGNATURES

PARTIES are empowered by the law to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

This AGREEMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Michael D. Beauchamp
District 8 Director

Verification of funds and authority:

Corina Harriman
District 8 Budget Manager

Certified as to financial terms and policies:

Darwin Salmos
HQ Accounting Supervisor

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

NOT FOR SIGNATURES AT THIS TIME

Anne Mayor
Executive Director

Attest:

Name Tbd
Title TBD

Approved as to form and procedure:

Name Tbd
Title TBD

FUNDING SUMMARY NO. 01

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY</u> →			<u>RCTC</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
STATE	RCTC	STIP/RIP	8,870,000	57,507,000	66,377,000
LOCAL-FEDERAL	RCTC	STBGP (88.53%)	9,853,000	0	9,853,000
LOCAL	RCTC	Local	0	58,108,000	58,108,000
LOCAL	RCTC	Measure ^M	1,277,000	0	1,277,000
Totals			20,000,000	115,615,000	135,615,000

^MNon-federal match

<u>EXPENDITURE TABLE</u>				
<u>IMPLEMENTING AGENCY</u> →			<u>RCTC</u>	
Source	Party	Fund Type	CONST. CAPITAL	
			Eligible	Ineligible
STATE	RCTC	STIP/RIP	X	X
LOCAL-FEDERAL	RCTC	STBGP (88.53%)	X	--
LOCAL	RCTC	Local	X	X
LOCAL	RCTC	Measure ^M	X	--

Note: An "X" denotes the funding type is available for payment.

^MNon-federal match

v 21				
<u>SPENDING SUMMARY</u>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	CALTRANS	<u>RCTC</u>	<u>RCTC</u>	
STIP/RIP	0	8,870,000	57,507,000	66,377,000
STBGP	0	9,853,000	0	9,853,000
Local	0	0	58,108,000	58,108,000
Measure	0	1,277,000	0	1,277,000
Totals	0	20,000,000	115,615,000	135,615,000

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until July 1, 2021, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

4. If the WORK is funded with state or federal funds, any PARTY seeking CALTRANS reimbursement of indirect costs must submit an indirect cost rate proposal and central service cost allocation plan (if any) in accordance with Local Assistance Procedures Manual, 2 CFR, Part 200 and Chapter 5. These documents are to be submitted annually to CALTRANS' Audits and Investigations for review and acceptance prior to CALTRANS' reimbursement of indirect costs.

5. Travel, per diem, and third-party contract reimbursements for WORK are to be paid from the funds in this AGREEMENT only after the contractor performs the work and incurs said costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Human Resources (CalHR) rules current at the effective date of this AGREEMENT.

If RCTC invoices for rates in excess of CalHR rates, RCTC will fund the cost difference and reimburse CALTRANS for any overpayment.

6. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

Invoicing and Payment

7. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, RCTC will pay invoices within five (5) calendar days of receipt of invoice.
8. If RCTC has received EFT certification from CALTRANS then RCTC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
9. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.
10. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then RCTC will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.
11. If CALTRANS reimburses RCTC for any costs later determined to be unallowable, RCTC will reimburse those funds.

CONSTRUCTION Support

12. RCTC will invoice and CALTRANS will reimburse for actual costs incurred and paid.

CONSTRUCTION Capital

13. RCTC will invoice and CALTRANS will reimburse for actual costs incurred and paid.

CLOSURE STATEMENT INSTRUCTIONS

1. Did PARTIES complete all scope, cost and schedule commitments included in this AGREEMENT and any amendments to this AGREEMENT?

YES / NO

Did CALTRANS accept and approve all final deliverables submitted by other PARTIES?

YES / NO

Did the CALTRANS HQ Office of Accounting verify that all final accounting for this AGREEMENT and any amendments to this AGREEMENT were completed?

YES / NO

If construction is involved, did the CALTRANS District Project Manager verify that all claims and third party billings (utilities, etc.) have been settled before termination of the AGREEMENT?

YES / NO

Did PARTIES complete and transmit the As-Built Plans, Project History File, and all other required contract documents?

YES / NO

If ALL answers are “YES”, this form may be used to TERMINATE this AGREEMENT.

CLOSURE STATEMENT

PARTIES agree that they have completed all scope, cost, and schedule commitments included in Agreement 08-1743 and any amendments to the agreement. The final signature date on this document terminates agreement 08-1743 except survival articles. All survival articles in agreement 08-1743 will remain in effect until expired by law, terminated or modified in writing by the PARTIES' mutual agreement, whichever occurs earlier.

The people signing this agreement have the authority to do so on behalf of their public agencies.

This AGREEMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Date: _____

District 8 Director

Date: _____

**Certified as to all financial
obligations/terms and policies**

District 8 Budget Manager

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

Executive Director

Date:

AGENDA ITEM 8N

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment to Cooperative Agreement with the City of Perris and Amendment to Agreement with T.Y. Lin International for the Interstate 215/Placentia Avenue Interchange Project

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 16-31-066-06, Amendment No. 6 to Agreement No. 16-31-066-00, with T.Y. Lin International (T.Y. Lin) for design support during construction of the Interstate 215/Placentia Avenue Interchange project (Project) in the amount of \$257,285, plus a contingency amount of \$25,728, for an additional amount of \$283,013, and a total amount not to exceed \$5,454,198;
- 2) Approve Agreement No. 19-31-044-01, Amendment No. 1 to Agreement No. 19-31-044-00, with the city of Perris (City) for storm drain improvements on Placentia Avenue and street and signal improvements at the Placentia Avenue and Indian Avenue intersection for the Project for an additional Commission contribution of \$1,081,157 and a total Commission contribution not to exceed \$1,231,157;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 4) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for the design support services.

BACKGROUND INFORMATION:

The Mid County Parkway (MCP) project has been under development by the Commission since 2002. The purpose of the MCP project is to provide a transportation facility that effectively and efficiently accommodates regional west-east movement of people, goods, and services between and through the cities of Perris and San Jacinto. The project in the City (see Attachment 1 for Vicinity Map) is the first part of the MCP to proceed to construction. Construction has been under way since August 2020 and is currently about 30 percent complete.

DISCUSSION:

Amendment to T.Y. Lin Agreement for Design Support during Construction

At its November 2016 meeting, the Commission approved an agreement with T.Y. Lin for preparation of the final Plans, Specifications and Estimate (PS&E) package and related construction bid documents for the construction of the Project in the amount of \$3,754,000. Four subsequent amendment authorizations approved by the Commission aggregating an additional amount of \$1,417,185 resulted in a total contract authorization to date of \$5,171,185.

T.Y. Lin has had to perform additional support work during construction. This includes redesign of the reinforced concrete culvert structure under the Perris Valley Line tracks to avoid conflicts with Metrolink service windows and reduce construction impacts on the tracks, and design changes required to coordinate the Indian Avenue/Placentia avenue intersection improvements with the City's widening project.

Staff negotiated the additional scope required and recommends approval of Agreement No. 16-31-066-06 with T.Y. Lin to complete the additional scope items for the Project, based on the final negotiated scope and cost of \$257,285, including a contingency amount of \$25,728, for an additional amount of \$283,013, and a total contract authorization not to exceed \$5,454,198.

Amendment to Agreement with the City of Perris

At its January 2019 meeting, the Commission approved Agreement No. 19-31-044-00 between the Commission and the City for storm drain improvements and the Commission's funding contribution of 2/3 of the total cost, for an amount not to exceed \$150,000. Since approval of the agreement, the design of the storm drain has been finalized, and the commission's share of the cost of the storm drain system has increased by \$300,000 to \$450,000.

The Project and the City's Placentia Avenue widening project overlap at the Indian Avenue/Placentia Avenue intersection, where a traffic signal is to be placed. Now that the City's detailed design of the Indian Avenue/Placentia Avenue intersection is complete, and the schedule of each project is known, Commission staff and City staff believe it is best to transfer construction of all traffic signal improvements to one contractor, avoiding the potential conflict of multiple contractors working at the site. To accommodate phasing of both projects, the City project will construct the signal and other intersection improvements. The Commission's design team (T.Y. Lin) generated a design package for the City to include in its bid package.

Staff negotiated the transferred scope with the City and reached an agreement on a fair and reasonable lump sum cost of the work in the amount of \$781,157, which is based on the bid prices of the work deleted from the Commission's Project.

Staff recommends approval of Amendment No. 1 to Cooperative Agreement No. 19-31-044-00 between the Commission and the City to increase the storm drain contribution by \$300,000 and adding the street and signal improvements at the Placentia Avenue and Indian Avenue intersection for \$781,157, resulting in a total contribution amount not to exceed \$1,231,157.

FISCAL IMPACT:

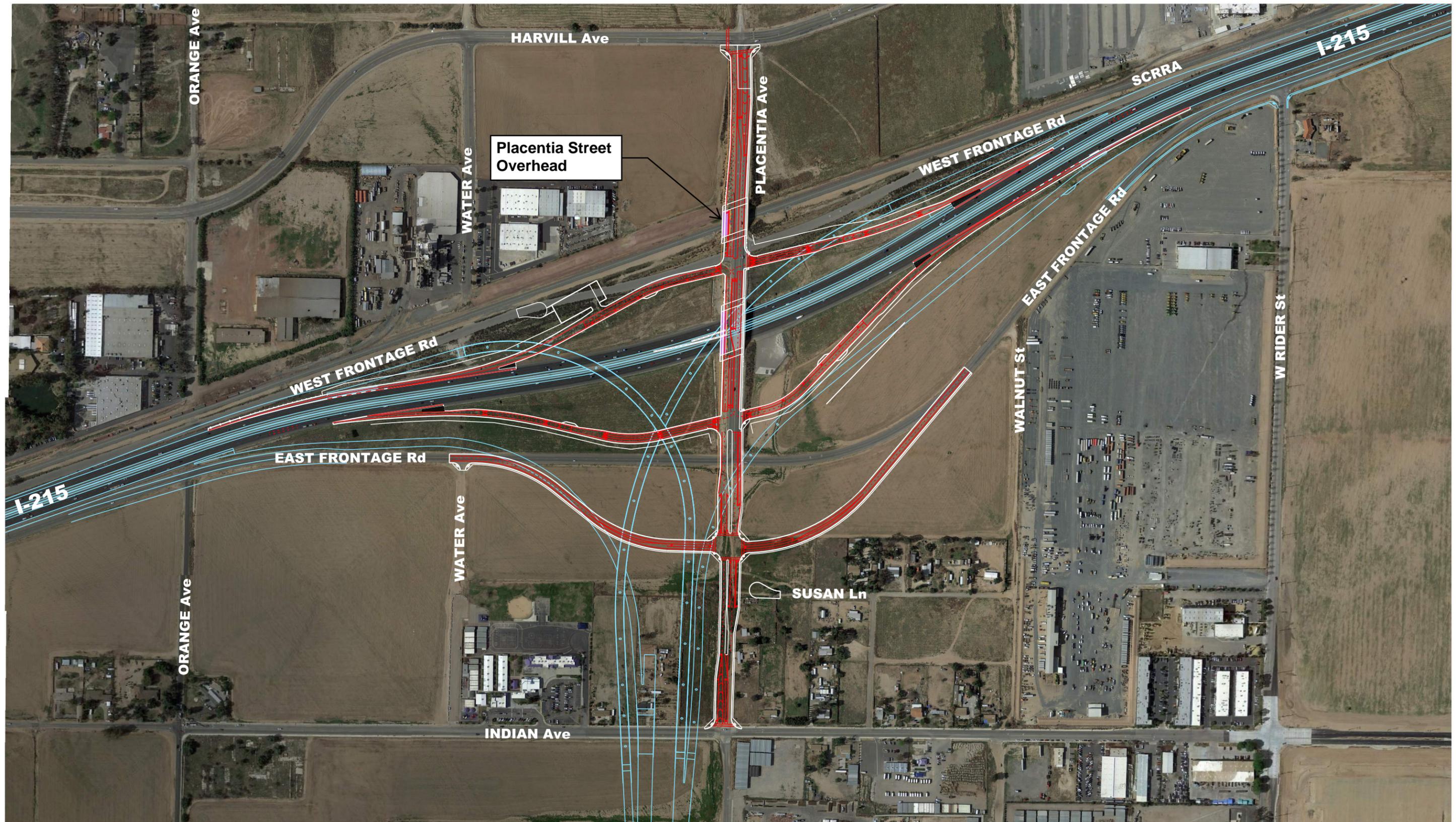
The additional costs from both agreement amendments will be funded with Transportation Uniform Mitigation Fee (TUMF)-Community Environmental Transportation Accessibility Process (CETAP) funds and then 2009 Measure A Western County (WC) New Corridors funds.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$ 15,000
	Yes		FY 2021/22		\$ 1,177,970
			FY 2022/23		\$ 171,200
Source of Funds:	TUMF-CETAP; 2009 Measure A WC New Corridors		Budget Adjustment:	No No	
GLA No.:	002317 81301 00000 0000 261 31 81301		\$1,081,157		
	002317 81102 00000 0000 261 31 81101		\$283,013		
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/14/2021

Attachments:

- 1) Vicinity Map-I-215/Placentia Avenue Interchange
- 2) Draft Amendment Agreement No. 19-31-044-01
- 3) Draft Amendment Agreement No. 16-31-066-06

<i>Approved by the Western Riverside County Programs and Projects Committee on May 24, 2021</i>					
In Favor:	11	Abstain:	0	No:	0



*Mid-County Parkway (shown in blue) is not part of project.



SCALE: 1" = 150'



I-215 / Placentia Ave Interchange

Attachment 1 Vicinity Map

Agreement No. 19-31-044-01

**AMENDMENT NO. 1 TO
COOPERATIVE AGREEMENT
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
THE CITY OF PERRIS
FOR INSTALLATION OF STORM DRAIN IMPROVEMENTS
AS PART OF THE PLACENTIA AVENUE WIDENING PROJECT

AND TO INCLUDE CERTAIN
INDIAN AVE/ PLACENTIA AVE INTERSECTION IMPROVEMENTS**

1. PARTIES AND DATE

This Amendment No. 1 to the Cooperative Agreement is made and entered into this ____ day of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION (“RCTC”) and the CITY OF PERRIS (“CITY”). RCTC and the CITY are sometimes referred to herein individually as “Party”, and collectively as “Parties”.

2. RECITALS

2.1 RCTC and the CITY have entered into an agreement dated July 26, 2019 (the “Master Agreement”) for the purpose of funding and implementing the installation of certain storm drain improvements in the CITY (“Storm Drain Improvements”), as further detailed in Exhibit “A” to the Master Agreement.

2.2 The Storm Drain Improvements are to be undertaken as part of the CITY’s Placentia Widening project (“Placentia Widening”).

2.3 RCTC and the CITY now desire that certain intersection work at Placentia Avenue and Indian Road, generally described as roadway pavement work, pavement removals, pavement delineation, signage, and electrical work (“Intersection Improvements”), which was part of RCTC’s Placentia Interchange project, be removed from the scope of work of RCTC’s contractor, and be transferred to the CITY.

2.4 The Parties agree that transfer of this work to the CITY will avoid overlapping contractors working at the site, and potential conflicting designs, as the CITY currently plans to undertake its own project that will impact this intersection.

3. TERMS

3.1 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Amendment No. 1 as though fully set forth herein.

3.2 The Project. As of the effective date of this Amendment No. 1, the term Project, as used in the Master Agreement, shall mean and refer to the Storm Drain Improvements and the Intersection Improvements.

3.3 Scope of Work. Exhibit "A" of the Master Agreement, which sets forth the scope of work for the Project, shall be amended to include the scope of work for the Intersection Improvements, attached hereto as Attachment 1. As of the effective date of this Amendment No. 1, reference in the Master Agreement to Exhibit "A", shall mean and refer to Exhibit "A", as hereby amended.

3.4 RCTC Review of Lowest Responsible Bid; Total Project Budget. Section 4.1(b) of the Master Agreement shall be amended, in its entirety, to read as follows:

b. In the event the lowest responsible bidder's construction contract bid for the Project is greater than RCTC and CITY's funding commitments for the Project, as set forth herein, RCTC and CITY shall meet and determine a course of action to proceed. If CITY and RCTC do not agree in writing on a course of action within fifteen (15) days, the CITY shall attempt to reduce the total Project cost to be within the Project funding commitments ("Total Project Budget") as follows:

- (i) Total Project Budget for Storm Drain Improvements: \$675,000;
- (ii) Total Project Budget for Intersection Improvements Construction Costs: \$704,563.75.

3.5 RCTC Reimbursement of CITY for the Project. Section 4.2 of the Master Agreement shall be amended, in its entirety, to read as follows:

a. RCTC shall deposit funds with the CITY for RCTC's share of Project costs to be incurred under this Cooperative Agreement in an amount not to exceed (i) \$450,000 for the Storm Drain Improvements, in accordance with the cost allocation set forth in Exhibit "B", and (ii) \$781,157 for the Intersection Improvements (collectively, "RCTC Total Contribution"). The RCTC Total Contribution shall be used for the sole purpose of carrying out the Project.

b. The cost identified above for the Intersection Improvements includes the Total Project Budget for the Intersection Improvements Construction Costs, plus additional sums covering City costs for traffic control, and administrative expenses, as further detailed in Exhibit "B", and includes a credit of \$15,000 to RCTC to cover the costs of RCTC's utility

relocation consultant who, notwithstanding Section 5.1 of the Agreement, will work cooperatively with the City on Southern California Edison utility relocations for the Intersection Improvements portion of the Project.

3.6 Cost Allocation. Exhibit "B" of the Master Agreement, which sets forth the cost allocation for the Project, shall be replaced, in its entirety, with the version of Exhibit "B" attached to this Amendment No. 1 as Attachment 2. The attached version of Exhibit "B" includes the cost estimate breakdown for the Intersection Improvements.

4. **GENERAL PROVISIONS**

4.1 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, 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 No. 1.

4.2 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

4.3 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

4.4 A manually signed copy of this Amendment No. 1 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 No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE
TO
AGREEMENT NO. 19-31-044-01**

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment on the date first herein above.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

CITY OF PERRIS

By: _____
Anne Mayer, Executive Director

By: _____
Richard Belmudez, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
General Counsel

By: _____
Eric Dunn,
City Attorney

ATTEST:

By: _____
Nancy Salazar
City Clerk

ATTACHMENT 1

SCOPE OF WORK FOR INTERSECTION IMPROVEMENTS

Exhibit "A" of the Master Agreement shall be amended to include the following scope of work for the Intersection Improvements:

Roadway Pavement, Pavement Removals, Pavement Delineation, Signs, and Electrical.

New Roadway Pavement

- Sidewalk = 1,963 SF approx.
- Detectable Warning Surface = 24 SF approx.
- Curb & Gutter = 157 LF approx.
- Pavement Section 5 (JPCP) = 12,647 SF approx.
- Pavement Section 7 (RHMA-G) = 1,688 SF approx.
- Pavement Section 13 (JPCP RSC) = 1,888 SF approx.

Pavement Removals (Existing Placentia Ave and Indian Ave intersection)

- Remove Concrete Sidewalk = 1,804 SF approx.
- Remove Concrete Pavement = 8,494 SF approx.
- Remove Curb & Gutter = 327 LF approx.
- Remove Asphalt Concrete Pavement = 5,914 SF approx.

Pavement Delineation

- All proposed striping and pavement markings along Northbound and Southbound Indian Ave.
- Striping and pavement markings to be completed on West leg of Placentia Ave and Indian Ave intersection, to match RCTC project striping.
- North, West, and South crosswalks.

Roadway Signs

- Sign removals, relocations, and new roadside signs in the Indian Ave/ Placentia Ave intersection and along Indian Ave.

Electrical

- Intersection signalization and related items in the Indian Ave/ Placentia Ave intersection.

Attachments [to be inserted]

Exhibit 1. Revised Plan Sheets for RCTC I-215/Placentia Ave IC Project

Exhibit 2. Select Plan Sheets to be revised for transfer to City of Perris

Exhibit 3. Plot of Placentia Ave. from East Frontage Road to Indian Ave

DRAFT

ATTACHMENT 2

EXHIBIT B

1. Storm Drain Improvements

The cost share for the Storm Drain Improvements shall be as follows:

2/3 RCTC cost, up to the RCTC maximum share.

1/3 City cost.

CONTRACT ITEM OF WORK	ESTIMATED COST	RCTC MAXIMUM SHARE	CITY
STORM DRAIN IMPROVEMENTS	\$ 675,000	\$ 450,000	\$ 225,000
TOTAL	\$ 675,000	\$ 450,000	\$ 225,000

RCTC's contribution for the Storm Drain Improvement shall not exceed \$450,000.

2. Intersection Improvements Construction Costs

The Intersection Improvements Construction Costs shall be funded by RCTC in an amount not to exceed \$704,563.75, as further detailed below.

**INTERSECTION IMPROVEMENTS
ESTIMATED COSTS CONSTRUCTION COSTS**

ITEM #	DESCRIPTION	QUANTITY	Unit	UNIT RATE	COST
109	Remove Concrete	911	CY	30	\$27,330
103	Remove AC Pave	3184	SF	0.2	\$637
198	Remove Conc C&G	20	CY	145	\$2,900
198	Remove Conc SW	22	CY	145	\$3,190
211	Reset mailbox	1	EA	750	\$750
242	Roadside Sign on Existing Post	4	EA	375	\$1,500
31	Treated Wood Waste	60	LB	0.5	\$30
10	Temporary Traffic Stripe	4030	LF	0.2	\$806
230	Single Sheet Alum. Sign Type X1	27.9	SF	9	\$251
229	Single Sheet Alum. Sign	3	SF	14	\$42
15	K-Rail	1140	LF	15	\$17,100
16	Crash Cushion	22	EA	300	\$6,600
11	Channelizers	15	EA	45	\$675
8	Barricades	7	EA	150	\$1,050
9	Tpe VII Arrow	54	SF	5	\$270

Exhibit B

264A	Solid white stripe	2426	LF	0.55	\$1,334
264B	Solid yellow Stripe	2629	LF	0.55	\$1,446
236	Reflective Sheeting Type XI	27.9	SF	4	\$112
108	Isolation Joint Seal	421	LF	13	\$5,473
266	Solid White 8"	280	LF	0.85	\$238
92	Fog Seal	1	Ton	1340	\$1,340
259	Thermo markings	589	SF	3	\$1,767
268	Yellow Thermo	1262	SF	5.5	\$6,941
270	Remove Marking	106	SF	2	\$212
204	Signal & Lighting Location 2	1	LS	1	\$295,000
194	Curb and Gutter	20	CY	295	\$5,900
94	AC Pave	115	Ton	78	\$8,970
106	Concrete Pave	479	CY	335	\$160,465
107	RSC Pave	60	CY	620	\$37,200
193	Ped Ramps	9	CY	800	\$7,200
192	Detectable Warning Surface	65	SF	35	\$2,275
89	LCB	315	CY	205	\$64,575
90	LCB RS	35	CY	435	\$15,225
95	RHMA	42	Ton	95	\$3,990
91	Base Bond Breaker	210	SQYD	14	\$2,940
13	Temporary Pedestrian Access	0.1	LS	50000	\$5,000.00
197	Concrete Sidewalk	25	CY	500	\$12,500.00
224	Remove Roadside Sign	8	EA	100	\$800.00
239	Roadside Sign on Metal Post	2	EA	265	\$530.00

Total Cost of Work to be Deleted: \$704,563.75

2.A. Intersection Improvements - Additional City Costs and RCTC Credits

(1) City traffic control for construction of the Intersection Improvements shall be funded by RCTC in an amount not to exceed \$35,228.18. Traffic control shall include, but is not limited to, placing, removing and maintaining k-rail, signs, striping, delineators, and barricades. The foregoing sum represents 5% of the total estimated Project Budget for Intersection Improvements Construction Costs.

(2) City administrative costs for managing the Intersection Improvements portion of the Project shall be funded by RCTC in an amount not to exceed \$56,365.10. The foregoing sum represents 8% of the total estimated Project Budget for Intersection Improvements Construction Costs.

(3) RCTC has agreed to make its utility relocation consultant, Mr. Steve Hatt, available to provide services on the Intersection Improvements portion of the Project. RCTC shall receive a credit towards the costs identified in (1) and (2) above in the sum of \$15,000. The foregoing sum is based on 10 hours per month of services, or a total of 88 hours of

services. If additional services are required, the Parties shall negotiate a fee or credit for such services.

The Intersection Improvements, including the Project Budget for Intersection Improvements Construction Costs, and the additional City costs identified above, shall be funded by RCTC in an amount not to exceed \$781,157, based on the following calculation:

Construction cost of \$704,563.75 + Traffic Control of \$35,228.18 + Administrative Costs of \$56,365.10 – RCTC Utility Relocation Consultant Services Credit of \$15,000 = **\$781,157.**

DRAFT

Agreement No. 16-31-066-06**AMENDMENT NO. 6 TO AGREEMENT
FOR PREPARATION OF PLANS, SPECIFICATION AND ESTIMATES (PS&E)
WITH T.Y. LIN INTERNATIONAL****1. PARTIES AND DATE**

This Amendment No. 6 to the Agreement for preparation of plans, specifications, and estimates services is made and entered into as of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and T.Y. LIN INTERNATIONAL ("Consultant"), a California corporation.

2. RECITALS

- 2.1 The Commission and the Consultant have entered into an agreement dated November 9, 2016 for the purpose of providing the preparation of plans, specifications, and estimates (PS&E) for the Interstate 215/Placentia Avenue Interchange Improvements Project (the "Master Agreement").
- 2.2 The Commission and the Consultant have entered into an Amendment No. 1, dated October 2, 2018, for the purpose of providing additional compensation for additional PS&E services for the Interstate 215/Placentia Avenue Interchange Improvements Project.
- 2.3 The Commission and the Consultant have entered into an Amendment No. 2, dated February 11, 2019, for the purpose of providing additional compensation for additional PS&E services for the Interstate 215/Placentia Avenue Interchange Improvements Project.
- 2.4 The Commission and the Consultant have entered into an Amendment No. 3, dated September 30, 2019, for the purpose of providing additional compensation for additional PS&E services for the Interstate 215/Placentia Avenue Interchange Improvements Project

- 2.5 The Commission and the Consultant have entered into an Amendment No. 4, dated April 13, 2020, for the purpose of providing additional compensation for additional PS&E services for the Interstate 215/Placentia Avenue Interchange Improvements Project
- 2.6 The Commission and the Consultant have entered into Amendment No. 5, dated November 17, 2020, for the purpose of extending the term for additional PS&E services for the Interstate 215/Placentia Avenue Interchange Improvements Project.
- 2.7 The parties now desire to amend the Master Agreement in order to amend the Scope of Work, provide additional compensation, and amend the hourly rates for work performed.

3. TERMS

- 3.1 The Scope of Work for the Master Agreement shall be amended to include Services, as that term is defined in the Master Agreement, required to provide additional services, as more fully described in Exhibit "A" , attached to this Amendment No. 6 and incorporated herein by reference
- 3.2 The maximum compensation for Services performed pursuant to this Amendment No. 6 shall be Two Hundred Fifty Seven Thousand, Two Hundred Eighty Five Dollars (\$257,285), as further detailed in the Cost Estimate attached to this Amendment No. 6 as Exhibit "B" and incorporated herein by reference.
- 3.3 Compensation and Payment, Exhibit "C" of the Master Agreement pages C-5, C-9, and C-10 shall be amended, in part, to replace the hourly rates for Consultant and certain identified Subconsultants by the rates set forth in Exhibit "C" attached to this Amendment No. 6 and incorporated herein by reference.
- 3.4 Except as amended by this Amendment No. 6, all provisions of the Master Agreement, as amended by Amendment Nos. 1 through 5, 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 No. 6.
- 3.5 This Amendment No. 6 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.6 This Amendment No. 6 may be signed in counterparts, each of which shall constitute an original.

- 3.7 A manually signed copy of this Amendment No. 6 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 No. 6 for all purposes. This Amendment No. 6 may be signed using an electronic signature.

**SIGNATURE PAGE
TO
AGREEMENT NO. 16-31-066-06**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**T.Y. LIN
INTERNATIONAL**

By: _____
Anne Mayer, Executive Director

By: _____
Signature

Name

Title

APPROVED AS TO FORM:

ATTEST:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

By: _____
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 the Commission.

EXHIBIT A

SCOPE OF WORK

Preparation of Plans, Specifications and Estimates (PS&E) For the Interstate 215 (I-215) / Placentia Avenue Interchange Improvements Project

SECTION 1

DESCRIPTION OF PROJECT

1.1 PROJECT DESCRIPTION 1.1-1 Background

No change from original contract dated November 9, 2016.

1.1-2 Location and Limits

No change from original contract dated November 9, 2016.

1.1-3 Project Description

No change from original contract dated November 9, 2016.

1.2 REASONS FOR CONTRACT AMENDMENT 1.2-2 Construction Support Phase

Additional budget needed for Construction Support, due to additional project scope (see breakdown in Section 3).

SECTION 2

Not used

SECTION 3

TASK BREAKDOWN OF WORK

3.7 TASK 7 – CONSTRUCTION SUPPORT PHASE 3.7-3 Shop Drawing and Submittal Review

Additional budget is anticipated to conduct reviews of shop drawings for the widening of the Placentia Avenue Overcrossing and the Placentia Street Overhead.

3.7-5 Respond to Inquiries/RFIs

Additional budget is anticipated to be needed to respond to inquiries and RFIs related to:

A. Responding to RFIs: We anticipate an additional 75 RFIs will require a response for the remainder of the Construction phase. Includes effort for Site Visits

B. Weekly Project Meetings: Attendance at the Weekly Project Meetings for the remainder of the Construction phase.

C. Placentia/Indian Intersection Adjustments: Based on a request from RCTC, the bid plan design is to be adjusted to separate the Placentia Avenue/Indian Avenue Intersection work from the project. Effort requires preparation of a package for the City of Perris, including: a memo defining the division of responsibilities; redesign of some project elements including roadway, drainage, and electrical; and revised quantities. Includes responding to comments and additional City coordination.

D. Railroad RCB Redesign: Based on a request from RCTC/Contractor, the bid plan design is to be adjusted to extend the precast reinforced concrete box structure under the Metrolink railroad tracks. Includes coordination time and site visits.

E. Design Services During Construction (DSDC) Coordination/RE Support: Additional effort for general coordination with Resident Engineer beyond what was originally anticipated.

EXHIBIT "B"

COST ESTIMATE

[attached behind this page]

EXHIBIT "C"

COMPENSATION AND PAYMENT

Exhibit "C", Page C-5, Revised Rates:

<u>POSITION OR CLASSIFICATION RANGE OF HOURLY RATES</u>	
Senior Principal Engineer	\$99.00 - \$141.00
Principal Engineer/Project Manager	\$80.00 - \$125.00
Senior Engineer	\$55.00 - \$88.00
Engineer (Transportation/Structures)	\$29.00 - \$65.00
Assistant Engineer (Transportation/Structures)	\$27.00 - \$45.00
Design Technician	\$27.00 - \$50.00
Bridge Architect	\$48.00 - \$54.00
Environmental Services Manager	\$60.00 - \$76.00
Principal Construction Engineer	\$80.00 - \$103.00
Project Accountant	\$40.00 - \$50.00
Administrative	\$18.00 - \$35.00

EXHIBIT C-5

Exhibit "C", Page C-9, Revised Rates:

DAVID EVANS AND ASSOCIATES

Position or Classification	Range of Hourly Rates	
Senior Landscape Architect	\$76.00	\$90.00
Landscape Architect	\$55.00	\$76.00
Landscape Designer	\$35.00	\$50.00
Irrigation Designer	\$40.00	\$52.00
Landscape CAD Designer	\$28.00	\$38.00
Project Administrator	\$36.00	\$46.00
QA/QC	\$63.00	\$75.00
Accounting	\$32.00	\$42.00

Exhibit "C", Page C-10, Revised Rates:

LIN CONSULTING, INC.

Position or Classification	Range of Hourly Rates	
Senior Project Manager	\$52.00	\$84.00
Project Engineer	\$27.00	\$50.00
Assistant Engineer	\$20.00	\$26.00
Technical Support	\$15.00	\$19.00

AGENDA ITEM 80

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Policy Update on the Use of State Transit Assistance Funding by Operators

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 21-011, *“Resolution of the Riverside County Transportation Commission Regarding the Policy for Use of State Transit Assistance Funding by Transit Operators”*.

BACKGROUND INFORMATION:

The Commission, in its role as the regional transportation planning agency (RTPA), is responsible for allocating funding to support public bus and commuter rail transit services in Riverside County. The primary revenue sources of public transit funding is provided from the Transportation Development Act (TDA) of 1971, which consists of two major sources of formula funding: Local Transportation Fund (LTF) and STA. LTF funds are generated from a ¼ cent of the state retail sales tax collected in each county. The California Department of Tax and Fee Administration returns the sales tax revenues to the county of Riverside, and the funds are maintained in the County Treasurer’s Pooled Investment Fund until the Commission provides written allocation instructions for disbursement. 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*), and 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*). The Commission typically approves allocations for TDA funds in June every year for the eight transit operators.

In June 2019, the Commission approved the use of STA funds for operating expenditures; whereas, previously it was limited for capital expenditures and operating purposes only under emergency circumstances. Under the current policy, an operator must meet efficiency standards as outlined in the TDA Guidelines and Public Utilities Code (PUC) § 99314.6. The qualifying criteria is as follows:

Efficiency Standard 1: An operator’s total operating cost per revenue vehicle hour for the most recent audited fiscal year must not exceed the prior year’s total operating cost per

revenue vehicle hour by a percentage greater than the percentage change in the Consumer Price Index (CPI) for the same period.

Efficiency Standard 2: An operator's average total operating cost per revenue vehicle hour for the three most recent audited fiscal years must not exceed the average total operating cost per revenue vehicle hour for the three years prior to the latest year by a percentage greater than the average percentage change in the CPI for the same period.

The Commission is allowed to adjust the calculation for operating costs and revenue vehicle hours to account for the following factors:

- Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance or state or federal mandates; and/or
- Exclusion of start-up costs for new services for a period of not more than two years.

If an operator fails to meet either efficiency standard, the Commission may withhold and retain the operator's STA funding for reallocation for two years following the year of ineligibility.

The current policy also allows for STA funds to be utilized for Commission-owned station operations and right of way maintenance of rail properties, pursuant to PUC § 99234.9 and 99313.7, which allows an RTPA to file claims for rail passenger service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities.

DISCUSSION:

In the Fiscal Year 2015/16 – 2017/18 TDA State Triennial Performance Audit, it was recommended that the Commission update its STA policy to reflect SB 508. SB 508 allows transit operators a sliding scale to utilize STA funds for operating rather than a pass/fail proposition so that an operator may still receive less than 100 percent of STA for operations and the balance of funds for capital when the efficiency standard is not met. As an example, if the operator fails to meet both efficiency standards for operating cost per hour by 10 percent each, the operator is eligible to receive 90 percent of STA for operations and 10 percent for capital. Staff recommends adoption of Resolution No. 21-011 to reflect the current policy inclusive of the provisions under SB 508 to qualify an operator to be eligible for STA operating funds even if the operator fails to meet the efficiency standards under TDA law (PUC § 99314.6).

LTF will continue to be the primary source for operating expenses, and every effort to obtain federal funds for capital and operating expenditures will be made.

FISCAL IMPACT:

There is no financial impact for this item.

Attachments:

- 1) Resolution No. 21-011
- 2) Exhibit A: Policy for Use of State Transit Assistance Funding by Transit Operators

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

RESOLUTION NO. 21-011

RESOLUTION OF THE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION REGARDING THE

POLICY FOR USE OF STATE TRANSIT ASSISTANCE FUNDING BY TRANSIT OPERATORS

WHEREAS, the Riverside County Transportation Commission (the "Commission") in its role as the regional transportation planning agency is responsible for allocating funding to support public bus and commuter rail transit services in Riverside County,

WHEREAS, the Commission desires to adopt a policy to provide guidance on implementation of State Transit Assistance (STA) funding for use of operating expenditures by public transit operators,

NOW, THEREFORE, the Commission hereby resolves as follows:

The Riverside County Transportation Commission hereby adopts the Policy for Use of STA Funding by Transit Operators, attached hereto as Exhibit A.

APPROVED AND ADOPTED this 9th day of June, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

Exhibit A

 Riverside County Transportation Commission <i>Policy</i>	
Title:	Policy for Use of State Transit Assistance (STA) Funding by Transit Operators
Revised:	June 9, 2021
Administered By:	Multimodal Services Department
Approved By:	Commission
Approved Date:	June 12, 2019

PURPOSE

The purpose of this Policy is to provide guidance for implementation of STA funds for operating expenditures for transit operators.

POLICY

Transit operators may utilize STA funds for operating expenditures if efficiency standards as outlined in the Transportation Development Act (TDA) and Public Utilities Code (PUC) § 99314.6 are met. The qualifying criteria is as follows:

Efficiency Standard 1: An operator's total operating cost per revenue vehicle hour for the most recent audited fiscal year must not exceed the prior year's total operating cost per revenue vehicle hour by a percentage greater than the percentage change in the Consumer Price Index (CPI) for the same period.

Efficiency Standard 2: An operator's average total operating cost per revenue vehicle hour for the three most recent audited fiscal years must not exceed the average total operating cost per revenue vehicle hour for the three years prior to the latest year by a percentage greater than the average percentage change in the CPI for the same period.

The Commission is allowed to adjust the calculation for operating costs and revenue vehicle hours to account for the following factors:

- Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance or state or federal mandates; and/or
- Exclusion of start-up costs for new services for a period of not more than two years.

If an operator fails to meet either efficiency standard, the Commission may withhold and retain the operator's STA funding for reallocation for two years following the year of ineligibility.

This also allows for STA funds to be utilized for Commission-owned station operations and right of way maintenance of rail properties, pursuant to PUC § 99234.9 and 99313.7, which allows a regional transportation planning agency to file claims for rail passenger service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities.

Exhibit A

Additionally, per Senate Bill (SB) 508, the policy shall allow transit operators a sliding scale to utilize STA funds for operating rather than a pass/fail proposition so that an operator may still receive less than 100 percent of STA for operations and the balance of funds for capital when the efficiency standard is not met. For example, if the operator fails to meet both efficiency standards for operating cost per hour by 10 percent each, the operator is eligible to receive 90 percent of STA for operations and 10 percent for capital.

AGENDA ITEM 8P

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Adoption of Resolution No. 21-009 to Become the Access Fund Administrator for the Transportation Network Companies Access for All Program

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt Resolution No. 21-009, *“A Resolution of the Riverside County Transportation Commission Authorizing the Execution of the Certification to Serve as the Local Access Fund Administrator (LAFA) for the Access for All Program for the County of Riverside”*; and
- 2) Authorize the Executive Director or designee, pursuant to legal counsel review, to execute agreements and/or documents related to the Transportation Network Companies (TNC) Access for All program on behalf of the Commission.

BACKGROUND INFORMATION:

Senate Bill 1376 (SB 1376) was signed in 2018 and is known as the TNC Access for All Act, which directs the California Public Utilities Commission (CPUC) to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV). The intent of the legislation is for California to be a national leader in the deployment and adoption of on-demand transportation options for persons with disabilities and that wheelchair users who need WAVs have prompt access to TNC services. According to the CPUC, persons that require a WAV wait at least an hour longer than a person that does not require a WAV using a traditional TNC service. Additionally, traditional demand response public transit service requires an advance reservation, which is typically not on the same day. The legislature points out that the availability of transportation services, especially on-demand transportation service, will take time to develop and can improve economic competitiveness and quality of life, particularly for those that require a WAV.

A TNC was defined by legislation to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with driver using a personal vehicle. TNCs in the current market include Uber, Lyft, and Via.

The TNC Access for All program is funded by a \$0.10 per trip charge that is collected by the TNCs and remitted to the CPUC quarterly by each county for the Access Fund. Funding under this program can fluctuate quarter to quarter depending on the number of trips traveled on TNCs. CPUC has estimated that Riverside County may receive approximately \$225,000 to \$230,000 annually from the Access Fund. However, this may change over time because TNCs are allowed to request offsets quarterly against these amounts if they can demonstrate that they have improved WAV service in the respective county. The CPUC will establish service levels by county, and a TNC may become exempt from collecting those fees if it can demonstrate for four consecutive quarters that it can maintain that level of service.

The CPUC has defined eligible LAFAs as Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)/County Transportation Commissions. If potential LAFA's decide not to administer the TNC Access for All Program for its county or counties, the CPUC would then ask Caltrans to be the State Access Fund Administrator for those jurisdictions.

The guidelines for this program are still under development. In the coming months, the CPUC will be working with stakeholders to establish service level thresholds for each county and determine what types of projects are eligible for funding, and whether the program can be administered annually or on a multi-year basis.

DISCUSSION:

Staff recommends adopting Resolution No. 21-009 and submitting it to the CPUC to become the LAFA for Riverside County. In June 2021, CPUC staff will take a resolution to its board with recommendations for all Access Fund Administrators (AFA) by county. Commission staff has also been in coordination with the Southern California Association of Governments, who is the MPO for Riverside County to notify it of the Commission's intent to serve as the LAFA for Riverside County. Once an AFA is confirmed for a county, it will be required to develop local procedures and guidelines to administer a competitive WAV call for projects based on criteria developed by the CPUC considering the gaps and needs for accessibility service in its county. The local administration process includes developing an application and evaluation process, making awards to successful applicants, annually certifying the disbursement of funds, and providing a consolidated quarterly report. A LAFA may seek up to 15 percent of the available funds to administer the program and may also opt out by notifying the CPUC if it chooses.

Although guidance for this program is still under development by the CPUC, staff is confident it can deliver another program that compliments the Measure A Specialized Transit Program and recommends the Commission serve as the LAFA for Riverside County. Should the final guidelines conclude that public transit operators are not eligible to receive these funds, then staff recommends that the Commission opt out of serving as the LAFA as there would be no oversight obligation for the Commission as the RTPA to administer the funds to private parties.

FISCAL IMPACT:

There is a no fiscal impact for this item, and actions related to this program will be brought back at a future Commission meeting.

Attachment: Resolution No. 21-009

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0

RESOLUTION NO. 21-009

**A RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AUTHORIZING THE EXECUTION OF THE CERTIFICATION TO SERVE AS THE LOCAL
ACCESS FUND ADMINISTRATOR FOR THE ACCESS FOR ALL PROGRAM FOR THE
COUNTY OF RIVERSIDE**

WHEREAS, the Riverside County Transportation Commission is an eligible Regional Transportation Planning Agency and County Transportation Commission and may receive state funding from the Transportation Network Companies Access for All program to administer a funding program for local Access for All providers for on-demand wheelchair accessible vehicle (WAV) transportation projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional administering agency to abide by various regulations; and

WHEREAS, Senate Bill 1376 (2018) designated the California Public Utilities Commission (Commission) as the administrative agency for the Access for All program; and

WHEREAS, the Commission has developed the Access for All Program Overview & Requirements for Access Fund Administrators for the purpose of selecting Local Access Fund Administrators (LAFAs) and administering and distributing Access Funds to eligible local Access for All program providers of on-demand WAV transportation; and

WHEREAS, the Riverside County Transportation Commission authorizes the Executive Director or designee to execute required documents and any amendments thereto; and

WHEREAS, the Riverside County Transportation Commission wishes to serve as the LAFA for the county of Riverside.

NOW, THEREFORE BE IT RESOLVED by the Riverside County Transportation Commission that, as the Access Fund recipient, it agrees to comply with all conditions and requirements set forth in the Certification document and applicable statutes, regulations, and program Requirements for the Access for All program.

NOW, THEREFORE BE IT RESOLVED that the Executive Director or designee be authorized to execute required documents of the Access for All program and any amendments thereto with the Commission.

NOW, THEREFORE BE IT RESOLVED by the Riverside County Transportation Commission that it hereby authorizes Riverside County Transportation Commission to serve as the LAFA of the Access for All program for Riverside County.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 9th day of June, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 8Q

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment to City of Banning's Fiscal Year 2020/21 Short Range Transit Plan

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve an amendment to the city of Banning's (City) FY 2020/21 Short Range Transit Plan (SRTP) to reflect the operating shortfalls in FY 2019/20 and FY 2020/21 and increase the Local Transportation Fund (LTF) operating allocation in the net amount of \$597,039;
- 2) Approve the reprogramming of \$134,213 of State Transit Assistance (STA) from capital assistance to operating assistance for the City for FY 2019/20 operating expenses;
- 3) Approve the reprogramming of \$135,000 of LTF from the Comprehensive Operational Analysis (COA) capital assistance to operating assistance for FY 2020/21 operating expenses;
- 4) Approve an additional FY 2020/21 LTF allocation of \$217,039 to the City for FY 2019/20 operating expenses; and
- 5) Approve an additional FY 2020/21 LTF allocation of \$380,000 to the City for FY 2020/21 operating expenses.

BACKGROUND INFORMATION:

As a result of the recently completed FY 2019/20 Transportation Development Act (TDA) audit of the City's transit fund, the City identified a funding shortfall when reconciling its accounting records. Commission staff worked with City staff to determine the amount and cause for the FY 2019/20 shortfall. The FY 2019/20 shortfall of \$351,252 was caused by a combination of unbudgeted consulting services, increased insurance costs, increased fleet maintenance costs, increased pension expenses, and other support services that are provided to operate transit services. To offset the total request, City staff reviewed unused STA capital allocations and found older projects with a lower current priority or that were completed and should be closed out. Accordingly, the City identified STA capital assistance allocations of \$134,213 available for potential reprogramming to operating assistance, reducing the additional LTF allocation request to \$217,039.

After reviewing the FY 2019/20 shortfall, Commission and City staff also reviewed the projected actuals and budget to ascertain if similar circumstances exist in FY 2020/21. City staff estimated a \$515,000 funding shortfall related to \$140,000 of COVID-19 expenses and \$375,000 related to the costs identified in FY 2019/20 that were not budgeted. City staff reviewed unused LTF capital assistance allocations and determined that \$135,000 related to a COA was available for reprogramming to operating assistance. The COA is being postponed until ridership reaches pre-COVID service levels for an accurate analysis. Therefore, the additional LTF allocation request decreased to \$380,000.

A summary of the shortfalls, reprogramming, and net additional LTF allocations for FYs 2019/20 and 2020/21 is as follows:

FY 2019/20	Total
Shortfall in FY 2019/20	\$ 351,252
Reprogramming of STA to Offset Shortfall	(134,213)
Total additional LTF allocation	217,039
FY 2020/21	
Projected shortfall in FY 2020/21	515,000
Reprogramming of LTF to Offset Shortfall	(135,000)
Total additional LTF allocation	380,000
Total additional LTF allocations, net of reprogrammed funds	\$ 597,039

City staff reached out to Commission staff and submitted an amendment (Attachment 1) to its FY 2020/21 SRTP requesting \$597,039 in additional LTF allocations and \$269,213 of capital assistance reprogramming to fully fund its operations in FYs 2019/20 and 2020/21. Staff reviewed the request and recommends approval of the \$597,039 SRTP amendment to increase LTF allocations related to FYs 2019/20 and FY 2020/21, reprogram a total of \$269,213 in STA and LTF capital assistance to operating assistance, and allocate additional LTF funds aggregating \$597,039.

FISCAL IMPACT:

The additional \$597,039 LTF allocation does not require an adjustment to the FY 2020/21 budget, as of the FY 2020/21 budget included amounts for potential adjustments for transit needs.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$597,039
Source of Funds:	LTF Western Riverside County Bus		Budget Adjustment:	No	
GLA No.:	002210 86101 00000 0000 601 62 86101			\$597,039	
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachment: City of Banning's FY 2020/21 Amendment Request

*Approved by the Western Riverside County Programs and Projects Committee on
May 24, 2021*

In Favor: 11 Abstain: 0 No: 0



City of Banning

Public Works Department

May 4, 2021

Ms. Anne Mayer
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Re: FY 2020/2021 SRTP Amendment

Dear Ms. Mayer,

The purpose of this letter is to respectfully request Riverside County Transportation Commission's (RCTC) consideration of the City of Banning's (City) request for additional operating funds for Fiscal Years 2019/2020 and 2020/2021.

The City realized shortfalls in Fiscal Year (FY) 2019/2020. City staff is of the opinion that variances between the estimated expenditures budgets and funding needs represented in the City's 2019/2020 Short Range Transit Plant (SRTP) resulted from reconciling errors between the SRTP and the adopted City-wide budget. The most notable shortfalls are:

- Unbudgeted consulting services for Transit's share of City-wide software upgrades and rebranding efforts (\$27,346)
- Increase insurance costs (\$28,956)
- Increase in interservice fund payment and transfers for fleet services (\$124,514)
- Increase in pension expenses (\$127,099)
- Other miscellaneous expenditures (e.g., salaries, overtime, fringe benefits, contract services, etc.)

To reduce the City's funding need of \$351,252 the City requests to reallocate project funds from older projects that are no longer priority. The projects, as shown in the attached table, amount to \$134,213. This would bring the City's request down to \$217,039 for FY 2019/2020.

The reconciliation issue described above was only recently identified during the completion of the FY 2019/2020 audit and unfortunately the same budget shortfalls in the above-described categories, in different amounts, were carried over into the FY 2020/2021 budget, resulting in projected shortfalls in the amount of approximately \$375,000. The City additionally anticipates, as a result of COVID-19, a revenue loss and additional expenditures of approximately \$140,000. The project shortfall in FY 2020/2021 amounts to \$515,000.

The City wishes to request that \$135,000 of LTF funds currently programmed to a planned Comprehensive Operational Analysis (COA) be utilized to offset the shortfall and therefore reducing the City's request to \$380,000. The COA cannot be completed as planned due to the pandemic and will be programmed in a future year once ridership numbers return to pre-pandemic volumes.

In summary, the City's respectfully requests the consideration of the following requests:

Shortfall in FY 2019/2020 - \$351,252
Transit Projects to reduce or close – (\$134,213)
Total request for FY 2019/2020 - \$217,039

Projected shortfall in FY 2020/2021 - \$515,000
Transfer of LTF from COA – (\$135,000)
Total request for FY 2020/2021 - \$380,000

Total request of RCTC \$597,039 in LTF Funds.

The City is in the process of developing steps to ensure that the shortfalls realized in FY 2019/2020 and FY 2020/2021 are avoided in future years.

Sincerely,



Art Vela,
Director of Public Works

Cc: Eric DeHate, Transit Manager
Melissa Williams, Transit Manager
Suzanne Cook, Acting Administrative Services Director

**City Of Banning
Short Range Transit Plan (19/20)**

Table 4: Summary of Funds Requested for FY 19/20

Project Description		Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fixed Route Operating Expenses		\$1,498,732	\$1,342,179				\$156,553	
DAR Operating Expenses		\$190,104	\$168,104				\$22,000	
Interest & Other Income								\$1,100
Sub-Total: Operating		\$1,688,836	\$1,510,283	\$0	\$0	\$0	\$178,553	\$1,100
Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Heavy Duty Hydraulic Lift	20-01	\$75,000		\$75,000				
CNG Facility	20-02	\$362,740		\$325,000	\$37,740			
Rebranding of Transit System	20-03	\$100,000		\$100,000				
Sub-Total: Capital		\$537,740	\$0	\$500,000	\$37,740	\$0	\$0	\$0
Total: Operating and Capital		\$2,226,576	\$1,510,283	\$500,000	\$37,740	\$0	\$178,553	\$1,100



Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Banning

Original

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 (BUS) for FY 19/20													
Operating Assistance (DAR)	\$194,857	\$22,550	\$172,307										
Operating Assistance (DAR) for FY 19/20													
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
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



Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Banning

Amendment # 1

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) (FY 2020/21)	\$1,537,300	\$160,446	\$1,375,754	\$1,100									
Operating Assistance (BUS) for FY 19/20	\$0	\$-76,779	\$76,779										
Operating Assistance (DAR) (FY 2020/21)	\$194,857	\$22,550	\$172,307										
Operating Assistance (DAR) for FY 19/20	\$0	\$-10,398	\$10,398										
Sub-total Operating	\$1,867,157	\$95,819	\$1,770,238	\$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				
09-08 Schedule Holders for Bus Stops - 09-08													
09-09 Purchase GPS System for Transit Vehicles - 09-09													
09-10 Paratransit Scheduling Software - 09-10													
09-11 Computer Equipment - 09-11													
09-16 Automated Annunciator & Display Equipment - 09-16													
18-02 Schedule Holders for Bus Stops - 18-02													
21-02 Capitalized Fleet Preventative Maintenance - 21-02	\$39,878						\$39,878						
Bus Replacement - 21-01	\$550,000				\$38,436	\$2,286		\$501,713	\$7,565				
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
Sub-total Capital	\$589,878	\$0	\$0	\$0	\$38,436	\$2,286	\$39,878	\$501,713	\$7,565				
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
Total Operating & Capital	\$2,457,035	\$95,819	\$1,770,238	\$1,100	\$38,436	\$2,286	\$39,878	\$501,713	\$7,565				

FY 2020/21 Projected Funding Details	
FARE	\$95,819
LTF	\$1,770,238
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	\$501,713
STA PUC99314	\$7,565
Total Estimated Capital Funding Request	\$589,878
Total Funding Request	\$2,457,035



Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Banning

Amendment # 2

Operating														
Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314				
Comprehensive Operation Analysis	\$0		\$0											
Operating Assistance (BUS) (FY 2020/21)	\$1,912,300	\$42,996	\$1,868,204	\$1,100										
Operating Assistance (BUS) for FY 19/20	\$351,252	\$-76,779	\$293,818					\$134,213						
Operating Assistance (DAR) (FY 2020/21)	\$194,857		\$194,857											
Operating Assistance (DAR) for FY 19/20	\$0	\$-10,398	\$10,398											
Sub-total Operating	\$2,458,409	\$-44,181	\$2,367,277	\$1,100	\$0	\$0	\$0	\$134,213	\$0	\$0				

Capital														
Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314				
09-08 Schedule Holders for Bus Stops - 09-08	\$-5,000							\$-5,000						
09-09 Purchase GPS System for Transit Vehicles - 09-09	\$-25,000							\$-25,000						
09-10 Paratransit Scheduling Software - 09-10	\$-25,000							\$-25,000						
09-11 Computer Equipment - 09-11	\$-53,247							\$-53,247						
09-16 Automated Enunciator & Display Equipment - 09-16	\$-966							\$-966						
18-02 Schedule Holders for Bus Stops - 18-02	\$-25,000							\$-25,000						
21-02 Capitalized Fleet Preventative Maintenance - 21-02	\$39,878						\$39,878							
Bus Replacement - 21-01	\$550,000				\$38,436	\$2,286			\$501,713	\$7,565				
Sub-total Capital	\$455,665	\$0	\$0	\$0	\$38,436	\$2,286	\$39,878	\$-134,213	\$501,713	\$7,565				
Total Operating & Capital	\$2,914,074	\$-44,181	\$2,367,277	\$1,100	\$38,436	\$2,286	\$39,878	\$0	\$501,713	\$7,565				

FY 2020/21 Projected Funding Details	
FARE	\$-44,181
LTF	\$2,367,277
OTHR LCL	\$1,100
STA - OB	\$134,213
Total Estimated Operating Funding Request	\$2,458,409
SGR PUC99313	\$38,436
SGR PUC99314	\$2,286
SGR-OB	\$39,878
STA - OB	\$-134,213
STA PUC99313	\$501,713
STA PUC99314	\$7,565
Total Estimated Capital Funding Request	\$455,665
Total Funding Request	\$2,914,074

AGENDA ITEM 8R

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment to Riverside Transit Agency's Fiscal Year 2020/21 Short Range Transit Plan

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Amend the Riverside Transit Agency's (RTA) Fiscal Year (FY) 2020/21 Short-Range Transit Plan (SRTP) to include the Meals on Wheels program in the Operating Budget; and
- 2) Approve an allocation of \$175,000 of 2009 Measure A Western County specialized transit funding for the Meals on Wheels program.

BACKGROUND INFORMATION:

RTA reached out to Commission staff in June of 2020 to ask for financial assistance in providing a Meals on Wheels Program in Riverside and San Bernardino counties. This program was outside of the work performed by RTA and was in response to the recent Coronavirus pandemic outbreak also known as COVID-19. Commission staff voiced support of the service performed by RTA and believed that the benefits were extremely important to the community during this pandemic.

The request for RTA to perform the Meals on Wheels program began April 2020 and continued until March 2021, when both counties concluded the program. This project and funding is not currently included in the SRTP, which was approved by the Commission on June 10, 2020.

Staff recommends approval of RTA's FY 2020/21 amendment request (Attachment 1) and the related \$175,000 Measure A allocation for the Meals on Wheels program.

FISCAL IMPACT:

The additional \$175,000 Measure A allocation does not require an adjustment to the FY 2020/21 budget, as minor adjustments for transit operators were anticipated and budgeted.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$175,000
Source of Funds:	Measure A Western County Specialized Transit and Consolidated Transportation Service Agency funds			Budget Adjustment:	No
GLA No.:	260 26 86101 270 26 86101				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachment: RTA's FY 2020/21 Amendment 3 Request

<i>Approved by the Western Riverside County Programs and Projects Committee on May 24, 2021</i>					
In Favor:	11	Abstain:	0	No:	0



May 6, 2021

VIA EMAIL

Ms. Anne Mayer
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor, Riverside, CA 92501

1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

Subject: Fiscal Year (FY) 2020/21 Short Range Transit Plan (SRTP) Amendment No. 3

Dear Ms. Mayer:

The Riverside Transit Agency (RTA) is requesting a third amendment to its FY 21 SRTP, specifically its Table 4.

The revision includes the following:

- Adding the Meals on Wheels program to its Operating Budget; and
- Adding Measure A funds in the amount of \$175,000.

RTA was approached by the Counties of Riverside and San Bernardino in April 2020 to provide a Meals on Wheels program to the most affected persons in response to the recent Coronavirus pandemic outbreak also known as COVID-19. RTA's support of the food delivery program for FY 20 (April -June) was funded through RTA's Local Transportation Funds (LTF) allocation.

RTA reached out to Commission staff as this program was continued in FY 21 starting in July and concluded in March. Commission staff assisted RTA in an advance payment for this "out-of-scope" service and it was determined that this would come back later for an amendment to RTA's SRTP. We appreciate Commission staff for their support with this program and now request the project and funding be added to RTA's FY 21 SRTP. The following attachment shows the project and funding being added.

Please let me know if you have any questions or require any additional information.

Sincerely,

DocuSigned by:
Charlie Ramirez
EBBF0F0056C2459...

Charlie Ramirez
Chief Financial Officer

Attachment: RTA's Table 4 revisions

Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 2

Operating																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE	INT
ADA Complementary Paratransit Service	\$2,250,000						\$1,800,000									
Advertising Revenue	\$10,000															
Capital Cost of Contracting	\$16,006,708				\$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															\$470,000
LCFS Credits	\$500,000															
Meals on Wheels Program																
Mobile Ticketing	\$36,000															
Operating Assistance	\$40,921,158	\$1,986,292	\$7,916,389			\$3,486,039		\$24,494,417	\$150,000		\$901,729					
RINs Credits	\$380,000															
Route 1 Weekend Improvements																
Wentworth Lease	\$57,964															
Youth Fare Promotion	\$2,770,000															
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078	\$470,000

Capital																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE	INT
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 Strn, 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078	\$470,000



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 2

Operating														
Project	Total Amount of Funds	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF - Deferred Revenue	LTF-OB	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	\$16,006,708				\$7,285,649									
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													
LCFS Credits	\$500,000							\$500,000						
Meals on Wheels Program														
Mobile Ticketing	\$36,000	\$36,000												
Operating Assistance	\$40,921,158				\$1,986,292	\$-5,005,997	\$5,005,997							
RINs Credits	\$380,000							\$380,000						
Route 1 Weekend Improvements														
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	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$-5,005,997	\$5,005,997	\$1,047,964	\$0	\$0	\$0	\$0		
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

Capital														
Project	Total Amount of Funds	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF - Deferred Revenue	LTF-OB	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total Operating & Capital	\$85,013,449	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$-5,005,997	\$5,005,997	\$1,297,964	\$1,778,722	\$170,512	\$0	\$84,403		



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 2

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
LTF - Deferred Revenue	\$-5,005,997
LTF-OB	\$5,005,997
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



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 3

Operating																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE	INT
ADA Complementary Paratransit Service	\$2,250,000						\$1,800,000									
Advertising Revenue	\$10,000															
Capital Cost of Contracting	\$16,006,708				\$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															\$470,000
LCFS Credits	\$500,000															
Meals on Wheels Program	\$175,000															
Mobile Ticketing	\$36,000															
Operating Assistance	\$40,921,158	\$1,986,292	\$7,916,389			\$3,486,039		\$24,494,417	\$150,000		\$901,729					
RINs Credits	\$380,000															
Route 1 Weekend Improvements																
Wentworth Lease	\$57,964															
Youth Fare Promotion	\$2,770,000															
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total Operating	\$82,567,199	\$1,986,292	\$9,841,873	\$312,970	\$1,889,417	\$9,423,497	\$12,738,281	\$26,571,607	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078	\$470,000

Capital																
Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE	INT
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 Strn, 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$85,188,449	\$1,986,292	\$9,841,873	\$312,970	\$1,889,417	\$9,423,497	\$13,075,894	\$26,571,607	\$150,000	\$505,365	\$901,729	\$0	\$0	\$0	\$1,052,078	\$470,000



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 3

Operating															
Project	Total Amount of Funds	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF - Deferred Revenue	LTF-OB	MA CTSA	MA SPT	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	\$16,006,708				\$7,285,649										
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														
LCFS Credits	\$500,000									\$500,000					
Meals on Wheels Program	\$175,000							\$87,500	\$87,500						
Mobile Ticketing	\$36,000	\$36,000													
Operating Assistance	\$40,921,158				\$1,986,292	\$-5,005,997	\$5,005,997								
RINs Credits	\$380,000									\$380,000					
Route 1 Weekend Improvements															
Wentworth Lease	\$57,964									\$57,964					
Youth Fare Promotion	\$2,770,000		\$2,349,969	\$239,301	\$180,730										
Sub-total Operating	\$82,567,199	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$-5,005,997	\$5,005,997	\$87,500	\$87,500	\$1,047,964	\$0	\$0	\$0	\$0	
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Capital															
Project	Total Amount of Funds	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	LTF - Deferred Revenue	LTF-OB	MA CTSA	MA SPT	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	\$0	\$0	\$250,000	\$1,778,722	\$170,512	\$0	\$84,403	
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Operating & Capital	\$85,188,449	\$776,185	\$2,349,969	\$239,301	\$12,135,671	\$-5,005,997	\$5,005,997	\$87,500	\$87,500	\$1,297,964	\$1,778,722	\$170,512	\$0	\$84,403	



Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Amendment # 3

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
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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
LTF - Deferred Revenue	\$-5,005,997
LTF-OB	\$5,005,997
MA CTSA	\$87,500
MA SPT	\$87,500
OTHR LCL	\$1,047,964
Total Estimated Operating Funding Request	\$82,567,199
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	\$85,188,449

AGENDA ITEM 8S

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 Short Range Transit Plan Updates and Transit Funding Allocations

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Fiscal Years 2021/22 – FY 2023/24 Draft 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 2021/22 – 2025/26 SRTP for the Rail and Vanpool Programs;
- 2) Approve Fiscal Year 2021/22 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$107,217,986;
- 3) Adopt Resolution No. 21-008, *“Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2021/22”*; 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. The seven public bus transit operators submit a three-year SRTP, and the Commission as the operator for commuter rail and vanpool submits a five-year SRTP.

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

There is still uncertainty with the current climate regarding COVID-19 restrictions. Transit operators are beginning to enter a recovery period, however, it is uncertain when social distancing requirements which restrict the number of persons allowed on public transit vehicles will end. The FY 2021/22 service plans attempt to address how scheduled services might return to pre-COVID levels under fiscally conservative economic conditions. For FY 2021/22, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach almost 6.6 million, a decrease of about 19 percent from planned ridership for FY 2020/21 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 2021/22

Following are service and capital program highlights for FY 2021/22 by operator.

City of Banning – Banning Connect (Attachment 1)

Banning provides both Dial-A-Ride and six fixed route services, 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 \$1.8 million in operating and \$1.7 million in capital assistance needs, a combined increase about 35.5 percent from FY 2020/21 primarily due to additional capital needs.

Planned services and projects for FY 2021/22 include:

- Rehabilitation of the current compressed natural gas (CNG) station;
- Procurement of two new buses;
- Complete rebranding of its transit system (Banning Connect) with marketing to increase ridership and update all stops, materials, and fleet with the new logos; and
- Purchase and install video surveillance cameras on the transit fleet.

City of Beaumont – Beaumont Transit (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 \$2.8 million in

operating and \$1.6 million in capital assistance needs, a combined decrease of about 1 percent from FY 2020/21 due to a reduction in operating assistance needs.

Planned services and projects for FY 2021/22 include:

- Continued free fare promotion in conjunction with the Banning;
- Redevelopment of the Walmart Transportation Hub for added capacity of buses and passenger amenities;
- Implementation of the Comprehensive Operational Analysis (COA) recommendations; and
- Implementation of many needed capital projects such as the procurement of two 32-foot CNG buses, procurement and installation of video cameras on the transit fleet, procurement of paratransit scheduling software, and procurement of mobile lifts for vehicle maintenance.

City of Corona – Corona Cruiser (Attachment 3)

Corona operates two fixed routes 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 \$2.8 million in operating and \$0.7 million in capital assistance needs, a combined increase of about 2.8 percent from FY 2020/21 primarily due to an increase in capital assistance needs.

Planned services and projects in FY 2021/22 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 Disadvantaged Business Enterprise 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, route development buses, and replacement of buses.

City of Riverside – Riverside Connect (Attachment 4)

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC 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. RC estimates a total of \$5.2 million in operating and no funding in capital assistance needs, a combined decrease of about 11.8 percent from FY 2020/21 primarily due to a reduction in capital assistance and decreases in operational costs.

Planned services and projects for FY 2021/22 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,” a micro transit 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 \$1.4 million in operating and \$0.3 million in capital assistance needs, a combined decrease of about 12.9 percent from FY 2020/21 due to a reduction in operating assistance and capital needs.

Planned services and projects for FY 2021/22 include:

- Increase frequency to 30 minutes on Route 1 between 9 a.m. and 3 p.m.;
- Continued operating hours on route 2 in response to the ongoing COVID-19 pandemic;
- Increasing service on the Blythe Wellness Express;
- Upgrading of computer software;
- Replacement of a fixed route bus; and
- Encouraging new ridership through targeted marketing campaigns.

RTA (Attachment 6)

RTA operates 32 local, intercity, and regional fixed routes; four 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 \$85.7 million in operating and \$21 million in capital assistance needs, a combined increase of about 25 percent from FY 2020/21. This is attributable to significant fleet replacement needs.

Planned services and projects for FY 2021/22 include:

- Continued Sunday-level and modified CommuterLink services as needed during the COVID-19 pandemic;
- Increased services in September 2021 on routes 1, 15, 16, 19, and 28 to 80 percent of January 2020 pre-COVID service levels and reinstatement of routes 51 and 55;
- Increased services in January 2022 on routes 12, 13, 20, 22 and 49 to 65 percent of January 2020 pre-COVID service levels;
- Implementation of a micro transit program which will replace routes 32, 33, and 42, pending RTA board approval;
- Implementation of a circular route 44, which will replace routes 74 and 79, along with providing service to route 31; and
- Implementation of many needed capital projects such as purchasing 70 CNG buses, replacement of agency fareboxes, increased funding to the Vine Street Mobility Hub, bus stop improvements, additional facility maintenance and funding for bus maintenance, and additional funding for a sustainability study.

SunLine (Attachment 7)

SunLine operates 10 local and regional fixed routes; one express route known as “Commuter Link”; demand response service branded as “SunDial”; microtransit service branded as “SunRide”; 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 \$42.9 million in operating and \$15 million in capital assistance needs, for a combined increase about 23 percent from FY 2020/21 due to additional capital programming.

Planned services and projects for FY 2021/22 include:

- Continued Sunday-level service as needed during the COVID-19 pandemic;
- Implementation of the 10 Commuter Link between Indio and San Bernardino;
- Implementation of Route 1X express service between Indio and Palm Springs;
- Marketing and customer engagement surveys of the implementation of SunLine’s Refueled initiative for any refinements needed to be made throughout the system;
- Facility and infrastructure projects such as a Coachella transit hub, public hydrogen fueling station, improvements to a CNG fueling station, and upgrades to gate and guard shack; and
- Refurbishments, replacements and expansion of its fleet and maintenance equipment.

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 \$37 million and capital of \$17 million, a combined decrease of about 8 percent, primarily due to the reduction of capital programming.

Planned services and projects for FY 2021/22 include:

- SCRRA's continued operation at a 30 percent reduction level of service through the first quarter due to COVID-19 and focus on efforts for maintaining and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- 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;
- Supporting SCRRA's annual capital needs; and
- Construction of the Moreno Valley/March Field station upgrade project.

Coachella Valley – San Geronio 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 2021/22 include the public release of a Tier 1 Program-level Environmental Documentation and completion of the Service Development Plan. The total capital programming request for FY 2021/22 is \$0.2 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 2021/22 is \$1.3 million, a decrease of about 37.2 percent from FY 2020/21. This is due to reductions in vanpools as a result of COVID-19.

Planned service enhancements for FY 2021/22 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 ride matching capabilities;
- Expanding employer partnerships and new market development with a direct business-to-consumer strategy; and
- Support of multimodal travel by continuing efforts to increase the number of leased park and ride spaces.

SRTP Financial Overview

Approximately \$238 million in total funding is required to support the FY 2021/22 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2021/22, the programming plan is to utilize available funding of approximately \$180.8 million for operating and \$57.2 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 13 percent increase compared to FY 2020/21 funding levels.

Table 1: FY 2021/22 and FY 2020/21 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2020/21	\$178,077,553	\$32,362,366	\$210,439,919
FY 2021/22	\$180,836,286	\$57,223,993	\$238,060,279
% Change	1.5%	76.8%	13.1%

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 LTF and STA, make up the largest share of operating and capital funds. However, this year with available federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, inclusions of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and American Rescue Plan Act of 2021 (ARPA), Federal Transit Administration (FTA) funds will make up the slight majority share of funding. Federal funds will account for about \$106.1 million (44.6 percent) of revenues, followed by state funds totaling approximately \$100.7 million (42.3 percent), and local revenues representing about \$31.3 million (13.1 percent).

Table 2: FY 2021/22 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA ARPA	\$ 45,468,796	19.1%
	FTA CARES	16,291,729	6.8%
	FTA CRRSAA	6,675,914	2.8%
	FTA 5307	26,549,867	11.2%
	FTA 5310	285,000	0.1%
	FTA 5311	734,602	0.3%
	FTA 5337	4,226,859	1.8%
	FTA 5339	4,827,429	2.0%
	CMAQ	1,036,257	0.4%
	Other Federal Funds	37,320	0.0%
	Federal Subtotal	106,133,773	44.6%
	State	LCTOP	4,684,960	2.0%
LTF		60,528,440	25.4%
SGR		4,789,539	2.0%
STA		20,578,706	8.6%
Other State Funds		10,074,246	4.2%
State Subtotal		100,655,891	42.3%
Local	AB 2766	4,000	0.0%
	Interest	100,000	0.0%
	Measure A	21,321,301	9.0%
	Other Local Funds	4,330,415	1.8%
	Passenger Fares	5,514,899	2.3%
	Local Subtotal	31,270,615	13.1%
Total for Federal, State and Local Funding		\$ 238,060,279	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 2021/22 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 2021/22 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 2021/22 SRTP updates (Attachments 1 – 8); funding allocations for Measure A, LTF, STA, and SGR totaling \$107,217,986 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. 21-008, "Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds for the Fiscal Year 2021/2022" is required for adoption (Attachment 10).

Fiscal Impact

LTF, STA, 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 2021/22 budget. The various other FTA, CMAQ, LCTOP, other federal and state funds, and AB 2766 funds, as well as passenger fares and other revenues, which are 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.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2021/22	Amount:	\$60,528,440 (LTF) \$20,578,706 (STA) \$21,321,301 (Measure A) \$4,789,539 (SGR)
Source of Funds:	LTF and STA; Measure A; and SGR		Budget Adjustment:	No	
GLA No.:	LOCAL TRANSPORTATION FUND		STATE TRANSIT ASSISTANCE		
	<u>Western County Bus</u>		<u>Western County Bus</u>		
	002210 86101 601 62 86101	\$38,042,292	002201 86102 241 62 86102	\$14,587,670	
	<u>Western County Rail</u>		<u>Western County Rail</u>		
	002213 97001 601 62 97001	\$9,000,000	002204 86102 241 62 97001	\$1,900,000	
	254199 86101 103 25 86101	\$3,927,744	<u>Coachella Valley Bus</u>		
	<u>Coachella Valley Bus</u>		002202 86102 241 62 86102	\$3,848,400	
	002211 86101 601 62 86101	\$8,741,450	<u>Coachella Valley Rail</u>		
	<u>Palo Verde Valley</u>		002202 97001 241 62 97001	\$189,339	
	002212 86101 601 62 86101	\$816,954	<u>Palo Verde Valley</u>		
	MEASURE A		STATE OF GOOD REPAIR		
	<u>Western County Bus</u>		<u>Western Riverside Bus</u>		
	269-62-86101	\$2,124,000	002221 86102 242 62 86102	\$2,320,924	
	270-26-86101	\$2,000,000	<u>Western Riverside Rail</u>		
	<u>Western Commuter Rail and Vanpool Operating</u>		002224 86102 242 62 97001	\$1,500,000	
	XXXXXX XXXXX 265-33-XXXXX	\$4,892,200	<u>Coachella Valley Bus</u>		
	XXXXXX XXXXX 265-24-XXXXX	\$5,230,400	002222 86102 242 62 86102	\$918,150	
	002187 6XXXX 263 41 6XXXX	\$74,700	<u>Palo Verde Valley</u>		
	<u>Coachella Valley Specialized Transit</u>		002223 86102 242 62 86102	\$50,465	
	258-26-86101	\$7,000,001			
Fiscal Procedures Approved:			<i>Theresa Trevino</i>	Date:	05/17/2021

Attachments (Click on the [Link](#) to Access the Attachments):

- 1) City of Banning, FY 2021/22 – FY 2023/24 SRTP
- 2) City of Beaumont, FY 2021/22 – FY 2023/24 SRTP
- 3) City of Corona, FY 2021/22 – FY 2023/24 SRTP
- 4) City of Riverside, FY 2021/22 – FY 2023/24 SRTP
- 5) PVVTA, FY 2021/22 – FY 2023/24 SRTP
- 6) RTA, FY 2021/22 – FY 2023/24 SRTP
- 7) SunLine, FY 2021/22 – FY 2023/24 SRTP
- 8) RCTC, FY 2021/22 – FY 2025/26 SRTP
- 9) FY 2021/22 Transit Operator Funding Allocations
- 10) Resolution No. 21-008

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 10 Abstain: 0 No: 0

AGENDA ITEM 8T

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Martha Masters, Senior Management Analyst Jenny Chan, Planning and Programming Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans for the Local Streets and Roads Program

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to approve the Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

BACKGROUND INFORMATION:

The 2009 Measure A provides local agencies with local funding for street maintenance and operations, street repairs, street improvements, and new infrastructure of their local streets and roads systems. As outlined in the Ordinance No. 02-001, Measure A funds are allocated within the three geographic areas: Western County, Coachella Valley, and Palo Verde Valley. LSR receives 29 percent of the Measure A distribution in Western County, 35 percent in Coachella Valley, and 100 percent in Palo Verde Valley.

In Western County and Palo Verde Valley, funds are distributed by a formula based on 75 percent of proportionate population from the State Department of Finance and 25 percent of Measure A sales tax revenues generated within each jurisdiction. In Coachella Valley, funds are distributed based on 50 percent of proportionate dwelling units and 50 percent of Measure A revenues within each jurisdiction.

Since the commencement of the 2009 Measure A in July 2009 through February 2021, the cities in the three geographic areas and the county of Riverside have received over \$571 million.

Measure A imposes the following requirements on local agencies to receive LSR funds:

- Participation in the Western County or Coachella Valley Transportation Uniform Mitigation Fee (TUMF) Program, as applicable;
- Participation in the Western Riverside County Regional Conservation Authority’s Multiple Species Habitat Conservation Plan (MSHCP), as applicable;
- Annual submittal of a Five-Year CIP list of projects;

- Annual Maintenance of Effort certification; and
- Annual Project Status Report for the prior fiscal year CIP.

DISCUSSION:

On February 3, 2021, staff provided the local agencies with a Five-Year Measure A LSR revenue projection (Attachment 1) to assist in preparation of the required CIP. The required plans and supporting documentation have been received from all the participating Measure A jurisdictions. The plans have been reviewed by staff to ensure compliance with Measure A requirements and confirm CIP Measure A LSR expenditures are consistent with the state’s guidelines for gas tax expenditures. Eligibility determinations related to participation in the TUMF and MSHCP programs, as applicable, have been verified for the participating jurisdictions. Staff recommends approval of the participating jurisdiction FYs 2021/22 – 2025/26 Measure A Five-Year CIPs (Attachment 2).

FISCAL IMPACT:

The FY 2021/22 Measure A LSR disbursements to eligible local agencies with a Commission-approved CIP are expected to begin in September 2021.

Attachments:

- 1) Measure A Local Streets and Roads Program Allocation (Projection) FY 2021/22
- 2) Cities and County FYs 2021/22 – 2025/26 CIPs

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 9 Abstain: 0 No: 0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL STREETS AND ROADS PROGRAM ALLOCATION (PROJECTION)
FY 2021/22 (1/13/2021)

	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Western County						
Local Streets & Roads						
BANNING	\$ 630,000	\$ 624,000	\$ 630,000	\$ 636,000	\$ 642,000	\$ 648,000
BEAUMONT	1,005,000	1,060,000	1,071,000	1,082,000	1,093,000	1,104,000
CALIMESA	188,000	192,000	194,000	196,000	198,000	200,000
CANYON LAKE	205,000	201,000	203,000	205,000	207,000	209,000
CORONA	4,455,000	4,378,000	4,422,000	4,466,000	4,511,000	4,556,000
EASTVALE	1,447,000	1,472,000	1,487,000	1,502,000	1,517,000	1,532,000
HEMET	1,874,000	1,881,000	1,900,000	1,919,000	1,938,000	1,957,000
JURUPA VALLEY	2,256,000	2,317,000	2,340,000	2,363,000	2,387,000	2,411,000
LAKE ELSINORE	1,429,000	1,433,000	1,447,000	1,461,000	1,476,000	1,491,000
MENIFEE	1,893,000	1,950,000	1,970,000	1,990,000	2,010,000	2,030,000
MORENO VALLEY	4,267,000	4,275,000	4,318,000	4,361,000	4,405,000	4,449,000
MURRIETA	2,657,000	2,609,000	2,635,000	2,661,000	2,688,000	2,715,000
NORCO	705,000	727,000	734,000	741,000	748,000	755,000
PERRIS	2,032,000	2,189,000	2,211,000	2,233,000	2,255,000	2,278,000
RIVERSIDE	7,921,000	7,854,000	7,933,000	8,012,000	8,092,000	8,173,000
SAN JACINTO	945,000	982,000	992,000	1,002,000	1,012,000	1,022,000
TEMECULA	3,392,000	3,195,000	3,227,000	3,259,000	3,292,000	3,325,000
WILDOMAR	688,000	703,000	710,000	717,000	724,000	731,000
RIVERSIDE COUNTY	5,987,000	5,948,000	6,007,000	6,067,000	6,128,000	6,189,000
SUBTOTAL-Western County	43,976,000	43,990,000	44,431,000	44,873,000	45,323,000	45,775,000
Coachella Valley						
CATHEDRAL CITY	1,503,000	1,511,000	1,526,000	1,541,000	1,556,000	1,572,000
COACHELLA	647,000	620,000	626,000	632,000	638,000	644,000
DESERT HOT SPRINGS	513,000	510,000	515,000	520,000	525,000	530,000
INDIAN WELLS	280,000	266,000	269,000	272,000	275,000	278,000
INDIO	2,049,000	2,017,000	2,037,000	2,057,000	2,078,000	2,099,000
LA QUINTA	1,583,000	1,552,000	1,568,000	1,584,000	1,600,000	1,616,000
PALM DESERT	2,915,000	2,838,000	2,866,000	2,895,000	2,924,000	2,953,000
PALM SPRINGS	2,338,000	2,510,000	2,535,000	2,560,000	2,586,000	2,612,000
RANCHO MIRAGE	961,000	989,000	999,000	1,009,000	1,019,000	1,029,000
RIVERSIDE COUNTY	1,850,000	1,805,000	1,823,000	1,841,000	1,859,000	1,878,000
SUBTOTAL-Coachella Valley	14,639,000	14,618,000	14,764,000	14,911,000	15,060,000	15,211,000
Palo Verde Valley						
BLYTHE	668,000	677,000	684,000	691,000	698,000	705,000
RIVERSIDE COUNTY	180,000	177,000	179,000	181,000	183,000	185,000
SUBTOTAL-Palo Verde Valley	848,000	854,000	863,000	872,000	881,000	890,000
TOTAL ¹	\$ 59,463,000	\$ 59,462,000	\$ 60,058,000	\$ 60,656,000	\$ 61,264,000	\$ 61,876,000

¹ Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

Note: Estimate for Planning Purposes, subject to change and rounding differences.



MEASURE A LOCAL STREETS AND ROADS

CITY OF BANNING

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City of Banning

Public Works Department

April 29, 2021

Martha Masters, Senior Management Analyst
Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: **Five-Year (FY 2021/2022 – 2025/2026) Measure “A” Capital Improvement Plan; and FY 2020/2021 Amendment No. 1**

Dear Mrs. Masters:

The City of Banning respectfully submits its Five-Year Measure “A” Capital Improvement Plan for Fiscal Years 2021/2022 – 2025/2026 as approved by the City Council during its regular meeting on April 27, 2021. Also enclosed with this letter you will find the City’s MOE Certification Statement, Project Status Report for FY 2020/2021 along with a copy of the adopted Resolution approving the Five-Year Measure “A” CIP Plan.

The City of Banning is also requesting an amendment to its FY 2020/2021 Measure A CIP, with the following revisions:

- Addition of a new project “City Wide Street Maintenance/Operations” to the approved FY 2020/21.
- Revision to previously approved FY 2020/21 project, “George St: Hargrave to Hathaway”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.
- Revision to previously approved FY 2020/21 project, “Ramsey Street: 12th St to 16th St”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.
- Revision to previously approved FY 2020/21 project, “Ramsey & Sunset Imp. (Constr.)”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2021/22.
- Revision to previously approved FY 2020/21 project, “Ramsey St: 4th St to 12th St”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.

Should you have any questions or need additional information, please do not hesitate to call me at avela@banningca.gov or (951) 922-3130.

Sincerely,

Art Vela, P.E.
Director of Public Works/City Engineer

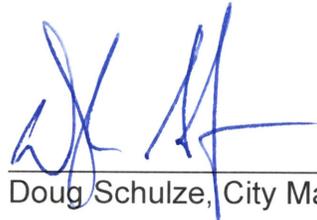
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Enc. Adopted Resolution
Five-Year Measure “A” Plan
Project Status Report
MOE Certification Statement

**FY 2021/2022 MEASURE A PROGRAM
MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the CITY OF BANNING (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission (Measure "A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$164,325.00, approved by the Commission at its July 11, 2012 meeting, and that the Agency shall not use such funds to replace discretionary Local Funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure "A" funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27th, 2021



Doug Schulze, City Manager

Attest:


Secretary



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

FY 2019/20 Audited Measure A Balance:	\$ 1,632,262
FY 2020/21 (Revised) Measure A Revenue:	630,000
Less: FY 2020/21 Project Status Report expenses:	<u>(503,000)</u>
Estimated Prior Year Measure A Balance:	1,759,262
Estimated FY 2021/22 Measure A Allocation:	<u>624,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 2,383,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Hathaway/Ramsey Street	Pavement Rehab	1,500,000	\$ 1,500,000
2022-02	City Wide Street Maintenance/Operations	Maintenance/Operations	125,000	125,000
2022-03	Ramsey & Sunset Imp. (Construction)	Pavement Rehab	160,000	160,000
		TOTAL	\$ 2,260,000	\$ 2,260,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 123,262
Estimated FY 2022/23 Measure A Allocation: 630,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 753,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	George St: Hargrave to Hathaway	AC Overlay	\$ 140,000	\$ 140,000
2023-02	Ramsey St: 4th St to 12th St	AC Overlay/Rehab	300,000	300,000
2023-03	Ramsey Street: 12th St to 16th St	AC Overlay/Rehab	200,000	200,000
		TOTAL	\$ 640,000	\$ 640,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 113,262
Estimated FY 2023/24 Measure A Allocation: 636,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 749,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	City-wide Slurry Seal	Slurry Seal	\$ 250,000	\$ 250,000
2024-02	First St: Livingston St to Williams St	AC Overlay	85,000	85,000
2024-03	Second St: Hays St to Williams St	AC Overlay	13,000	13,000
2024-04	Fourth St: Livingston St to George	AC Overlay	85,000	85,000
2024-05	Omar Street & Ramsey St Int Improvement	AC Overlay/Rehab	50,000	50,000
		TOTAL	\$ 483,000	\$ 483,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 266,262
Estimated FY 2024/25 Measure A Allocation: 642,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 908,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Ramsey Street: 22nd St to Sunset Avenue	AC Overlay/Rehab	\$ 800,000	\$ 800,000
		TOTAL	\$ 800,000	\$ 800,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 108,262
Estimated FY 2025/26 Measure A Allocation: 648,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 756,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Barbour St: San Gorgonio Ave to Hargrave	AC Overlay/Rehab	500,000	\$ 500,000
2026-02	Florida Street: Barbour St to Lincoln St	AC Overlay/Rehab	100,000	100,000
2026-03	Hermosa St: Barbour St to Lincoln	AC Overlay/Rehab	100,000	100,000
		TOTAL	\$ 700,000	\$ 700,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: BANNING
 Prepared by: Kevin Sin
 Phone #: (951) 922-3140
 Date: 4/13/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Monroe St: 22nd St to Jefferson St	AC Overlay/Rehab	\$ 100,000	\$ 100,000	5/30/2021	under construction
2021-02	Jefferson St: Monroe St to 22nd St	AC Overlay/Rehab	90,000	90,000	5/30/2021	under construction
2021-03	Lincoln St: Sunset Ave to 22nd St	AC Overlay	188,000	188,000	5/30/2021	under construction
2021-04	George St: Hargrave to Hathaway	AC Overlay	140,000	-	6/1/2022	moved to FY 2022/23
2021-05	Ramsey Street: 12th St to 16th St	AC Overlay/Rehab	200,000	-	6/1/2022	moved to FY 2022/23
2021-06	Ramsey & Sunset Imp. (Constr.)	Pavement Rehab	160,000	-	6/1/2022	moved to FY 2021/22
2021-07	Ramsey St: 4th St to 12th St	AC Overlay/Rehab	300,000	-	6/1/2022	moved to FY 2022/23
2021-08 (A1)	City Wide Street Maintenance/Operations	Maintenance/ Operations	125,000	125,000	6/29/2021	go going
TOTAL			\$ 1,303,000	\$ 503,000		



MEASURE A LOCAL STREETS AND ROADS

CITY OF BEAUMONT

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CITY OF BEAUMONT
550 E. 6th Street, Beaumont, CA 92223
Phone (951) 769-8520 Fax (951) 769-8526
www.Beaumont-Ca.gov

April 26, 2021

Attn: Lorelle Moe-Luna, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: City of Beaumont Measure “A” Capital Improvement Plan

Dear Ms. Moe-Luna,

The City, hereby, submits the below listed documents for your consideration and respectfully request that the Riverside County Transportation Commission accept and approve the City’s Measure “A” Five-Year CIP and find the City eligible to continue to receive its fair share of Measure “A” revenues.

- Submittal Letter on Agency Letterhead
- Five-Year CIP for FYs 2022-2026 and Project Status Report for FY 20/21
- MOE Certification Statement

Should you have any questions or need additional information, please do not hesitate to call me at (951)769-8520.

Thank you,
City of Beaumont

Jeff Hart
City of Beaumont
Public Works Director

CC: Todd Parton, City Manager
Kristine Day, Assistant City Manager
Jeff Mohlenkamp, Finance Director
Jennifer Ustation, Interim Finance Director

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Beaumont (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$515,908 approved by the Commission at its November 8, 2017 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

FY 2019/20 Audited Measure A Balance:	\$	1,348,379
FY 2020/21 (Revised) Measure A Revenue:		1,005,000
Less: FY 2020/21 Project Status Report expenses:		(211,268)
Estimated Prior Year Measure A Balance:		2,142,111
Estimated FY 2021/22 Measure A Allocation:		1,060,000
Estimated Measure A Available for FY 2021/22 Projects:	\$	3,202,111

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Citywide Street Rehab & Maint. 20/21 R-3	Rehab. & Maint.	\$ 2,141,202	\$ 2,141,202
2022-02	Annual Citywide Street Rehab & Maint. 21/22	Rehab. & Maint.	1,060,000	1,060,000
		TOTAL	\$ 3,201,202	\$ 3,201,202



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 909
Estimated FY 2022/23 Measure A Allocation: 1,071,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,071,909

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u> 2023-01	Annual Citywide Street Rehab & Maint. 22/23	Rehab. & Maint.	\$ 535,500	\$ 535,500
		TOTAL	\$ 535,500	\$ 535,500



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 536,409
Estimated FY 2023/24 Measure A Allocation: 1,082,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,618,409

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Street Rehab & Maint. 23/24	Rehab. & Maint.	\$ 541,000	\$ 541,000
		TOTAL	\$ 541,000	\$ 541,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 1,077,409
Estimated FY 2024/25 Measure A Allocation: 1,093,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,170,409

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u> 2025-01	Annual Citywide Street Rehab & Maint. 24/25	Rehab. & Maint.	\$ 546,500	\$ 546,500
		TOTAL	\$ 546,500	\$ 546,500



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 1,623,909
Estimated FY 2025/26 Measure A Allocation: 1,104,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,727,909

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Citywide Street Rehab & Maint. 25/26	Rehab. & Maint.	\$ 552,000	\$ 552,000
		TOTAL	\$ 552,000	\$ 552,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: BEAUMONT
 Prepared by: Laurie Miller
 Phone #: 951-769-8520
 Date: 4/25/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal 20/21 (2020-001) R-3	Citywide Slurry Seal	\$ 2,141,202	\$ -	estimated 6/30/21	In design
2021-02	Annual Citywide Street Rehab FY20-21 (2020-002) R-4	Street Rehab	1,436,615	-	estimated 6/30/21	no longer Measure A funded
2021-03	Annual Citywide Slurry Seal FY19-20 (No. 2019-001)	Citywide Slurry Seal	1,000,000	19,000	completed September	completed
2021-04	Annual Citywide Street Rehab FY19-20 (2019-002)	Street Rehab	800,000	-	completed September	completed
2019-03 (Added)	Beaumont Ave Reconstruction (2018-004)	Street Rehab	2,000,175	192,268	completed August 2020	completed
TOTAL			\$ 7,377,992	\$ 211,268		



MEASURE A LOCAL STREETS AND ROADS

CITY OF BLYTHE

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CITY OF BLYTHE

235 North Broadway • Blythe, California 92225
Phone (760) 922-6161 • Fax 760-922-4938

April 16, 2021

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: City of Blythe Measure A Local Streets and Roads Capital Improvement
Plan for FY 2021-22 – 2025-26

Dear Ms. Masters,

Enclosed please find the City of Blythe Measure A Local Streets and Roads Capital Improvement Plan (CIP) for FY 2021-22 through 2025-26, Maintenance of Efforts Certification FY 2021-22, and Project Status Report for CIP FY 2020-21.

Sincerely,

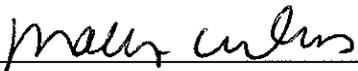
Christa Elms
Finance Director
City of Blythe

Enclosures

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

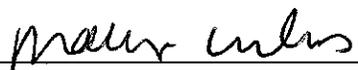
The undersigned agrees and certifies for the city of Blythe (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$170,000, approved by the Commission at its April 2016 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 13, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

FY 2019/20 Audited Measure A Balance: \$ 1,590,153
FY 2020/21 (Revised) Measure A Revenue: 668,000
Less: FY 2020/21 Project Status Report expenses: (1,181,791)
Estimated Prior Year Measure A Balance: 1,076,362
Estimated FY 2021/22 Measure A Allocation: 677,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,753,362

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 100,000	\$ 100,000
2022-02	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	150,000
2022-03	Lovekin from Hobsonway to Barnard, and Barnard to Main	Major Reonstruction	700,000	350,000
2022-04	Hobsonway from Sparkling Lagoon to Florence Blvd.	Pavement Reconstruction County Joint Project	606,000	303,000
2022-05	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2022-06	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2022-07	Administrative Overhead	Administrative Overhead	54,160	54,160
		TOTAL	\$ 1,740,160	\$ 1,087,160

Estimated FY2020/21 STIP Trade Balance (From 2018 STIP): \$ -
FY 2020/21 Project Status Report expenses: \$ -
Estimated Prior Year STIP Trade Funds Balance: \$ -

Item No.	Project Name / Limits	Project Type	Total Project Cost	STIP Trade Funds
<u>2021/22</u>				
2022-01			\$ -	\$ -
		TOTAL	\$ -	\$ -



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 666,202
Estimated FY 2022/23 Measure A Allocation: 684,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,350,202

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2023-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2023-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2023-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2023-05	Administrative Overhead	Administrative Overhead	54,720	54,720
2023-06	Lovekin from Hobsonway to Barnard, and Barnard to Main	Major Reonstruction	700,000	350,000
		TOTAL	\$ 1,059,720	\$ 709,720



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

COMMUNITY
TRANSIT

FY 2023/24

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 640,482
Estimated FY 2023/24 Measure A Allocation: 691,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,331,482

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pothole repairs/street maintenance	\$ 75,000	\$ 75,000
2024-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2024-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2024-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2024-05	Administrative Overhead	Administrative Overhead	55,280	55,280
2024-06	Defrain from 10th Ave to 4th Ave	Major Reconstruction	1,800,000	800,000
		TOTAL	\$ 2,160,280	\$ 1,160,280



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 171,202
Estimated FY 2024/25 Measure A Allocation: 698,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 869,202

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2025-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2025-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2025-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2025-05	Administrative Overhead	Administrative Overhead	55,840	55,840
2024-06	Defrain from 10th Ave to 4th Ave	Major Reconstruction	1,800,000	500,000
		TOTAL	\$ 2,160,840	\$ 860,840



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 8,362
Estimated FY 2025/26 Measure A Allocation: 705,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 713,362

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2025-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2025-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2025-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2025-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2025-05	Administrative Overhead	Administrative Overhead	56,400	56,400
TOTAL			\$ 361,400	\$ 361,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: BLYTHE
 Prepared by: Christa Elms - Director of Finance
 Phone #: (760) 922-6161 ext. 1230
 Date: 4/13/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-02	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 100,000	\$ 100,000	6/30/2021	Annual
2021-05	Acacia Street from Hobsonway to Barnard	Major Reconstruction	480,000	480,000	6/30/2021	In-Progress
2021-06	Lovekin from Hobsonway to Barnard, and Barnard to Main	Design	125,000	125,000	6/30/2021	In-Progress
2021-07	Hobsonway from Sparkling Lagoon to Florence Blvd.	Pavement Reconstruction	606,000	213,351	3/31/2021	Completed - Final payment to County 2021/2022
2021-08	Outside Equipment Rental	Preventive Maintenance	20,000	20,000	6/30/2021	Annual
2021-09	PW Streets and Roads Maintenance Costs	Preventive Maintenance	190,000	190,000	6/30/2021	Annual
2021-10	Administrative Overhead	Administrative Overhead	53,440	53,440	6/30/2021	Annual Admin
TOTAL			\$ 1,574,440	\$ 1,181,791		



MEASURE A LOCAL STREETS AND ROADS

CITY OF CALIMESA

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City of Calimesa

May 3, 2021

Martha Masters
Senior Management Analyst, Planning and Programming
Planning and Programming
4080 Lemon St., 3rd Floor
Riverside, Ca 92501

Re: City of Calimesa Measure A Capital Improvement Plan for Fiscal Years 2022-2026

Dear Ms. Masters:

Enclosed please find the City of Calimesa Measure A Capital Improvement Plan (CIP) for Fiscal Years 2022-2026, Maintenance of Effort Certification for Fiscal Year 2021-22 and the Project Status Report for Fiscal Year 2020-21.

Please let me know if you should have any questions.

Sincerely,

Bonnie Johnson
City Manager

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Calimesa (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,401, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3rd, 2021


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance:	\$	800,660
FY 2020/21 (Revised) Measure A Revenue:		188,000
Less: FY 2020/21 Project Status Report expenses:		<u>(617,320)</u>
Estimated Prior Year Measure A Balance:		371,340
Estimated FY 2021/22 Measure A Allocation:		<u>192,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	563,340

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Indirect Costs - Administration	Indirect Costs	\$ 15,360	\$ 15,360
2022-03	County Line Road - 3rd to California Street (carryover from 20-21)	Pavement Rehab	135,000	135,000
2022-04	County Line Road - California Street to Bryant (carryover from 20-21)	Pavement Rehab	70,000	70,000
2022-05	California Street - County Line Road to Myrtlewood (carryover from 20-21)	Pavement Rehab	134,400	134,400
2022-06	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		TOTAL	\$ 534,760	\$ 534,760



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 28,580
Estimated FY 2022/23 Measure A Allocation: 194,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 222,580

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Indirect Costs - Administration	Indirect Costs	\$ 15,520	\$ 15,520
2023-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		TOTAL	\$ 195,520	\$ 195,520



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 27,060
Estimated FY 2023/24 Measure A Allocation: 196,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 223,060

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Indirect Costs - Administration	Indirect Costs	\$ 15,680	\$ 15,680
2024-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		TOTAL	\$ 195,680	\$ 195,680



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 27,380
Estimated FY 2024/25 Measure A Allocation: 198,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 225,380

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Indirect Costs - Administration	Indirect Costs	\$ 15,840	\$ 15,840
2025-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		TOTAL	\$ 195,840	\$ 195,840



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 29,540
Estimated FY 2025/26 Measure A Allocation: 200,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 229,540

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Indirect Costs - Administration	Indirect Costs	\$ 16,000	\$ 16,000
2026-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		TOTAL	\$ 196,000	\$ 196,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: CALIMESA
 Prepared by: Bonnie Johnson
 Phone #: (909) 795-9801
 Date: 5/3/2021

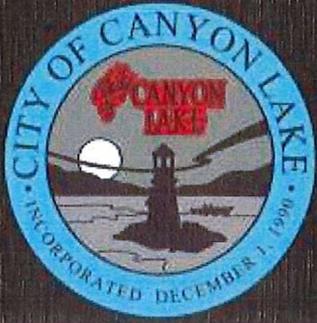
Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Indirect Costs - Administration	Indirect Costs	\$ 12,320	\$ 12,320	6/30/2021	completed
2021-02	Brady Lane Pavement Rehab - Ave. L to Myrtlewood	R & R Pavement	180,000	180,000	6/30/2021	completed
2021-03	County Line Road - 3rd to California Street	Pavement Rehab	135,000	-	12/31/2021	Project part of a bigger project with City of Yucaipa
2021-04	County Line Road - California Street to Bryant	Pavement Rehab	70,000	-	12/31/2021	Project part of a bigger project with City of Yucaipa
2020-05	Singleton Road Pavement and Striping - Singleton Canyon to Calimesa Blvd	Pavement Rehab and Striping	469,000	425,000	6/30/2021	completed
2021-06	California Street - County Line Road to Myrtlewood	Pavement Rehab	120,000	-	12/31/2021	Reprioritized - to be completed in 21-22
TOTAL			\$ 986,320	\$ 617,320		



MEASURE A LOCAL STREETS AND ROADS

CITY OF CANYON LAKE

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April 20, 2021

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502

Re: Measure "A" Local Streets and Roads CIP FY 2020/21 – 2025/26 Annual Reports

The City of Canyon Lake is providing the following Measure A documentation per your request:

1. City of Canyon Lake Five Year Capital Improvement Plan (CIP) FY 2021/22 – 2025/26;
2. Project Status Report for FY 2020/21 CIP Projects; and
3. Maintenance of Effort (MOE) Signed Certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Brad Brophy
City Engineer

CC: Chris Mann, City Manager
Terry Shea, Finance Director

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Canyon Lake (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$28,873, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4-20, 2021



CITY MANAGER

ATTEST:



CITY CLERK

FY 2021/22

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

FY 2019/20 Audited Measure A Balance:	\$ 587,663
FY 2020/21 (Revised) Measure A Revenue:	205,000
Less: FY 2020/21 Project Status Report expenses:	<u>(7,500)</u>
Estimated Prior Year Measure A Balance:	785,163
Estimated FY 2021/22 Measure A Allocation:	<u>201,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 986,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Block Wall Improvements (Railroad Canyon Road)	Pedestrian Improvements	\$ 200,000	\$ 100,000
2022-02	Lighting Improvements (Railroad Canyon Road)	Safety Improvements	\$ 200,000	\$ 100,000
		TOTAL	\$ 400,000	\$ 200,000

FY 2022/23

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 786,163
 Estimated FY 2022/23 Measure A Allocation: 203,000
 Estimated Measure A Available for FY 2022/23 Projects: \$ 989,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Sorrel Lane and Blackhorse Drive Pavement Rehabilitation	Pavement Rehabilitation	\$ 200,000	\$ 200,000
2023-02	Railroad Canyon Road Crosswalk Enhancements	Pedestrian Improvements	\$ 150,000	\$ 150,000
		TOTAL	\$ 350,000	\$ 350,000

FY 2023/24

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 639,163
 Estimated FY 2023/24 Measure A Allocation: 205,000
 Estimated Measure A Available for FY 2023/24 Projects: \$ 844,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u> 2024-01	Railroad Canyon Road Pavement Rehabilitation (between City Limits)	Pavement Rehabilitation	\$ 500,000	\$ 500,000
		TOTAL	\$ 500,000	\$ 500,000

FY 2024/25

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 344,163
 Estimated FY 2024/25 Measure A Allocation: 207,000
 Estimated Measure A Available for FY 2024/25 Projects: \$ 551,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Pedestrian Improvements (Railroad Canyon Road)	Pedestrian Improvements	\$ 200,000	\$ 200,000
		TOTAL	\$ 200,000	\$ 200,000

FY 2025/26

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 351,163
 Estimated FY 2025/26 Measure A Allocation: 209,000
 Estimated Measure A Available for FY 2025/26 Projects: \$ 560,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Miscellaneous Pavement Repairs (Railroad Canyon Road)	Pavement Rehabilitation	\$ 500,000	\$ 500,000
		TOTAL	\$ 500,000	\$ 500,000

PROJECT STATUS REPORT FY 2020/21

Agency: CANYON LAKE
 Prepared by: B Brophy
 Phone #: 951-244-2955
 Date: 4/14/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Catch Basin Improvements (Railroad Canyon Road)	Storm Drain Improvements	\$ 7,500	\$ 7,500	January 2021	Project Complete
2021-02	Block Wall Improvements (Railroad Canyon Road)	Pedestrian Improvements	-	-	2022	Preliminary Engineering
		TOTAL	\$ 7,500	\$ 7,500		



MEASURE A LOCAL STREETS AND ROADS

"

CITY OF CATHEDRAL CITY

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Cathedral City

April 29, 2021

Riverside County Transportation Commission (RCTC)
Attention: Martha Masters, Senior Management Analyst, Planning and Programming
P.O. Box 12008
Riverside, CA 92502-2208

Re: MEASURE A LOCAL STREETS AND ROADS REVENUE PROJECTIONS, MAINTENANCE OF EFFORT (MOE) CERTIFICATION, and FIVE-YEAR CAPITAL IMPROVEMENT PLANS (FY 2021/22 – 2025/26)

Dear Ms. Martha Masters:

The City of Cathedral City is pleased to submit documentation in support of the above referenced request.

Please let me know if you need additional information.

Sincerely,

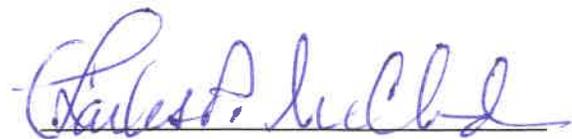
Vincent J Lopez

Vincent Lopez, MBA
Program Administrator
Engineering Department
760-770-0349

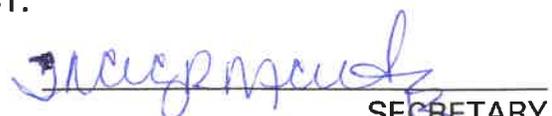
FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Cathedral City (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$391,688, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29, 2021


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

FY 2019/20 Audited Measure A Balance:	\$ 376,337
FY 2020/21 (Revised) Measure A Revenue:	1,503,000
Less: FY 2020/21 Project Status Report expenses:	<u>(1,305,387)</u>
Estimated Prior Year Measure A Balance:	573,950
Estimated FY 2021/22 Measure A Allocation:	<u>1,511,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 2,084,950

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,714,174	\$ 1,714,174
2022-02	Measure A Administrative Costs	Administration	120,240	120,240
		TOTAL	\$ 1,834,414	\$ 1,834,414



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ 250,536
Estimated FY 2022/23 Measure A Allocation: 1,526,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,776,536

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$1,743,672	\$ 1,654,456
2023-02	Measure A Administrative Costs	Administration	122,080	122,080
		TOTAL	\$ 1,865,752	\$ 1,776,536



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: 1,541,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,541,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,417,720	\$ 1,417,720
2024-02	Measure A Administrative Costs	Administration	123,280	123,280
		TOTAL	\$ 1,541,000	\$ 1,541,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2024/25 Measure A Allocation: 1,556,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,556,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,431,520	\$ 1,431,520
2025-02	Measure A Administrative Costs	Administration	124,480	124,480
		TOTAL	\$ 1,556,000	\$ 1,556,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2025/26 Measure A Allocation: 1,572,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,572,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,446,240	\$ 1,446,240
2026-02	Measure A Administrative Costs	Administration	125,760	125,760
		TOTAL	\$ 1,572,000	\$ 1,572,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: CATHEDRAL CITY
 Prepared by: Vincent Lopez
 Phone #: 760-770-0349
 Date: 4/19/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	City-wide Maintenance and Operations	City-wide street maintenance	\$ 1,185,147	\$ 1,185,147	6/30/2021	Ongoing
2021-02	Measure A Administrative Costs	Administration	120,240	120,240	6/30/2021	Ongoing
		TOTAL	\$ 1,305,387	\$ 1,305,387		



MEASURE A LOCAL STREETS AND ROADS

CITY OF COACHELLA

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City of Coachella
53990 Enterprise Way
Coachella, CA 92236
760-398-5744

April 5, 2021

Attn: Martha Masters
Riverside County Transportation Commission
4080 Lemon Street 3rd Floor
PO Box 12008
Riverside, CA 92502-2208

Re: City of Coachella's Measure A Expenditure Plan FY 2021/22 – FY 2025/26

Dear Ms. Masters:

Please find enclosed the Fiscal Year 2021/22 – 2025/26 Measure A Expenditure Plan for the City of Coachella. Also enclosed are the FY 20/21 Project Status Report and the City's MOE Certification Statement for FY 21/22.

Should you have any questions, please feel free to contact myself Andrew Simmons, P.E., City Engineer at ASimmons@coachella.org or Lynn Germain lgermain@coachella.org (760) 398-5744.

Thank you,

Andrew Simmons, P.E., City Engineer
City of Coachella
53990 Enterprise Way
Coachella, Ca 92236
760-398-5744

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Coachella (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$92,205, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/7, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

FY 2019/20 Audited Measure A Balance:	\$ 189,685
FY 2020/21 (Revised) Measure A Revenue:	647,000
Less: FY 2020/21 Project Status Report expenses:	<u>(389,288)</u>
Estimated Prior Year Measure A Balance:	447,397
Estimated FY 2021/22 Measure A Allocation:	<u>620,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 1,067,397

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	ST-105 Street Resurfacing, Phase 17	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 561,815	\$ 561,815
2022-02	ST-129 Avenue 52 and Calhoun	Pavement rehabilitation from Calhoun to City Limits. This is a joint project with the County of Riverside.	639,000	133,604
2022-03	ST-133 Airport Blvd Segments Microsurfacing	Rout and Seal cracks, remove current painted traffic stripe and pavement markings, microsurfacing, thermoplastic crosswalk and pavement markings, paint traffic stripe with two coats and reflective pavement markers. Joint project with the County, with the County of Riverside Lead.	58,185	58,185
TOTAL			\$ 1,259,000	\$ 753,604



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793
Estimated FY 2022/23 Measure A Allocation: 626,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 939,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	ST-113 Street Resurfacing, Phase 18	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 626,000	\$ 626,000
		TOTAL	\$ 626,000	\$ 626,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793
Estimated FY 2023/24 Measure A Allocation: 632,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 945,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	ST-118 Street Resurfacing, Phase 19	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 632,000	\$ 632,000
		TOTAL	\$ 632,000	\$ 632,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793
Estimated FY 2024/25 Measure A Allocation: 638,000

Estimated Measure A Available for FY 2024/25 Projects: \$ 951,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	ST-128 Street Resurfacing, Phase 20	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 638,000	\$ 638,000
		TOTAL	\$ 638,000	\$ 638,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793
Estimated FY 2025/26 Measure A Allocation: 644,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 957,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	ST-132 Street Resurfacing, Phase 21	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 644,000	\$ 644,000
		TOTAL	\$ 644,000	\$ 644,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: COACHELLA
 Prepared by: Andrew Simmons
 Phone #: 760-398-5744
 Date: 4/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-02	ST-119 & ST-88 Street Resurfacing, Phase 15	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 2,000,000	\$ 270,288	Completed FY 20/21	Complete
2021-03	ST-129 Avenue 50 & Calhoun	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	639,000	119,000	In Progress to be completed in FY 21/22	In progress
TOTAL			\$ 2,639,000	\$ 389,288		



MEASURE A LOCAL STREETS AND ROADS

CITY OF CORONA

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PUBLIC WORKS DEPARTMENT

(951) 279-3604
Savat.Khamphou@coronaca.gov

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92879-0940
CITY HALL - ON LINE ALL THE TIME (<http://www.discovercorona.com>)

April 28, 2021

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

SUBJECT: MEASURE A FIVE-YEAR PLAN, MOE CERTIFICATION STATEMENT, AND PROJECT STATUS REPORT

Ms. Medina:

The following documents are enclosed for your review:

- Measure A proposed Five-Year Capital Improvements Plan
- Project Status Report for current Fiscal Year 2020/21
- Maintenance of Effort (MOE)
- Construction and Maintenance Expenditures Report

The City's minimum MOE is set at \$2,208,200; however, as of June 30, 2020, the City estimates to spend \$1,873,556 from Measure A and \$23,334,128 from other funds to support Measure A project expenditures. The document supporting the MOE calculations can be found attached, entitled "FY 2020/21 Construction and Maintenance Expenditures."

The Measure A proposed FY 2021/2 through 2025/26 Capital Improvement Plan will be presented to our City Council for review at the Budget Workshop on May 18, 2021 and for adoption at the regularly scheduled City Council Meeting on June 2, 2021.

If you have any questions, please contact Kim Sitton, Finance Director at (951) 279-3532.

Sincerely,

Savat Khamphou, P.E.
Acting Public Works Director

Attachments

c: Christine Thompson, Finance Manager
Luis Navarro, Financial Analyst

***FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the City of Corona (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,208,200 approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3, 2021

DocuSigned by:
Jacob Ellis
8CB6AE0895944B4...

Jacob Ellis, City Manager

ATTEST:
DocuSigned by:
Sylvia Edwards
9A4F68CED5E6404...

City Clerk, City of Corona



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

FY 2019/20 Audited Measure A Balance: \$ 18,313,594
FY 2020/21 (Revised) Measure A Revenue: 4,455,000
Less: FY 2020/21 Project Status Report expenses: (2,390,537)
Estimated Prior Year Measure A Balance: 20,378,057
Estimated FY 2021/22 Measure A Allocation: 4,378,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 24,756,057

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Street Pavement Rehabilitation	Streets & Storm Drains	\$ 7,064,157	\$ 3,786,316
2022-02	Citywide Sidewalk and ADA Improvements - Phase II	Streets & Storm Drains	350,000	350,000
2021-02	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
2021-03	East Grand Boulevard Storm Drain	Streets & Storm Drains	320,000	-
2022-05	Magnolia Avenue Widening	Streets & Storm Drains	299,000	199,000
2022-06	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2022-07	Oak Avenue Street Widening	Streets & Storm Drains	650,000	650,000
2022-08	Ontario Avenue Widening	Streets & Storm Drains	350,000	350,000
2022-09	Pavement Maintenance and Resurfacing	Streets & Storm Drains	300,000	150,000
2022-10	Pavement Management Study	Streets & Storm Drains	30,000	30,000
2022-11	River Road Median Landscape Improvements	Streets & Storm Drains	500,000	500,000
2022-12	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	800,000	400,000
2022-13	Striping Rehabilitation	Streets & Storm Drains	325,000	325,000
2022-14	West Rincon Street Improvements	Streets & Storm Drains	350,000	350,000
	Cost Allocation Plan (Overhead)	Operational	165,537	165,537
		TOTAL	\$ 11,718,694	\$ 7,255,853



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 17,500,204
Estimated FY 2022/23 Measure A Allocation: 4,422,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 21,922,204

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2022/23				
2023-01	Annual Street Pavement Rehabilitation	Streets & Storm Drains	\$ 1,000,000	\$ 1,000,000
2023-02	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
2023-03	Infrastructure for Rebuilding America (INFRA) - SR-91 Corridor Projects	Streets & Storm Drains	1,000,000	500,000
2023-04	Magnolia Avenue Widening	Streets & Storm Drains	3,000,000	1,000,000
2023-05	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2023-06	Pavement Maintenance and Resurfacing	Streets & Storm Drains	306,000	153,000
2023-07	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2023-08	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	816,000	408,000
2023-09	Striping Rehabilitation	Streets & Storm Drains	325,000	175,000
	Cost Allocation Plan (Overhead)	Operational	170,503	170,503
		TOTAL	\$ 6,842,503	\$ 3,416,503



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 18,505,701
Estimated FY 2023/24 Measure A Allocation: 4,466,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 22,971,701

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2023/24				
2024-01	Citywide Traffic Signs	Streets & Storm Drains	\$ 15,000	\$ -
2024-02	Magnolia Avenue Widening	Streets & Storm Drains	700,000	600,000
2024-03	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2024-04	Pavement Maintenance and Resurfacing	Streets & Storm Drains	312,120	156,060
2024-05	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2024-06	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	832,320	416,160
	Cost Allocation Plan (Overhead)	Operational	175,618	175,618
		TOTAL	\$ 2,245,058	\$ 1,357,838



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 21,613,863
Estimated FY 2024/25 Measure A Allocation: 4,511,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 26,124,863

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	\$ 200,000	\$ -
2025-02	Pavement Maintenance and Resurfacing	Streets & Storm Drains	318,364	159,182
2025-03	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	848,968	424,484
	Cost Allocation Plan (Overhead)	Operational	180,887	180,887
		TOTAL	\$ 1,548,219	\$ 764,553



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 25,360,310
Estimated FY 2025/26 Measure A Allocation: 4,556,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 29,916,310

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Pavement Maintenance and Resurfacing	Streets & Storm Drains	\$ 324,730	\$ 162,365
2026-02	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	865,946	432,973
	Cost Allocation Plan (Overhead)	Operational	186,313	186,313
		TOTAL	\$ 1,376,989	\$ 781,651



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: CORONA
 Prepared by: Luis Navarro
 Phone #: (951) 817-4752
 Date: 4/22/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2020-03 (added)	Auto Center Drive/Burlington Northern Santa Fe Railroad Grade Separation Construction of a grade separation (bridge) over the Burlington Northern Santa Fe Railroad tracks at Auto Center Drive to eliminate the current at-grade crossing.	Streets & Storm Drains	277,000	277,000	Complete	Project Close Out
2020-04 (added)	Bridge Evaluation Maintenance on bridges throughout the City as recommended by the State of California Department of Transportation.	Streets & Storm Drains	374,522	172,000	On-going	On-going
2021-01	Butterfield Drive Road Relocation Relocate Butterfield Drive to provide access over proposed Army Corps of Engineers Alcoa Dike at Butterfield Park with transition to Smith Avenue on the east side of the Alcoa Dike and transition to the existing roadway alignment on the west side of the Alcoa Dike. Roadway relocation will be designed by Orange County Public Works design consultant and constructed as part of the Corps of Engineers dike construction project. The extent of pavement rehabilitation/repair will include approximately 33,500 square feet of existing pavement. The scope of work to be determined by the consulting engineering firm contracted to prepare the design.	Streets & Storm Drains	1,999,898	-	On-going	Anticipate Construction August 2022
2021-02	Citywide Traffic Signs Traffic signs required for public roadways citywide.	Streets & Storm Drains	50,816	10,000	On-going	On-going
2021-03	East Grand Boulevard Storm Drain Construction of a 36-inch storm drain line in East Grand Boulevard from Third Street to Seventh Street.	Streets & Storm Drains	741,372	1,000	On-going	Out for RFP



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-04	Foothill Parkway Westerly Extension Design and construction of Foothill Parkway from Trudy Way to Paseo Grande, including full street improvements for a new four lane roadway.	Streets & Storm Drains	8,560,136	-	Completed April 2021	Complete
2020-13 (added)	FY 2019 CDBG Sidewalk Improvements The 2018-19 Community Development Block Grant (CDBG) Sidewalk Improvements Project includes replacement of damaged sidewalks, curbs, and gutters to meet the requirements of the Americans with Disabilities Act (ADA).	Streets & Storm Drains	621,467	500,000	Anticipate Completion 6/1/2021	Under Construction
2021-05	Household Waste Collection Facility Street Improvements Street Improvements to Quarry Street and Rimpau Avenue in support of the Maintenance Services Department.	Streets & Storm Drains	245,500	10,000	On-going	Design
2021-06	Local Street Pavement Rehabilitation Pavement rehabilitation for local streets in accordance with the current Pavement Management Study. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	3,737,306	20,000	On-going	Design
2020-16 (added)	Magnolia Avenue Widening Widening of Magnolia Avenue between El Camino Avenue and All American Way which includes widening of the bridge that crosses the Temescal Wash.	Streets & Storm Drains	2,601,766	300,000	On-going	Design
2020-17 (added)	Magnolia Median Rehabilitation This project will provide for the redesign and rehabilitation of the existing Magnolia Avenue medians. The project consists of approximately 97,000square feet of landscaping from Ontario to Rimpau Avenue. The medians on Magnolia Avenue have experienced die-off over the past several years as the plant material reaches the end of its life. Additionally, the irrigation is old and inefficient, causing runoff that damages the roadways. The project will provide for several design concepts that will include high efficiency irrigation, use of hardscape or DG, and low water use plants.	Streets & Storm Drains	947,048	200,000	Anticipate Completion 7/2021	90-day Maintenance
2021-07	Major Streets Pavement Rehabilitation Pavement rehabilitation for major thoroughfares in accordance with the Pavement Management Program. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	1,364,424	10,000	On-going	On-going



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-08	Miscellaneous Repair and Replacement of Traffic Signals Unscheduled repair/replacement of traffic signals and related facilities at various locations Citywide. Includes the repair or replacement of traffic signals, safety lights, street name signs, traffic control signs, signal poles, heads, etc.; rewiring old signals and damaged loops; and maintenance of the advance traffic management system.	Streets & Storm Drains	385,031	20,000	On-going	On-going
2021-10	Oak Avenue Street Widening Design and construction of Oak Avenue; street widening, sidewalk, curb and gutter improvements.	Streets & Storm Drains	500,000	50,000	On-going	Design
2021-09	Ontario Avenue Widening Widening of Ontario Avenue between Compton Avenue and State Street.	Streets & Storm Drains	3,790,066	350,000	On-going	Design
2021-11	Pavement Maintenance and Resurfacing Resurface and repair potholes and miscellaneous pavement failures with City staff and/or contracted services.	Streets & Storm Drains	327,359	10,000	On-going	On-going
2021-12	Pavement Management Study Ongoing field survey of local streets to be included in the Street Saver Program for the purpose of completing the City's street inventory, and maintaining current information for rehabilitation project planning. Annual Street Saver license and maintenance.	Streets & Storm Drains	75,084	10,000	On-going	On-going
2020-28 (added)	Rock Vista Drive Subdrain The Rock Vista Drive Subdrain Project will construct a new subdrain system in Rock Vista Drive from Vonita Circle to connect to the existing subdrain system at Ladera Circle. The project will include construction of approximately 1,100 linear feet of new 4-inch Polyvinyl Chloride (PVC) perforated subdrain pipe, including parkway subdrain laterals, parkway restoration, partial sidewalk removal and replacement, asphalt pavement restoration of trenched areas in the street, and related work.	Streets & Storm Drains	292,115	135,000	June 2021	Anticipate Construction Complete June 2021



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-13	Sidewalk/Curb/Gutter Install Street maintenance program for as-needed repairs or replacement of curb, gutter, sidewalk, and drive approaches.	Streets & Storm Drains	780,691	20,000	On-going	On-going
2021-14	Striping Rehabilitation Upgrade and maintenance of Citywide striping using City staff and/or contract services; and rehabilitation and maintenance of the City's traffic system and transportation infrastructure.	Streets & Storm Drains	589,452	120,000	On-going	On-going
2021-15	Traffic Signals Lighting Upgrade Upgrade traffic signal safety lighting and Internally Illuminated Street Name Signs (IISNS) to energy efficient, long-lasting, lighting fixtures to reduce energy usage and maintain costs. Upgrades will be phased over a 3-year period.	Streets & Storm Drains	371,154	-	On-going	On-going
2021-16	West Rincon Street Improvements Phase I: Prepare Design, Specifications and Environmental Plans to improve Rincon Street and drainage facilities between Smith Avenue and Lincoln Avenue to alleviate flooding and debris on the roadway. Phase II: Construction would proceed after completion of the Alcoa Dike on Rincon Street and Auburndale Street which is anticipated in 2022.	Streets & Storm Drains	1,000,000	10,000	On-going	Design
2021-17	Auto Center Drive/Burlington Northern Santa Fe Railroad Grade Separation Construction of a grade separation (bridge) over the Burlington Northern Santa Fe Railroad tracks at Auto Center Drive to eliminate the current at-grade crossing.	Streets & Storm Drains	#REF!	-	Complete	Project Close Out
	Cost Allocation Plan (Overhead)	Operational	165,537	165,537	On-going	On-going
		TOTAL	#REF!	\$ 2,390,537		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF DESERT HOT SPRINGS

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May 4, 2021

Martha Master
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RE: City of Desert Hot Spring Measure "A" Five Year Capital Improvement Plan (CIP) 2021/22-2025/26 and Maintenance of Effort

Dear Ms Masters,

Attached is the City of Desert Hot Springs' Measure "A" Five Year Capital Improvement Plan (CIP) 2022-2026, a Project Status Report for our FY 2020/21 and the City's Maintenance of Effort (MOE) Certification.

The City submits the Project Status Report for our FY 2020/2021 with the following amendments;
Project Additions:

1. 2021-08 – Replacement of Street Signs – Total Cost= \$86,050, Total Anticipated Measure A contribution = \$86,050.
2. 2021-09 – Palm Drive – Pierson to Mission Lakes – Total Cost= \$142,000, Total Anticipated Measure A contribution = \$37,000
3. 2021-10 – Palm Drive – Camino Aventura to I-10 – Total Cost= \$193,000, Total Anticipated Measure A contribution = \$21,000
4. 2021-11 – CVLink DHS Extension – Total Cost= \$900,660, Total Anticipated Measure A contribution = \$18,000

If you have any questions, please do not hesitate to contact me at (760) 329-6411 Ext. 216.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Daniel Porras', with a long horizontal flourish extending to the right.

Daniel Porras
Public Works Director

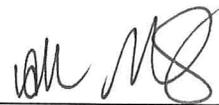
Attachments:

Measure "A" Five Year (CIP) FY 2022-2026
Project Status Report FY 2020/21 CIP
Maintenance of Effort Certification

**FY 2021/22 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Desert Hot Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$75,147, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 5, 2021



Deputy City Manager
CITY MANAGER

ATTEST:



CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

FY 2019/20 Audited Measure A Balance:	\$ 51,195
FY 2020/21 (Revised) Measure A Revenue:	513,000
Less: FY 2020/21 Project Status Report expenses:	<u>(492,650)</u>
Estimated Prior Year Measure A Balance:	71,545
Estimated FY 2021/22 Measure A Allocation:	<u>510,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 581,545

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2022-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2022-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2022-04	Palm Drive Improvements - Pierson to Mission Lakes Project- ATP 5	Construction	4,868,120	50,000
2022-05	HSIP Cycle 9-2 - Palm Drive Project	Construction	119,400	11,840
2022-06	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2022-07	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	50,000
2022-08	Palm Drive - Camino Aventura to I-10	Design	193,000	25,000
2022-09	Cvlink DHS Extension	Design	900,660	24,000
2022-10	Indirect Costs	Overhead	40,800	40,800
		TOTAL	\$ 8,324,980	\$ 542,640



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 38,905
Estimated FY 2022/23 Measure A Allocation: 515,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 553,905

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2023-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2023-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2023-04	Wardman 8th Sidewalk Improvements	Construction	425,000	40,000
2023-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2023-06	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	20,000
2023-07	Cvlink DHS Extension	Design	900,660	37,000
2023-08	Indirect Costs	Overhead	41,200	41,200
		TOTAL	\$ 3,569,860	\$ 479,200



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 74,705
Estimated FY 2023/24 Measure A Allocation: 520,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 594,705

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2024-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2024-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2024-04	Wardman 8th Sidewalk Improvements	Construction	425,000	45,000
2024-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2024-06	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	20,000
2024-07	Cvlink DHS Extension	Design	900,660	124,000
2024-08	Indirect Costs	Overhead	41,600	41,600
		TOTAL	\$ 3,570,260	\$ 571,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 23,105
Estimated FY 2024/25 Measure A Allocation: 525,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 548,105

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 200,000
2025-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	60,000
2025-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2025-04	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2025-05	Indirect Costs	Overhead	42,000	4,200
		TOTAL	\$ 747,000	\$ 430,200



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 117,905
Estimated FY 2025/26 Measure A Allocation: 530,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 647,905

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 220,000	\$ 220,000
2026-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	100,000
2026-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2026-04	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2026-05	Indirect Costs	Overhead	42,400	42,400
		TOTAL	\$ 767,400	\$ 528,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: DESERT HOT SPRINGS
 Prepared by: Daniel Porras
 Phone #: (760)329-6411 ext 216
 Date: 5/4/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 175,000	\$ 85,000	6/30/2021	On-going
2021-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	200,000	6/30/2021	
2021-03	SB 821 - Palm Drive Bike Lane Project	Construction	631,000	-		project moved to FY 21-22
2021-04	HSIP Cycle 9-2 - Palmd Drive Project	Construction	119,400	-		project moved to FY 21-22
2021-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	5,000	3,600	6/30/2021	on-going
2021-06	ATP Cycle 4 - Hacienda Ave Project	Construction	1,498,000	5,000	6/30/2021	on-going
2021-07	Indirect Costs	Overhead	37,000	37,000	6/30/2021	on-going
new 2021-08	Replacement of Street Signs	Road Sign Maintenance	86,050	86,050	2/11/2021	complete
new 2021-09	Palm Drive - Pierson to Mission Lakes Blvd	Design	142,000	37,000	6/30/2021	on-going
new 2021-10	Palm Drive - Camino Aventura to I-10	Design	193,000	21,000	6/30/2021	on-going
new 2021-11	Cvlink DHS Extension	Design	900,660	18,000	6/30/2021	on-going
TOTAL			\$ 4,188,110	\$ 492,650		



MEASURE A LOCAL STREETS AND ROADS

CITY OF EASTVALE

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CITY OF EASTVALE

12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

May 3, 2021

Mrs. Martha Masters
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

RE: City of Eastvale's Measure A Expenditure Plan FY 2021/22 – FY 2025/26

Dear Mrs. Masters:

Please find enclosed the Fiscal Year 2021/22 – 2025/26 Measure A Expenditure Plan for the City of Eastvale. Also enclosed is the Fiscal Year 2020/21 Project Status Report and the City's MOE Certification Statement for your review.

Should you have any questions, or need further information on the above, please feel free to contact Dahi Kim at dkim@eastvaleca.gov.

Sincerely,

Jimmy Chung
City Engineer

Enclosures

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Eastvale (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$38,949, approved by the Commission at its July 8, 2015 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 28, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance:	\$	3,144,498
FY 2020/21 (Revised) Measure A Revenue:		1,447,000
Less: FY 2020/21 Project Status Report expenses:		<u>(712,758)</u>
Estimated Prior Year Measure A Balance:		3,878,740
Estimated FY 2021/22 Measure A Allocation:		<u>1,472,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	5,350,740

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 938,500	\$ 167,500
2022-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	4,406,143	1,483,489
2022-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	1,977,150	1,767,000
2022-04	Administrative Costs	Administrative costs for operating capital projects	117,760	117,760
		TOTAL	\$ 7,439,553	\$ 3,535,749



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,814,991
Estimated FY 2022/23 Measure A Allocation: 1,487,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 3,301,991

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 7,605,000	\$ 1,015,000
2023-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	410,000
2023-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	1,430,000	1,155,000
2024-04	Administrative Costs	Administrative costs for operating capital projects	118,960	118,960
		TOTAL	\$ 11,153,960	\$ 2,698,960



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 603,031
Estimated FY 2023/24 Measure A Allocation: 1,502,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,105,031

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 325,000	\$ 175,000
2024-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2024-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,990,000	935,000
2024-04	Administrative Costs	Administrative costs for operating capital projects	120,160	120,160
		TOTAL	\$ 7,435,160	\$ 1,730,160



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 374,871
Estimated FY 2024/25 Measure A Allocation: 1,517,000

Estimated Measure A Available for FY 2024/25 Projects: \$ 1,891,871

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 5,500	\$ 5,500
2025-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2025-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,880,000	880,000
2025-04	Administrative Costs	Administrative costs for operating capital projects	121,360	121,360
		TOTAL	\$ 7,006,860	\$ 1,506,860



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 385,011
Estimated FY 2025/26 Measure A Allocation: 1,532,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,917,011

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 5,500	\$ 5,500
2026-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2026-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,880,000	880,000
2026-04	Administrative Costs	Administrative costs for operating capital projects	122,560	112,560
		TOTAL	\$ 7,008,060	\$ 1,498,060



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: EASTVALE
 Prepared by: DAHI KIM
 Phone #: (951)703-4477
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 461,000	\$ 332,778	6/30/2021	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2021-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	1,066,500	87,720	6/30/2021	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2021-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	950,000	176,500	6/30/2021	This includes an annual program. Unexpended costs are carried over to next FY.
2021-04	Administrative Costs	Administrative costs for operating capital projects	71,220	115,760	6/30/2021	
TOTAL			\$ 2,548,720	\$ 712,758		



MEASURE A LOCAL STREETS AND ROADS

CITY OF HEMET

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City of Hemet

510 E. FLORIDA AVE. HEMET, CA 92543 (951) 765-2360

From the
Office of
ENGINEERING DEPT.

May 3, 2021

Martha Masters
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Subject: Hemet Five-Year Measure “A” CIP (2022-2026)

Dear Ms. Masters,

The City Council of the City of Hemet, at its regular meeting of April 27, 2021, adopted the City’s Five Year Measure “A” Local Streets and Roads Capital Improvement Program for Fiscal Years 2021/22 – 2025/26. Included with this letter are the following documents:

- Five-year Measure “A” CIP for Fiscal years 2021/22 – 2025/26
- Measure “A” Local Funds Program Project Status Report for Fiscal Year 2020/21
- Maintenance of Effort (MOE) certification

The City requests that the Riverside County Transportation Commission accept and approve the City’s Measure “A” Five-Year CIP and find the City eligible to continue receiving its fair share of Measure “A” revenues.

If you should have any questions or comments, please feel free to contact Chase Keys at 951-475-3613 or via email at ckkeys@hemetca.gov.

Sincerely,

Steve R. Loriso, P.E.
Acting City Engineer

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Hemet (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$18,924, approved by the Commission at its October 12, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 4, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

FY 2019/20 Audited Measure A Balance:	\$	7,447,329
FY 2020/21 (Revised) Measure A Revenue:		1,874,000
Less: FY 2020/21 Project Status Report expenses:		(4,252,910)
Estimated Prior Year Measure A Balance:		5,068,419
Estimated FY 2021/22 Measure A Allocation:		1,881,000
Estimated Measure A Available for FY 2021/22 Projects:	\$	6,949,419

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	2017/18 Pavement Rehabilitation, Central Ave - Palm to Santa Fe, Mayberry Ave - Palm to Santa Fe, Alessandro St - Mayberry to Kimball	Pavement Rehab.	\$ 2,142,085	\$ 642,085
2022-02	Hemet Valley Bikeway, Palm Ave - Johnston to Esplanade, Whitteri Ave - Palm to Gilbert, Johnstson Ave - Palm to Gilbert, Gilbert St - Chambers to Whitter, Chambers St - Gilbert to State	Bikeway, Pavement Rehab. Sidewalks	2,473,039	175,000
2022-03	2019/20 Citywide Pavement Rehabilitation	Pavement Rehab.	2,900,000	1,700,000
2022-04	2020/21 Citywide Slurry Seal	Pavement Maint.	436,580	11,580
2022-05	2020/21 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	1,750,000	1,665,000
2022-06	Pavement Management Progam Update	Study	100,000	90,000
2022-07	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
2022-08	2021/22 Citywide Slurry Seal, Locations TBD	Pavement Maint.	500,000	500,000
2022-09	2021/22 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	2,000,000	2,000,000
	TOTAL		\$ 12,351,704	\$ 6,833,665



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 115,754
Estimated FY 2022/23 Measure A Allocation: 1,900,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 2,015,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	2022/23 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 450,000	\$ 450,000
2023-02	2022/23 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,500,000	1,500,000
2023-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		TOTAL	\$ 2,000,000	\$ 2,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 15,754
Estimated FY 2023/24 Measure A Allocation: 1,919,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,934,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	2023-24 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2024-02	2023/24 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,250,000	1,250,000
2024-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		TOTAL	\$ 1,800,000	\$ 1,800,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 134,754
Estimated FY 2024/25 Measure A Allocation: 1,938,000

Estimated Measure A Available for FY 2024/25 Projects: \$ 2,072,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	2024/25 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2025-02	2024/25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,500,000	1,500,000
2025-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
TOTAL			\$ 2,050,000	\$ 2,050,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 22,754
Estimated FY 2025/26 Measure A Allocation: 1,957,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,979,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	2025/26 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2026-02	2025/26 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,250,000	1,250,000
2026-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		TOTAL	\$ 1,800,000	\$ 1,800,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: HEMET
 Prepared by: Chase Keys
 Phone #: 951-765-2360
 Date: 5/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	2017/18 Pavement Rehabilitation, Central Ave - Palm to Santa Fe, Mayberry Ave - Palm to Santa Fe, Alessandro St - Mayberry to Kimball	Pavement Rehab.	\$ 2,142,085	\$ 1,500,000	August-21	Construction
2021-02	Hemet Valley Bikeway, Palm Ave - Johnston to Esplanade, Whitteri Ave - Palm to Gilbert, Johnston Ave - Palm to Gilbert, Gilbert St - Chambers to Whitter, Chambers St - Gilbert to State	Bikeway, Pavement Rehab. Sidewalks	2,473,039	100,000	December-22	PA/ED & PS&E
2021-03	2019/20 Citywide Pavement Rehabilitation	Pavement Rehab.	2,900,000	1,200,000	June-22	Construction
2021-04	2019/20 Citywide Slurry Seal	Pavement Maint.	805,000	760,000	October-20	Complete
2021-05	2020/21 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	1,750,000	85,000	June-22	PS&E
2021-06	2020/21 Citywide Slurry Seal	Pavement Maint.	436,580	425,000	July-21	Construction
2021-07	Pavement Management Program Update	Study	100,000	10,000	June-22	On-going
2021-08	Traffic Striping Maintenance	Striping Maint.	50,000	50,000	Annual	On-going
2021-09	2019/20 Accessible Sidewalks and ADA Ramps	Sidewalks	265,000	111,677	August-20	Complete
2021-10	2018/19 Slurry Seal	Pavement Maint.	3,133	3,133	February-20	Complete
2021-11	Kirby Street Improvements, Devonshire to Menlo	Pavement Rehab.	8,101	8,101	May-21	Complete
TOTAL			\$ 10,932,938	\$ 4,252,910		



MEASURE A LOCAL STREETS AND ROADS

CITY OF INDIAN WELLS

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April 30, 2021

Riverside County Transportation Commission
Attn: Martha Masters
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Re: Measure "A": Local Streets and Roads Five-Year Capital Improvement Plan and Status Update

Dear Ms. Masters,

Attached is the City of Indian Wells' Measure "A" Local Streets and Roads Five- Year Capital Improvement Plan for Fiscal Years 2021/22-2025/26.

Sincerely,



Ken A. Seumalo, P.E.
Public Works Director

cc: Finance Director

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

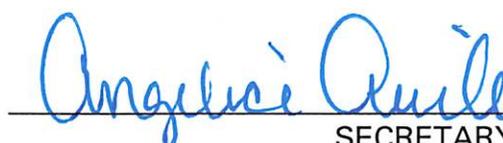
The undersigned agrees and certifies for the city of Indian Wells (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$963,640, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 30, 2021



CITY MANAGER



ATTEST: 

SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

FY 2019/20 Audited Measure A Balance:	\$	91,703
FY 2020/21 (Revised) Measure A Revenue:		280,000
Less: FY 2020/21 Project Status Report expenses:		<u>(278,645)</u>
Estimated Prior Year Measure A Balance:		93,058
Estimated FY 2021/22 Measure A Allocation:		<u>266,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	359,058

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 637,703
		TOTAL	\$ 585,000	\$ 637,703



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)
Estimated FY 2022/23 Measure A Allocation: 269,000
Estimated Measure A Available for FY 2022/23 Projects: \$ (9,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 269,000
		TOTAL	\$ 585,000	\$ 269,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)
Estimated FY 2023/24 Measure A Allocation: 272,000
Estimated Measure A Available for FY 2023/24 Projects: \$ (6,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 272,000
		TOTAL	\$ 585,000	\$ 272,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)
Estimated FY 2024/25 Measure A Allocation: 275,000
Estimated Measure A Available for FY 2024/25 Projects: \$ (3,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 275,000
		TOTAL	\$ 585,000	\$ 275,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)
Estimated FY 2025/26 Measure A Allocation: 278,000
Estimated Measure A Available for FY 2025/26 Projects: \$ (645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 278,000
		TOTAL	\$ 585,000	\$ 278,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: INDIAN WELLS
 Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR
 Phone #: (760)776-0237
 Date: 4/21/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 278,645	6/30/2021	ONGOING
		TOTAL	\$ 585,000	\$ 278,645		



MEASURE A LOCAL STREETS AND ROADS

CITY OF INDIO

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May 3, 2021

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: Measure A Local Streets and Roads Capital Improvement Plans for
FY20/21 – FY25/26

Dear Ms. Masters:

Enclosed you will find the City of Indio's Five Year Measure A Capital Improvement Plan for Fiscal Years 21/22 to 25/26; the Project Status Report for Fiscal Year 20/21; and the Maintenance of Effort Certification to the Riverside County Transportation Commission for review and approval.

If you have any questions, please contact me at (760)391-4042.

Sincerely,

Timothy T. Wassil, PE, PMP, CCM
Public Works Director

cc: Juan Raya, PE City Engineer
Hector Orozco, Accountant

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Indio (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,048,564, approved by the Commission at its July 11, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4-29, 2021


CITY MANAGER

ATTEST:


SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

FY 2019/20 Audited Measure A Balance: \$ 1,379,459
FY 2020/21 (Revised) Measure A Revenue: 2,049,000
Less: FY 2020/21 Project Status Report expenses: (1,368,000)
Estimated Prior Year Measure A Balance: 2,060,459
Estimated FY 2021/22 Measure A Allocation: 2,017,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 4,077,459

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2021/22				
2022-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2022-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2022-03	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	30,765,286	5,000
2022-04	Local Roadway Safety Plan (PL2003)	Roadway Improvement	110,000	21,800
2022-05	Rancho Los Coyotes Pavement Improvements	Roadway Improvement	1,610,000	110,000
2022-06	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	68,997
2022-07	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	402,835
2022-08	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	686,500
2022-09	Arts & Music Line (CV Link Spur)	Active Transportation/ADA	327,094	24,465
2022-10	CV Link	Active Transportation/ADA	20,000	20,000
2022-11	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Active Transportation/ADA Improvement	5,380,733	865,075
2022-12	Monroe Street and Avenue 41 Traffic Signal (TS2001)	New Traffic Signal/Roadway Improvement	500,000	297,482
2022-13	Grant Applications for Transportation Projects (ST2201)	Various	900,000	50,000
2022-14	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2022-15	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
		TOTAL	\$ 315,231,738	\$ 3,675,617



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 401,842
Estimated FY 2022/23 Measure A Allocation: 2,037,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,438,842

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2023-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2023-03	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	30,765,286	5,000
2023-04	Rancho Los Coyotes Pavement Improvements	Roadway Improvement	1,610,000	110,000
2023-05	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	68,997
2023-06	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	402,000
2023-07	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	686,500
2023-08	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Active Transportation/ADA Improvement	5,380,733	100,000
2023-09	Grant Applications for Transportation Projects (ST2301)	Various	900,000	25,000
2023-10	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	330,000
2023-11	Indio Internal Services	Percentage of Salaries & Benefits	79,092	75,000
		TOTAL	\$ 314,274,644	\$ 2,437,497



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 1,345
Estimated FY 2023/24 Measure A Allocation: 2,057,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,058,345

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2024-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2024-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2024-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	120,000
2024-05	Indio Blvd. Bridge over UPRR Replacement PSR	Bridge Improvement	395,000	54,160
2024-06	Jackson Street Bridge over UPRR Replacement PSR	Bridge Improvement	590,000	65,000
2024-07	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	50,000
2024-08	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	100,000
2024-09	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2024-10	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2024-11	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2024-12	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	350,000
2024-13	Indio Internal Services	Percentage of Salaries & Benefits	79,092	70,000
		TOTAL	\$ 290,084,460	\$ 2,054,160



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 4,185
Estimated FY 2024/25 Measure A Allocation: 2,078,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,082,185

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2025-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2025-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2025-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	19,787
2025-05	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	100,000
2025-06	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2025-07	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2025-08	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2025-09	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2025-10	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
		TOTAL	\$ 179,389,460	\$ 1,853,250



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 228,935
Estimated FY 2025/26 Measure A Allocation: 2,099,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,327,935

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2026-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2026-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2026-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	500,000
2026-05	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2026-06	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2026-07	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2026-08	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2026-09	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
TOTAL			\$ 149,689,460	\$ 2,233,463



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: INDIO
 Prepared by: Gloria Hernandez
 Phone #: 442-400-5209
 Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 985,000	\$ 475,000	On-Going	On-Going
2021-02	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	35,318,500	-	On-Going	Design
2021-03	Madison Street Improvements (Ave 48 - Hwy 111) (ST503C)	Roadway Improvement	3,670,000	114,831	On-Going	Design
2021-04	Avenue 44 Road Diet (ST1708)	Roadway Improvement	544,854	1,487	Complete	Construction
2021-05	Street Light Upgrades (SL2001)	Street Light Upgrades	330,000	150	On-Going	Design
2021-06	Avenue 42 Sidewalk Connection (SW1802)	New Sidewalk Gap Connection	224,900	2,530	Complete	Construction
2021-07	Avenue 48 Bike Lanes (ST1805)	Roadway Improvement	1,056,150	2,728	Complete	Construction
2021-08	Local Roadway Safety Plan (PL2003)	Roadway Improvement	90,000	-	On-Going	Design
2021-09	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Transportation/ADA	3,107,950	27,980	On-Going	Design
2021-10	Jackson Street Signal Upgrades & Sync (TS1301)	Traffic Signal Modification	3,600,100	-	Complete	Construction
2021-11	Dr. Carreon & Oasis St TS Mods & Monroe St TS Interconnect (TS1701)	Signal/Roadway Improvement	1,003,200	110	Complete	Construction
2021-12	Pedestrian Countdown Timers (TS1703)	Traffic Signal Modification	342,500	1,544	Complete	Construction
2021-13	Monroe Street and Avenue 41 Traffic Signal (TS2001)	Signal/Roadway Improvement	500,000	3,724	On-Going	Design
2021-14	Jefferson St and Avenue 48 Intersection Improvements (TS2002)	Traffic Signal Modification	442,588	90,349	On-Going	Construction
2021-15	HSIP 9 Traffic Signal Improvements (TS2003)	Traffic Signal Modification	1,502,200	40,000	On-Going	Design
2021-16	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	-	On-Going	Design
2021-17	Measure "A" Advance Debt Repayment	Roadway Improvement	132,108	132,108	Complete	Payment
2021-18	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	396,368	On-Going	Project Management & Maintenance
2021-19	Indio Internal Services	Percentage of Salaries & Benefits	79,092	79,092	On-Going	Percentage of Salaries & Benefits
		TOTAL	\$ 62,122,510	\$ 1,368,000		



MEASURE A LOCAL STREETS AND ROADS

CITY OF JURUPA VALLEY

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City of Jurupa Valley

Lorena Barajas Mayor, Chris Barajas Mayor Pro Tem,
Leslie Altamirano, Council Member, Brian Berkson, Council Member, Guillermo Silva, Council Member

May 3, 2021

Martha Masters
Senior Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon St, 3rd Floor
Riverside, CA 92502

Subject: Jurupa Valley Five -Year Measure "A" CIP (2021/22 – 2025/26)

Dear Ms. Masters,

The City Council of the City of Jurupa Valley, at its regular meeting on April 5, 2021, adopted the City's Five Year Measure "A" Local Streets and Roads Capital Improvement Program for Fiscal Years 2021/22 – 2025/26. Included with this letter are the following documents:

- Five-year Jurupa Valley CIP for Fiscal Years 2021/22 – 2025/26.
- Measure "A" Local Funds Program Project Status Report for Fiscal Year 2020/21

The City requests that the Riverside County Transportation Commission accept and approve the City's Measure "A" Five-Year CIP and find the City eligible to continue receiving its fair share of Measure "A" revenues.

If you should have any questions or comments, please feel free to contact Chase Keys via email at ckey@jurupavalley.org or via telephone at (951) 332-6464 x235.

Sincerely,



Paul Toor, P.E.
Director of Public Works/City Engineer

Cc: Rod Butler, City Manager

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

FY 2019/20 Audited Measure A Balance:	\$ 1,540,861
FY 2020/21 (Revised) Measure A Revenue:	2,256,000
Less: FY 2020/21 Project Status Report expenses:	<u>(2,386,950)</u>
Estimated Prior Year Measure A Balance:	1,409,911
Estimated FY 2021/22 Measure A Allocation:	<u>2,317,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 3,726,911

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000
2022-02	Bain St Pavement Rehabilitation and Shoulder Improvements, Limonite to Bellegrave	Pavement Rehab.	242,000	242,000
2022-03	Certificates of Participation (COP) Series 2016A - Debt Service	Debt Service	1,057,800	1,057,800
2022-04	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	2,740,000	274,000
2022-05	Mission Blvd Pavement Rehabilitation - Ph. 1, Pyrite to Valley Way	Pavement Rehab.	1,075,000	200,000
2022-06	Local Road Safety Plan	Study	40,000	4,000
2022-07	Mission Blvd Pavement Rehabilitation - Ph. 2, Bellegrave to Pyrite	Pavement Rehab.	1,700,000	300,000
2022-08	2021-22 Citywide Slurry Seal, Locations TBD	Pavement Maint.	350,000	350,000
2022-09	2021-22 Citywide Pavement Rehabilitation, Rubidoux Blvd - SR60-29th, Limonite Ave - Felspar to Pedley, Jurupa Rd - Agate to Galena	Pavement Rehab.	1,500,000	500,000
2022-10	Mission Blvd Pavement Rehabilitation - Ph. 3, Ben Nevis to Bellegrave (Design)	Pavement Rehab.	80,000	80,000
2022-11	Van Buren Blvd Pavement Rehabilitation - Ph. 3, Bellegrave to Etiwanda (Design)	Pavement Rehab.	90,000	90,000
2022-12	5% Overhead/Administration	Inter-fund Transfer	115,850	115,850
		TOTAL	\$ 9,255,650	\$ 3,478,650



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 248,261
Estimated FY 2022/23 Measure A Allocation: 2,340,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,588,261

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,060,000.00	\$ 1,060,000.00
2023-02	Mission Blvd Pavement Rehabilitation - Ph. 3, Limits TBD	Pavement Rehab.	1,800,000	400,000
2023-03	2022-23 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2023-04	2022-23 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	700,000	700,000
2023-05	5% Overhead/Administration	Inter-fund Transfer	117,000	117,000
		TOTAL	\$ 3,977,000	\$ 2,577,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 11,261
Estimated FY 2023/24 Measure A Allocation: 2,363,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,374,261

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,055,800.00	\$ 1,055,800.00
2024-02	2023-24 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2024-03	2023-24 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2024-04	5% Overhead/Administration	Inter-fund Transfer	118,150	118,150
		TOTAL	\$ 2,373,950	\$ 2,373,950



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 311
Estimated FY 2024/25 Measure A Allocation: 2,387,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,387,311

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,059,250.00	\$ 1,059,250.00
2025-02	2024-25 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2025-03	2024-25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2025-04	5% Overhead/Administration	Inter-fund Transfer	119,350	119,350
		TOTAL	\$ 2,378,600	\$ 2,378,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 8,711
Estimated FY 2025/26 Measure A Allocation: 2,411,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,419,711

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,058,500.00	\$ 1,058,500.00
2026-02	2024-25 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2026-03	2024-25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2026-04	5% Overhead/Administration	Inter-fund Transfer	120,550	120,550
		TOTAL	\$ 2,379,050	\$ 2,379,050



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: JURUPA VALLEY
 Prepared by: Chase Keys
 Phone #: 951-332-6464 x235
 Date: 4/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000	Jun-30	PS&E
2021-02	Bain St Pavement Rehabilitation, Limonite to Bellegrave	Pavement Rehab.	\$ 992,000	\$ 750,000	Jun-23	PS&E /Construction
2021-03	Pedley Rd Improvement Project, Limonite to Jurupa	Intersection Improvements	\$ 1,136,500	\$ 45,000	Apr-21	Complete
2021-04	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,059,400	\$ 1,059,400	Jun-21	Complete
2021-05	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	\$ 43,000	\$ 25,000	Jun-22	PS&E
2021-06	Citywide Guardrail Replacement	Guardrail	\$ 654,200	\$ 30,000	Jun-22	PS&E
2021-07	Citywide Retroreflectivity Testing	Study	\$ 30,000	\$ 16,000	Jun-21	Study
2021-08	Mission Blvd Pavement Rehabilitation - Ph. 1, Limits TBD	Pavement Rehab.	\$ 160,000	\$ 100,000	Dec-21	Construction
2021-09	Overhead/Administration	Inter-fund Transfer	\$ 92,550	\$ 92,550	Jun-21	NA
2021-10	Local Road Safety Plan	Study	\$ 80,000	\$ 4,000	Jun-22	Study
TOTAL			\$ 4,512,650	\$ 2,386,950		



MEASURE A LOCAL STREETS AND ROADS

CITY OF LA QUINTA

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April 27, 2021

Martha Masters
Senior Management Analyst
Programming and Planning
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

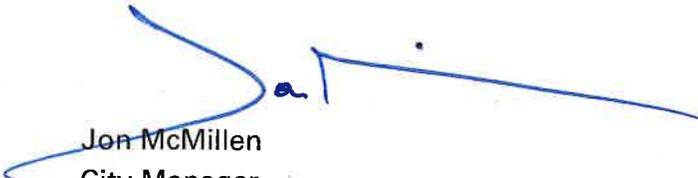
Subject: City of La Quinta Fiscal Year 2021/2022 – 2025/2026 Measure A Five-Year Capital Improvement Plan and Maintenance of Effort Certification

Dear Ms. Masters,

The City of La Quinta respectfully submits its Measure A Capital Improvement Plan, Project Status Report and Maintenance of Effort Certification for the Commission's review and approval. The City of La Quinta is a full participant in the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP) and the Transportation Uniform Mitigation Fee (TUMF) Programs.

Please do not hesitate to contact Bryan McKinney, P.E., City Engineer, at (760) 777-7045 or Nick Nickerson, Contract Project Manager, at (760) 323-5026 if you have questions or require additional information.

Sincerely,



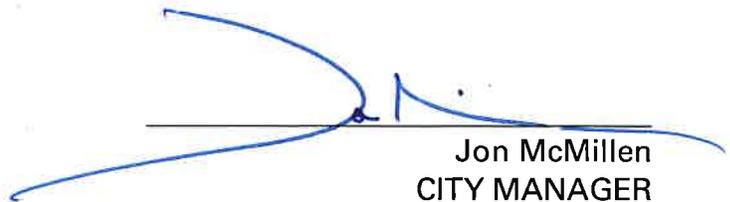
Jon McMillen
City Manager

Enclosures

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of La Quinta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$937,007, approved by the Commission at its June 12, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27, 2021


Jon McMillen
CITY MANAGER

ATTEST:

4/28/21 
Monika Radeva
CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

REPUBLICAN
COUNTY
TRANSFORMATION
AUTHORITY

FY 2021/22

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

FY 2019/20 Audited Measure A Balance: \$ 1,527,460
FY 2020/21 (Revised) Measure A Revenue: 1,583,000
Less: FY 2020/21 Project Status Report expenses: (1,520,279)
Estimated Prior Year Measure A Balance: 1,590,181
Estimated FY 2021/22 Measure A Allocation: 1,552,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,142,181

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2122TMI	Citywide Street and Traffic Signal Maintenance Program Annual Recurring Program	Annual Recurring Program	\$ 584,687	\$ 584,867
202001	Monroe Street Pavement Rehabilitation (Ave 52 to Ave 53, & near Ave 61) Carry-over Project	Pavement Rehabilitation	941,000	257,902
201701	Washington Street at Fred Waring Drive Triple Left Turn Lanes Carry-over Project	Congestion Relief	1,860,744	193,393
201709	Jefferson St. at Avenue 53 Roundabout Carry-over Project	Complete Streets	2,447,117	1,146,497
202101	Dune Palms Road Pavement Rehabilitation (Fred Waring Drive to Miles Avenue)	Pavement Rehabilitation	1,062,800	240,000
202104	Citywide Striping Refresh	Roadway Maintenance	400,000	400,000
		TOTAL	\$ 7,296,348	\$ 2,822,659



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

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FY 2022/23

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 319,522
Estimated FY 2022/23 Measure A Allocation: 1,568,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,887,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2022/23				
2223TMI	Citywide Street and Traffic Signal Maintenance Program Annual Recurring Program	Annual Recurring Program	\$ 235,000	\$ 235,000
202201	Avenue 50 Pavement Rehabilitation (Washington St. to Eisenhower Dr.)	Pavement Rehabilitation	\$ 1,100,000	\$ 1,100,000
202203	Fred Waring Drive Pavement Rehabilitation (Washington St. to Adams St.)	Pavement Rehabilitation	1,320,000	520,000
		TOTAL	\$ 2,655,000	\$ 1,855,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

CITY OF
 LA JOLLA
 PUBLIC WORKS DEPARTMENT
 5200 LA JOLLA VILLAGE CENTER
 DRIVE, LA JOLLA, CA 92037

FY 2023/24

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 32,522
Estimated FY 2023/24 Measure A Allocation: 1,584,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,616,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2023/24				
2324TMI	Citywide Street and Traffic Signal Maintenance Program Annual Recurring Program	Annual Recurring Program	\$ 235,000	\$ 235,000
202301	Avenue 58 Pavement Rehabilitation (Jefferson Street to Madison Street)	Pavement Rehabilitation	1,380,000	1,380,000
		TOTAL	\$ 1,615,000	\$ 1,615,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

CITY OF
 SAN DIEGO
 PUBLIC WORKS DEPARTMENT
 330 N. D STREET
 SAN DIEGO, CA 92101

FY 2024/25

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 1,522
Estimated FY 2024/25 Measure A Allocation: 1,600,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,601,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2024/25				
2425TMI	Citywide Street and Traffic Signal Maintenance Program Annual Recurring Program	Annual Recurring Program	\$ 235,000	\$ 235,000
202401	Avenue 50 Sidewalk and ADA Improvements (Washington to Avenida Montero)	Sidewalk/ADA Improvement	400,000	400,000
202402	Moon River Drive Pavement Rehabilitation (Ave 50 to DSUSD ROW)	Pavement Rehabilitation	400,000	400,000
202403	Washington St. Sidewalk Improvements (Calle Tampico to Ave 52)	Sidewalk/ADA Improvement	444,000	444,000
		TOTAL	\$ 1,479,000	\$ 1,479,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

1111 30th
QUINTA
TRAFFIC SIGNAL
CONNECTION

FY 2025/26

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 122,522
Estimated FY 2025/26 Measure A Allocation: 1,616,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,738,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2526TMI	Citywide Street and Traffic Signal Maintenance Program Annual Recurring Program	Annual Recurring Program	\$ 235,000	\$ 235,000
202501	Citywide Striping Refresh	Roadway Maintenance	400,000	400,000
202502	Highway 111 at Simon Drive Dual Left Turn Lanes	Street Improvement	723,850	723,850
		TOTAL	\$ 1,358,850	\$ 1,358,850



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: LA QUINTA
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer
 Phone #: (760) 777-7045
 Date: 4/6/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021TMI	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 489,054	\$ 139,187	On Going	Annually Recurring Maintenance Project
2015-03	La Quinta Village Complete Streets - A Road Diet Project	ATP Carryover	1,341,890	1,341,890	3/2/2021	Construction Complete/Project Closeout Underway
2017-01	Washington Street at Fred Waring Drive Triple Left Turn Lanes	Congestion Relief Carryover	232,595	39,202	7/31/2021	Under Construction
2017-09	Jefferson St. at Ave. 53 Roundabout	Complete Streets Carryover	800,997	-	1/31/2022	90% PS&E; Advertise for Construction June 2021
2020-01	Monroe Street Pavement Rehabilitation (Avenue 52 to Avenue 53, and near Avenue 61)	Pavement Rehabilitation	257,902	-	11/30/2021	100% PS&E; Advertise for Construction April 2021
TOTAL			\$ 3,122,438	\$ 1,520,279		



MEASURE A LOCAL STREETS AND ROADS

CITY OF LAKE ELSINORE

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April 28, 2021

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor Riverside, CA 92502-2208

Subject: City of Lake Elsinore Measure A Five-Year Capital Improvement Plan
(FYs 2021/2022 -2025/2026)

Dear Martha:

The City of Lake Elsinore has updated the Five-Year Plan and the following documents are enclosed for your review:

- City of Lake Elsinore Maintenance of Effort (MOE) signed Certification Statement for FY 2021-2022
- Measure A Five-Year CIP plans for FYs 2021/2022 -2025/2026
- Project Status Report for FY 2020-2021

Should you have any questions, please do not hesitate to contact me at (951) 674-3124 Ext. 362.

Sincerely,

Jason Simpson
City Manager

951.674.3124

130 S. MAIN STREET

LAKE ELSINORE, CA 92530

WWW.LAKE-ELSINORE.ORG

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

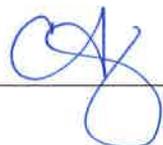
The undersigned agrees and certifies for the city of Lake Elsinore (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$960,771, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 28, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

FY 2019/20 Audited Measure A Balance:	\$ 1,819,763
FY 2020/21 (Revised) Measure A Revenue:	1,429,000
Less: FY 2020/21 Project Status Report expenses:	<u>(2,619,446)</u>
Estimated Prior Year Measure A Balance:	629,317
Estimated FY 2021/22 Measure A Allocation:	<u>1,433,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 2,062,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Citywide Sidewalk Improvement Program	Maintenance	\$ 200,000	\$ 200,000
2022-02	Annual Citywide Slurry Seal Program	Maintenance	741,909	241,909
2022-03	Annual Curb, Gutter and Sidewalk Repair	Maintenance	330,000	330,000
2022-04	Annual Crack Seal & Pothole Improvements	Maintenance	1,461,574	330,347
2022-05	Annual Traffic Striping Maintenance	Maintenance	330,000	330,000
2022-06	I-15/SR-74 Interchange	Construction	3,566,568	100,000
2022-07	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,938	495,938
		TOTAL	\$ 7,125,989	\$ 2,028,194



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ 34,123
Estimated FY 2022/23 Measure A Allocation: 1,447,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,481,123

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2023-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	100,000
2023-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2023-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2023-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,838	495,838
		TOTAL	\$ 1,855,838	\$ 1,470,838



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ 10,285
Estimated FY 2023/24 Measure A Allocation: 1,461,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,471,285

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2024-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	100,000
2024-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2024-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2024-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	494,988	494,988
		TOTAL	\$ 1,854,988	\$ 1,469,988



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ 1,297
Estimated FY 2024/25 Measure A Allocation: 1,476,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,477,297

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2025-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	103,934
2025-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2025-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2025-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	498,363	498,363
		TOTAL	\$ 1,858,363	\$ 1,477,297



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2025/26 Measure A Allocation: 1,491,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,491,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2026-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	125,200
2026-03	Annual Citywide Slurry Seal	Maintenance	500,000	210,000
2026-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2026-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,800	495,800
		TOTAL	\$ 1,855,800	\$ 1,491,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: LAKE ELSINORE
 Prepared by: Brendan Rafferty
 Phone #: (951) 674-3124 x298
 Date: 4/28/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal Program	MAINTENANCE	\$ 1,461,071	\$ 1,461,071	6/30/2021	Project is annual and ongoing.
2021-02	Annual Curb, Gutter and Sidewalk Repair	MAINTENANCE	344,410	344,410	6/30/2021	Project is annual and ongoing.
2021-03	Annual Traffic Striping Maintenance	MAINTENANCE	235,000	235,000	6/30/2021	Project is annual and ongoing.
2021-04	I-15/SR-74 Interchange	CONSTRUCTION	1,628,751	100,101	12/31/2021	Delayed
2021-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	495,938	478,864		Ongoing
TOTAL			\$ 4,165,170	\$ 2,619,446		



MEASURE A LOCAL STREETS AND ROADS

CITY OF MENIFEE

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May 5, 2021

Martha Masters
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
Riverside, CA 92502-2208

Dear Ms. Masters:

Enclosed is the City of Menifee's MOE Certification form for FY 2021/22 signed by our City Manager and the 5-year CIP for Measure "A".

If you have any questions concerning the enclosed information, feel free to contact me Carlos Geronimo who assisted with the completion of this document. Carlos can be reached at cgeronimo@cityofmenifee.us or 951-723-3722.

Sincerely,



Yolanda Macalalad, PE
Interim City Engineer

C: Carlos Geronimo, PE. Principal Engineer
Wendy Preece, Deputy Finance Director



MENIFEE

New. Better. Best.

29844 Haun Road | Menifee, CA 92586
951-672-6777 | Fax 951-679-3843

cityofmenifee.us

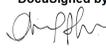
May 4, 2021

Martha Masters
Riverside County Transportation Commission
4080 Lemon Street, 3rd floor
Riverside, CA 92502-2208

**FY 2020/21 MAINTENANCE OF EFFORT
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Menifee (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$214,225, approved by the Commission at its September 11, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/5/2021, 2021

DocuSigned by:

AS0907ED91404C...
Armando G. Villa, City Manager

ATTEST:
DocuSigned by:

276D92A4122A4CB...
Sarah A. Manwaring
City Clerk, City of Menifee



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

FY 2019/20 Audited Measure A Balance:	\$	687,225
FY 2020/21 (Revised) Measure A Revenue:		1,893,000
Less: FY 2020/21 Project Status Report expenses:		<u>(1,973,052)</u>
Estimated Prior Year Measure A Balance:		607,173
Estimated FY 2021/22 Measure A Allocation:		<u>1,950,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	2,557,173

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,304,087
2022-02	Local Roads	Maintenance	996,300	55,000
2022-03	Bailey Road Improvements	Construction	2,300,000	657,000
2022-04	Normandy Road Pedestrian Improvements	Construction	450,000	160,000
		TOTAL	\$ 23,746,300	\$ 2,176,087



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 381,086
Estimated FY 2022/23 Measure A Allocation: 1,970,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,351,086

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2023-02	Holland Road/I-215 Overpass. Installing new bridge and widening existgin road from 2 to 4 lanes. From Haun Road to Antelope Road	Construction	26,800,000	891,297
2023-03	Local Roads	Maintenance	1,500,000	150,000
		TOTAL	\$ 48,300,000	\$ 2,346,885



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 4,201
Estimated FY 2023/24 Measure A Allocation: 1,990,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,994,201

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2024-02	Valley Blvd Widening abnd Missing Link from Murrieta Road to McCall Boulevard	Construction	6,000,000	680,000
		TOTAL	\$ 26,000,000	\$ 1,985,588



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 8,613
Estimated FY 2024/25 Measure A Allocation: 2,010,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,018,613

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2025-02	Local Roads	Construction	1,690,000	700,000
		TOTAL	\$ 21,690,000	\$ 2,005,588



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 13,025
Estimated FY 2025/26 Measure A Allocation: 2,030,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,043,025

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2026-02	Local Roads	Construction	1,690,000	735,000
		TOTAL	\$ 21,690,000	\$ 2,040,588



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: MENIFEE
 Prepared by: Carlos E. Geronimo, Principal Engineer
 Phone #: 951-723-3722
 Date: 5/4/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,546	29 years	Active
2021-02	Murrieta & Scott Intersection (FY 18-19 project)	Construction	860,000	348,170	Feb-20	Completed
2021-03	Local Roads	Construction	1,290,776	319,336	Apr-20	Completed
TOTAL			\$ 22,150,776	\$ 1,973,052		



MEASURE A LOCAL STREETS AND ROADS

CITY OF MORENO VALLEY

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April 12, 2021

Ms. Martha Masters
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Subject: City of Moreno Valley's Five-Year Measure A Local Streets and Roads Capital Improvement Plan for Fiscal Years 2021/22 – 2025/26, Project Status Report for FY 2020/21 and Maintenance of Effort Certification Statement for FY 2021/22

Dear Ms. Masters:

The City of Moreno Valley is pleased to submit its Fiscal Year (FY) 2021/22 – 2025/26 Measure A Local Streets and Roads Capital Improvement Plan (CIP), Project Status Report for FY 2020/21 and Maintenance of Effort Certification Statement for FY 2021/22, approved by the City Council on April 6, 2021. An amended five-year Measure A CIP will be submitted to RCTC if changes are made to the listed Measure A projects.

Please contact me if there are any questions or concerns.

Sincerely,



Launa Jimenez
Senior Management Analyst
(951) 413-3128
launaj@moval.org

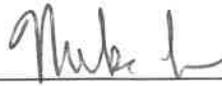
Enclosures: Measure A Local Funds Program FY 2021/22 - 2025/26
Measure A Local Funds Program FY 2020/21 Project Status Report
MOE Certification Statement FY 2021/22

c: File
Henry Ngo, Capital Projects Division Manager
Michael L. Wolfe, Assistant City Manager Public Works Director/City Engineer
Brian Mohan, Acting Assistant City Manager Chief Financial Officer/City Treasurer

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Moreno Valley (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,459,153, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 04/13, 2021



CITY MANAGER

ATTEST:



for SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

FY 2019/20 Audited Measure A Balance: \$ 4,317,691
FY 2020/21 (Revised) Measure A Revenue: 4,267,000
Less: FY 2020/21 Project Status Report expenses: (4,157,397)
Estimated Prior Year Measure A Balance: 4,427,294
Estimated FY 2021/22 Measure A Allocation: 4,275,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 8,702,294

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 204,560	\$ 204,560
2022-02	Public Works - Citywide Sign/Striping	Maintenance	842,455	842,455
2022-03	Public Works - Right of Way Maintenance	Maintenance	606,049	606,049
2022-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2022-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,057,011	1,057,011
2022-06	Transfers to TRIP Debt Service	Debt Service	405,695	405,695
2022-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	74,400	74,400
2022-08	Moreno MDP Line F-18 and F-19	Drainage	2,126,382	139,382
2022-09	Moreno MDP Line K-1, K-4 Stg 3	Drainage	13,990	13,990
2022-10	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	627,372	135,845
2022-11	Sunnymead Master Drainage Plan - Storm Drain Lines F and F-7	Drainage	60,000	15,000
2022-12	Traffic Signal Equipment Upgrades	Traffic Signals	97,215	97,215
		TOTAL	\$ 6,360,840	\$ 3,837,313



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

Estimated Prior Year Measure A Balance: \$ 4,864,981
Estimated FY 2022/23 Measure A Allocation: 4,318,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 9,182,981

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2022/23				
2023-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2023-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2023-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2023-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2023-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2023-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2023-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2023-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		TOTAL	\$ 3,551,775	\$ 3,551,775



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

Estimated Prior Year Measure A Balance: \$ 5,631,206
Estimated FY 2023/24 Measure A Allocation: 4,361,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 9,992,206

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2024-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2024-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2024-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2024-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2024-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2024-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2024-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		TOTAL	\$ 3,551,775	\$ 3,551,775



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

Estimated Prior Year Measure A Balance: \$ 6,440,431
Estimated FY 2024/25 Measure A Allocation: 4,405,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 10,845,431

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
2024/25				
2025-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2025-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2025-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2025-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2025-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2025-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2025-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2025-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		TOTAL	\$ 3,551,775	\$ 3,551,775



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

Estimated Prior Year Measure A Balance: \$ 7,293,656
Estimated FY 2025/26 Measure A Allocation: 4,449,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 11,742,656

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2026-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2026-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2026-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2026-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2026-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2026-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2026-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		TOTAL	\$ 3,551,775	\$ 3,551,775



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: MORENO VALLEY
 Prepared by: Launa Jimenez
 Phone #: (951)413-3128
 Date: 3/17/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,541	\$ 209,541	N/A	Annual Budget
2021-02	Public Works - Citywide Sign/Striping	Maintenance	1,148,261	1,148,261	N/A	Annual Budget
2021-03	Public Works - Right of Way Maintenance	Maintenance	566,577	566,577	N/A	Annual Budget
2021-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399	N/A	Annual Budget
2021-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,057,143	1,057,143	N/A	Annual Budget
2021-06	Transfers to TRIP Debt Service	Debt Service	492,000	492,000	N/A	Annual Budget
2021-08	Annual Pavement Maintenance - Crack Seal	Street Improvements	40,128	40,128	N/A	On-going annual project
2021-10	Moreno MDP Line F-18 and F-19	Drainage	13,000	-	12/31/2022	Design
2021-11	Moreno MDP Line K-1, K-4 Stg 3	Drainage	30,000	30,000	Pending RCFC Funding	Design
2021-12	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	150,000	-	10/31/2021	Construction
2021-13	Sunnymead Master Drainage Plan - Storm Drain Lines F and F-7	Drainage	80,000	20,000	Pending RCFC Funding	Preliminary Design
2021-14	Pedestrian Hybrid Beacon on Cactus Ave at Woodland Park	Traffic Signals	393,590	203,496	6/30/2021	Project Completed
2021-15	Traffic Signal Equipment Upgrades	Traffic Signals	146,852	146,852	N/A	As needed Accessible Pedestrian Signal upgrades
TOTAL			\$ 4,570,491	\$ 4,157,397		



MEASURE A LOCAL STREETS AND ROADS

CITY OF MURRIETA

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CITY OF MURRIETA

May 3, 2021

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Subject: Measure A Local Streets and Road Revenue Projections, Maintenance of Effort Certification, and Five-Year Capital Improvement Plans (FY 2021/22-2025/26)

Ms. Masters:

Enclosed are the Maintenance of Effort (MOE) Certification Statement, proposed Measure A Five-Year Capital Improvement Plan (CIP), and Project Status Report for the City of Murrieta for your consideration and approval. Since the City Council has not adopted a formal Capital Improvement Plan budget for FY 2020-21-2024/25, the enclosed Five-Year CIP is based on staff recommendation and may be subject to change upon further consideration by the City Council. We will contact you if there are any changes requested by the City Council.

We are happy to report that we continue to be on track to reduce the large Measure A balance that we have been previously carrying. This balance will also be reduced substantially by the end of FY 2021/22 with a more reasonable carry over balance moving forward.

If you have any questions or would like to discuss this matter further, please contact me at (951) 461-6036 or bmoehling@murrietaca.gov at your convenience.

Sincerely,



Bob Moehling, P.E.
Director of Public Works / City Engineer

Attachments

cc: Kim Summers, City Manager
Ivan Holler, Assistant City Manager
Stacey Stevenson, Deputy City Manager
Jeff Hitch, Principal Civil Engineer

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Murrieta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$595,702, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3 , 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 8,397,771
FY 2020/21 (Revised) Measure A Revenue: 2,657,000
Less: FY 2020/21 Project Status Report expenses: (459,815)
Estimated Prior Year Measure A Balance: 10,594,956
Estimated FY 2021/22 Measure A Allocation: 2,609,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 13,203,956

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	8043 Pavement Resurfacing	Maintenance	\$ 2,500,000	\$ 500,000
2022-02	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Widen from 4 to 6 lanes	5,000,000	4,200,000
2022-03	8137 Resurfacing - Slurry Seal	Maintenance	2,300,000	2,300,000
2022-04	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2022-05	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	400,000	400,000
2022-06	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2022-07	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	30,000	30,000
2022-08	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	30,000	30,000
2022-09	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2022-10	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Road Extension	-	-
2022-11	8456 Whitewood Extension- MHS Road to Jackson Ave	Road Extension	100,000	100,000
2022-12	10012 Jackson Ave Median	Construction	68,000	68,000
2022-13	13031 Warm Springs Parkway	Construction	3,700,000	2,500,000
2022-14	COP 2007/2020A LRB for 15/215 MHS Interchange	Debt Service	733,600	733,600
		TOTAL	\$ 15,236,600	\$ 11,021,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 2,182,356
Estimated FY 2022/23 Measure A Allocation: 2,635,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 4,817,356

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	8043 Pavement Resurfacing	Maintenance	\$ 2,200,000	\$ 300,000
2023-02	8079 Murrieta Hot Springs Widening-Margarita to Winchester Rd	Widen from 4 to 6 lanes	3,000,000	500,000
2023-03	8137 Resurfacing - Slurry Seal	Maintenance	2,000,000	1,150,000
2023-04	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2023-05	8293 Sidewalk Replacement-Citywide based on inspection	Sidewalk Improvements	100,000	100,000
2023-06	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2023-07	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	50,000	50,000
2023-08	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2023-09	COP 2007 for 15/215 MHS Interchange	Debt Service	730,600	730,600
		TOTAL	\$ 8,455,600	\$ 2,990,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,826,756
Estimated FY 2023/24 Measure A Allocation: 2,661,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 4,487,756

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ -	\$ -
2024-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2024-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2024-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2024-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2024-06	COP 2007 for 15/215 MHS Interchange	Debt Service	726,800	726,800
		TOTAL	\$ 1,151,800	\$ 936,800



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 3,550,956
Estimated FY 2024/25 Measure A Allocation: 2,688,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 6,238,956

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ 2,300,000	\$ 2,300,000
2025-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2025-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2025-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2025-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2025-06	COP 2007 for 15/215 MHS Interchange	Debt Service	727,200	727,200
		TOTAL	\$ 3,452,200	\$ 3,237,200



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 3,001,756
Estimated FY 2025/26 Measure A Allocation: 2,715,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 5,716,756

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ -	\$ -
2026-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2026-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2026-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2026-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2026-06	COP 2007 for 15/215 MHS Interchange	Debt Service	731,600	731,600
		TOTAL	\$ 1,156,600	\$ 941,600



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: MURRIETA
 Prepared by: Jeff Hitch, Principal Civil Engineer
 Phone #: 951-461-6076
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	8043 Pavement Resurfacing	Maintenance	\$ 1,671,118	\$ -	Jun-21	Ongoing annual project
2021-02	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Widen from 4 to 6 lanes	71,259	71,259	Jun-22	Design, Acquire ROW, start Con 2021
2021-03	8137 Resurfacing - Slurry Seal	Maintenance	83,408	38,105	Jun-20	Ongoing annual project
2021-04	8257 Citywide Signal Mods	Signal Modifications	32,041	27,573	Jun-20	Ongoing annual project
2021-05	8283 Traffic Striping Modifications	Traffic Striping	-	-	Jun-20	Ongoing annual project
2021-06	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	-	-	Jun-20	Ongoing annual project
2021-07	8330 Traffic Signal Optimization	Traffic Signal	34,213	34,213	Jun-20	Ongoing annual project
2021-08	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	-	-	Jul-14	Construction complete/ongoing mitigation



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2021-09	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	-	-	Dec-21	Design, ROW Acq
2021-10	8430 Neighborhood Traffic Management Program	Traffic Management	34,463	5,003	Jun-20	Ongoing annual project
2021-11	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Road Extension	817	-	Sep-17	Construction complete/ongoing mitigation
2021-12	8456 Whitewood Extension- MHS Road to Jackson Ave	Road Extension	-	-	Dec-21	TUMF Network Addition request, Design
2021-13	10012 Jackson Ave Median	Construction	-	-	Dec-21	Start const. in Mar 2021
2021-14	13031 Warm Springs Parkway	Construction	2,281,707	127,962	Jun-21	Design, start Con 2020
2021-15	COP 2007/2020A LRB for 15/215 MHS Interchange	Debt Service	155,700	155,700	Jun-27	Construction complete / Annual Debt Service
TOTAL			\$ 4,364,725	\$ 459,815		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF NORCO

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**CITY OF
NORCO**
HORSETOWN USA

April 29, 2021

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RE: 2022 – 2026 Measure A Local Streets and Roads Five-Year Capital Improvement Program Plan

Dear Ms. Masters:

The City of Norco is pleased to submit for your consideration and approval our Five-Year Measure “A” Capital Improvement Program Plan projections, commencing with Fiscal Year 2021-22.

We have included for your records a copy of the City of Norco approved Five-Year Measure A Capital Improvement Program Fund, and the Annual Certification of the City’s “Maintenance of Effort” document signed by City Manager, Andy Okoro.

If you have any additional questions, regarding the City of Norco 2021 submittal, please contact me at 951-270-5678. We appreciate your cooperation and assistance with the City of Norco’s planned expenditures for maintenance and capital improvements to our local streets and roads.

Respectfully,

Chad Blais
Director of Public Works
City of Norco

Attachments: City of Norco Five-Year CIP
Measure “A” 5-Year CIP
Maintenance of Effort Letter

CITY COUNCIL

KEVIN BASH
Mayor

GREG NEWTON
Mayor Pro Tem

KATHERINE ALEMAN
Council Member

ROBIN GRUNDMEYER
Council Member

TED HOFFMAN
Council Member

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

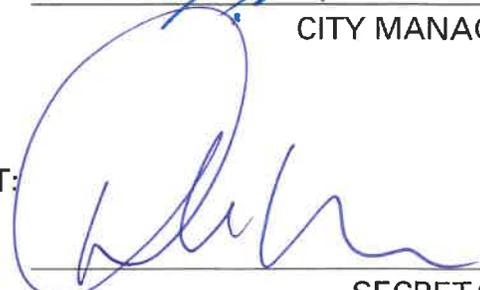
The undersigned agrees and certifies for the city of Norco (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$22,536, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

FY 2019/20 Audited Measure A Balance:	\$	784,435
FY 2020/21 (Revised) Measure A Revenue:		705,000
Less: FY 2020/21 Project Status Report expenses:		<u>(849,118)</u>
Estimated Prior Year Measure A Balance:		640,317
Estimated FY 2021/22 Measure A Allocation:		<u>727,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	1,367,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Norconian Dr - Fifth St to Norco Dr	Grind & Overlay	\$ 400,000	\$ 400,000
2022-02	Norco Hills Road - Hidden Valley Pkwy to Parkview	Grind & Overlay	400,000	400,000
2022-03	Center St - Fifth St to Sixth St	Grind & Overlay	450,000	450,000
		TOTAL	\$ 1,250,000	\$ 1,250,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 117,317
Estimated FY 2022/23 Measure A Allocation: 734,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 851,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Trotter Trail - Second St to Cul-de-sac	Reconstruct	\$ 175,000	\$ 175,000
2023-02	Belmont Cr - Kips Corner Rd west to cul-de-sac	Grind and Overlay	75,000	75,000
2023-03	Quiet Hill Ct - Alhambra St to End	Reconstruct	160,000	160,000
2023-04	Fortuna Rd - Sierra Ave to End	Grind and Overlay	85,000	85,000
		TOTAL	\$ 495,000	\$ 495,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 356,317
Estimated FY 2023/24 Measure A Allocation: 741,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,097,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Silver Cloud Cir - Norco Dr to Cul-de-sac	Grind and Overlay	\$ 125,000	\$ 125,000
2024-02	Silver Cloud Cir - Broken Lance Dr to Norco Dr	Grind and Overlay	150,000	150,000
2024-03	Broken Twig Dr - Broken Lance Dr to Norco Dr	Grind and Overlay	170,000	170,000
2024-04	Vine St - Corydon to East Cul-de-sac	Grind and Overlay	150,000	150,000
		TOTAL	\$ 595,000	\$ 595,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 502,317
Estimated FY 2024/25 Measure A Allocation: 748,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,250,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	River Ridge Cir - Alhambra St to Rim Crest Dr	Reconstruct	\$ 600,000	\$ 600,000
2025-02	Sunny Hills Dr	Grind and Overlay	400,000	400,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 250,317
Estimated FY 2025/26 Measure A Allocation: 755,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,005,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Corydon Ave - Fith St to River Rd	Reconstruct	\$ 800,000	\$ 800,000
		TOTAL	\$ 800,000	\$ 800,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: NORCO
 Prepared by: Chad Blais
 Phone #: 951-270-5678
 Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Crestview Ave - Sixth to North	Complete Reconstruct	\$ 650,000	\$ 353,127	12/2/2020	Completed
2021-02	Sierra Ave - Sixth St to Detroit St	Widening & Complete Reconstruct	475,000	495,991	4/7/2021	Completed
2021-03	Second St - Hamner Ave to I-15 Fwy	Widening & Complete Reconstruct	950,000	-	6/30/2021	In Construction - Measure A Funding Not Required
		TOTAL	\$ 2,075,000	\$ 849,118		



MEASURE A LOCAL STREETS AND ROADS

CITY OF PALM DESERT

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CITY OF PALM DESERT

73-510 FRED WARING DRIVE
PALM DESERT, CALIFORNIA 92260-2578
TEL: 760 346-0611
FAX: 760-341-7098
INFO@CITYOFPALMDESERT.ORG

May 3, 2021

Martha Masters
Sr. Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92502-2208

Subject: City of Palm Desert Measure A Capital Improvement Program

Dear Ms. Masters:

Submitted via email for the Riverside County Transportation Commission consideration are the following documents: the City of Palm Desert's proposed 2021/2022 – 2025/2026 Five-Year Measure A Capital Improvement Program, including a Project Status Report for Fiscal Year 2020-21 (Att. B – Palm Desert CIP Template-Final), and the signed Maintenance of Effort Certification Statement (MOE Certification Statement – Palm Desert).

The Five-Year Program will be reviewed in the near future by the Palm Desert City Council. If the City Council makes any changes to the program, a revised version will be submitted for your approval, otherwise this version is to be considered the official submittal.

If you have any questions, please contact Bertha Gonzalez, Accounting Specialist, at (760) 776-6473, or bgonzalez@cityofpalmdesert.org.

Sincerely,

Andy Firestine
Assistant City Manager

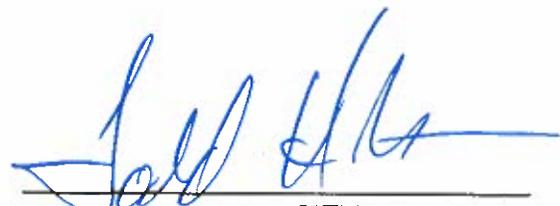
Enclosures (as noted)

cc: L. Todd Hileman, City Manager
Janet M. Moore, Director of Finance
J. Luis Espinoza, Assistant Director of Finance
Randy Bowman, Senior Project Manager

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

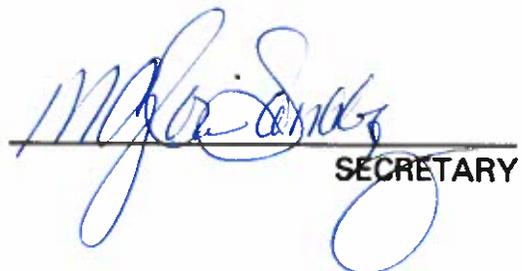
The undersigned agrees and certifies for the city of Palm Desert (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,398,146, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 05/03, 2021



CITY MANAGER

ATTEST:



SECRETARY

FY 2021/22

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

FY 2019/20 Audited Measure A Balance:	\$ 20,463,902
FY 2020/21 (Revised) Measure A Revenue:	2,915,000
Less: FY 2020/21 Project Status Report expenses:	8,225,399
Estimated Prior Year Measure A Balance:	15,153,503
Estimated FY 2021/22 Measure A Allocation:	2,838,000
Estimated Measure A Available for FY 2021/22 Projects:	\$ 17,991,503

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-1	Portola Interchange at I-10 Estimated carryover FY 20/21 \$5,000,000	Interchange Project	\$ 79,800,000	\$ 5,000,000
2022-2	Street Resurfacing Program FY 21/22 request \$3,500,000	Maintenance Project	5,000,000	3,500,000
2022-3	Traffic Signal and Traffic Signal Interconnect Equipment Upgrade and Replacement Estimated carryover FY 20/21 \$302,898 FY 21/22 request \$500,000	Street Improvement Project	1,675,000	802,898
2022-4	Citywide Street Striping and Lane Improvements Estimated carryover FY 20/21 \$286,153 FY 21/22 request \$300,000	Maintenance Project	586,153	586,153
2022-5	Jefferson Street Interchange Project @ I-10 Estimated carryover FY 20/21 \$112,544	Interchange Project	312,500	112,544
2022-6	Triple Left Turns at Washington and Fred Waring Estimated carryover FY 20/21 \$150,000	Street Improvement Project	500,000	150,000
2022-7	Citywide ADA Curb Ramp Modifications FY21/22 request \$50,000	Street Improvement Project	300,000	50,000
2022-8	Citywide Bridge Inspection & Repair Program Estimated carryover FY20/21 \$300,000 FY21/22 \$100,000	Maintenance Project	800,000	400,000
2022-9	San Pablo Improvements, Hwy 111 to Magnesia Falls ** Estimated carryover FY20/21 \$1,250,234	Street Improvement Project	19,000,000	1,250,234 (3,222,000)

2022-10	Bike Lane Striping aka Bikeway Roadway Improvements Estimated carryover FY 20/21 \$150,000	Street Improvement Project	450,000	150,000
2022-11	Haystack Road and Hwy 74 Intersection Modifications Estimated carryover FY20/21 \$50,000 FY 21/22 request \$250,000	Street Improvement Project	300,000	300,000
2022-12	Citywide Bikeway and Pedestrian Improvements Estimated carryover FY20/21 \$250,000 FY 21/22 request \$250,000	Street Improvement Project	2,000,000	500,000
2022-13	Local Safety Roadway**	Street Improvement Project	80,000	(72,000)
2022-14	Neighborhood Traffic Calming Program	Street Improvement Project	200,000	200,000
2022-15	Alessandro Improvements Phase II	Street Improvement Project	600,000	100,000
2022-16	Traffic Operations and Capacity Improvements Estimated carryover FY20/21 \$500,000 FY 21/22 request \$500,000	Street Improvement Project	100,000	1,000,000
2022-17	Haystack Road Improvements Project Estimated carryover FY20/21 \$150,000	Street Improvement Project	150,000	150,000
2022-18	Roadway Safety Improvements	Street Improvement Project	2,213,000	550,000
2022-19	White Stone Lane Street Improvements	Maintenance Project	80,000	80,000
TOTAL			\$ 114,066,653	\$ 11,587,829

** ATP Grant reimbursement of \$3.222M, and Caltrans reimbursement of \$72,000 are scheduled to be received in Fiscal Year 21/22.

FY 2022/23

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 6,403,674
 Estimated FY 2022/23 Measure A Allocation: 2,866,000
 Estimated Measure A Available for FY 2022/23 Projects: \$ 9,269,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2023-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	400,000
2023-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2023-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2023-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2023-6	Bike Lane Striping aka Bike Roadway Improvements	Street Improvement Project	150,000	150,000
2023-7	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2023-8	Market Place Drive and Cook Street Traffic Signal Improvements	Street Improvement Project	800,000	150,000
2023-9	Roadway Safety Improvements	Street Improvement Project	2,213,000	1,663,000
2023-10	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
		TOTAL	\$ 12,393,000	\$ 5,593,000

FY 2023/24

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 3,676,674
 Estimated FY 2023/24 Measure A Allocation: 2,895,000
 Estimated Measure A Available for FY 2023/24 Projects: \$ 6,571,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2024-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	400,000
2024-3	Citywide Street Striping and Lane Improvements	Maintenance Project	375,000	300,000
2024-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2024-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2024-6	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2023-7	Market Place Drive and Cook Street Traffic Signal Improvements	Street Improvement Project	800,000	650,000
2024-8	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
TOTAL			\$ 10,105,000	\$ 4,280,000

FY 2024/25

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 2,291,674
 Estimated FY 2024/25 Measure A Allocation: 2,924,000
 Estimated Measure A Available for FY 2024/25 Projects: \$ 5,215,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2025-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	500,000
2025-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2025-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2025-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2025-6	Bike Lane Striping aka Bike Roadway Improvements	Street Improvement Project	150,000	150,000
2025-7	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2025-8	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
TOTAL			\$ 9,380,000	\$ 3,880,000

FY 2025/26

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 1,335,674
 Estimated FY 2025/26 Measure A Allocation: 2,953,000
 Estimated Measure A Available for FY 2025/26 Projects: \$ 4,288,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 1,000,000
2026-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	500,000
2026-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2026-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2026-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2026-6	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2026-7	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
TOTAL			\$ 9,230,000	\$ 2,350,000

PROJECT STATUS REPORT FY 2020/21

Agency: PALM DESERT
 Prepared by: BERTHA A GONZALEZ
 Phone #: 760-346-0611
 Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-1	Portola Interchange at I-10 Estimated carryover	Interchange Project	\$ 79,800,000	\$ 50,021	Sept 2021	In design
2021-3	Street Resurfacing Program	Maintenance Project	4,700,000	1,623,441	Sept 2021	In design
2021-4	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	600,000	424,963	October 2021	Construction awarded, NTP July, 2021
2021-5	Citywide Street Striping and Lane Improvements	Maintenance Project	812,964	312,060	October 2021	Construction 75% complete
2021-6	Jefferson Street Interchange Project @ I-10	Interchange Project	312,500		TBD - Indio	
2021-7	Triple Left Turns at Washington and Fred Waring	Street Improvement Project	500,000	16,296	December 2021	Construction 90% complete
2021-8	Citywide ADA Curb Ramp Modifications	Maintenance Project	200,043	28,838	August 2021	In design
2021-9	Citywide Bridge Inspection & Repair Program	Maintenance Project	400,000	-	Nov 2021	Design contract awarded 4/22/21.
2021-10	San Pablo Improvements, Hwy 111 to Magnesia Falls	Street Improvement Project	19,000,000	5,640,069	July 2021	Phase 1 (Hwy 111 to Fred Waring Drive) completed November 2020; Phase 2 (Fred Waring Drive to Magnesia Falls Drive) construction 48% complete
2021-11	Bikeway Roadway Improvements	Street Improvement Project	450,000	-		Design contract awarded 4/22/21

2021-12	Local Roadway Safety Plan	Street Improvement Project	80,000	79,961	July 2021	COMPLETED; waiting on reimbursement
2021-13	Haystack Road and Hwy 74 Intersection Modification	Street Improvement Project	300,000	-	2022	Design contract awarded 4/1/21
2021-14	On Street ADA Parking Improvements	Maintenance Project	50,000	-		CANCELLED
2021-15	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	49,750		Design contract awarded 3/8/21
2021-16	Haystack Road Improvements Project	Street Improvement Project	150,000	-	2022	Design contract to be submitted for approval 5/13/21
2021-17	Traffic Operations and Capacity Improvements	Street Improvement Project	500,000	-		Design contract awarded 4/22/21
		TOTAL	\$ 109,855,507	\$ 8,225,399		



MEASURE A LOCAL STREETS AND ROADS

CITY OF PALM SPRINGS

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City of Palm Springs

Engineering Services Department

3200 East Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 322-8380 • Fax: (760) 323-8207 • Web: www.palmspringsca.gov

May 3, 2021

Ms. Martha Masters
Senior Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-22083

**RE: Measure "A" Local Street & Road Program
City of Palm Springs Annual Five-Year Measure "A" CIP (FY 2021/22 - 2025/26)**

Dear Ms. Masters:

Enclosed, at RCTC's request, is the City of Palm Springs' Maintenance of Effort (MOE) Certification Statement, Project Status Report for CIP Projects in FY 2020/22, and proposed Local Measure "A" Five-Year CIP Plan for fiscal year 2021/2022 through 2025/2026. The City participates in the MSHCP and TUMF programs as required to participate in the Measure "A" Program.

The following projects were completed, are to be completed or did not use Measure A funds and have been removed from the 5-year CIP.

- 1) 2021-02 Bridge Repairs
- 2) 2021-08 Curb & Gutter Repair
- 3) 2021-09 Bogert Trail Bridge Rehabilitation
- 4) 2021-18 Indian Canyon Pedestrian/Bicycle
- 5) 2021-17 Jefferson Street/I-10 Interchange
- 6) 2021-19 TI Oversight Services

The following projects were added to FY 19-20 and are to be completed this year. Please consider this as a request for Amendment 2 of the FY-19-20 CIP.

- 7) 2021-20 Tahquitz/Civic Traffic Signal
- 8) 2021-21 Traffic Signal Improvements Management of Cycle 7 project

If you have any questions, please call me at (760) 323-8253 ext. 8339.

Sincerely,

Joel Montalvo, MPA, PE
City Engineer

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Palm Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,498,732, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 29, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: PALM SPRINGS
 Prepared by: Joel Montalvo
 Phone #: 760-322-8339
 Date: 4/27/2021

Estimated Prior Year Measure A Balance: \$ 1,229,859
Estimated FY 2022/23 Measure A Allocation: 2,535,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 3,764,859

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2023-02	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	1,024,780
2023-03	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	346,044
2023-04	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2023-05	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2023-06	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	-
2023-07	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	-
2023-08	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	167,806
2023-09	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	116,664
2023-10	Traffic Operations Center	Traffic Improvements	500,000	50,000
		TOTAL	\$ 181,201,000	\$ 3,130,294



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: PALM SPRINGS
 Prepared by: Joel Montalvo
 Phone #: 760-322-8339
 Date: 4/27/2021

Estimated Prior Year Measure A Balance: \$ 634,565
Estimated FY 2023/24 Measure A Allocation: 2,560,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 3,194,565

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2024-02	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	213,940
2024-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2024-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2024-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2024-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	-
2024-07	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	41,953
		TOTAL	\$ 167,156,000	\$ 2,027,875



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: PALM SPRINGS
 Prepared by: Joel Montalvo
 Phone #: 760-322-8339
 Date: 4/27/2021

Estimated Prior Year Measure A Balance: \$ 1,166,690
Estimated FY 2024/25 Measure A Allocation: 2,586,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 3,752,690

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2025-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2025-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2025-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2025-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	1,012,160
		TOTAL	\$ 133,750,000	\$ 2,734,142



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: PALM SPRINGS
 Prepared by: Joel Montalvo
 Phone #: 760-322-8339
 Date: 4/27/2021

Estimated Prior Year Measure A Balance: \$ 1,018,548
Estimated FY 2025/26 Measure A Allocation: 2,612,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 3,630,548

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2026-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2026-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2026-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2026-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	1,012,160
		TOTAL	\$ 133,750,000	\$ 2,734,142



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: PALM SPRINGS
 Prepared by: Joel Montalvo
 Phone #: 760-322-8339
 Date: 4/27/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Slurry Seal - City Wide	Road Maintenance	1,156,004	\$ 1,156,004	6/15/2021	In progress
2021-02	Bridge Repairs - City Wide	Bridge Maintenance	100,000	-	not done	stopped this project
2021-03	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	20,000	12/1/2023	Construction Bidding Phase
2021-04	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	1,000	12/1/2022	Moving to Bidding Phase
2021-05	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	20,000	on-going	on-going
2021-06	Annual Asphalt Overlay	Road Maintenance	573,392	10,000	12/1/2021	delayed due to covid
2021-07	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,500	10,500	on-going	on-going
2021-08	Curb & Gutter Repair	Road Maintenance	50,000	-	not done	stopped this project



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

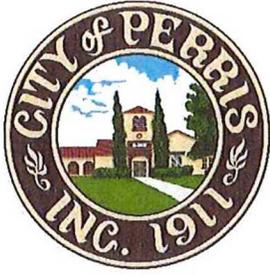
2021-09	Bogert Trail Bridge Rehabilitation (Year 5/5 of Monitoring)	Bridge Widening/Rehabilitati on	5,000,000	-	completed	completed
2021-10	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	2,000	12/1/2022	Right of Way
2021-11	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	8,000	12/1/2025	Design/R/W Phase
2021-12	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	20,000	12/1/2023	Design/R/W Phase
2021-13	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	10,000	12/1/2022	moving to bidding phase
2021-14	Tahquitz Creek Levee Certification	Road Maintenance	2,000,000	-	on-going	measure A not used
2021-15	Local Measure A Bond Payment	Road Maintenance	6,800,000	1,095,250	year 6	one more year
2021-16	Jefferson Street / I-10 Interchange	Expanded Freeway Interchange	50,000,000	-	completed	completed 2019
2021-17	Indian Canyon Pedestrian/Bicycle Enhancments	Pedestrian Improvements	5,316,842	155,000	completed	completed
2021-18	TI Oversight Services	Traffic Improvements	80,000	-	not done	stopped this project
2021-19	UPRR Wind Wall Design	Roadway Safety Improvements	100,000	27,367	9/30/2021	on-going
2021-20	Tahquitz/Civic Traffic Signal	Traffic Improvements	498,000	150,000	6/30/2021	to be completed 6-30-21
2021-21	Traffic Signal Improvements Cycle 7	Traffic Improvements	2,800,000	20,000	9/30/2021	to be completed
TOTAL			\$ 249,185,738	\$ 2,705,121		



MEASURE A LOCAL STREETS AND ROADS

CITY OF PERRIS

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CITY OF PERRIS

STUART E. MCKIBBIN, CONTRACT CITY ENGINEER

April 21, 2021

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502

Re: Measure "A" Local Streets and Roads CIP FY 2020/21 – 2025/26 Annual Reports

The City of Perris is providing the following documentation per your request:

1. City of Perris Five Year Capital Improvement Plan (CIP) FY 2021/22 – 2025/26;
2. Project Status Report for FY 2020/21 CIP Projects; and
3. Maintenance of Effort (MOE) Signed Certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

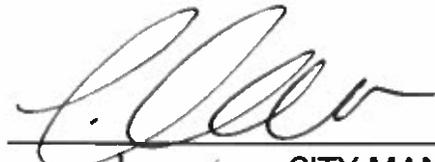
Stuart McKibbin
Contract City Engineer

CC: Clara Miramontes, Interim City Manager
Ernie Reyna, Finance Director

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

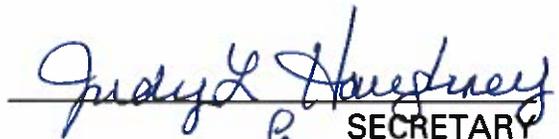
The undersigned agrees and certifies for the city of Perris (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,218,470, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/21, 2021



Interim CITY MANAGER

ATTEST:



SECRETARY

FY 2021/22

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

FY 2019/20 Audited Measure A Balance:	\$ 6,215,355
FY 2020/21 (Revised) Measure A Revenue:	2,032,000
Less: FY 2020/21 Project Status Report expenses:	<u>(25,000)</u>
Estimated Prior Year Measure A Balance:	8,222,355
Estimated FY 2021/22 Measure A Allocation:	<u>2,189,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 10,411,355

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,500,000	\$ 1,000,000
2022-02	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	13,669,000	532,770
2022-03	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	852
2022-04	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	13,950,000	100,000
2022-05	Unpaved Streets & Alleys	New Pavement	200,000	145,000
2022-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Pavement Rehab	2,000,000	1,990,000
2022-07	CDBG Citywide Sidewalk Improvements (Various City locations)	Pedestrian Improvements	691,000	300,000
2022-08	I-215 Maintenance	Pavement Maint Program	50,000	50,000
2022-09	Ramona Exwy Low Water Median (Redlands Avenue to Evans Rd)	Median Improvements	750,000	264,000
2022-10	ATP Redlands Avenue Bike and Ped Network	Pedestrian Improvements	2,250,000	100,000
2022-11	HSIP Traffic Signal & Road Safety Improvements	Traffic Signal Improvements	1,600,000	100,000
2022-12	HSIP Ramona Exwy Crosswalk Improvements	Pedestrian Improvements	500,000	100,000
TOTAL			\$ 37,260,000	\$ 4,682,622

FY 2022/23

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 5,728,733
 Estimated FY 2022/23 Measure A Allocation: 2,211,000
 Estimated Measure A Available for FY 2022/23 Projects: \$ 7,939,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 2,000,000	\$ 2,000,000
2023-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2023-03	Downtown Pavement Rehab (Various downtown City streets)	Pavement Maint Program	1,500,000	1,500,000
2023-04	Ramona Exwy Pavement Rehab (Webster Ave to Rider St) - Phase 2	Pavement Rehab	2,000,000	2,000,000
2023-05	CDBG Citywide Pedestrian Improvements (various City locations)	Pedestrian Improvements	600,000	150,000
2023-06	Redlands Ave Widening (Placentia Ave to Rider St)	Widening & Pavement Rehab	2,500,000	500,000
2023-07	ATP Redlands Avenue Bike and Ped Network	Pedestrian Improvements	2,250,000	150,000
2023-08	HSIP Traffic Signal & Road Safety Improvements	Traffic Signal Improvements	1,600,000	350,000
2023-09	HSIP Ramona Exwy Crosswalk Improvements	Pedestrian Improvements	500,000	100,000
		TOTAL	\$ 13,050,000	\$ 6,850,000

FY 2023/24

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 1,089,733
 Estimated FY 2023/24 Measure A Allocation: 2,233,000
 Estimated Measure A Available for FY 2023/24 Projects: \$ 3,322,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,000,000.00	\$ 1,000,000.00
2024-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2024-03	A Street Widening (4th Street to Nuevo Rd)	Widening & Pavement Rehab	2,000,000	1,000,000
		TOTAL	\$ 3,100,000	\$ 2,100,000

FY 2024/25

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 1,222,733
 Estimated FY 2024/25 Measure A Allocation: 2,255,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 3,477,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,500,000	\$ 1,500,000
2025-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2025-03	Perris Blvd Widening & Rehab (4th St to 11th St)	Widening & Pavement Rehab	5,000,000	1,000,000
		TOTAL	\$ 6,600,000	\$ 2,600,000

FY 2025/26

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 877,733
 Estimated FY 2025/26 Measure A Allocation: 2,278,000
 Estimated Measure A Available for FY 2025/26 Projects: \$ 3,155,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 2,500,000	\$ 2,500,000
2026-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
		TOTAL	\$ 2,600,000	\$ 2,600,000

PROJECT STATUS REPORT FY 2020/21

Agency: PERRIS
 Prepared by: B. Brophy
 Phone #: (951) 954-6504
 Date: 4/14/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,300,000	\$ -	On-Going	FY 20/21 Project Completed in Fall 2020 other transportation funds were utilized with the project
2021-02	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	13,669,000	554,581	2021	Construction underway
2021-03	Annual Citywide Pothole Repairs	Pavement Maint Program	15,000	-	On-Going	On-Going Program
2021-04	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	13,950,000	10,000	Project Complete	Project Complete in Fall of 2020
2021-05	Unpaved Streets & Alleys	New Pavement	200,000	2,500	2022	Preliminary Engineering
2021-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Pavement Rehab	2,000,000	2,500	2022	Preliminary Engineering
2021-07	CDBG Citywide Sidewalk Improvements (Various City locations)	Pavement Maint Program	691,000	-	2021	Project Advertised / Construction to start Summer 2021
2021-08	Ramona Exwy Low Water Median (Redlands Avenue to Evans Rd)	Median Improvements	750,000	10,000	2021	Finalizing Plans & Specs / Construction to start Summer 2021
		TOTAL	\$ 32,575,000	\$ 579,581		



MEASURE A LOCAL STREETS AND ROADS

CITY OF RANCHO MIRAGE

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May 3, 2021

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
Riverside County Regional Complex, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Re: FY 2022-2026 Measure “A” Local Streets and Roads Capital Improvement Plan

Dear Ms. Masters:

Attached are the Local Streets and Roads Program for Measure “A” Funds for FY 2022-2026, project status report for prior year Plan (FY 2020/2021) and the FY 2021/2022 Maintenance of Effort Certification Statement.

The City’s maintenance of effort for FY 2021/2022 is \$1,444,535.00, which exceeds our established maintenance of effort requirement of \$674,811. The City’s five-year Capital Improvement Program totals \$57,620,000 and identifies Measure “A” local funds for the five-year plan totaling \$4,432,245.00. The Measure A Fund Balance is projected to be \$1,343,823.00 as a result of the five-year program. The City currently carries a balance of approximately \$1,731,068.00 in the Measure “A” Local Fund account. Therefore, with current and projected future allocations, adequate funds appear to be available for the plan.

Attached is the City’s status report for our prior year Plan FYE June 30, 2021.

Please feel free to call me at (760) 770-3224 if you have any questions.

Sincerely,

Ryan Stendell
Director of Public Works

Enclosures: FY 2021/2022 MOE Certification Statement
Project Status Report FY 2020/2021
Measure “A” FY 2022-2026 Capital Improvement Plan

ADMINISTRATION Tel. 1.760.324.4511 Fax. 1.760.324.8830	DEVELOPMENT SERVICES Tel. 1.760.328.2266 Fax. 1.760.324.9851	FINANCE Tel. 1.760.770.3207 Fax. 1.760.324.0528	HOUSING Tel. 1.760.770.3210 Fax. 1.760.324.1617	PUBLIC LIBRARY Tel. 1.760.341.7323 Fax. 1.760.341.5213	PUBLIC WORKS Tel. 1.760.770.3224 Fax. 1.760.770.3261
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FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Rancho Mirage (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$674,811, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: _____ May 3, 2021

DocuSigned by:
Isaiak Hagerman
055E16967E6E433...
CITY MANAGER

ATTEST: DocuSigned by:
Kristie Ramos
E9AFF02060774E7
SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance:	\$	1,896,468
FY 2020/21 (Revised) Measure A Revenue:		961,000
Less: FY 2020/21 Project Status Report expenses:		<u>(1,126,400)</u>
Estimated Prior Year Measure A Balance:		1,731,068
Estimated FY 2021/22 Measure A Allocation:		<u>989,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	2,720,068

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 935,000	\$ 935,000
2022-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	393,610
		TOTAL	\$ 53,735,000	\$ 1,328,610



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,391,458
Estimated FY 2022/23 Measure A Allocation: 999,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,390,458

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 935,000	\$ 935,000
2023-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	207,050
		TOTAL	\$ 53,735,000	\$ 1,142,050



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,248,408
Estimated FY 2023/24 Measure A Allocation: 1,009,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,257,408

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 950,000	\$ 950,000
2024-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	11,585
		TOTAL	\$ 53,750,000	\$ 961,585



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,295,823
Estimated FY 2024/25 Measure A Allocation: 1,019,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,314,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 1,000,000	\$ 1,000,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,314,823
Estimated FY 2025/26 Measure A Allocation: 1,029,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,343,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 1,000,000	\$ 1,000,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: RANCHO MIRAGE
 Prepared by: Ryan Stendell
 Phone #: 760.770.3224
 Date: 5/3/2021

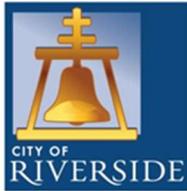
Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 1,068,000	\$ 1,068,168	Estimated Completion 6/30/2021	Construction Phase
2021-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	58,232	Estimated Completion 2024	PS&E Phase
TOTAL			\$ 53,868,000	\$ 1,126,400		



MEASURE A LOCAL STREETS AND ROADS

CITY OF RIVERSIDE

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City of Arts & Innovation

April 14, 2021

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Attn.: Martha Masters, Senior Management Analyst, Planning and Programming

Subject: Measure A Maintenance of Effort, CIP and Project Status Report

Enclosed are the City of Riverside's FY 2021/22 Maintenance of Effort Certification Statement, Measure A Local Funds Capital Improvement Program for FY 2021/22 through FY 2025/26 and a status report for FY 2020/21.

If you have any questions, please contact Bobby Hilo at (951) 826-2406 or bhilo@riversideca.gov.

Sincerely,

Kris Martinez
Public Works Director

Attachments

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Riverside (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$12,449,203, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/26/2021, 2021



CITY MANAGER

Approved as to form:

By: 
Ruthann M. Salera
Deputy City Attorney

ATTEST:



CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

FY 2019/20 Audited Measure A Balance:	\$ 23,564,145
FY 2020/21 (Revised) Measure A Revenue:	7,921,000
Less: FY 2020/21 Project Status Report expenses:	<u>(8,125,322)</u>
Estimated Prior Year Measure A Balance:	23,359,823
Estimated FY 2021/22 Measure A Allocation:	<u>7,854,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 31,213,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Canyon Crest Widening -Via Vista/Country Club	Street Widening	\$ 6,105,000	\$ -
2022-02	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing Improvements	1,257,000	1,000,000
2022-03	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293,000	1,000,000
2022-04	Indiana Widening @ Pierce	Street Widening and Improvements	1,115,000	-
2022-05	Jurupa Extension - Rutland to Crest	New Street Construction	300,000	-
2022-06	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,174,000	-
2022-07	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331,000	1,500,000
2022-08	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,000,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2022-09	Market Street Bridge Replacement	Bridge Replacement	2,635,000	1,700,000
2022-10	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	785,400	656,400
2022-11	Mission Blvd Bridge Replacement	Bridge Replacement	2,363,883	1,500,000
2022-12	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457,000	500,000
2022-13	Paving Projects COP - Debt Service**	Street Paving	2,999,490	2,999,490
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.				
2022-14	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020,000	1,000,000
2022-15	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UP Railroads	6,937,000	3,000,000
2022-16	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288,000	1,000,000
2022-17	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184,000	100,000
2022-18	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,633,000	-
2022-19	Van Buren Widening - Washington to Wood	Street Widening	453,478	-
2022-20	Arterial Interconnections	Signal Coordinations	40,000	40,000
2022-21	Traffic Signal Revisions	Signal Modifications	2,804,000	100,000
2022-22	New Traffic Signals	New Traffic Signals	250,000	250,000
2022-23	University - Chicago to Campus	Signal Coordination	50,000	-



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2022-24	Transportation Planning	Engineering Planning	50,000	50,000
2022-25	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2022-26	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2022-27	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2022-28	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2022-29	Traffic Management Center	Signal Coordination	50,000	50,000
2022-30	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2022-31	Traffic Planning/Investigations	Traffic Engineering	300,000	300,000
2022-32	Active Transportation Master Plan	Traffic Engineering	200,000	-
2022-33	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,120,000	-
2022-34	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917,000	-
2022-35	3rd/BNSF RR Xing Improvements	Railroad	973,505	100,000
2022-36	Open Street Plans	Street Maintenance	75,000	25,000
2022-37	Local Road Safety Plan	Transportation	100,000	25,000
2022-38	Traffic Signal and Pole Replacement & Relocation	Transportation	750,000	750,000
2022-39	Traffic Signal Emergency Vehicle Replacement	Transportation	10,000	10,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2022-40	Third Street/BNSF Grade Separation	Grade Separation - Third @ BNSF	1,000,000	250,000
2022-41	Iowa Widening-MLK University	Street Widening	5,132,074	200,000
2022-42	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	150,000	100,000
2022-43	Battery Backup and Battery System Installation	Transportation	600,000	500,000
		TOTAL	\$ 157,552,830	\$ 20,955,890



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 10,257,933
Estimated FY 2022/23 Measure A Allocation: 7,933,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 18,190,933

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020,000	\$ 804,000
2023-02	Transportation Planning	Engineering Planning	50,000	50,000
2023-03	Pavement Management Program	Ongoing Annual Expenditure	125,000	-
2023-04	Traffic Planning/Investigations	Traffic Engineering	300,000	300,000
2023-05	Paving Projects COP - Debt Service	Street Paving	3,000,740	3,000,740
2023-06	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2023-07	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	800,000
2023-08	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	793,300	663,000
2023-09	Market Street Bridge Replacement	Bridge Replacment	2,635,000	850,000
2023-10	Traffic Signal Revisions	Signal Modification	100,000	100,000
2023-11	Arterial Interconnections	Signal Coordinations	40,000	40,000
2023-12	Traffic Management Center	Signal Coordinations	50,000	50,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2023-13	New Traffic Signals	New Traffic Signals	250,000	250,000
2023-14	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2023-15	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2023-16	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2023-17	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2023-18	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2023-19	Battery Backup and Battery System Installation	Transportation	600,000	100,000
2023-20	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		TOTAL	\$ 15,832,040	\$ 9,642,740



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 8,548,193
Estimated FY 2023/24 Measure A Allocation: 8,012,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 16,560,193

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2024-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2024-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2024-04	Paving Projects COP - Debt Service	Street Paving	2,997,740	2,997,740
2024-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2024-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2024-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	801,200	669,600
2024-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2024-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2024-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2024-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2024-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2024-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2024-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2024-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2024-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2024-18	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2024-19	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
TOTAL			\$ 11,216,940	\$ 6,917,340



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 9,642,853
Estimated FY 2024/25 Measure A Allocation: 8,092,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 17,734,853

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2025-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2025-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2025-04	Paving Projects COP - Debt Service	Street Paving	3,004,380	3,004,380
2025-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2025-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2025-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	809,200	676,300
2025-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2025-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2025-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2025-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2025-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2025-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2025-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2025-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2025-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2025-17	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2025-18	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		TOTAL	\$ 11,231,580	\$ 6,930,680



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 10,804,173
Estimated FY 2025/26 Measure A Allocation: 8,173,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 18,977,173

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2026-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2026-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2026-04	Paving Projects COP - Debt Service	Street Paving	2,998,770	2,998,770
2026-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2026-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2026-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	817,300	683,063
2026-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2026-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2026-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2026-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2026-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2026-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2026-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2026-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2026-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2026-17	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2026-18	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		TOTAL	\$ 11,234,070	\$ 6,931,833



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: RIVERSIDE
 Prepared by: Bobby Hilo
 Phone #: 951-826-2406
 Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Arlington Ave - Fairhaven to West City Limit	Traffic Safety Improvements	\$ 897,000	\$ -		Completed
2021-02	Canyon Crest Widening -Via Vista/Country Club	Street Widening	6,105,000	-	Unknown	On Hold
2021-03	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing Improvements	1,257,000	215,000	6/30/2021	In the environmental review stage
2021-04	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293,000	5,000	12/31/2021	Caltrans approved 12/31/2020
2021-05	Indiana Widening @ Pierce	Street Widening and Improvements	1,115,000	-	12/31/2021	Project is complete. Pending billing from school district.
2021-06	Jurupa Extension - Rutland to Crest	New Street Construction	300,000	-	12/31/2021	Pending environmental clearance and developer construction schedule.
2021-07	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,197,673	-	12/31/2021	Construction complete. Required environmental mitigation still underway. Measure A funding are zero.
2021-08	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331,000	2,000,000	12/31/2021	In Construction
2021-09	Major Street Rehabilitation	Street Resurfacing	2,400,000	1,250,000		Ongoing annual expenditure. Includes City share for County administered project. Project may be put on hold due to funding being frozen.
2021-10	Market Street Bridge Replacement	Bridge Replacement	2,635,000	15,000	6/30/2024	
2021-11	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	2,515,185	90,000		Ongoing project management.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2021-12	Mission Blvd Bridge Replacement	Bridge Replacement	2,363,883	20,000	7/31/2023	City share for County administered project. Project may be put on hold due to funding being frozen.
2021-13	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457,000	10,000	6/30/2022	Project being constructed in phases.
2021-14	Paving Projects COP - Debt Service**	Street Paving	3,000,740	3,000,740		Annual debt service.
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.						
2021-15	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020,000	-	12/31/2023	Design in progress.
2021-16	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UPRR Railroads	6,937,000	32,000	12/31/2021	Design in progress.
2021-17	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288,000	50,000	7/31/2022	Design in progress.
2021-18	RR Grade Separation - Iowa Avenue	Grade Separation - Iowa @ UPRR	32,227,000	-		Construction complete.
2021-19	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184,000	-	12/31/2021	Construction complete. Project close out in process. Remnant properties still being settled
2021-20	RR Grade Separation - Streeter Avenue	Grade Separation - Streeter @ UPRR	33,350,266	-		Construction complete.
2021-21	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,431,705	15,000	12/31/2021	Construction complete. Project close out in process. Remnant properties still being settled
2021-22	Van Buren Widening - Washington to Wood	Street Widening	453,478	1,000	12/31/2021	City share for County administered project. On hold pending County identifying additional funding for right-of-way.
2021-23	Arterial Interconnections	Signal Coordinations	130,000	10,000		Ongoing annual expenditure.
2021-25	Traffic Signal Revisions	Signal Modifications	2,804,000	86,825		Ongoing annual expenditure.
2021-26	New Traffic Signals	New Traffic Signals	306,465	250,000		Ongoing annual expenditure.
2021-27	University - Chicago to Campus	Signal Coordination	50,000	-		On hold pending additional funding.
2021-28	Transportation Planning	Engineering Planning	93,200	55,000		Ongoing annual expenditure.



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2021-29	Pavement Management Program	Ongoing Annual Expenditure	125,000	80,228		Ongoing annual expenditure.
2021-30	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	80,000		Ongoing annual expenditure.
2021-31	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	17,000		Ongoing annual expenditure.
2021-32	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	22,889	22,889		Ongoing annual expenditure.
2021-33	Traffic Management Center	Signal Coordination	50,000	50,000		Ongoing annual expenditure.
2021-34	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	36,557	30,800		Ongoing annual expenditure.
2021-35	Traffic Planning/Investigations	Traffic Engineering	399,095	125,000		Ongoing annual expenditure.
2021-37	Active Transportation Master Plan	Traffic Engineering	200,000			Ongoing annual expenditure.
2021-38	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,119,800	-	6/30/2022	Project currently in RFA process and expected to be completed in FY 20/21.
2021-39	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917,000	124,840	12/31/2021	Construction complete. Project close out in process. Remnant properties still being settled
2021-40	3rd/BNSF RR Xing Improvements	Railroad	973,505	-		Ongoing
2021-41	Spruce/BNSF RR Xing Improvements	Railroad	875,543	-	6/30/2020	Project Complete
2021-42	Open Street Plans	Street Maintenance	75,000	4,000	6/30/2022	On hold with current COVID restrictions
2021-43	Local Road Safety Plan	Transportation	128,000	-		Ongoing annual expenditure.
2021-44	Traffic Signal Battery Backup Maintenance	Transportation	50,000	-		Has become a larger project with Backup Systems being replaced
2021-45	Jacokson and Indiana RT Turn Lane	Transportation	75,000	-		Completed
2021-46	Traffic Signal and Pole Replacement & Relocation	Transportation	250,000	-		Ongoing annual expenditure.
2021-47	Traffic Signal Emergency Vehicle Replacement	Transportation	10,000	10,000		Ongoing annual expenditure.
2021-48	Third Street/BNSF Grade Separation	Transportation	55,500,000	-	12/31/2024	Design in progress.
2021-49	Iowa Widening-MLK University	Transportation	5,132,074	400,000	6/30/2022	Design in progress.
2021-50	Railroad Quiet Zone Maintenance	Transportation	150,000	75,000		Ongoing Annual Maintenance
TOTAL			\$ 280,322,059	\$ 8,125,322		



MEASURE A LOCAL STREETS AND ROADS

CITY OF SAN JACINTO

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April 28, 2021

Alonso Ledezma
Mayor

Crystal Ruiz
Mayor Pro Tem

Phil Ayala
Councilmember

Brian Hawkins
Councilmember

Joel Lopez
Councilmember

Robert Johnson
City Manager

Theresa Trevino
Chief Financial Officer
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

RE: 2021-2026 Measure "A" Improvement Plan and 2020/21 Status Report

SENT VIA ELECTRONIC MAIL TO MMASTERS@RCTC.ORG

Dear Ms. Trevino,

Enclosed please find the City of San Jacinto's proposed 5-year capital improvement plan. Also enclosed is a status report of the currently adopted 5-year plan and the MOE certification.

Thank you for your time and attention to this matter. Please call me at (951) 487-7330 Ext. 389 or Stuart McKibbin, City Engineer at (951) 654-3592 if you have any questions or require additional information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Farrah Jenner".

Farrah Jenner, CPA, CGMA
Finance Director

Cc: Martha Masters, Senior Management Analyst

SAN JACINTO: Nestled at the feet of the beautiful San Jacinto Mountains, San Jacinto, one of the oldest incorporated cities in Riverside County, is experiencing a unique renaissance as an attractive residential and growing retail location of some 48,000 residents. Offering fresh air and a fabulous year-round climate, this small town atmosphere spurs burgeoning business opportunities and long term potential within its 26 square miles. Residents often enjoy mountain biking, motorsports, and horseback riding, as well as, exercising along the San Jacinto River Watershed area and enjoying the entertainment provided by the Soboba Casino. San Jacinto is quickly becoming the region's next best spot to locate due to an abundance of available land and a progressive City Council that welcomes and supports new business ventures. San Jacinto is your next destination place ... #GoSanJacinto

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of San Jacinto (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$156,391, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/19, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

CITY OF

SAN JACINTO

FY 2021/22

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

FY 2019/20 Audited Measure A Balance:	\$ 3,390,953
FY 2020/21 (Revised) Measure A Revenue:	945,000
Less: FY 2020/21 Project Status Report expenses:	<u>(1,694,606)</u>
Estimated Prior Year Measure A Balance:	2,641,348
Estimated FY 2021/22 Measure A Allocation:	<u>982,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 3,623,348

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Citywide Slurry Seal and Grind and Overlay Program (CIP # 18-002)	Road Rehab	\$ 800,000.00	\$ 400,000
2022-02	Mountain Avenue Pavement Rehab - 7th Street to Esplanade Avenue (CIP # 12-008)	Pavement Rehab	660,000	270,000
2022-03	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2022-04	Esplanade Avenue Widening - Sanderson to Warren Road (CIP #06-145)	Road Widening per General Plan & TUMF Network	5,147,364	200,000
2022-05	Hewitt Street Rehab, minor widening, pavement and rehab, and storm drain improvements from Commonwealth Avenue to Park Avenue (City Limits) (CIP# 07-011)	Road Widening and Rehab, Bike Path Installation	1,650,000	256,000
2022-06	State Street Widening and Rehabilitation - Quandt Ranch Road to Gilman Springs Road (CIP # 21-002)	Road Widening and Rehab, Bike Path Installation	1,178,000	50,000
2022-07	San Jacinto Avenue Safety Improvements from Midway to Menlo Avenue (CIP # 21-005)	Safety Improvements	677,100	187,000
2022-08	Lyon Avenue Pedestrian Improvements (Pending SB 821 Grant Funds Award, we will be splitting this cost 50-50)	Bicycle and Pedestrian Facilities	638,000	319,000
2022-09	Warren Road Pavement Rehab and Widening Phase 1 - Ram. Exp. To Upperline Avenue	Road Widening and Pavement Rehabilitation	4,775,000	75,000
2022-10	Administrative Overhead	Administrative	78,560	78,560
		TOTAL	\$ 15,669,024	\$ 1,900,560



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 1,722,788
Estimated FY 2022/23 Measure A Allocation: 992,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 2,714,788

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Ramona Exp. Rehab - Sanderson to West City Limits	Pavement Rehab (Planning)	\$ 100,000	\$ 100,000
2023-02	Esplanade Ave. Widening Phase 2 - Sanderson to Palm (PA&ED)	Road Widening per General Plan & TUMF Network	170,000	85,000
2023-03	Esplanade Avenue Rehab - State to San Jacinto	Pavement Rehab	570,000	570,000
2023-04	State Street Rehab Phase 2 Flood Control Channel (Line E2) to Ramona Expressway	Pavement Rehab - Planning & Engineering	100,000	100,000
2023-05	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2023-06	Administrative Overhead	Administrative	79,360	79,360
		TOTAL	\$ 1,084,360	\$ 999,360



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 1,715,428
Estimated FY 2023/24 Measure A Allocation: 1,002,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,717,428

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Esplanade Avenue Widening Phase 2 - Sanderson to Palm (PA&ED)	Road Wideneing per GP and TUMF Network (Planning)	\$ 250,000	\$ 125,000
2024-02	Citywide Pavement Rehab/Slurry Seal Program	Pavement Rehab	500,000	250,000
2024-03	State Street Rehab Phase 3 Ramona Expressway to Quandt Ranch Road	Pavement Rehab	1,000,000	500,000
2024-04	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2025-05	Administrative Overhead	Administrative	80,160	80,160
		TOTAL	\$ 1,895,160	\$ 1,020,160



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 1,697,268
Estimated FY 2024/25 Measure A Allocation: 1,012,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,709,268

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Warren Road Pavement Rehab, Widening, and Minor Drainage Imp. - Upperline Avenue to Esplanade	Pavement Rehab	\$ 3,250,000	\$ 1,625,000
2025-02	Esplanade Ave. Widening Phase 2 - Sanderson to Palm Avenue	Road widening	250,000	125,000
2025-03	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2025-04	Administrative Overhead	Administrative	80,960	80,960
		TOTAL	\$ 3,645,960	\$ 1,895,960



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 813,308
Estimated FY 2025/26 Measure A Allocation: 1,022,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,835,308

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Citywide Pavement Rehab/Slurry Seal Program	Pavement Rehab	\$ 500,000	\$ 250,000
2026-02	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2026-03	Warren Road Pavement Rehab, Widening, and Minor Drainage Imp. - Upperline Avenue to Esplanade	Pavement Rehab	3,250,000	550,000
2026-04	Administrative Overhead	Administrative	81,760	81,760
		TOTAL	\$ 3,896,760	\$ 946,760



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: SAN JACINTO
 Prepared by: Stuart McKibbin
 Phone #: (951) 943-6504
 Date: 4/12/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Sanderson Avenue Safety Improvements from Ramona Expressway to Cottonwood Avenue (CIP #17-004)	Safety Improvements & Road Rehab	\$ 1,046,728.00	\$ 200,000.00	Jun-21	Completed - project close out by June 30, 2021.
2021-02	Citywide Slurry Seal and Grind and Overlay Program (CIP # 18-002)	Road Rehab	\$ 800,000.00	\$ -	Sep-21	Design complete. Cons in FY 21/22
2021-03	Mountain Avenue Pavement Rehab - 7th Street to Esplanade Avenue (CIP # 12-008)	Pavement Rehab	\$ 660,000.00	\$ -	Aug-22	Pending EMWD waterline install. Anticipated rehab in FY 21/22
2021-04	Traffic Control Devices/Studies	Traffic Safety	\$ 65,000.00	\$ -	Ongoing	Annual Ongoing Program
2021-05	Esplanade Avenue Widening - Sanderson to Warren Road (CIP #06-145)	Road Widening per General Plan & TUMF Network	\$ 5,147,364.00	\$ -	Dec-22	Env. Complete; 95% RW secured; design at 75%. Cons in FY 21/22



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

2021-06	Hewitt Street Rehab, minor widening, pavement and rehab, and storm drain improvements from Commonwealth Avenue to Park Avenue (City Limits) (CIP# 07-011)	Road Widening and Rehab, Bike Path Installation	\$ 1,650,000.00	\$ 610,000.00	Dec-21	UC - Completion by Dec. 2021
2021-07	Cawston Avenue Extension - Cottonwood Avenue to Ramona Expressway (CIP # 21-004)	Road Extension per General Plan and MCP	\$ 100,000.00	\$ -		Project on hold.
2021-08	Lyon Avenue Improvements (SJUSD Middle School #4) (CIP #20-006)	Road Widening per General Plan, Pedestrian Improvements	\$ 391,991.00	\$ -	Jul-21	Completed by SJUSD through coop. agreement.
2021-09	Ramona Expressway Rehabilitation Phase 1 - .55 miles west of Warren to Warren (CIP# 21-001)	Pavement Rehab	\$ 1,525,211.00	\$ 762,605.50	Jun-21	Cons by Riv. Co. Transp. Through coop agmt with City. Project UC
2021-10	San Jacinto Avenue Safety Improvements from Midway to Menlo Avenue (CIP # 21-005)	Safety Improvements	\$ 677,100.00	\$ 40,000.00	Mar-23	Planning and Environmental underway
2021-11	State Street Widening and Rehabilitation - Quandt Ranch Road to Gilman Springs Road (CIP # 21-002)	Road Widening and Rehab, Bike Path Installation	\$ 1,178,000.00	\$ 20,000.00	Oct-22	Planning and Environmental Underway
2021-12	Administrative Overhead	Administrative	\$ 62,000.00	\$ 62,000.00	Jun-22	Annual overhead
		TOTAL	\$ 13,303,394	\$ 1,694,606		

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MEASURE A LOCAL STREETS AND ROADS

CITY OF TEMECULA

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City of Temecula

41000 Main Street • Temecula, California 92590
Phone (951) 694-6411 • temeculaca.gov

May 5, 2021

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, California 92502

Re: FY2022-2026 Measure 'A' Local Streets and Roads Five-Year Capital Improvement Plan,
MOE Certification and Project Status Report

Dear Ms. Masters;

Please accept our submittal of the City of Temecula's Five-Year Capital Improvement Plan for Measure 'A' funds, including our Project Status Report. The City's Maintenance of Effort (MOE) Certification Statement is also enclosed for your review and approval.

All of the projects submitted are included in the City's Five-Year Capital Improvement Program, and Annual Operating Budget, scheduled for approval by City Council at their regular meeting of June 8, 2021. If any changes are incorporated subsequent to this meeting, a revised five-year plan will be submitted to you.

If you require any additional information, please contact me at (951) 506-5163.

Sincerely,

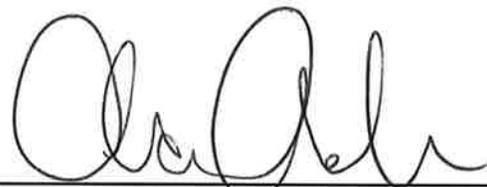
Patrick Thomas
Director of Public Works/City Engineer

cc: Jennifer Hennessy - Director of Finance
Rudy Graciano – Revenue Manager

FY 2021/22
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Temecula sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,431,799, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/6, 2021



Aaron Adams - CITY MANAGER

ATTEST:



Randi Johl - CITY CLERK



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

FY 2019/20 Audited Measure A Balance:	\$	7,741,676
FY 2020/21 (Revised) Measure A Revenue:		3,392,000
Less: FY 2020/21 Project Status Report expenses:		<u>(3,470,630)</u>
Estimated Prior Year Measure A Balance:		7,663,046
Estimated FY 2021/22 Measure A Allocation:		<u>3,195,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	10,858,046

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 13,337,025	\$ 7,295,564
2022-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		TOTAL	\$ 15,408,645	\$ 9,367,184



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862
Estimated FY 2022/23 Measure A Allocation: 3,227,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 4,717,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,424,466	\$ 1,155,380
2023-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		TOTAL	\$ 5,496,086	\$ 3,227,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862
Estimated FY 2023/24 Measure A Allocation: 3,259,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 4,749,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,501,848	\$ 1,187,380
2024-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		TOTAL	\$ 5,573,468	\$ 3,259,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862
Estimated FY 2024/25 Measure A Allocation: 3,292,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 4,782,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,581,137	\$ 1,220,380
2025-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		TOTAL	\$ 5,652,757	\$ 3,292,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862
Estimated FY 2025/26 Measure A Allocation: 3,325,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 4,815,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,664,352	\$ 1,256,380
2026-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		TOTAL	\$ 5,735,972	\$ 3,328,000



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: TEMECULA
 Prepared by: Julie Tarrant
 Phone #: 951-694-6463
 Date: 5/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 9,717,395	\$ 1,136,218	Annual pavement rehabilitation program	On-going annual projects
2021-02	Citywide Street Maintenance Program	Right of way maintenance and repairs ton include: striping/stenciling, PCC & AC Repairs, Street & ROW maintenance drainage facilities	3,520,878	2,190,812	Annual right of way maintenance	On-going right of way maintenance
2021-03	Pavement Rehabilitation Program - West Side Business Park Area	ADA Access Ramp Improvements	456,600	143,600	6/30/2021	Project is currently in construction and due to be completed by 6/30/21
TOTAL			\$ 13,694,874	\$ 3,470,630		

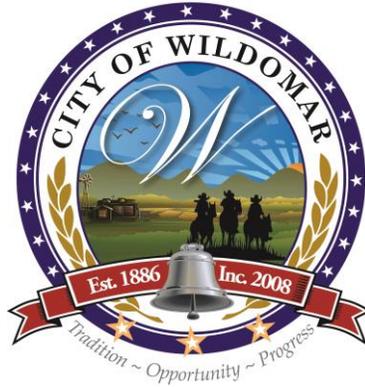


MEASURE A LOCAL STREETS AND ROADS

CITY OF WILDOMAR

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Dustin Nigg, Mayor, Dist. 2
Ben J. Benoit, Mayor Pro Tem, Dist. 4
Bridgette Moore, Council Member, Dist. 3
Joseph Morabito, Council Member, Dist. 3
Marsha Swanson, Council Member, Dist. 5



1

23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951.677.7751 Phone
951.698.1463 Fax
www.CityofWildomar.org

May 5, 2021

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Attn: Martha Masters

Subject: Measure A 5-Year CIP for FY 2021/22 – 2025/26

Dear Ms. Masters

Enclosed is the following:

1. Five Year CIP for FY 2021/22 – 2025/26
2. Project Status Report for FY 2020/21
3. The City is not submitting a MOE Certificate because our base is zero dollars

The City of Wildomar is continuing with the previously approved method to report our Measure A expenditures for CIP project administration, design and inspection activities that are required for each fiscal year as a single project. Funds used for construction will be listed as separate projects.

If you have any questions regarding this submittal please contact Warren Repke, Capital Projects Manager at wrepke@cityofwildomar.org or 714-336-6621.

Thank you.

Daniel A. York
Daniel A. York, PE, PLS
Assistant City Manager
Director of Public Works/City Engineer

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance:	\$ 86,651
FY 2020/21 (Revised) Measure A Revenue:	688,000
Less: FY 2020/21 Project Status Report expenses:	<u>(669,100)</u>
Estimated Prior Year Measure A Balance:	105,551
Estimated FY 2021/22 Measure A Allocation:	<u>703,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 808,551

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Public Works Cost Allocation	Interfund Transfer	\$ 56,240	\$ 56,240
2022-02	CIP Project Admin & Engineering	Admin/Engineering	690,000	484,600
2022-03	CIP Pavement Program	Construction	930,000	170,000
		TOTAL	\$ 1,676,240	\$ 710,840



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 97,711
Estimated FY 2022/23 Measure A Allocation: 710,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 807,711

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Public Works Allocation	Interfund Transfer	\$ 56,800	\$ 56,800
2023-02	CIP Proj. Admin. & Engineering	Admin/Engineering	710,000	331,508
2023-03	CIP Pavement Program	Construction	1,000,000	300,000
		TOTAL	\$ 1,766,800	\$ 688,308



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 119,403
Estimated FY 2023/24 Measure A Allocation: 717,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 836,403

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Public Works Cost Allocation	Interfund Transfer	\$ 57,360	\$ 57,360
2024-02	CIP Proj. Admin. & Engineering	Admin/Engineering	730,000	392,000
2024-03	CIP Pavement Program	Construction	1,000,000	300,000
		TOTAL	\$ 1,787,360	\$ 749,360



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 87,043
Estimated FY 2024/25 Measure A Allocation: 724,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 811,043

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Public Works Cost Allocation	Interfund Transfer	\$ 57,920	\$ 57,920
2025-02	CIP Proj. Admin. & Engineering	Admin/Engineering	752,000	356,000
2025-03	CIP Pavement Program	Construction	1,000,000	300,000
		TOTAL	\$ 1,809,920	\$ 713,920



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 97,123
Estimated FY 2025/26 Measure A Allocation: 731,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 828,123

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Public Works Cost Allocation	Interfund Transfer	\$ 58,400	\$ 58,400
2026-02	CIP Admin. & Engineering	Admin/Engineering	773,000	250,000
2026-03	CIP Pavement Program	Construction	1,000,000	300,000
		TOTAL	\$ 1,831,400	\$ 608,400



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: WILDOMAR
 Prepared by: Warren Repke
 Phone #: 951-677-7751
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Public Works Cost Allocation	Interfund Transfer	\$ 45,200	\$ 45,200	6/30/2021	Annual Program
2021-02	CIP Proj Admin & Engineering	Admin/Engineeing	750,000	558,200	6/30/2021	Annual Program
2021-03	CIP Pavement Program	Construction	653,242	-	Complete	
2021-04	Cip 42 Countdown Ped Heads	Construction	446,305	40,600	Complete	
2021-05	CIP 41 Guardrail Repair	Construction	276,161	25,100	Complete	
TOTAL			\$ 2,170,908	\$ 669,100		



MEASURE A LOCAL STREETS AND ROADS

COUNTY OF RIVERSIDE

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COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Transportation Department

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 S. Lemon St., Third floor
Riverside, CA 92501

May 3, 2021

RE: Measure A Local Streets and Roads Program

Dear Ms. Masters:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2022/2026. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2020/2021 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2021/2022 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

Mojahed Salama
Deputy Director of Transportation

AJM:
attachments

cc: Andrew Martin
Robert Brooks
Yolanda Gordon

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 1,816,406
FY 2020/21 (Revised) Measure A Revenue: 1,850,000
Less: FY 2020/21 Project Status Report expenses: (2,065,101)
Estimated Prior Year Measure A Balance: 1,601,305
Estimated FY 2021/22 Measure A Allocation: 1,805,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,406,305

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	\$ 1,212,000	\$ 400,000	4
2022-02	BUBBLING WELLS RD: Dillon Rd to Camino Campanero	Resurface AC paved road	1,572,000	1,000	4
2022-03	SLURRY SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	4,456,151	3,005,305	4
		TOTAL	\$ 7,240,151	\$ 3,406,305	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
 Estimated FY 2022/23 Measure A Allocation: 1,823,000
 Estimated Measure A Available for FY 2022/23 Projects: \$ 1,823,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u>					
2023-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 1,234,672	\$ 1,014,673	4
2023-02	CHIP SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Chip seal	2,503,560	808,327	4
		TOTAL	\$ 3,738,232	\$ 1,823,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: 1,841,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,841,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2023/24</u> 2024-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 2,870,000	\$ 1,841,000	4
		TOTAL	\$ 2,870,000	\$ 1,841,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2024/25 Measure A Allocation: 1,859,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,859,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2024/25</u> 2025-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	\$ 2,882,000	\$ 1,859,000	4
		TOTAL	\$ 2,882,000	\$ 1,859,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
 Estimated FY 2025/26 Measure A Allocation: 1,878,000
 Estimated Measure A Available for FY 2025/26 Projects: \$ 1,878,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2025/26</u>					
2026-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	\$ 2,995,000	\$ 1,878,000	4
		TOTAL	\$ 2,995,000	\$ 1,878,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: RIVERSIDE COUNTY-CV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	\$ 1,212,000	\$ 1,000	12/31/2021	Advertisement in June 2021	4
2021-02	SLURRY SEAL OF 4TH DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	2,174,517	1,020,000	8/25/2020	Complete	4
2021-03	AURORA RD: Langlois Rd to W'ly Langlois Rd .62mi	Resurface AC paved road	355,161	13,726	11/3/2020	Complete	4
2021-04	SLURRY SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	1,185,725	1,029,375	4/13/2021	Complete	4
2021-05	BUBBLING WELLS RD: Dillon Rd to Camino Campanero	Resurface AC paved road	1,572,000	1,000	6/30/2023	Design Phase	4
TOTAL			\$ 6,499,403	\$ 2,065,101			

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance:	\$	20
FY 2020/21 (Revised) Measure A Revenue:		180,000
Less: FY 2020/21 Project Status Report expenses:		<u>(282,020)</u>
Estimated Prior Year Measure A Balance:		(102,000)
Estimated FY 2021/22 Measure A Allocation:		<u>177,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$	75,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	CHIP SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Chip seal	\$ 2,448,000	\$ 75,000	4
		TOTAL	\$ 2,448,000	\$ 75,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
 Estimated FY 2022/23 Measure A Allocation: 179,000
 Estimated Measure A Available for FY 2022/23 Projects: \$ 179,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u> 2023-01	CHIP SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Chip seal	\$ 2,503,000	\$ 179,000	4
		TOTAL	\$ 2,503,000	\$ 179,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2023/24 Measure A Allocation: 181,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 181,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2023/24</u>					
2024-01	CHIP SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Chip seal	\$ 2,550,000	\$ 181,000	4
		TOTAL	\$ 2,550,000	\$ 181,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2024/25 Measure A Allocation: 183,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 183,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2024/25</u>					
2025-01	CHIP SEAL OF 4TH DISTRICT ROADS FY24/25 (Districtwide)	Chip Seal	\$ 2,575,000	\$ 183,000	4
		TOTAL	\$ 2,575,000	\$ 183,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -
Estimated FY 2025/26 Measure A Allocation: 185,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 185,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2025/26</u>					
2026-01	CHIP SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Chip Seal	\$ 2,600,000	\$ 185,000	4
		TOTAL	\$ 2,600,000	\$ 185,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: RIVERSIDE COUNTY-PVV
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	CHIP SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Chip seal	\$ 3,220,000	\$ 282,020	6/30/2021	Under Construction	4
		TOTAL	\$ 3,220,000	\$ 282,020			

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**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2021/22

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 4,953,780
FY 2020/21 (Revised) Measure A Revenue: 5,987,000
Less: FY 2020/21 Project Status Report expenses: (7,332,925)
Estimated Prior Year Measure A Balance: 3,607,855
Estimated FY 2021/22 Measure A Allocation: 5,948,000
Estimated Measure A Available for FY 2021/22 Projects: \$ 9,555,855

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	\$ 2,429,000	\$ 10,000	1
2022-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	96,000	10,000	2
2022-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	4,050,000	2,209,000	3
2022-04	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino Delos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
2022-05	Gilman Springs Rd, Phase 4A: SE'ly Alessandro 1.7mi to SE'ly Bridge St 1mi	Widen shoulders and add painted median	16,600,000	1,000	5
2022-06	SLURRY SEAL OF 1ST DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	2,861,000	2,379,000	1
2022-07	SLURRY SEAL OF 3RD DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	6,026,000	4,750,381	3
2022-08	SLURRY SEAL OF 5TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	445,000	130,267	4
		TOTAL	\$ 36,408,000	\$ 9,532,648	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2022/23

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207
Estimated FY 2022/23 Measure A Allocation: 6,007,000
Estimated Measure A Available for FY 2022/23 Projects: \$ 6,030,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u>					
2023-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 2,112,000	\$ 1,735,000	1
2023-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	1,755,000	1,442,000	2
2023-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	3,245,000	2,624,000	3
2023-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	700,000	163,000	5
2023-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		TOTAL	\$ 11,713,000	\$ 6,007,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2023/24

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207
 Estimated FY 2023/24 Measure A Allocation: 6,067,000
Estimated Measure A Available for FY 2023/24 Projects: \$ 6,090,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
2023/24					
2024-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 3,368,000	\$ 1,942,000	1
2024-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	446,000	350,000	2
2024-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	5,947,000	3,245,000	3
2024-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	701,000	487,000	5
2024-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		TOTAL	\$ 14,363,000	\$ 6,067,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2024/25

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207
Estimated FY 2024/25 Measure A Allocation: 6,128,000
Estimated Measure A Available for FY 2024/25 Projects: \$ 6,151,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
2024/25					
2025-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	\$ 3,435,360	\$ 1,961,526	1
2025-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	454,920	353,519	2
2025-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	6,065,940	3,278,059	3
2025-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	715,020	491,896	5
2025-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'Iy Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		TOTAL	\$ 14,572,240	\$ 6,128,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

FY 2025/26

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207
Estimated FY 2025/26 Measure A Allocation: 6,189,000
Estimated Measure A Available for FY 2025/26 Projects: \$ 6,212,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2025/26</u>					
2026-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	\$ 3,504,067	\$ 1,981,051	1
2026-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	464,018	357,038	2
2026-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	6,187,259	3,311,118	3
2026-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	729,320	496,793	5
2026-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		TOTAL	\$ 14,785,665	\$ 6,189,000	



**MEASURE A
LOCAL STREETS
AND ROADS PROGRAM**

PROJECT STATUS REPORT FY 2020/21

Agency: RIVERSIDE COUNTY-WESTERN
 Prepared by: Andrew Martin
 Phone #: 951-955-6841
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	\$ 1,791,339	\$ 978,861	3/30/2021	Complete	1
2021-02	SLURRY SEAL OF 1ST DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	2,429,000	2,000,000	8/31/2021	Under Construction	1
2021-03	SLURRY SEAL OF 2ND DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	404,480	106,351	3/30/2021	Complete	2
2021-04	SLURRY SEAL OF 2ND DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	96,000	10,000	8/31/2021	Under Construction	2
2021-05	SLURRY SEAL OF 3RD DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	1,541,782	177,289	3/30/2021	Complete	3
2021-06	SLURRY SEAL OF 3RD DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	4,050,000	1,000,000	8/31/2021	Under Construction	3
2021-08	SLURRY SEAL OF 5TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	1,132,480	789,725	4/13/2021	Complete	5
2021-09	Cajalco Rd: Brown St to Day St	Construct turning lanes and shoulder widening	8,490,000	100,000	8/31/2021	Pending NOC	1
2021-10	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	2,104,443	9/30/2026	Under Construction	3
2021-11	Gilman Springs Rd, Phase 4A: SE'ly Alessandro 1.7mi to SE'ly Bridge St 1mi	Widen shoulders and add painted median	16,600,000	66,256	12/31/2024	Ongoing PA&ED	5
TOTAL			\$ 40,436,081	\$ 7,332,925			

AGENDA ITEM 8U

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Michelle McCamish, Senior Management Analyst Brian Cunanan, Commuter and Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 Measure A Commuter Assistance Buspool Subsidy Funding Continuation Request

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND 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, 2021 to June 30, 2022, 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 2009 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 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.

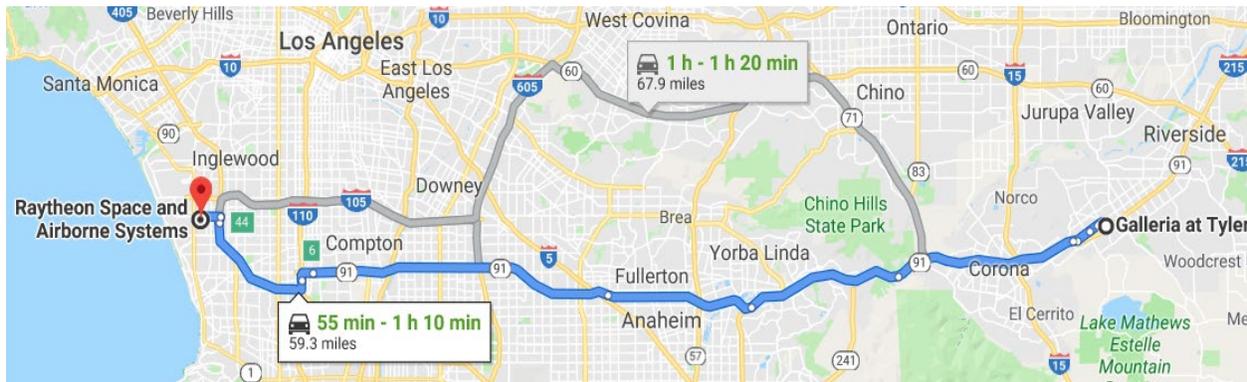


Figure 1: Riverside I Route

In reducing the number of vehicles on SR-91 during peak periods, the Riverside I buspool program is projected to save more than 16,000 commuter trips and over 965,000 miles of travel in Fiscal Year 2020/21. The benefits projected for FY 2020/21 by offering this subsidy are illustrated below:

Buspools	Average Riders/Month	Roundtrip Distance	Annual Miles Saved	Annual One-Way Trips Reduced
Riverside I	31	~121 mi	965,765	16,016

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 31 riders/month.

At this time, the continuation of the buspool subsidy continues to be 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 continue to take many precautions to safeguard their health. The bus, which is driving them every day, is used solely for their route. The riders are required to wear masks and 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 \$84,600 is included in the FY 2021/22 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 2021/22.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2021/22	Amount:	\$84,600
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:	<i>Theresa Trevino</i>			Date:	05/14/2021

Attachment: Riverside I Renewal Request

<i>Approved by the Western Riverside County Programs and Projects Committee on May 24, 2021</i>					
In Favor:	11	Abstain:	0	No:	0

Riverside / Corona Buspool

Kim L. Albin
Raytheon Technologies
2000 E. El Segundo Blvd.
Bldg. E01 Rm. B0131P MS. J140
El Segundo, CA 90245-4501
klalbin@rtx.com

May 12, 2020

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, 2021 to June 30, 2022 for the Riverside to El Segundo Commuter Buspool. As buspool coordinator, I manage this commuter service independently from any employer and contract service through Cee Peoples Tour, LLC.

Information on the buspool is available with rideshare programs at Raytheon Technologies, Boeing, Aerospace Corporation and the Los Angeles Air Force base. These employers provide buspool information to their employees through direct mailings, newsletter articles, and electronic messaging. In addition, the rideshare programs at these employers share buspool information with other local employee transportation coordinators in the El Segundo area. Operational information is provided below.

Monthly Rider Fare

Cee People Tours , LLC cost	\$ 330.00
\$2350 RCTC Subsidy offset	\$ (50.00)
Monthly rider fare	\$ 280.00

Raytheon Technologies and Boeing provide employees with a \$75 subsidy which lowers their out-of-pocket cost to \$205.

Daily Schedule

The buspool originates in Riverside at the Galleria at Tyler and makes one additional stop at the Corona Park & Ride on Grand Blvd. There are multiple drop-off points in El Segundo which are listed in the daily schedule on the following page.

Morning

DEPARTURES		
Stop	Time	Location
Riverside	4:10 am	Galleria Mall – corner of Magnolia and Tyler behind Wells Fargo
Corona	4:22 am	Park & Ride – 20 Grand Blvd, Across from Metro/RTA station (park by tree to the left of entrance)
ARRIVALS		
Stop 1	5:13 am	Nash St. at Pedestrian crossing
Stop 2	5:16 am	Gate 3 (Hughes Way) – Behind Boeing cafeteria
Stop 3	5:20 am	Corner of Mariposa and Continental
Stop 4	5:25 am	RTX South Campus – E01 Lobby A Bus Stop
Stop 5	5:30 am	Aerospace – El Segundo Blvd (just past Douglas St. bus stop)
Stop 6	5:33 am	El Segundo Blvd. & Aviation (just past bus stop)*if needed

Afternoon

DEPARTURES		
Stop	Time	Location
Stop 1	3:00 pm	Nash St. at Pedestrian crossing
Stop 2	3:04 pm	Gate 3 (Hughes Way) – Behind Boeing cafeteria
Stop 3	3:06 pm	Corner of Mariposa and Continental
Stop 4	3:12 pm	RTX South Campus – E01 Lobby A Bus Stop
Stop 5	3:18 pm	Aerospace – El Segundo Blvd (just past Douglas St. bus stop)
Stop 6	3:22 pm	El Segundo Blvd. & Aviation (just past bus stop)*if needed
ARRIVALS		
Corona	4:40 – 5:00 pm	Park & Ride – 20 Grand Blvd, Across from Metro/RTA station (park by tree to the left of entrance)
Riverside	4:55 – 5:15 pm	Galleria Mall – corner of Magnolia and Tyler behind Wells Fargo

Thank you for your continued support.

Sincerely,



Kim Albin
Riverside Bus pool Coordinator

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Sheldon Peterson, Rail Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2021/22 and Related Memorandum of Understanding

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve the Fiscal Year 2021/22 SCRRA operating and capital budget, which results in an operating subsidy of \$21,474,584 and capital subsidy of \$4,293,459 for the Commission; and
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 21-25-093-00 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. SCRRA is a joint powers authority (JPA) that is comprised of five member agencies. All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, no later than June 30, 2021. On May 7, 2021, SCRRA formally provided a transmittal letter (Attachment 1) with the proposed FY 2021/22 budget requirements for member agency consideration and adoption and anticipates adopting the final budget by June 25, 2021. As required by the provisions of the JPA, a separate Commission action to adopt the budget is required.

Metrolink Service Highlights

The following is a review of Metrolink's FY 2020/21 activities:

- Celebrated its 28th year of operations;
- Train schedules were reduced 30 percent beginning on March 26, 2020;

- Conducted COVID-19 Customer Survey that found that 85 percent of all riders are likely to return to Metrolink and that most riders self-identify as “Essential Workers;”
- 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;
- Awarded both an operations contract and a mini-bundled contract for Track and Signal Infrastructure Maintenance Support Services;
- Made available innovative fare options to incentivize telecommuting and other riders to ride the train including Kids Ride Free, Loyalty Program, and enhanced Corporate Partner Program toward health care industry; and
- Received delivery of all 40 Tier 4 locomotives.

Looking ahead to FY 2021/22, Metrolink intends to:

- Implement the Recovery Plan Framework to prioritize safety to protect employees and customers against the spread of COVID-19 while also providing a phased approach to recovery based on fluid circumstances;
- Implement a trial low-income fare to address equity issues;
- Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars; and
- Continue implementing the Positive Train Control (PTC) program system-wide in coordination with the freight railroads.

Metrolink’s Proposed FY 2021/22 Budget

The FY 2021/22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
 - Returning commuters
 - Assistance for low income riders
 - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations
- Continued updates and maintenance of PTC
- Grant funded efforts to reduce the number of trespasser injuries
- Additional new service on the Ventura Line
 - Service added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects
 - Improving processes to accelerate project delivery

The FY 2021/22 budget assumptions include:

Service

- Maintain 30 percent service reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review.
- Only added service is Ventura Line Saturday round trip

Revenue

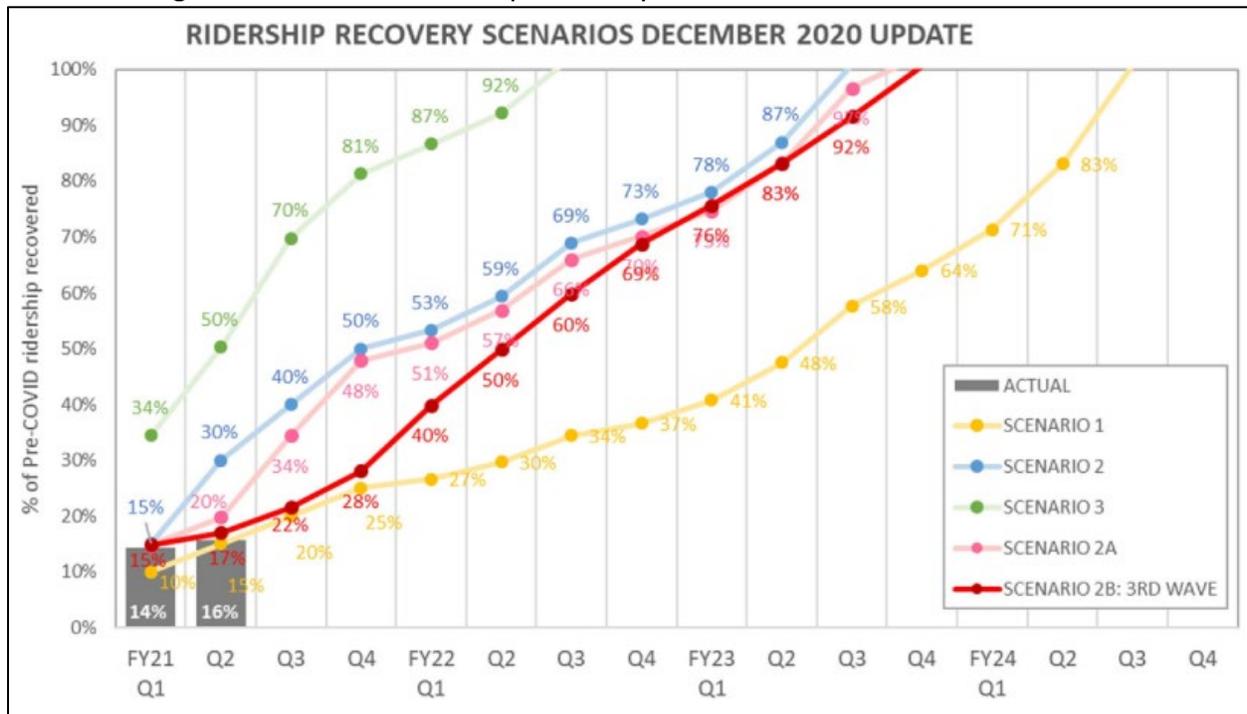
- Ridership Recovery Forecast Scenario 2B

Expense

- 3 percent merit pool for FY 2021/22
- No cost-of-living-adjustment for FY 2021/22
- Contractor increases only as mandated by agreements
- 1 new full-time equivalent headcount (Manager II - Cybersecurity)

Metrolink’s proposed total operating budget for FY 2021/22 is \$253.0 million and is based on forecasted ridership recovery using “Scenario 2B – Third Wave” as shown in Figure 1 below. Under this scenario, Metrolink forecasts that ridership will recover by FY 2022/23 in the 4th quarter. The five member agencies that comprise Metrolink are responsible for funding \$193.7 million. The Commission’s total operating obligation is \$21,474,584.

Figure 1: Metrolink Ridership Recovery Forecast “Scenario 2B – 3rd Wave”



Source: Metrolink Board Report, April 23, 2021

Metrolink’s proposed capital budget for FY 2020/21 anticipates \$90.4 million in rehabilitation and \$8.6 million in new capital. The Commission’s capital obligation for FY 2021/22 is \$4,226,859 in rehabilitation and \$66,600 in new capital for a total of \$4,293,459.

Metrolink’s budget excludes the Commission’s expenses for the nine RCTC-owned stations. These expenses are included in the Commission’s adoption of the FY 2021/22 budget and include station operations and maintenance, right of way, and other station capital projects.

Financial Impact

Staff recommends approval of Metrolink’s proposed FY 2021/22 budget which is consistent with the Commission’s FY 2021/22 Short Range Transit Plan.

The Commission’s total operating funding requirement for Metrolink services in FY 2021/22 is \$21,474,584. This will be funded with the following revenue sources as shown in the Table 1:

Table 1: FY 2021/22 Operating Subsidy by Revenue Source

Revenue Source	Amount
Federal Transit Administration (FTA) Coronavirus Aid, Relief, Economic Security (CARES)	\$ 10,300,000
Local Transportation Fund (LTF)	10,310,044
Low Carbon Transit Operations Program (LCTOP)	864,540
Total	\$ 21,474,584

The FTA CARES revenues represent the estimated balance of the Commission’s share of federal stimulus that SCRRRA will receive directly. Should deferred revenue (surplus) be available from the prior fiscal year, the LTF balance will be reduced accordingly. The Commission’s total capital obligation is \$4,293,459 and includes capital rehabilitation projects of \$4,226,859 that will be funded with a FTA Section 5337 grant and new capital expenses of \$66,600, which are not eligible for that grant type and will be covered with anticipated surplus from the prior year.

Staff also recommends that the Commission authorize the Executive Director to finalize and execute revised MOU No. 21-25-093-00 (Attachment 2) with SCRRRA regarding the use of the grant funds allocated in the SRTP and complying with federal subrecipient pass-through requirements.

Financial Information for SCRRRA Budget Subsidy					
In Fiscal Year Budget:	Yes N/A*	Year:	FY 2021/22 FY 2021/22	Amount:	\$15,468,043 \$10,300,000*
Source of Funds:	Operating: LTF Western County rail and LCTOP funds; *FTA CARES (direct to SCRRRA) Capital: FTA Section 5337 and prior year surplus			Budget Adjustment:	No N/A*
GL/Project Accounting No.:	254199/034198 86101 00000 0000 103 25 86101		\$ 11,174,584		
	254017 86102 00000 0000 103 25 86102		\$ 4,293,459		
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachments:

- 1) SCRRRA Transmittal Letter for FY 2021/22 Budget

2) Draft MOU No. 21-25-093-00 for FY 2021/22 SCRRA Funding

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 12 Abstain: 0 No: 0



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

MEMORANDUM

DATE: May 7, 2021

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Anne Mayer, *Executive Director, RCTC*
Philip A. Washington, *Chief Executive Officer, LA Metro*
Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Stephanie Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY2021-22 (FY22) Budget

On April 23, 2021, the SCRRA Board approved the transmission of the Proposed FY22 Budget for your consideration and adoption.

The Proposed FY22 Budget documentation, which was presented at the AFCOM Committee on April 9, 2021 and provided to the Metrolink Board on April 23, 2021 is attached for your review.

It includes:

- Board Item 12.B Approved at the Board of Director's Meeting on April 23, 2021
- Related attachments include:
 - Attachment A – Ridership Recovery Forecast Scenarios
 - Attachment B – Budget Summary Comparison FY21 vs FY22
 - Attachment C – Comparative Detailed Operating Statement
 - Attachment D – FY22 Proposed Budget by Member Agency
 - Attachment E – FY22 Proposed Budget by Line
 - Attachment F – Historical Actual and Budgeted Operating Statements
 - Attachment G – FY22 Proposed Rehabilitation Budget by Member Agency and Line
 - Attachment H – FY22 Proposed Rehabilitation Projects Detail list
 - Attachment I – FY22 Proposed New Capital Budgeted by Member Agency and Line
 - Attachment J – FY22 Proposed New Capital Projects Detail list
 - Attachment K – FY22 Proposed Capital Program Cash Flow

Also, included are the Four-Year Forecast for FY2023-FY26, and the Carryover of the Capital Program projects for FY22, both Rehabilitation and New Capital

- Attachment L – FY23 Forecast by Member Agency
- Attachment M – FY23 Forecast by Line
- Attachment N – FY24 Forecast by Member Agency
- Attachment O – FY24 Forecast by Line

- Attachment P – FY25 Forecast by Member Agency
- Attachment Q – FY25 Forecast by Line
- Attachment R – FY26 Forecast by Member Agency
- Attachment S – FY26 Forecast by Line
- Attachment T – FY23 through FY26 Forecast of Rehabilitation by Asset Category and Member Agency
- Attachment U – FY23 through FY26 Forecast of New Capital by Asset Category and Member Agency
- Attachment V – FY2021-22 Rehabilitation Carryover Projects
- Attachment W – FY2021-22 New Capital Carryover Projects

Next Steps

May – June 2021	Staff to present to Member Agencies' Committees, and Board Meetings as requested
June 11, 2021	FY22 Proposed Budget to AFCOM for Recommendation to Board for Adoption with Four-Year Forecast for Approval
June 25, 2021	Public Hearing FY22 Proposed Budget to Board for Adoption with Four-Year Forecast for Approval

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY21 and FY22 BUDGET SUMMARY COMPARISON**

FY22 Proposed Budget	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	59,359,297
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	253,033,710
Net Loss	(98,379,438)	(39,152,549)	(21,474,584)	(22,517,758)	(12,150,085)	(193,674,413)

FY21 Adopted Budget	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	43,500,280
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	260,507,784
Net Loss	(109,922,472)	(45,932,716)	(23,779,837)	(25,067,166)	(12,305,312)	(217,007,504)

Comparison: FY22 to FY21	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL	Variance (%)
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	15,859,016	36.46%
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	(7,474,075)	(2.87%)
Net Loss	11,543,035	6,780,168	2,305,253	2,549,408	155,227	23,333,091	(10.75%)

FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE

By Member Agency

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER¹</u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

By Line

<u>FY2022 PROPOSED REHABILITATION REQUEST</u>	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

¹“Other” are Grants directly to Metrolink

FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

By Member Agency

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER</u> ¹
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

By Line

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 ²	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

¹ "Other" are Grants directly to Metrolink

² Applied for Carl Moyer Grant – Grant Award in Oct/Nov

Agreement NO. 21-25-093-00**(DRAFT)**

**MEMORANDUM OF UNDERSTANDING NO. 21-25-093-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2021-22 ANNUAL FUNDING MOU**

This Amended and Restated Memorandum of Understanding is effective as of this ___ day of ___ 2021, 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) 2021-22 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 devices (TVD) 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.

- F. 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, TVD, and mechanical improvements.
- G. RCTC, at its June 9, 2021 meeting, approved RCTC's financial commitments to the SCRRA FY 2021-22 for operating costs and for 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.
- H. 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.
- I. 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.
- J. 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 collectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for such costs within 30 days of approval of an invoice.
- K. 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").
- L. 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

Obligation. SCRRA shall invoice BNSF for such costs. RCTC shall work with SCRRA to ensure that SCRRA is reimbursed by BNSF.

- M. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.
- N. The PARTIES intend that upon adoption of this MOU, the Interim MOU shall be superseded and have no further force or effect.

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 to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Twenty-One Million, Four Hundred Seventy-Four Thousand Five Hundred and Eighty-Four Dollars (\$21,474,584) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA. For this year, the balance of RCTC FTA CARES funds and any remaining Deferred Revenue will be applied to the subsidy request. RCTC will be reimbursed by FTA CMAQ funds for any remaining grant funds related to the Perris Valley Line.
- B. Program Four Million, Two Hundred Ninety-Three Thousand Four Hundred and Fifty-Nine dollars (\$4,293,459) in FTA Section 5337 funds to be drawn down directly by RCTC. Funds will reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU.
- C. 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.
- D. Prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.

- E. Comply with all requirements of the FTA Master Agreement, found at <http://www.fta.dot.gov/documents/21-Master.pdf> (“Master Agreement”).
- F. 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.
- G. 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 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.
- H. 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.
- I. 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. Notwithstanding any other provision of this MOU, RCTC may unilaterally terminate the obligation to provide security guard services under this MOU, and the related MOU provisions, upon 30-day written notice to SCRRA.
- J. 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).
- K. 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 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):
 - 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 FTA 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, 2022, identifying a surplus or deficit in FY 2020-21 RCTC allocations to the SCRRA for operating expenses including allocations made through the drawdown of CARES Act funding.
 - O. Obtain express written permission from RCTC prior to reallocating any unexpended/surplus FY 2021-22 RCTC operating funds
 - P. Return to RCTC any unexpended/surplus FY 2021-22 funds unless RCTC has provided written permission for reallocation or an agreement on rolling over funds to FY 2021-21 for operations
 - Q. Provide quarterly reports to RCTC summarizing FY 2021-22 actual data versus budget, to assist in the measurement of performance metrics.
 - R. Provide quarterly reports to RCTC summarizing operating expenses that will be reimbursed by RCTC allocated CARES Act grant funds.
 - S. 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.
 - T. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2021-22 on or prior to June 30, 2022 for budgeted or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2023, and (ii) final invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines of 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.
 - U. 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.
 - V. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
 - W. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
 - X. 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. Notwithstanding any other provision of this MOU, SCRRA may unilaterally terminate the security guard services provided under this MOU, and the related MOU provisions, upon 30-day written notice to RCTC.

- Y. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. The feeds captured within and near the station areas that are intended to monitor Communication Structures and other areas related to trains operations and equipment shall also be available. 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.
- Z. Maintain the 48 fibers provided by RCTC for SCRRA's use.
- AA. Be responsible for the maintenance of TVDs located at RCTC owned stations. Removal of any TVD from the designated station will require written notification to and approval from RCTC prior to work commencing.
- BB. 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.
- CC. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.
- DD. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.
- EE. 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 Twenty-One Million, Four Hundred Seventy-Four Thousand Five Hundred and Eighty-Four Dollars (\$21,474,584) for rail operations; Four Million, Two Hundred Ninety-Three Thousand Four Hundred and Fifty-Nine dollars (\$4,293,459) in FTA Section 5337 funds for capital projects. 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 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).
- 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.
- 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, but in no event later than seven (7) years from the date of the execution of this MOU. 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. Except as expressly stated herein, no amendment shall have any force or effect unless executed in writing by both PARTIES.
- D. Laws and Regulations: RCTC and SCRRA shall comply with all applicable federal, state, and local laws, statutes, 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.
- 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 3 rd 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.
- P. Incorporation of Recitals. The recitals set forth above are true and correct and incorporated into this MOU as if fully set forth herein.
- Q. Interim MOU. Upon its execution by both Parties, this MOU shall supersede the Interim MOU, and the Interim MOU shall have no further force or effect.
- Signatures: A manually signed copy of this MOU 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 MOU for all purposes. This MOU may be signed using an electronic signature.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

**SIGNATURE PAGE TO
MOU No. 21-25-093-00**

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 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

DRAFT

EXHIBIT A-SCRRRA BUDGET

RCTC's shares of SCRRRA's FY 2021-22 Budget, as approved by the SCRRRA Board of Directors in June 2021, are shown below:

Operating Budget:

RCTC Share	\$21,474,584
Net Subsidy	\$21,474,584

Note: RCTC intends to use FTA CARES and FY20 prior surplus to offset a portion of the amount above.

Capital Budget:

RCTC Share	\$4,293,459
Total	\$4,293,459

DRAFT

EXHIBIT B-INSURANCE CERTIFICATES

[attached behind this page]

DRAFT

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 9, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Jenny Chan, Planning and Programming Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 Transportation Development Act Article 3 (SB 821) Call for Projects – Project Recommendations

BUDGET AND IMPLEMENTATION COMMITTEE, TECHNICAL ADVISORY COMMITTEE, AND STAFF RECOMMENDATION:

This item is for the Commission to approve the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472.

BACKGROUND INFORMATION:

SB 821 is a discretionary program administered by the Commission to fund local bicycle and pedestrian projects. The program is funded through the Local Transportation Fund (LTF), a ¼ percent of the state sales tax. Each year, two percent of LTF revenues is set aside for the SB 821 program. On every odd-numbered year, the Commission conducts a competitive call for projects in which all local agencies within the county can submit applications. Eligible projects include construction of bicycle lanes, sidewalks, and Americans with Disabilities Act curb ramps, and the development of bicycle and pedestrian master plans. At its January 2021 meeting, the Commission adopted a series of policy changes for the program. The changes were implemented for this year’s Call for Projects, which opened on February 1, 2021 and closed on April 29, 2021.

The programming capacity for this cycle is \$4,325,000. As such, the FY 2021/22 Biennial Call for Projects Guidelines stipulate there be a maximum funding request per application of \$432,500 and maximum funding for each jurisdiction of \$865,000. One-on-one sessions to review and provide feedback on potential project applications were offered to all eligible agencies.

DISCUSSION:

The Commission received 35 project proposals from 20 different agencies, totaling \$9,760,010 in SB 821 funding requests. A summary of the applications submitted and related funding requests by geographic area is summarized in the table below.

Summary of Requests

	Coachella Valley	Western Riverside	Total
Projects Submitted	10	25	35
Total Funding Request	\$3,040,896	\$6,719,114	\$9,760,010

This year’s evaluation committee included staff from Caltrans District 8, Coachella Valley Association of Governments, the city of Indian Wells, Riverside Transit Agency, Western Riverside Council of Governments, and San Bernardino County Transportation Authority. On May 11, the evaluation committee met and scored the project applications based on the Commission’s adopted evaluation criteria as summarized below.

Evaluation Criteria

Factor	Maximum Points
Destinations Served	14
Safety	15
Multimodal Access	6
Matching Funds	10
Population Equity	5
Total Points	50

Staff and the Technical Advisory Committee recommend funding allocations for 15 projects that scored a 40 or above, totaling \$4,327,472. The city of Rancho Mirage submitted three applications with a total funding request of \$1,227,253. The three applications each received more than 40 points; however, funding all three projects exceeds the \$865,000 cap as stipulated in the guidelines. Staff offered two options to City staff: prioritize the three projects or adjust the funding request for each application. City staff opted to prioritize the Bob Hope Drive Access Ramp Retrofit project and the San Jacinto Drive Corridor Walkway and Sidewalk Improvements project. A summary of the recommended allocations is provided in the table below and a full list of projects is attached.

Summary of Recommended Allocations

	Coachella Valley	Western Riverside	Total
# of Recommended Projects	4	11	15
Total SB 821 Recommended Allocations	\$1,466,000	\$2,861,472	\$4,327,472
Recommended Allocations as a % of Total Allocations	34%	66%	100%

At the January 2020 meeting, the Commission utilized approximately \$1.6 million in reserve SB 821 funding and awarded an additional seven projects from the FY 2019/20 Call for Projects. As such, there is limited SB 821 reserve capacity to program more projects from the list despite the scores being very competitive. Staff will monitor mid-year LTF projections in January 2022 to determine if more funding is available to fund additional projects on the list.

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$1,900,000 \$2,427,472
Source of Funds:	Local Transportation Funds-SB 821		Budget Adjustment:	No N/A	
GL/Project Accounting No.:	601 62 86106				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachment: FY 2021/22 SB 821 Funding Recommendation

Approved by the Budget and Implementation Committee on May 24, 2021

In Favor: 10 Abstain: 0 No: 0

FY 21/22 SB 821 Call for Projects

Agency	Project Name	Total Project Cost	Requested Amount	Match Amount	Recommended Allocation	Score
Eastvale	Bicycle and Pedestrian Safety Enhancement on Citrus St, Sumner Ave and River Rd	\$902,453	\$432,500	\$469,953	\$432,500	47
Jurupa Valley	Pacific Avenue Pedestrian and Bicycle Improvements	\$729,760	\$364,880	\$364,880	\$364,880	46
Norco	Master Plan	\$160,000	\$96,000	\$64,000	\$96,000	45
Riverside	Riverside Citywide Pedestrian Crossing Improvements	\$325,000	\$162,500	\$162,500	\$162,500	44
Wildomar	Bundy Canyon Road Sidewalk and Bike Lane Connectivity	\$762,649	\$381,325	\$381,325	\$381,325	44
Wildomar	Palomar Street Sidewalk, Trail and Bike Lane Connectivity	\$1,283,619	\$432,500	\$851,119	\$432,500	44
Rancho Mirage	Class II Bicycle Lane Infill & Roadway Realignment	\$724,506	\$362,253	\$362,253	\$0	44
Rancho Mirage	Bob Hope Drive Access Ramps Retrofit	\$874,000	\$432,500	\$441,500	\$432,500	44
Menifee	Lazy Creek Park	\$176,761	\$88,381	\$88,381	\$88,381	43
Moreno Valley	FY 21/22 ADA Access Ramps Improvements	\$860,000	\$430,000	\$430,000	\$430,000	43
Rancho Mirage	San Jacinto Drive Corridor Walkway & Sidewalk Improvements	\$909,208	\$432,500	\$476,708	\$432,500	42
Riverside County	Carver Tract - PHASE 2, Bataan St., Lingyan Ave. & Luzon St. (Indio)	\$890,679	\$432,500	\$568,591	\$432,500	41
Menifee	Sun City Community - Pedestrian Project	\$367,771	\$183,886	\$183,886	\$183,886	41
Lake Elsinore	SB 821 Chaney Street Bicycle Lanes Improvement Project	\$79,000	\$39,500	\$39,500	\$39,500	40
Palm Springs	Racquet Club/Via Miraleste HAWK Signal	\$337,000	\$168,500	\$168,500	\$168,500	40
Riverside	Bryan St. and Cochran Ave. Sidewalk Improvements	\$500,000	\$250,000	\$250,000	\$250,000	40
		Total Recommended Allocation			\$4,327,472	
Lake Elsinore	SB 821 Downtown Sidewalk and Bicycle Improvement Project	\$431,965	\$215,983	\$215,983		39
Menifee	Bell Mountain Middle School	\$446,210	\$223,105	\$223,105		39
Lake Elsinore	SB 821 Lakeshore-Machado Sidewalk Improvement Project	\$416,565	\$208,283	\$208,283		39
Corona	FY21/22 Sidewalk Gap Closure	\$509,000	\$432,500	\$76,500		39
Hemet	State Street Sidewalk Improvements	\$330,933	\$248,200	\$82,733		38
Desert Hot Springs	Wardman Park / 8th Street Sidewalk and ADA Improvement Project	\$455,000	\$340,000	\$115,000		38
Palm Springs	Tamarisk Road Class III Bike Route	\$125,200	\$62,600	\$62,600		37
Jurupa Valley	Citywide Bicycle Facilities	\$267,354	\$213,854	\$53,500		37
La Quinta	Montero Sidewalk Improvements at Avenue 50 and Washington Street	\$284,000	\$142,000	\$142,000		37
Riverside County	Tolton Avenue Sidewalk Safety Improvement Project - Grant St. to Truman St (Corona)	\$385,967	\$273,667	\$112,300		37
Cathedral City	Ocotillo Park Sidewalk Gaps	\$465,000	\$280,000	\$185,000		36
Temecula	Pauba Road Sidewalk Improvements	\$726,657	\$432,500	\$294,157		36
Riverside County	Grand Avenue Sidewalk Safety Improvement Project - Alvarado Street to Withrow Elementary Sch	\$363,590	\$290,550	\$96,900		36
Corona	Downtown Corona Crosswalk Safety Enhancements	\$432,500	\$432,500	\$0		36
Corona	Bicycle Master Plan	\$432,500	\$432,500	\$0		36
San Jacinto	Lyon Avenue Pedestrian Improvements	\$638,000	\$319,000	\$319,000		36
Perris	Downtown Perris Class III Bike Lane Installation Project	\$119,133	\$105,000	\$14,133		35
Riverside	Riverside & UCR Cycling Safety Classes	\$30,000	\$30,000	\$0		32
Coachella	Frederick Street Pedestrian + Bicyclist Connectivity Project	\$554,347	\$388,043	\$166,304		25