



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, June 12, 2019
LOCATION: BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

COMMISSIONERS

Chair – Chuck Washington
Vice Chair – Ben J. Benoit
Second Vice Chair – Jan Harnik

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Jeff Hewitt, County of Riverside, District 5
Art Welch / Daniela Andrade, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Larry Smith / To Be Appointed, City of Calimesa
Randall Bonner / Jeremy Smith, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Megan Beaman Jacinto, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Russ Brown, City of Hemet
Dana Reed / To Be Appointed, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Chris Barajas, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Victoria Baca / Carla Thornton, City of Moreno Valley
Scott Vinton / Randon Lane, City of Murrieta
Berwin Hanna / Ted Hoffman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Jon R. Roberts, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Rusty Bailey / Andy Melendrez, City of Riverside
Andrew Kotyuk / Russ Utz, City of San Jacinto
Michael S. Naggar / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, June 12, 2019

BOARD ROOM

**County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside, CA**

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 at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, 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** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

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.*

6. **APPROVAL OF MINUTES – MAY 8, 2019**

7. **PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2019/20**

Page 1

Overview

This item is for the Commission to:

- 1) Receive input on the proposed budget for Fiscal Year 2019/20;
- 2) Close the public hearing on the proposed Budget for FY 2019/20;
- 3) Approve the salary schedule effective July 4, 2019, located in Appendix E of the proposed budget; and
- 4) Adopt the proposed Budget for FY 2019/20.

8. **PUBLIC HEARING – AMENDED AND RESTATED ORDINANCE OF RIVERSIDE COUNTY TRANSPORTATION COMMISSION RELATING TO THE ADMINISTRATION OF TOLLS AND THE ENFORCEMENT OF TOLL VIOLATIONS FOR THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION EXPRESS LANES**

Page 4

Overview

This item is for the Commission to:

- 1) Conduct a public hearing; and
- 2) Adopt Ordinance No. 19-001, *“An Amended and Restated Ordinance of the Riverside County Transportation Commission Relating to the Administration of Tolls and the Enforcement of Toll Violations for the Riverside County Transportation Commission Express Lanes”*, including approval of the toll evasion penalties and fees for a violation set forth in Schedule A of the Ordinance.

9. **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.*

9A. APPROPRIATIONS LIMIT FOR FISCAL YEAR 2019/20

Page 22

Overview

This item is for the Commission to adopt Resolution No. 19-010, “*Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit*”, for Fiscal Year 2019/20.

9B. QUARTERLY INVESTMENT REPORT

Page 29

Overview

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2019.

9C. QUARTERLY FINANCIAL STATEMENTS

Page 117

Overview

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2019.

9D. RECURRING CONTRACTS FOR FISCAL YEAR 2019/20

Page 127

Overview

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$16,982,780 for Fiscal Year 2019/20;
- 2) Approve the recurring contracts for specialized services in an amount not to exceed \$3,439,000 in FY 2019/20 and \$7,262,100 in FYs 2020/21 – 2021/22; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

9E. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 138

Overview

This item is for the Commission to:

- 1) Adopt the following bill positions:
 - a) SB 742 (Allen) – Support;
 - b) AB 1149 (Fong) – Support; and
- 2) Receive and file an update on state and federal legislation.

9F. 2019 STATE ROUTE 91 IMPLEMENTATION PLAN

Page 144

Overview

This item is for the Commission to approve the 2019 State Route 91 Implementation Plan.

9G. AWARD OF CONSTRUCTION AGREEMENT WITH REYES CONSTRUCTION, INC. FOR THE RIVERSIDE DOWNTOWN LAYOVER FACILITY EXPANSION PROJECT

Page 188

Overview

This item is for the Commission to:

- 1) Award Agreement No. 19-33-029-00 to Reyes Construction, Inc., as the lowest responsive, responsible bidder, for the construction of the Riverside Downtown Layover Facility Expansion Project (Project) in the amount of \$4,379,858, plus a contingency amount of \$420,142, for a total amount not to exceed \$4.8 million;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

9H. AMENDMENT TO ON-CALL STATION REPAIR AND MAINTENANCE

Page 205

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 18-24-001-02, Amendment No. 2 to Agreement No. 18-24-001-00, with Braughton Construction Co. Inc. (Braughton) for additional station repair, maintenance and modernization services for an additional amount of \$1,222,000 and a total amount not to exceed \$3,942,000; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission.

9I. APPROVAL OF AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING, AND CONSTRUCTION SURVEYING AND APPROVAL OF VARIOUS AGREEMENTS FOR THE INTERSTATE 15/RAILROAD CANYON ROAD INTERCHANGE IMPROVEMENTS PROJECT

Page 210

Overview

This item is for the Commission to:

- 1) Award Agreement No. 19-31-030-00 to Arcadis U.S., Inc. to perform construction management services, materials testing, and construction surveying for the Interstate 15/Railroad Canyon Road Interchange Improvements Project (Project) in the amount of \$ 5,450,793, plus a contingency amount of \$545,079 for potential changes in scope, for a total amount not to exceed \$ 5,995,872;
- 2) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the Project;
- 3) Approve Agreement No. 10-72-016-07, Amendment No. 7 to Agreement No. 10-72-016-00 with the city of Lake Elsinore (City) to identify the Commission as the implementing agency for the Construction Phase and authorize \$22,248,700 in Transportation Uniform Mitigation Fee (TUMF) regional arterial funds for the construction phase;
- 4) Approve Agreement No. 19-31-031-00 with the City for enhanced landscaping and aesthetics and the City's contribution of \$755,000;
- 5) Approve Agreement No. 19-31-077-00, between the Commission and Caltrans that defines the roles and responsibilities for Project construction;
- 6) Approve Agreement No. 19-31-069-00 with the California Highway Patrol (CHP) for Construction Zone Enforcement Enhancement Program (COZEEP) for an amount not to exceed \$477,300; and
- 7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

9J. FISCAL YEAR 2019/20 MEASURE A COMMUTER ASSISTANCE BUSPOOL SUBSIDY FUNDING CONTINUATION REQUESTS

Page 311

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, 2019 to June 30, 2020, to the existing Riverside I buspool; and
- 2) Require subsidy recipients to meet monthly buspool reporting requirements as supporting documentation to receive payments.

9K. FISCAL YEARS 2019/20 – 2021/22 SHORT RANGE TRANSIT PLANS

Page 315

Overview

This item is for the Commission to:

- 1) Approve the Fiscal Years 2019/20 – 2021/22 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 Commuter Rail Program; and
- 2) Authorize the Executive Director or designee to approve final versions of the SRTPs.

9L. POLICY UPDATE ON THE USE OF STATE TRANSIT ASSISTANCE FUNDING BY OPERATORS

Page 321

Overview

This item is for the Commission to approve the use of unallocated and unprogrammed State Transit Assistance (STA) funds for transit operating assistance under eligibility standards as outlined in the Transportation Development Act (TDA) Guidelines and Public Utilities Code (PUC) § 99314.6 for transit operators and PUC § 99234.9 and 99313.7 for rail services.

9M. REGIONALIZATION OF COMMUTER PROGRAMS

Page 324

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 19-45-080-00 with the San Bernardino County Transportation Authority (SBCTA) for a three-year term to reimburse the Commission in an amount not to exceed \$4.5 million for commuter/employer rideshare (IE Commuter) and Inland Empire 511 (IE511) programs administered by the Commission, on behalf of both agencies, and for the Commission to reimburse SBCTA an amount not to exceed \$350,000, for SBCTA's provision of rideshare and vanpool program web-based software, as part of an ongoing bi-county partnership;
- 2) Approve Memorandum of Understanding (MOU) No. 19-45-079-00, between Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) and Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority, SBCTA, and Ventura County Transportation Commission for Metro's regional 511 deployment and operations; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

10. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2019/20 AND RELATED MEMORANDUM OF UNDERSTANDING AND OF THE FUNDING AGREEMENT FOR THE SOUTHERN CALIFORNIA OPTIMIZED RAIL EXPANSION PROGRAM FOR THE RIVERSIDE DOWNTOWN STATION EXPANSION PROJECT

Page 346

Overview

This item is for the Commission to:

- 1) Receive and file a report on the Commission's portion of the Fiscal Year 2019/20 Southern California Regional Rail Authority (SCRRA) operating and capital budget;
- 2) Approve the FY 2019/20 SCRRA operating and capital budget, which results in a total operating and capital subsidy of \$23,475,203 from the Commission;
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 19-25-078-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 4) Authorize the Executive Director to finalize and execute Agreement No. 19-33-082-00 for the Southern California Optimized Rail Expansion (SCORE) Program Cooperative Agreement for the Riverside - Downtown Station Expansion Project

11. FISCAL YEAR 2019/20 SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM FUNDING RECOMMENDATIONS

Page 420

Overview

This item is for the Commission to:

- 1) Approve the Fiscal Year 2019/20 SB 821 Bicycle and Pedestrian Facilities (SB 821) program recommended project allocations in the amount of \$3,901,915;
- 2) Direct staff to prepare memorandums of understanding (MOUs) with the project sponsors to outline the project schedules and local funding commitments; and
- 3) Authorize the Chair or Executive Director to execute the MOUs with the project sponsors, pursuant to legal counsel review.

12. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

13. 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.

14. CLOSED SESSION

**14A. CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION
EXPOSURE TO LITIGATION PURSUANT TO SUBDIVISION (D)(2) OF GOVERNMENT CODE
SECTION 54956.9**

Potential Number of Case(s): 1

14B. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	118-160-021	RCTC	C&E Investments and Brian Tressen
2	117-122-029	RCTC	Pravin Kumar

14C. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	305-060-008	Mendoza, Pedro & Teresa	RCTC
2	305-060-009	Fernandez, Jesse	RCTC
3	305-060-029	Swift Transportation	RCTC
4	465-110-001	Dilworth, Nelson S., et al.	RCTC
5	413-380-004 413-380-005 413-380-013	Johnson, Keith W. & William C.	RCTC
6	413-380-021 413-380-022	Bouye, Steve & Diana	RCTC
7	414-110-058	RSI Communities Calif	RCTC
8	153-020-010	Schamber, Eutimio & Tammie Jo	RCTC

15. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Wednesday, July 10, 2019**, Board Room, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 6

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, May 8, 2019

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Chuck Washington at 9:31 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California, 92501.

2. ROLL CALL

Commissioners/Alternates Present

Victoria Baca
Rusty Bailey
Ben J. Benoit
Brian Berkson
Randall Bonner
Christy Connors
Waymond Fermon
Kathleen Fitzpatrick
Raymond Gregory
Berwin Hanna
Jan Harnik
Steven Hernandez
Jeff Hewitt
Kevin Jeffries
Linda Krupa
Scott Matas
Bob Magee

Commissioners Absent

Joseph DeConinck

Lisa Middleton
Michael Naggar
V. Manuel Perez
Dana Reed
Todd Rigby
Wes Speake
Karen Spiegel
Larry Smith
Russ Utz
Michael M. Vargas
Scott Vinton
Chuck Washington
Ted Weill
Art Welch
Lloyd White
Bill Zimmerman

3. PLEDGE OF ALLEGIANCE

Commissioner Karen Spiegel led the Commission in a flag salute.

4. PUBLIC COMMENTS

At this time, Chair Washington and Anne Mayer presented Management Analyst Michelle McCamish with a 5-year service award.

Vicki Van Leuven, a city of Downey resident, expressed extreme concern for the 91 Express Lanes especially after dealing with years of construction and now Interstate 15/State Route 71 is a parking lot all the time even on Saturdays. She discussed her concern with the toll staff and suggested the 3+ lane requirement, which is not on the other side of the freeway puts the 2+ carpoolers back in the one lane they gained, which makes traffic congestion worse. Ms. Van Leuven suggested taking off the 3+ carpool lane to see if it alleviates the problem. She also expressed concern the \$5 toll rates has gone up to \$20 during peak hours and requested where these funds are going.

R.A. Barney Barnett stated he has owned the Highgrove Happenings Newspaper for 25 years and he retired in 2001 as a conductor on the BNSF and the Santa Fe Railroad. He displayed a map that shows the new curved railroad track that was built to connect the Perris Valley Line track to the BNSF main line. He expressed trying to get a Metrolink stop at Highgrove for 18 years. Mr. Barnett explained when the new curve was built to go from Riverside to Perris the Metrolink trains go around that curve and by speaking to the crews at BNSF the trains are no longer assembled at the San Bernardino yard. Mr. Barnett requested to meet with staff and place an item on the agenda to answer the Commissioners questions and noted the Commission owns the property where the proposed Metrolink stop would be. He brought the May 2019 Highgrove Happenings Newspaper that was distributed to the Commissioners.

5. ADDITIONS / REVISIONS

There is a revision to Attachment 1 to Agenda item 7, *“Public Hearing – Adopt Two Resolutions of Necessity for the Acquisition of Fee and Temporary Construction Easement Interests in All or Portions of Certain Real Property, By Eminent Domain, More Particularly Described as Assessor Parcel Nos. 305-050-051 and 305-050-055 (CPNs 1099 and 1010), and Assessor Parcel No. 305-060-010 (CPN 1012), Located in Perris, Riverside County, California, for the Construction of an Interchange at the Intersection of Interstate 215 and Placentia Avenue, in Riverside County, California”*.

Steve DeBaun, Legal Counsel, explained there is an additional closed session item that staff is requesting the Commission add to this agenda. The need for this item arose subsequent to the publication of this agenda based on a correspondence to and from Caltrans, the Commission, and OCTA regarding a potential connector between the SR-241 toll road and the 91 Express Lanes. Therefore, this item needs a two-thirds vote to add it to the agenda.

M/S/C (Benoit/Speak) to add this closed session item to the agenda.

6. APPROVAL OF MINUTES – JANUARY 31 WORKSHOP AND APRIL 10, 2019

M/S/C (Berkson/Baca) to approve the January 31 Workshop and April 10, 2019 minutes as submitted.

Abstain: Gregory on the January 31 Workshop minutes and Smith

7. PUBLIC HEARING – PUBLIC HEARING – ADOPT TWO RESOLUTIONS OF NECESSITY FOR THE ACQUISITION OF FEE AND TEMPORARY CONSTRUCTION EASEMENT INTERESTS IN ALL OR PORTIONS OF CERTAIN REAL PROPERTY, BY EMINENT DOMAIN, MORE PARTICULARLY DESCRIBED AS ASSESSOR PARCEL NOS. 305-050-051 AND 305-050-055 (CPNS 1009 AND 1010), AND ASSESSOR PARCEL NO. 305-060-010 (CPN 1012), LOCATED IN PERRIS, RIVERSIDE COUNTY, CALIFORNIA, FOR THE CONSTRUCTION OF AN INTERCHANGE AT THE INTERSECTION OF INTERSTATE 215 AND PLACENTIA AVENUE, IN RIVERSIDE COUNTY, CALIFORNIA

Chair Washington called upon legal counsel to explain the nature and scope of this hearing.

Steve DeBaun clarified staff will be presenting the agenda item.

Mark Lancaster, Right of Way Manager, presented the two resolutions of necessity for the construction of an interchange at the intersection of Interstate 215 and Placentia Avenue and discussed the following areas:

- The Commission is required to make the following findings:
 1. The public interest and necessity require the proposed project;
 2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;
 3. The real property to be acquired is necessary for the project; and
 4. The offer of just compensation has been made to the property owner;
- A map that depict the I-215 Placentia Avenue interchange PS&E project overview
- Maps that depicts the existing Barker Family Trust parcel and Barker Family Trust parcels after the project
- A design of the original property acquisition by Caltrans

At this time, Mark Lancaster stated the owner's representative who could not attend the public hearing today requested to have his letter read for the record. Mark Lancaster stated he worked with Caltrans design staff and they offered them a response, which he read for the record. Mark Lancaster explained with that response, staff is requesting the Commission adopt Resolution No. 19-005 to acquire the needed fee and temporary construction easement interests on the subject property. He reiterated an offer of just compensation for these property rights was made to the property owner on November 9, 2018.

At this time, Mark Lancaster presented the Kim Family Trust Parcel. He then stated staff is requesting the Commission adopt Resolution No. 19-006 to acquire the needed fee interests on the subject property. An offer of just compensation for the additional easement interests was made to the property owner on November 7, 2018.

Chair Washington opened the public hearing, requested comments from the Commissioners, and noted there was public comments to be made.

Commissioner Michael Naggar concurred the response was appropriate and it was clarified to Mr. Barker as to why his property was taken back in 1998. He asked when dealing with eminent domain how eminent does the project have to be and could Caltrans or this body exercise eminent domain, then take the property today, and use it 20 years from now.

Anne Mayer replied that generally the Commission does not proceed with eminent domain action if a project is not eminent and eminent can be six months to a year later. She explained the eminent domain process is actually quite lengthy and the process is only initiated when and if the lack of possession of the parcel could interfere with the construction of the project. Anne Mayer explained this Placentia Interchange project took longer than had been anticipated and generally with a new corridor the right of way for the interchange is acquired if it is reasonably expected the interchange would be built.

Commissioner Naggar clarified in the Commission's definition of eminent, after what has been learned over the years means there is funding, and the eminency means the Commission is ready to go to construction.

Mark Lancaster concurred and explained for this interchange project the Commission has invested money for the plans to be developed, which are actually going to be submitted to Caltrans at a 95 percent complete level in early June 2019. He stated as Anne Mayer indicated, the eminent domain process involves port filings and proceedings and trying to get possession of the property to get the right of way certified and the plans approved by November 2019.

In response to Commissioner Wes Speake's inquiry about the Barker Family Trust map if that existing Frontage Road will be abandoned, Mark Lancaster put the Barker Family Trust map slide up and stated what happens in this case, since the Barker Family Trust owns property on both sides a section of the road will be vacated. The entire roadway right of way outlined in yellow will go to the Barker Family Trust and that was included in the acreage calculation.

Commissioner Scott Vinton expressed appreciation that Commissioner Speake addressed his first question and then inquired if the Kim Family Trust parcel to the south has already been purchased for the basin there.

Mark Lancaster referred to the Kim Family Trust parcel slide and stated there are actually two parcels between the Kim parcel and the Val Verde Elementary school and one of those two parcels has been acquired and the Commission settled with the owner. The second parcel staff is working with the owner on the compensation amount. He explained that to the left of the elementary school there are two parcels, they are almost the exact same size as the Kim parcel in between the Kim parcel and the elementary school, and the Commission is in acquisition on both of those parcels as well.

Commissioner Vinton referred to the light blue line on the I-215/Placentia Avenue Interchange vicinity map that was included in the agenda and clarified if those are future improvements that go through that area.

Mark Lancaster replied those light blue lines are the Mid County Parkway (MCP) connector so they will connect the MCP from westbound MCP to north I-215 and another connector that will connect south I-215 to the MCP going east, which are future connector alignments.

In response to Commissioner Vinton's clarification that parcel is not going to be just a detention basin it will be future improvements, Mark Lancaster replied that is correct as the MCP sits squarely on top of that.

Commissioner Russ Utz inquiry about this project as he was recently informed there is a city of Perris proposed project that is a large warehouse development more or less on top of the Val Verde Elementary school. He asked if the Commission is interfacing with the city of Perris staff to ensure that their project interlocks with the Commission's project. He suggested that any property acquisition issues are dealt with in terms of having a zoomed out approach of those properties to this negotiation as well.

Mark Lancaster replied he is not aware of the warehouse project although the city of Perris and Commission staff have been coordinating closely. In fact there is a project that will be constructed at the same time as the interchange project to widen Placentia Avenue between where the Commission's project ends at Indian Avenue to Perris Boulevard. He explained east of Perris Boulevard it is a five-lane facility so the Commission is trying to make it consistent with the roadway from I-215 to Perris Boulevard. Mark Lancaster stated currently city of Perris and Commission staff are discussing the property acquisition and design of that project. He stated the city of Perris is aware of the MCP project, its footprint and it could be in the area, and he will follow up although he doubts that warehouse project lies within the MCP corridor.

Commissioner Michael Vargas clarified that potential warehouse project in the city of Perris will not impact the MCP project.

At this time, Chair Washington called on the Kim family to speak.

Mr. Chang and Ms. Young Kim explained this is regarding APN 305-060-010 on behalf of his son Graham Kim who is one of the owners of the property, is a Navy Reserve and away on job duty so Mr. Young returned the Best Best and Krieger, LLP's March 7, 2019 notice. He expressed strong concern the Kims do not want to sell the whole lot since they want to develop it. Mr. Kim provided his opinion letter dated April 8, 2019, to the Commission, which was distributed to the Commissioners.

At this time, Chair Washington asked if anyone from the public wanted to speak on this item. There were no other requests to speak.

Chair Washington closed the public hearing and asked if there were any comments from the Commissioners.

Lisa Mobley, Clerk of the Board, verified the proof of mailing that certifies the notices were sent to the property owners of said parcel numbers are on file with the Commission. Ms. Mobley stated the Commission received written correspondence from the Kim Family and a representative from the Barker Family Trust, which was distributed to the Commissioners.

Commissioner Naggar expressed it is difficult to exercise eminent domain particularly when a property owner does not want to sell their property. He clarified if this property is located in the city of Perris.

Mark Lancaster replied yes and stated the city limit line goes almost right through the middle of I-215 slightly west to the freeway so the railroad property the Commission owns the Perris Valley Line in the County, but everything east of that is in the city of Perris.

In response to Commissioner Naggar's inquiry for how long this interchange for the MCP been in the Riverside County or the city of Perris General Plan, Mark Lancaster replied it has been since the mid-1980s. He explained in 1988 there was a freeway agreement that is executed between the city of Perris and Caltrans, and a separate one on the County portion between the county of Riverside and Caltrans. Those identify where interchanges are to be located and cities either have already adopted them into their general plan or do so with a freeway agreement execution.

In response to Commissioner Naggar's question if the city of Perris has this in their circulation element as well as the county of Riverside, Mark Lancaster replied yes they both do.

Commissioner Naggar stated there lies the problem since the time to have addressed that was back then.

Commissioner Vargas expressed appreciation for the presentation as it covered all of his questions and he moved staff's recommendation.

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

- 1) Conduct a hearing to consider the adoption of resolutions of necessity, including providing all parties interested in the affected properties and their attorneys, or their representatives, an opportunity to be heard on the issues relevant to the resolutions 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 Resolutions of Necessity Nos. 19-005 and 19-006, "*Resolutions of Necessity for the Acquisition of Fee and Temporary Construction Easement Interests in All or Portions of Certain Real Property, by Eminent Domain, More Particularly Described as Assessor Parcel Nos. 305-050-051 and 305-050-055 (CPNs 1009 and 1010), and Assessor Parcel No. 305-060-010 (CPN 1012), located in Perris, Riverside County, California,*" for the construction of an interchange at the intersection of Interstate 215 and Placentia Avenue, in Riverside County, California.**

Anne Mayer explained when this Commission adopts a resolution of necessity related to an eminent domain acquisition staff always continues to work with the property owners to resolve concerns to look for an agreeable settlement so those efforts will be on going.

8. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2019/20

Michele Cisneros, Deputy Director of Finance, presented the Proposed Budget Fiscal Year 2019/20 and discussed the following areas:

- Budget process
- FY 2019/20 Budget considerations
- Budget summary
- Funding sources and comparison
- Expenditures/expenses by department and comparison
- Capital project development and delivery highlights
- Expenditures/expenses by function and comparison
- Next steps

At this time, Chair Washington opened the public hearing and asked for public comments. There were no requests to speak.

Commissioner Vinton expressed appreciation for the presentation and asked about the CalPERS one time disbursement since the Commission is funded at 75 percent, is this expected to continue to happen occasionally.

Michele Cisneros explained by paying down the \$8.1 million that will take the Commission down to a significant level although staff cannot say it is funded at 100 percent. There are fluctuations when actuarial reports come out every year and it is based on the aggregation of expected versus actual return on investments, and the inclusion of new employees. She stated the net pension liability will adjust based on the Commission's liability and what the market value is of the assets in the plan, but it would be nowhere close to what the total liability is currently.

In response to Commissioner Vinton's inquiry about the sources for the FY 2018/19 budget and the projected FY 2018/19 as there was an \$80 million difference, Anne Mayer had the expenditures slide brought back up. She replied in terms of the percentage the Commission is at 75 percent for classic PERS employees. The current ratio for new employees is the Commission is currently at 95 percent so as Michele Cisneros mentioned the likelihood of the Commission to be at 100 percent is unlikely due to the variations. Anne Mayer stated on an annual basis staff will analyze where the Commission is and see what can be done to be set at 100 percent. She clarified this is the Commission catching up with those costs for classic employees so as new employees come on board they will have a different pension formula at a reduced cost.

Michelle Cisneros explained the major variance between the revised budget for FY 2018/19 and the projected has to do with intergovernmental reimbursements and those are based on project activity. She stated it is anticipated if everything was on schedule the Commission would be incurring engineering, construction and right of way costs and would be able to ask for state reimbursement if the costs are incurred the Commission cannot ask for that revenue. Therefore, the bulk of it is sliding from FY 2018/19 and pushing it out to FY 2019/20. In response to Commissioner Vinton's clarification that it has not been taken away from the Commission, Michele Cisneros replied no.

In response to Commissioner Wes Speake's clarification for the revised, projected, and then the FY 2019/20 for the toll revenue, Michele Cisneros replied when staff developed the FY 2018/19 budget that was based on a traffic and revenue study the Commission obviously outperformed what that study has shown. Therefore, the FY 2018/19 projected is showing what the actuals were through the end of December and projected out what the rest of the fiscal year for the toll revenues will be about \$48 million. She explained the FY 2019/20 budget for the Commission's toll revenues at \$41.8 million is based on the current trends, which is what is happening on the actual lanes.

In response to Commissioner Speake's clarification if the difference is \$36 million to \$41 million and not \$47 million to \$41 million, Michele Cisneros replied the \$36.9 million budget was very conservative and based on the study. She stated actuals have been significantly higher than what the study anticipated. Michele Cisneros reiterated the Commission has a conservative nature so the FY 2019/20 is conservative, although it is not based on the study that was originally done it is based on what is currently happening on the lanes.

In response to Commissioner Speake's inquiry the actuals are \$47 million and there is a 13 percent drop projected for next fiscal year, Michele Cisneros replied that is what the Commission is projecting at the end of June and the 13 percent drop is due to the Commission being conservative. She explained every January or February staff comes back with the budget adjustments and are always looking at the revenue trends, and if the Commission significantly out pass the \$42 million staff will make that adjustment and bring it back to the Commission.

Anne Mayer expressed staff will always use conservative numbers in a budget particularly because the Commission is making decision based on a budgeted amount and the local jurisdictions, the transit agencies use the Commission's budget numbers. The Commission is always very conservative as it has been seen in the past revenues have a tendency to fluctuate and staff is projecting to bring in this year for the TUMF program \$26.7 million and TUMF revenue staff is projecting \$25 million for next year. She explained since staff is projecting a year and a half out and that is why staff comes back to the Commission in the middle of the year with mid-year budget adjustments and staff monitors the revenues on a monthly basis.

At this time, Chair Washington reiterated if there is anyone from the public wanting to speak. He then asked if there were additional comments from the Commissioners. There were no requests to speak from the public or the Commissioners. Chair Washington noted the public hearing remains open until June 12.

M/S/C for the public hearing for the proposed Budget for FY 2019/20 to remain open until the Commission meeting on June 12, 2019.

9. CONSENT CALENDAR

M/S/C (White/Baca) to approve the following Consent Calendar items.

9A. QUARTERLY SALES TAX ANALYSIS

Receive and file the sales tax analysis for Quarter 3, 2018 (3Q 2018).

9B. SINGLE SIGNATURE AUTHORITY REPORT

Receive and file the Single Signature Authority report for the third quarter ended March 31, 2019.

9C. STATE AND FEDERAL LEGISLATIVE UPDATE

- 1) Adopt the following bill position:
 - a) AB 456 (Chiu, Bonta, Low) – Oppose; and
- 2) Receive and file an update on state and federal legislation.
- 3)

9D. AGREEMENT WITH HDR ENGINEERING, INC. FOR THE COMPLETION OF PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT FOR THE INTERSTATE 15 EXPRESS LANES PROJECT-SOUTHERN EXTENSION

- 1) Award Agreement No. 19-31-025-00 to HDR Engineering, Inc. (HDR) to provide preliminary engineering and environmental analysis services for the Interstate 15 Express Lanes Project - Southern Extension (I-15 ELPSE), in the amount of \$26,320,011, plus a contingency amount of \$2,632,001, for a total amount not to exceed \$28,952,012;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project.

9E. AGREEMENT WITH THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR THE 15/91 EXPRESS LANES CONNECTOR PROJECT DESIGN-BUILD PHASE

- 1) Approve Agreement No. 19-31-067-00 with Orange County Transportation Authority (OCTA) for reimbursement for closure of the OCTA 91 Express Lanes in support of the Interstate 15/State Route 91 Express Lanes Connector Project (15/91 ELC) in the amount of \$398,000, plus a contingency amount of \$39,000, for a total amount not to exceed \$437,000;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission;
- 3) Authorize the Executive Director or designee to approve contingency work up to the total amount not to exceed as required for the project; and
- 4) Authorize the Executive Director or designee to approve future non-funding amendments to this agreement.

9F. ADOPT RESOLUTION NO. 19-007 FOR FISCAL YEAR 2018/19 LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS FOR EXPANDED PERRIS VALLEY LINE SERVICE

Adopt Resolution No. 19-007, *“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 Fiscal Year 2018/19 Funds Project in the Amount of \$1,496,728.”*

9G. FUNDING AGREEMENT WITH THE CALIFORNIA HIGHWAY PATROL FOR FREEWAY SERVICE PATROL SUPERVISION

- 1) Approve Agreement No. 19-45-063-00 with the California Highway Patrol (CHP) to provide supervision and operation of the Freeway Service Patrol (FSP) program in Riverside County for a three-year term in an amount not to exceed \$3,002,629; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

10. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY – MARCH 2019

Cheryl Donahue, Public Affairs Manager, presented the Quarterly Public Engagement Metrics Report for January – March 2019, highlighting the following areas:

- Importance of metrics
- Overall public engagement activities:
 - Social Media – Facebook, Twitter, and Instagram: Reflects changes from previous quarter October – December 2018
 - Facebook sentiment
 - Website – Number of sessions +16%; Top pages visited: 1) Homepage; 2) Meetings and Agendas; 3) Employment and 4) Santa Ana River Trail Project Phase One; and Desktop at 54% and Mobile at 46%
 - The Point E-Newsletter: +62% subscribers
- I-15 Express Lanes Project:
 - Social Media likes/follows; New email registrants; Email inquiries; Website visits
- #RebootMy Commute program, March only:
 - Social Media Advertising – Facebook, Twitter, Instagram, and YouTube
 - Facebook sentiment
 - Media mentions
 - Community outreach
 - Website

M/S/C to receive and file the Quarterly Public Engagement Metrics Report for January – March 2019.

11. STATE ROUTE 60 TRUCK LANES PROJECT PUBLIC OUTREACH UPDATE

Cheryl Donahue presented the SR-60 Truck Lanes Project Public Outreach, highlighting the following areas:

- Location – Widen 4.5 miles of SR-60, both directions; Gilman Springs Road to 1.4 miles of Jack Rabbit Trail; and Unincorporated Riverside County Between Moreno Valley, Beaumont
- Features – Add eastbound truck climbing lane; add westbound truck descending lane; Widen shoulders to standard widths; Flatten roadway curves; Increase median barrier height; and Create wildlife crossings
- Graphic of the current condition and future condition
- Funding – State = \$76,055,000; Federal = \$47,434,000; and Local = \$11,186,000; Project total = \$134,675,000
- Purpose – Enhance safety, separate trucks, and reduce traffic congestion
- Accident rates per million miles traveled
- Public Outreach Program
- Upcoming Briefings/Public Events

At this time, Bryce Johnston, Capital Projects Manager, presented the construction portion of the SR-60 Truck Lanes Project, highlighting the following areas:

- Preliminary Schedule – Estimated start late May 2019; Westbound lane closure July – December 2019; and New lanes open Late 2021
- Six-month lane closure – Close one westbound lane from July – December 2019; One lane will remain open; will save one year of construction time; FSP will be provided; CHP construction support; extensive advanced public outreach; and additional nighttime lane closures to occur during off-peak hours
- Westbound lane closure area and equipment size/scale
- Moveable barrier – Install moveable k-rail within existing median barrier, 1 mile apart and will expedite emergency response
- Why not use a zipper?
- Neighboring Projects – Coordination with Caltrans, County of Riverside, and Corridor cities
- Stay connected

At this time, Commissioner Dana Reed left the meeting.

In response to Commissioner Kevin Jeffries' inquiry if the moveable barrier will remain after the construction so if there are fires or bad traffic collisions people can get out of there, Bryce Johnston replied that was not intended, this is really a construction duration type of a barrier. When construction is completed there will be a permanent barrier there that meets all of the Caltrans design standards. Commissioner Jeffries expressed concern that was his fear, as they need to be able to extricate people out of there rather than leaving them trapped on the freeway if there is a fire.

Anne Mayer stated staff can certainly explore that option as she is sitting next to Christy Connors, head of Caltrans Design at Caltrans District 8, she is nodding her head yes. Those moveable barriers have been installed on I-10 in the Banning Pass and they were added on the SR-91 Corridor in the canyon.

Bryce Johnston stated this has been proposed to Caltrans if there was a way to make it a permanent facility but it is currently not part of the plan.

Commissioner V. Manuel Perez expressed appreciation for the efforts specifically to the Coachella Valley however, the Commission's outreach efforts and in speaking with the communities, he did not see any outreach efforts to Coachella Valley as a whole and requested some consideration for that so the people understand what is going on there.

Cheryl Donahue replied staff will be reaching out to a large array of stakeholders and contacting the desert resorts and making communication with the Coachella Valley cities staff. In the Commission's plan for now staff has been sitting with just the five cities that are in the immediate vicinity of the project area although they do plan to do outreach in the Coachella Valley.

In response to Commissioner Larry Smith's inquiry about the steep turns and if those turns can be flattened, Bryce Johnston replied the curves that are in the project on the westerly side near Gilman Springs Road those curves will be smoothed out. Also, as Cheryl Donahue mentioned they will be raising the median barrier so there will be less headlight glare in those areas.

In response to Commissioner Smith's question for the speed limit, Bryce Johnston replied there will be a different construction speed zone, but when the project is completed the speed limits will be the same as they are today.

M/S/C to receive an oral report on the public outreach efforts for the State Route 60 Truck Lanes project.

At this time, Commissioners Linda Krupa and Scott Matas left the meeting.

In response to Commissioner Jeff Hewitt's inquiry concerning a conflict due to campaign contributions related to the Logistics Mitigation Fee Nexus Study agenda item, Steve DeBaun replied if Commissioner Hewitt took a campaign contribution from a logistic company there would not be a conflict at this point. Although, there could be a conflict later on should the Commission decide to implement the fee program.

12. APPROVAL OF THE LOGISTICS MITIGATION FEE NEXUS STUDY

Lorelle Moe-Luna, Multimodal Services Director, presented the Logistics Mitigation Fee Nexus Study, highlighting the following areas:

- Background – A map of the Proposed World Logistics Center:
 - A master-planned development planned for 40.6 million square feet
 - Large-scale logistics operations
 - Covers 2,610 acres
 - Expected to draw as many as 14,000 truck trips per day at build-out
 - In comparison, Skechers is 1.8 million square feet
- Challenging the environmental impact report (EIR)
- Settlement agreement – Terms and conditions
 - Settlement reach July 2016
 - Highland Fairview (HF) and Moreno Valley must contribute \$100,000 each for air quality studies
 - HF to receive TUMF credit for widening Gilman Springs
 - HF to contribute: \$3 million for Gilman Springs safety improvements; \$2 million for widening SR-60; and \$1 million for improving the Theodore Interchange
- Settlement agreement – Each party: HF, Moreno Valley, County of Riverside, and the Commission to contribute \$250,000 for a regional transportation study to evaluate a logistics-related regional fee
- Potential regional fee: HF will pay \$0.65/SF in-lieu fee if there is an established regional logistics fee program; A regional fee would need approval of the County or 75 percent of the cities; Approval must take place within 24 months of the HF and Moreno Valley \$250,000 contribution for the study; and should no regional fee be approved, the fee is reduced to \$0.50/SF
- Study participants
- Scope of work/timeline: 1) Existing and future conditions analysis – October 2017; 2) Funding and cost analysis – March 2018; 3) Nexus study – April 2019; and 4) Locational impacts assessment – April 2019

At this time, Commissioner Bill Zimmerman and Chair Washington left the meeting. Vice Chair Ben Benoit assumed the Chair position.

At this time, Lorelle Moe-Luna welcomed and introduced Darren Henderson, WSP Project Manager, to present the methodology, process, and the basic fee requirements.

Darren Henderson presented the fee program requirements, highlighting the following areas:

- Fee program requirements – California Mitigation Fee Act
 - An impact fee cannot mitigate for existing deficiencies
 - Existing needs and similar impacts from outside Riverside County (pass-through trips) must be excluded from a fee
 - No overlap with the WRCOG and CVAG TUMF programs, this study focuses only on mainline freeway truck impacts and mitigation (which are not a part of either TUMF)
- Major Tasks – Model validation; forecast logistics growth; forecast truck trips; identify capacity deficiencies; attribute deficiencies to new logistics development; estimate project costs; compute fee amount; and locational impacts
- Forecast Logistics Growth – EDD Warehouse and other Transportation Employment Extrapolated Trends (Riverside-San Bernardino-Ontario MSA)
 - Warehouse Employment Growth for Riverside County and Warehouse Building Area Growth for Riverside County
- Forecast Truck Trips – Model results were analyzed to identify those truck trips generated by development within Riverside County, and those that were generated by developments elsewhere in the SAG region (and beyond)
- A map of the Forecast Truck Trips – Bandwidth reflects proportional increased volume; and largest increases in truck flows would occur on SR-60 and I-215
- A map that identified deficiencies based on new warehousing development
- Attributing the share of impacts – Adjust for the following factors: Existing capacity deficiency; share of future traffic growth that is attributable to the other development activity; and Pass through trips that have a trip and outside Riverside County
 - Accomplished by comparing base model run to model run that separates warehouse and logistics uses
- Cost estimation methodology
- A map of the conceptual design example – I-15 southbound Cajalco to Indian Truck
- Total conceptual cost estimate: \$385,335,000 – RCTC Truck Study and Regional Logistics Mitigation Fee and capacity improvement project conceptual cost estimate summary
- Total Logistics Cost Share: \$47,841,000
- Potential Logistics Impact Fee for Riverside County
- Locational Impacts Assessment – Southern California warehouse distribution: Percentage share of total industrial warehouse building area by County in 2014 graphic

- Potential effects of fee on locational decisions: Average new construction cost breakdown for a 500,000 square foot warehouse
 - Total development costs in Western Riverside County
- Comparative Fee Costs graphic – Current average development impact fee costs per square foot and portions in Inland Empire jurisdictions
- Potential locational impacts

At this time, Commissioner Vargas left the meeting.

At this time, Commissioner Berwin Hanna left the meeting and Commissioner Reed rejoined the meeting.

Lorelle Moe-Luna presented the next steps, highlighting the following:

- Next steps – Approve the Logistics Mitigation Fee Nexus Study; the Commission's current governing authority does not allow for fees to be collected directly by the Commission; and should the Commission decide to pursue a fee program, staff will return with an implementation plan

Commissioner Naggar expressed appreciation for the presentation as staff and the consultants undertook a complicated study that is just very broad, and an enormous amount of information had to be taken in. He referred to the ITE Trip Generation handbook, which was changed to breakdown many different warehouse uses and assigned different trip generations to each category. He asked if this Nexus Study took into account some warehouses generates very little traffic and some such as a distribution center will generate an enormous amount of traffic.

Darren Henderson replied at the start of the process considerable amount of time was spent looking at what different data options were available to the Commission in order to answer the various questions that were discussed. He explained the difficulty with using ITE estimates in a study of this nature when trying to look at impacts at a regional level is it is difficult to quantify the level of development multiply it by those trip generation factors and figure out where they go on the network. The primary tool used for the Nexus Study was the SCAG Regional Model, it does incorporate ITE trip generation rates, and other data in how it determines trip generation based on the forecasts of growth within the region. He discussed how they used the SCAG Regional Model for the Commission's purposes and how reasonable results were received.

Commissioner Naggar explained just a follow up to that since all the traffic studies are done by traffic consultants to the cities are based on the ITE Trip Generation handbook and take into account the SCAG model. He stated he believes they also look at Riverside Transportation Analysis Model (RIVTAM) and asked if the traffic studies have to be done versus the ITE trip generation. Commissioner Naggar inquired where the equity and the

fairness to each developer is so that developer is not paying more than they should or not paying less than they should.

Darren Henderson replied it goes back to the nature of what the Commission is trying to accomplish with the Nexus Study for a program such as this, which is at a regional level. He concurred when doing a local level impact study for a single location and improvement then it is logical to use the ITE Trip Generation rates as a basis for that calculation. Darren Henderson explained when trying to look at this on average aggregate a crossed an entire county to come up with what roughly proportionate levels should look like, it is difficult to use that type of approach at that scale, so tools such as the SCAG Regional Model get to that calculation. He discussed when the Commission goes to implement a fee program with the WRCOG TUMF program as an example, which could be a strategy that could be implemented here as part of this program if the Commission decides to proceed.

In response to Commissioner Naggar's inquiry about the growth rates, how future growths are predicted, and was a growth rate going down, Darren Henderson replied they looked at a range of different sources to try to determine what was the most reasonably projected growth in Riverside County in this sector. He explained settling on using the EDD approach as it was based on an actual number for 2016 and if it is interpolate that moving forward it aligned well with SCAG's forecast, but the magnitude was different. He expressed this is why these things are updated on a regular basis should the Commission decide to proceed with a program such as this.

In response to Commissioner Naggar's inquiry about looking at all the variables that go into the study that was done and how long it would reasonably be good for, Darren Henderson replied the mitigation fee act it does not specifically state that the studies need to be updated on a certain timeframe. The inferred update rate is within the vicinity of four to five years, which coincides with the same timeframe the regional transportation plans will be updated.

In response to Commissioner Naggar inquiry if the city of Moreno Valley and Highland Fairview paid their share of the Nexus Study, Anne Mayer replied they have not and are not required to do so until the CEQA approvals are received for the World Logistics Center. As noted in the presentation there is a requirement that in order for the per square charge to be implemented on the World Logistics Center there was a two year time clock from when they paid their money until the Commission needed to adopt a fee or they would not of had to pay that increased amount. She explained the county of Riverside and the Commission started this process in advance of payment from the city of Moreno Valley and Highland Fairview.

In response to Commissioner Naggar's question if they are litigated again or does not receive approval there will be no reimbursement, Anne Mayer replied correct if they do not receive CEQA approval for the project there will not be the reimbursement.

In response to Commissioner Naggar's clarification about quantifying existing growth and how does an empty half a million square foot warehouse is included, Darren Henderson stated if the warehouse is on the ground today than it is an existing development and it would not be part of the basis for a fee program. It would be part of the 60 million square feet that is already out there.

In response to Commissioner Naggar's inquiry in essence as to the fee, it would be invisible, Darren Henderson replied correct it would be excluded from the fee as it is preexisting.

Commissioner Naggar explained understanding it is excluded from the fee but as it is quantified, the fee for that development coming up that would be subject to the fee it is invisible.

Darren Henderson replied yes.

In response to Commissioner Naggar's clarification what if that growth how it was quantified if the use on the ground actually increased, Darren Henderson replied it is rather related to Commissioner Naggar's ITE trip question from earlier. He explained that again the Commission is looking at a program of averages in looking at what is the average type of use warehouse and logistics use in terms of its trip generation. Darren Henderson stated if it was decided to proceed with implementing a fee program that is one of the things that would need to be addressed through the implementation study. He stated does the Commission want to start to differentiate different types of uses or is the Commission comfortable with the average being representative of most of the uses that needs to be dealt with.

In response to Commissioner Naggar's inquiry about the pass thru trips and how was it quantified that some development is going to take pass thru trips off the freeway and some may create more on the freeway, Darren Henderson replied this is why some of these things are updated on a regular basis. As trends change regionally and not just within Riverside County overtime part of it is in the fact the model does look at based on what is being forecast to happen in Riverside County how that is influenced by other economic factors within the region in terms of growth.

John Shardlow, Land Use Counsel for NAIOP, expressed to dispel of the theme that this is about fulfilling an obligation of a settlement agreement as a vote today is sanctioning the methodology and the findings in this Nexus Study. He stated NAIOP submitted a letter dated April 30 that included some additional letters NAIOP has been submitting all along and expressed this was not set for a public hearing. Mr. Shardlow explained the Commission is taking \$400 million of impacts and NAIOP does not agree with that number and the methodology and then the Commission is having that single use pay \$47 million of that impact while everyone else gets a free ride. He requested the Commission not

approve the Nexus Study and if it is approved, then it should be a public hearing and public noticing. He then read a letter from the city of Moreno Valley having to do with a different bill that would impact the logistics facility. Mr. Shardlow expressed the claim that the fee would not have an impact on having growth occurring in other jurisdictions that is not the case and NAIOP disagrees with that.

Commissioner Rusty Bailey referred to the map that identified deficiencies based on new warehousing development slide and expressed the city of Riverside supports answers to some of the hardest questions being faced in transportation, as the city of Riverside is the most impacted. He explained it is not just by current traffic but future traffic and when there is a problem identified of 14,000 trucks and add all the new homes being developed are all coming through that pinch point, which is the city of Riverside. He expressed the bottom line is these are arterials that run through the city of Riverside and are already failing due to the level of service. He then referred to the map of the forecast truck trips slide and expressed if the impacts are not mitigated of the future whether it is trucks or cars it will affect the city of Riverside. Commissioner Bailey expressed this is a leadership moment for the Commission to do what is supposed to be done and look at the current and future problems and to collect the right data and then to find alternatives to solve some of the pressing problems occurring in transportation. He referred to the SR-60 Truck Lanes project as it was seen what a failing infrastructure causes and that is trucks, cars and damage human beings due to that. He expressed supporting this Nexus Study and to continue supporting solutions to these pressing problems for the entire County.

In response to Commissioner Bob Magee's inquiry about moving to fee implementation, which the Board of Supervisors or 75 percent of the cities could enact it and if it is population or number of cities, Lorelle Moe-Luna replied no she believes that is based on our Board 75 percent of the cities.

Anne Mayer expressed the distinction needs to be made here as that is the term of the settlement agreement and not part of the process for adoption of a fee program. She explained to make that distinction the County or 75 percent of the jurisdictions was a condition of the settlement agreement and if that occurs World Logistics Center pays .65 cents a square foot. If that does not occur they pay .50 cents however, that is not the same threshold for adoption of a program.

Commissioner Magee referred to John Shardlow from NAIOP, stated reading both of his letters, and did an exceptional job as a number of very interesting points were raised. He asked John Shardlow what would his number be.

John Shardlow replied to be honest he does not know what that number is, but it can not be based on employment data, which is extrapolated forever.

In response to Commissioner Magee's response that Mr. Shardlow's number can be zero, but if NAIOP wants something between zero and .65 cents the Commission should hear that as well.

Mr. Shardlow replied NAIOP's position is that the fee should be zero especially because it singles out a use. He stated if everyone wants to pay their fair share then it makes sense or to tell them where all their money is coming to make that pie. Mr. Shardlow stated NAIOP would not stand in the way of a fee that was a fair share calculation and had each user paying its fair share. He discussed if there is a warehouse in the city of Eastvale and a truck is coming from the Port, does not get on a Riverside County network, and pays the same fee as someone sitting on I-215 in the city of Moreno Valley, which makes no sense.

Commissioner Magee referred to Mr. Henderson and inquired when outlining the truck trips chart that there were areas indicated that needed improvement and on the I-15 from Indian Truck Trail to Baxter Road, there were no impacts and no improvements.

Darren Henderson put up the total conceptual cost estimate slide and replied it goes back to the map and he put up that slide, this map is identifying the specific segments where there is a capacity deficiency in the future. This map is showing there is no capacity constraint in the vicinity Commissioner Magee identified however; it is not saying there is not an operational issue that could be addressed, which cannot be addressed through an impact fee program.

At this time, Commissioner White left the meeting.

Commissioner Magee expressed concern that segment was left behind once before and today from Cajalco Road to Lake Elsinore the Commission has no money to improve the I-15. He stated to Commissioner Naggar's point the Commission does not have money to go all the way to the County Line either and so this fee as it is presented would leave the city of Lake Elsinore behind again. He referred to Lorelle Moe-Luna's presentation and stated if the Commission moves forward with an implementation of this fee the Commission would need either a joint power authority or another regional body, i.e. WRCOG, RCA, or CVAG. Since those organizations have not been particularly friendly to the city of Lake Elsinore in the past he is uncertain he would sign on with one of those groups. He explained the Commission is here because of the city of Moreno Valley and they are currently moving forward on the logistics project and suggested they may turn out to be the smartest city. If the Commission does not adopt a program, it is .50 cents a square foot if the Commission adopts the program it is .65 cents a square foot to the city of Moreno Valley and they would get the improvements and have a competitive advantage and real world improvements. Commissioner Magee stated to Chair Benoit if the Commission moves forward to implement this, the Commission needs to create a subcommittee of stakeholders and suggested NAIOP be a part of this as would the county of Riverside, cities such as Perris and Eastvale, and cities that have industrial identified

land uses on their general plan that are currently vacant. He would support moving forward on something such as that.

Commissioner Naggar concurred with the Commissioners comments and asked if Caltrans is willing to accept this Nexus Study.

Anne Mayer stated there is no Caltrans approval needed for this study.

Commissioner Naggar explained when an EIR is completed Caltrans usually comes back with some comprehensive comments and wanting impacts to the freeway study. He explained this is dueling mitigation because if this Nexus Study is meant to implement a fee and Caltrans comes back with their comments, which most cities are very concerned with. He asked where all of this lies as it relates to freeway improvements, which is where this is going.

Anne Mayer replied for this study only those segments of the freeway corridors impacted by the truck trip as Darren Henderson presented are included. The Commission has only identified about \$385 million worth of limited improvements on the freeway system although there are billions of dollars of need. She explained what was identified in the study is only \$385 million worth of improvements and the Commission is only saying that this study is demonstrating a \$47 million contribution from this sector of the industry. She stated the projects being discussed related to this mitigation fee are more than likely going to be combined with other projects and there are other funding sources and will need to compete for other fund types at the state and local level to get the balance of these projects built. She discussed how Caltrans is concerned about the environmental impacts, but not on a project by project basis as this is an allocation of fund type.

Commissioner Naggar expressed appreciation for Ms. Mayer's comments and stated looking at it from being on the ground it is not a Caltrans issue it is a CEQA issue. He asked if this fee is implemented where does that fit in the CEQA.

Anne Mayer replied theoretically if she was a developer, going through a CEQA process and/or a Caltrans review of an environmental document, and they discussed the truck traffic impact on adjacent freeways that are identified and need to contribute this amount. She stated she would respond to Caltrans the Commission did a comprehensive Nexus Study that analyzed the impact of truck traffic on the freeway system. It is only identified that her fair share is this much percent on this corridor and they have a fee program, which she already paid that fee and addressed her truck impacts based on that Nexus Study.

In response to Commissioner Naggar's inquiry where will the money go when it is collected, Anne Mayer replied the money that is collected goes towards the projects identified in the Nexus Study.

In response to Commissioner Naggar's clarification if the money comes to the Commission, the Commission decides where it will go, and where it goes is it directly related to the person's project who is paying the fee, Anne Mayer replied it is not directly related to the project that is paying the fee. Although in the settlement agreement with World Logistics Center, where some of those fees will go directly to SR-60 and Gilman Springs Road. She explained with respect to where the money goes and who collects the fee the Commission is not making those decisions today. Anne Mayer stated today's action is only to approve the Nexus Study and to provide direction for the next steps.

Commissioner Naggar replied that the answer she provided in response to CEQA if somebody were to challenge that CEQA document to ensure that for example comments from Caltrans were mitigated. He stated one of the things that will be brought up is the Commission designated a fee however it does not go to mitigate the impacts it is going wherever the Commission approves where it is going to go so it is no mitigation. Commissioner Naggar referred to the Gilman Springs Road TUMF agreement and asked if WRCOG and the TUMF Zone Committee approved it.

Darren Henderson replied that is an inherent requirement or provision of the TUMF program regardless of this specific project. If improvements are being done on a facility that is part of the TUMF network there is credit for those improvements.

Commissioner Naggar referred to Anne Mayer and stated in the settlement agreement the Commission designated that a number of TUMF dollars are going to Gilman Springs Road and if WRCOG approved that and did the TUMF Zone Committee say this needs to be improved and how of that is to mitigate Highland Fairview.

Anne Mayer replied she does not have the settlement agreement with her and stated the dollar amounts in the settlement agreement are related to the fee. She explained Highland Fairview has to pay either .50 cents a square foot or .65 cents a square foot.

Darren Henderson replied the credit that are identifies for the TUMF program relates to the TUMF Nexus and what is already eligible in the TUMF program. It is only reiterating what they would already be eligible for under the TUMF program, as it is not introducing a new requirement or anything that would need to be approved by WRCOG.

Anne Mayer stated the specific amount for Gilman Springs Road is not a TUMF allocation towards Gilman Springs Road it is part of the fee being collected from Highland Fairview, which is about .50 cents per square foot. That money will be collected at the appropriate time that will go towards Gilman Springs Road.

In response to Commissioner Naggar's question including the TUMF money, Anne Mayer replied on top of TUMF, whatever happens with TUMF is going to happen, and the

settlement agreement amount does not need WRCOG or TUMF Zone Committee approval.

In response to Commissioner Naggar's clarification that Gilman Springs Road is a TUMF road, Darren Henderson replied yes.

In response to Commissioner Naggar's inquiry about the settlement and how Highland Fairview is a 40,000,000 square foot project yet they used 16,000 trips per day, which is ridiculously low, Darren Henderson replied he is uncertain what their methodology was when calculating it but that is why the Commission sued to challenge their findings of the environmental document.

Commissioner Naggar stated not being on the Commission when the settlement occurred and maybe the ITE trip generation did not come out at the time to base it on. This is being based on things that are not current and there would be inequity as it relates to NAIOP.

Anne Mayer stated at the time of the settlement the Commission based its settlement discussions on the information available at the time. She expressed that is exactly why the Commission filed lawsuit against the project, which has been the issue all along and work very hard with the city of Moreno Valley, the county of Riverside, and Highland Fairview to come up with a fair settlement. The Commission ratified that settlement agreement and the Commission is implementing to what was agreed to at the time. She explained the current Nexus Study that shows up to \$1.28 so it is a different number then the settlement agreement number and it fulfilled the settlement agreement obligations for the Highland Fairview World Logistics Center.

Commissioner Jeffries referred to the forecast truck trips slide and stated that in the section of I-215 between from the city of Perris to the city of Riverside he speculates that there are probably 100 additional warehouses that are in the plans to be developed on that corridor. He expressed that freeway is already at a dead stop every morning and afternoon. Commissioner Jeffries explained respecting NAIOP's position the Commission cannot be the only ones to try to fix this as he believes in a user fee approach versus a tax approach. He stated if NAIOP's clients are a component of the solution then the Commission should support this component of it and let NAIOP and others identify to staff what the other component is to the solution. He suggested the warehouses are going to be automated as was seen with WRCOG that somewhere between 40 to 60 percent of the employees working in warehouses will probably go away due to automation. He expressed that the trucks hauling the goods in and out of those warehouses are not going to go away.

Commissioner Lisa Middleton concurred with Commissioners Bailey and Jeffries' comments and stated it is important that those who are contributing to traffic issues pay their fair share of the increased traffic that is being created. Commissioner Middleton

supports the Nexus Study however, some of these trucks will be driving east, the Coachella Valley will be impacted by this, and the Coachella Valley needs to participate in the benefits that will come from some of these fees.

Commissioner Manuel V. Perez expressed appreciation for Commissioner Bailey and Middleton's comments and stated this needs to be considered. He asked if there was accounting for the release of greenhouse gas emissions as diesel trucks will be releasing particulate matter and NOx, which needs to be considered not in this study but asked when will that be considered in the future.

Anne Mayer replied that conversation is ongoing and it has become an increasingly important part of project specific environmental documents. She stated from this standpoint this is not a component of what the Commission is doing here. She discussed the various agencies that are having conversations about what to do next about the air quality issues, which is a relevant point just not part of this study.

Commissioner Perez expressed appreciation for Anne Mayer's comment and referred to Chair Benoit and other Commissioners from the South Coast Air Quality Management District need to make sure that they integrate what is being presented related to the Nexus Study and to the future conversations when having meetings.

Anne Mayer stated one of the philosophies the Commission had the past couple of years knowing that in particular AQMD as a regulatory could in fact implement regulations that could dictate what is done in terms of a land use decisions. From the Commission's standpoint it has been a goal to provide the Commissioners with tools to be able to say that Riverside County is making its own decisions about what it is doing for the future in these key environmental concern areas. Therefore, the Commission does not need another layer of regulation over and above that since Riverside County is taking the lead and taking action.

Commissioner Speake stated the Commission is actually doing planning as the city of Corona continues to deal with the traffic congestion since the 1980s. He expressed appreciation the Commission is planning for an impact, setting up mitigation, and having a discussion. He stated to clarify the Commission is not voting to put this in today it is a vote to accept this report and to discuss it further. He appreciates the questions but just the fact the Commission is having a discussion on whether or not to vote yes on something to carry this forward is insanity. Commissioner Speake fully supports the comments from Commissioners Bailey and Jeffries as it is the right path to carry forward. He also concurred with Commissioner Magee although he does not agree that there will not be any impacts on I-15. He expressed concern it is absurd that there is going to be a 1 percent impact on I-15 between the city of Lake Elsinore and the city of Corona. He suggested by proving this that the Commission is not limiting the projects that are listed.

Anne Mayer replied the Commission actually is and referred to Darren Henderson.

Darren Henderson explained the 1 percent impact is the segment Commissioner Speake highlighted from new warehousing and logistic developments in Riverside County on that section of freeway. He stated that is not to say that there is not a big impact on that freeway from new development in general but specifically to this use, it does not use that freeway as much as other parts of the county. If a fee program were to be adopted it is restricting what could be applied from that fee program to that particular segment.

Commissioner Speake concurred with Mr. Henderson and concurred with Commission Jeffries' comments as he works in development. He explained knowing about what every single project is going to come up in the next five years and how that number is allocated is a concern. He suggested if that piece could be set aside for additional discussion.

Anne Mayer referred back to Darren Henderson's comment about an update to a Nexus Study in that there is a reason why a Nexus Study is updated every four years associated with the regional transportation plan. It gives the Commission the ongoing opportunity to validate that but the action today is the Nexus Study has been completed based on a very conservative approach and one that is defensible with respect to implementing or proposing a fee on the incremental impact of new development on existing congested corridors.

Commissioner Speake suggested there is no argument to the fact the Commission needs to plan for this impact. He stated he is always leery about squeezing it down and only applying it in certain places.

Anne Mayer replied the Commission has the law and governs and concurred with Commissioner Speake. However, the Commission has to comply with the law related to mitigation fees and Nexus Studies and this is staff's best recommendation as to what complies with that law.

Commissioner Russ Utz expressed appreciation to staff for all their hard work putting this presentation together as it is very comprehensive on what it covers. However, he stated for the future he wanted to echo the concerns from the desert from the south areas. He explained when an update is done the Commission needs to include a countywide approach and the non-freeway impacts. Commissioner Utz explained from being from the city of San Jacinto and currently talking primarily about Highland Fairview Gilman Springs Road will become one of the main southbound truck highway when this project is done. He expressed understanding the settlement is exclusive from this but the settlement only gives \$3 million in mitigation, which is basically a striping program. He suggested to look very broadly and look at traffic patterns more than just highways.

Darren Henderson explained the reason any of the arterial highway network are not being seen is due to the TUMF program, which accounts for all development activity includes warehouse logistics so they are already embedded in the TUMF program. The mitigation that is occurring as part of the TUMF program already builds in considerations for the impacts that warehousing and logistics uses has on the arterials, which is why that was specifically excluded.

Commissioner Utz stated if that response rather negate the legitimacy of the entire program because can the opponents of this program say well the Commission already has the TUMF.

Darren Henderson explained by removing consideration of any arterials since they are being addressed by TUMF program and focusing on the mainline freeway where it is not being addressed in the TUMF that is the focus of this program.

Commissioner Magee stated since the Mid County Parkway the decision has been made that it stops at I-215 and the way to relieve that pressure is the El Toro/Ethanac Expressway, which is not part of this study. He expressed this project needs to get back on the radar and need to improve that east to west corridor, which will relieve pressure off of the city of Riverside.

Commissioner Karen Spiegel suggested the conversations proves that there is a need and through the whole settlement, many of the Commissioners were a part of that. She explained understanding it is not perfect and expressed appreciation for NAIOP's issues, but if the Commission delays this and does not move forward the Commission will miss the opportunities of monies to help a little bit. Also, it will just delay projects as there is too much growth in the warehouse industry. Commissioner Spiegel explained none of the local jurisdictions does not want to give up the trucks because everyone benefits from that.

Commissioner Steven Hernandez stated with the fee and what is implemented and in looking at this from an equity and fairness prospective, the Commission does not mind implementing a fee moving forward on this. He stated some areas did not pay this fee and other communities had benefited from the jobs that created. He expressed there are also communities that still need employment and need investment from the private sector. There needs to be some consideration in terms of a balance or what is given to those communities in terms of how those fees are implemented.

Commissioner Jan Harnik stated the Commission is talking currently about reacting to something that has occurred and the Commission does have to respond. She explained this is something the Commissioners need to think about going forward as this is a result of the Commissioner's communities and their neighboring communities land use and planning. Commissioner Harnik stated this is not just about transportation the

transportation issue is a result of that so it is something take into account and think of going forward.

Commissioner Naggar explained he concurred with fees appropriately as long as the fees are applied equitably and as long as the Nexus Study fee is accurate. He discussed how back in 2003-2004 the city of Temecula sued the county of Riverside on their general plan, as it did not adequately mitigate the impacts. He then discussed when the city of Temecula was about to work on a freeway fee with the Commission. Commissioner Naggar suggested going through this entire exercise to accommodate Highland Fairview whether or not the Commission could back out of the settlement agreement or whether it should have went to trial. He expressed concern that the trips that Highland Fairview is basing this on at 16,000 is woefully inaccurate hence the Nexus Study is inaccurate and it does not help the Commission get to a place where the fee is equitable. He requested the Commissioners meet and figure out impacts from all the players that the Commissioners can all agree on.

M/S/C (Bailey/Baca) to approve the Logistics Mitigation Fee Nexus Study.

No: Hewitt, Magee, Naggar

At this time, Commissioners Jeffries, Hernandez, and Perez left the meeting.

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

There were no items pulled from the Consent Calendar.

14. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

14A. Anne Mayer announced the Government Finance Officers Association has provided a Certificate of Achievement for Excellence and Financial Reporting to the Commission for the Comprehensive Financial Report. She congratulated Theresia Trevino and her entire team for a great job.

14B. Commissioner Jan Harnik announced Connect SoCal will be having seven workshop meetings in Riverside County in order to provide input for land use, transportation, and how to keep the region moving. These meetings will be held from May 22 – June 11, 2019 and go to ConnectSoCal.org for more information and it is for SCAG.

14C. Commissioner Karen Spiegel congratulated Commissioner Middleton for her appointment to the CalPERS Board.

- 14D.** Commissioner Smith expressed appreciation for closing the meeting in honor of Council Member Jim Hyatt. There is a memorial service May 18 @ 11:00 a.m. at the Norton Young Love Senior Center in Calimesa and hoped the Commissioners could attend.

Anne Mayer stated as Commissioner Harnik noted Kome Ajise has been appointed as the SCAG Executive Director. He previously served at Caltrans as the Chief Deputy Director and has been at SCAG as the Planning Director for a couple of years now.

15. CLOSED SESSION

15A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	117-070-032	RCTC	Pravin Kumar
2	117-122-001 and 117-122-002	RCTC	Pravin Kumar
3	117-270-009	RCTC	Maple Associates

15B. CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION

EXPOSURE TO LITIGATION PURSUANT TO SUBDIVISION (D)(2) OF GOVERNMENT CODE SECTION 54956.9

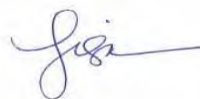
Potential Number of Case(s): 1

There were no announcements from the Closed Session Items.

16. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Washington adjourned the meeting in memory of Council Member Jim Hyatt memory at 12:45 p.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, June 12, 2019, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

Respectfully submitted,



Lisa Mobley
Clerk of the Board

AGENDA ITEM 7

PUBLIC HEARING

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Proposed Budget for Fiscal Year 2019/20

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive input on the proposed budget for Fiscal Year 2019/20;
- 2) Close the public hearing on the proposed Budget for FY 2019/20;
- 3) Approve the salary schedule effective July 4, 2019, located in Appendix E of the proposed budget; and
- 4) Adopt the proposed Budget for FY 2019/20.

BACKGROUND INFORMATION:

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2019/20 and identifying the resources to fund those needs. The policy goals and objectives approved by the Commission on March 13 were the basis of this budget. The long-term policy goals that support the Commission's objectives considered during the preparation of the budget relate to promoting quality of life; achieving operational excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

Staff presented the proposed budget to the Commission on May 8. Subsequent to that presentation, staff updated the document as a result of the following changes resulting in a net increase of \$1,853,300 to the projected fund balance at June 30, 2020.

Adjustments to FY 2018/19 Projected Amounts

- A net \$0 change as a result of a \$1,552,400 increase in operating transfers for station rehabilitation and improvement projects.

Adjustments to FY 2019/20 Budgeted Amounts

- A \$1 million increase in federal reimbursements for the Riverside Layover Facility project;

- A \$13,203,100 net decrease in state reimbursements comprised of a \$13 million decrease for the Riverside-Downtown station track and platform project moved to FY 2020/21, a \$799,800 decrease for station rehabilitation and improvement projects, and a \$596,700 increase for Perris Valley Line operations;
- A \$36,400 increase in investment income as a result of the net increase in fund balance;
- A \$1.3 million increase in construction expenditures for the Riverside Layover Facility project;
- A \$15 million decrease in right of way expenditures for the Riverside Downtown station track and platform project moved to FY 2020/21;
- A \$1,552,000 decrease in operating and capital disbursements for station rehabilitation and improvement projects and \$1,079,000 increase in Western County and Coachella Valley specialized transit operating and capital disbursements;
- A \$150,000 increase for special studies;
- A \$3,000 increase in interest payments; and
- \$819,100 increase in operating transfers related to station rehabilitation and improvement projects funded by the State of Good Repair Fund.

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 8 meeting. After the public hearing is closed on June 12, adoption of the proposed Budget for FY 2019/20 will follow. In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

The proposed Budget for FY 2019/20 is attached. This document contains the executive summary, as revised, that was presented at the May 8 Commission meeting; the Appropriations Limit; a summary of the budget process; fund budgets; details of program revenues and other sources; debt; department budgets; community profile; and appendices including a glossary of acronyms, salary schedule effective July 4, 2019, funding definitions, and program/general terms.

As approved by the Executive Committee on May 8, 2019, staff included in the FY 2019/20 budget the payoff the Commission's CalPERS net pension liability balance of \$8.1 million. The Commission's CalPERS plans are currently funded at 75.2 percent and 94.7 percent for Classic and Public Employees' Pension Reform Act members, respectively. The payoff of the \$8.1 million net pension liability, based on the most recent actuarial valuation dated June 30, 2017, results in the interest charge savings of \$7.5 million over several years — funding that can be used for future Commission programs and capital projects. The Commission has available funds for this disbursement.

A summary of the proposed Budget for FY 2019/20 is as follows:

	FY 2019/20 Budget
Revenues and other financing sources:	
Sales taxes-Measure A and Local Transportation Funds	\$ 290,000,000
Reimbursements (federal, state, and other)	260,272,700
Transportation Uniform Mitigation Funds, including reimbursements	25,000,000
State Transit Assistance and State of Good Repair	31,050,600
Tolls, penalties, and fees	41,869,400
Other revenues	553,000
Interest on investments	12,790,700
Debt proceeds	75,703,000
Transfers in	166,027,000
Total revenues and other financing sources	903,266,400
Expenditures and other financing uses:	
Personnel salaries and fringe benefits	19,396,500
Professional services	25,447,300
Support services	12,383,200
Projects and operations	739,032,300
Capital outlay	5,288,000
Debt service (principal and interest)	76,657,400
Transfers out	166,027,000
Total expenditures and other financing uses	1,044,231,700
Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses	(140,965,300)
Beginning fund balance (projected)	792,310,100
Ending fund balance (projected)	\$ 651,344,800

Attachment: FY 2019/20 Proposed Budget (Posted on Commission Website)



FISCAL YEAR 2019/20

BUDGET



June 12, 2019

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2019/20 Budget Introduction

RCTC: Connecting Your Life

Thank you for reviewing the Fiscal Year (FY) 2019/20 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative and active public transportation agency that connects the lives of Riverside County (County) residents every day. Riverside County continues to grow faster than any other area of the state of California (California), which makes our mission to provide transportation projects and services absolutely critical in protecting and improving the quality of life for 2.4 million residents.

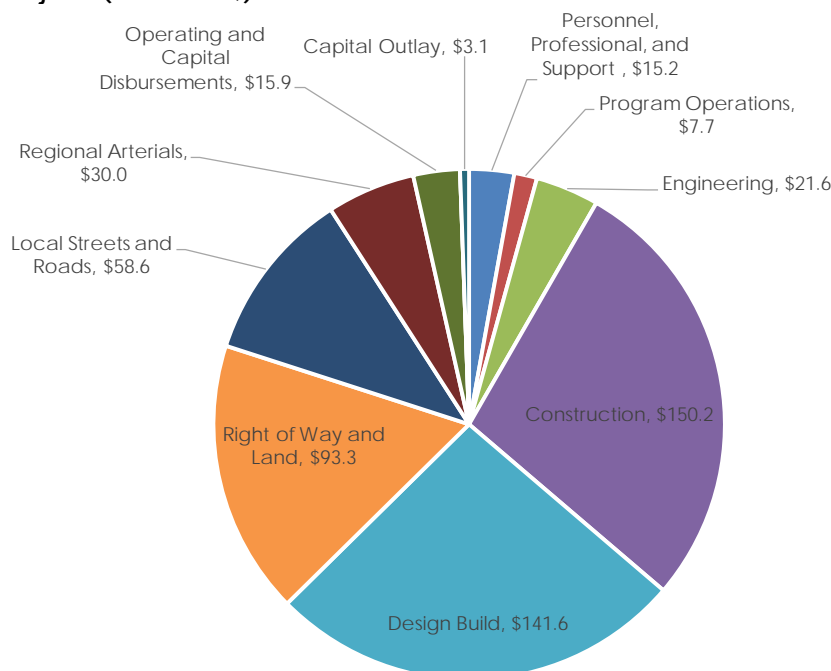
The upcoming fiscal year continues a concerted effort of investment and construction in the County's transportation infrastructure with construction intensifying on the Interstate (I) 15 Express Lanes project, construction ready to start on the State Route (SR) 60 truck lanes, and the I-215/Placentia interchange on the near-term horizon.

People Working – Building a Better Future

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

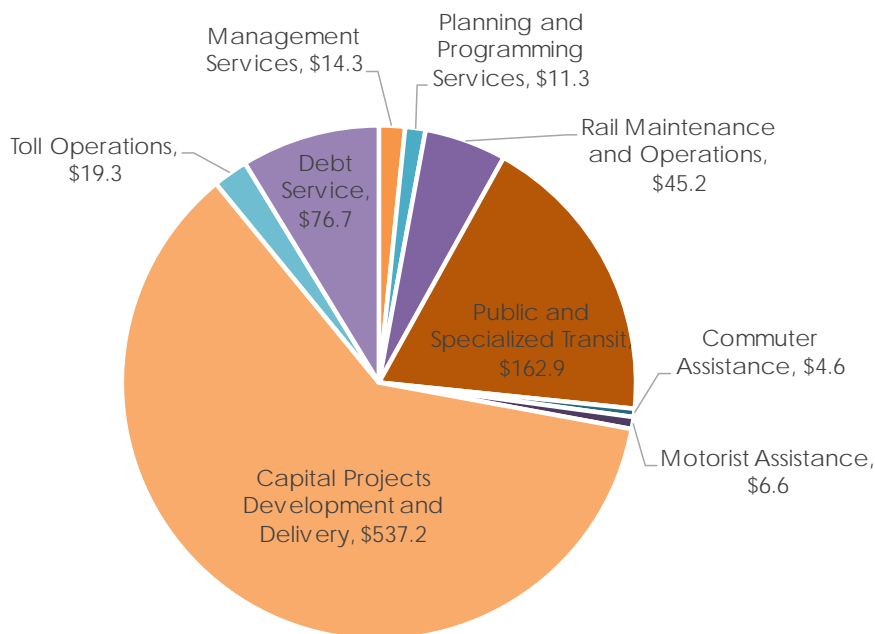
During FY 2019/20, the Commission will invest \$537 million in capital projects (Chart 1) that include highway, regional arterial, local streets and roads, and rail projects.

Chart 1 – Capital Projects (in millions \$)



In addition to the capital projects, the Commission's FY 2019/20 overall budget (Chart 2) of \$878 million includes 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 2 – FY 2019/20 Budget (in millions \$)



Measure A – The Funding Foundation

The Commission's voter-approved half-cent sales tax program serves as the main funding source for transportation funding in Riverside County. Measure A sales tax revenues are stable with average annual growth of over 2.6% in the last decade; they are projected at \$193 million for FY 2019/20. 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 2019/20, the Commission will return \$58.6 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.

91 Express Lanes Surpassing Expectations

On March 20, 2017, the Commission opened the extension of the 91 Express Lanes. The \$1.4 billion 91 Project primarily consisted of two tolled express lanes, a direct express lanes connector, and an additional general purpose lane in each direction of SR-91 between the Orange County line and I-15 in Corona. Usage and revenue continue to exceed 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 this fiscal year.

The completion of the 91 Project also creates new responsibilities for the Commission as a toll facility operator. This year's budget reflects the new revenues and expenses generated by the 91 Express Lanes. The transition into toll operations also serves as a precursor into a much broader role as a toll operator, with construction already underway on the I-15 Express Lanes project. This \$472 million effort adds one to two tolled express lanes to an approximately 15-mile section of I-15 between SR-60 and Cajalco Road. The new 15 Express Lanes will travel through the cities of Corona, Eastvale, Norco, and Jurupa Valley and open in 2020.

Additional Projects and Services

SR-60 Truck Lanes Ready for Construction

The Commission will break ground in mid-2019 on a much-needed eastbound truck-climbing lane and westbound truck-descending lane on SR-60 through the Badlands area of Western Riverside County. This 4.5-mile, \$134.6 million project will include a number of additional safety features including a wider median, a higher median barrier, and better visibility in curved areas of the highway.

New Vanpool Service Strengthens Transit

While RCTC primarily functions as a project-driven organization, the Commission's significant funding toward public transit, motorist services, and operation of a toll facility further increases its direct interaction with the public. The Commission launched a new incentive program to spur the creation of vanpools. Vanpools can be especially effective in providing transportation options in areas that are hard to serve by transit and can be an attractive amenity for employers. RCTC's VanClub offers as much as \$400 per month to eligible vanpools, and 75 vanpools have already formed countywide.

Freeway Service Patrol Expands to Serve More of I-15 and I-215

In September 2018, the Commission expanded its popular Freeway Service Patrol program on I-15 and I-215. The free program offers help to stranded motorists by changing flat tires, jump-starting dead batteries, cooling overheated engines, and performing other routine mechanical repairs to help get drivers safely back on their way. The approval and voter-ratification of a recent increase in the state gas tax (Senate Bill 1) enabled the Commission to provide peak-hour services on an additional 27 miles of the I-15 and 12 miles on the I-215 for drivers in Lake Elsinore, Wildomar, Menifee, Murrieta, and Temecula.

Planning for an Exciting and Uncertain Future

Progress Continuing on State-Funded Riverside County Transportation Efficiency Corridor

In 2017, the California Legislature approved a special award of \$427 million in state funding for five projects in northwestern Riverside County. This provided funding needed to move forward on five important projects:

- An express lanes connector between the 91 Express Lanes and the future 15 Express Lanes north of SR-91;
- Railroad grade separations at Jurupa Road in Jurupa Valley and McKinley Street in Corona;
- An expanded interchange at I-15 and Limonite Avenue in Eastvale; and
- The replacement of the Hamner Avenue bridge over the Santa Ana River in Norco.

The Commission is working closely with agencies that are delivering the local projects but will also play the lead role on the construction of the express lanes connector that will benefit both the existing 91 Express Lanes and the future 15 Express Lanes. A design-build contract award is expected to be awarded in 2020.

Funding is but one piece of determining the future of transportation. In order to help guide the Commission through the challenges of population growth, changing demographics, economic needs, and technological change, RCTC has 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; a long-range plan will be useful in guiding the overall direction of transportation investment and development in the County.

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.



GFOA Distinguished Budget Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Commission for its annual budget for the fiscal year beginning July 1, 2018. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, an operations guide, a financial plan, and a communications device.

The award is valid for a period of one year only. The Commission believes this budget continues to conform to program requirements, and it will be submitted to GFOA to determine the Commission's eligibility for another award.

Acknowledgments

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

Signature on file

Anne Mayer, Executive Director

Signature on file

Theresa Treviño, Chief Financial Officer

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.

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). Construction started on a second managed lanes project, the Interstate (I)-15 Express Lanes project, in FY 2017/18 with completion expected in 2020. The 15/91 Express Lanes connector, a tolled connector between the existing RCTC 91 Express Lanes and the future 15 Express Lanes north of SR-91, received an allocation of state funds in FY 2016/17. The Commission anticipates completion of this project by 2022.

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

Management Staff

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

Executive Summary

Introduction

The budget for Fiscal Year (FY) 2019/20 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 projects. The discussion in each department includes a review of accomplishments, major initiatives, and key assumptions.

Policy Goals and Objectives

As approved at its March 13, 2019 meeting, the Commission is driven by four core goals and underlying objectives 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 our residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
Access	RCTC projects and programs are the connection to employment, schools, community institutions, parks, medical facilities and shopping in the community.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County.
OPERATIONAL EXCELLENCE <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.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent; customers get fast, timely, 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 helps move the economy of Riverside County.
Population Growth	Since 1976, RCTC has been responsible for connecting our County's economy as the County's population has quadrupled from 550,000 to 2.3 million today.
Economic Impact	RCTC has invested \$4 billion in the County's economy thanks to Measure A and future 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 invests in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC is a partner with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access.
Active Transportation Facilities	RCTC is a partner with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
Grants	RCTC is a steward of state and federal grants to 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 goals and objectives to prepare this budget and develop the following short-term objectives to guide further the development of the FY 2019/20 budget.

Capital Project Development and Delivery

- Continue design and construction of the 15 Express Lanes and development of the 71/91 interchange improvements, SR-60 truck lanes, and Mid County Parkway projects included in the Western Riverside County Delivery Plan.
- Commence development of the I-15 Express Lanes—Southern Extension project.
- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Enhance corridor mobility and traveler choice with the operation of the express lanes and development of the next generation toll projects.
- Collaborate with local jurisdictions to implement the Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

Toll Operations

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

Regional Programs

- Maintain an active involvement in state and federal legislative matters to ensure that the Commission receives proper consideration for transportation projects and funding.
- Complete the development of a county-wide transportation plan and the first ten-year update of the 2009 Measure A Expenditure Plan, as required by the ordinance.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; Southern California Regional Rail Authority (SCRRA) is the operator of Metrolink.
- Provide 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.
- Provide a motorist aid system that ensures safety and convenience to freeway motorists.

Management Services

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission.
- Develop and execute a communications and public engagement strategy for the purposes of education, information, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2019/20 Management Services budget is 2.87% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2019/20 administrative salaries and benefits is 0.73% of Measure A revenues before the one-time disbursement to pay off the Commission's California Public Employees' Retirement System (CalPERS) net pension liability. The administrative program share of the \$8.1 million net pension liability is \$2.5 million, or 31%. The inclusion of this one-time disbursement in FY 2019/20 results in the administrative salaries and benefits at 1.39% of Measure A revenues; however, the one-time disbursement to pay off the net pension liability is related to the projected benefits to employees for past service. Accordingly, the impact to the administrative salaries and benefits will be retroactively applied to prior fiscal years without exceeding the 1% limitation in FY 2019/20 or prior fiscal years.
- 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 Policy Goals and Departmental Goals and Objectives

The following matrix (Table 1) illustrates the linkage of the Commission's core policy goals described in this section to the individual departmental goals and objectives included in Section 5.

Table 1 – Relationship between Commission and Departmental Goals

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

Budget Overview

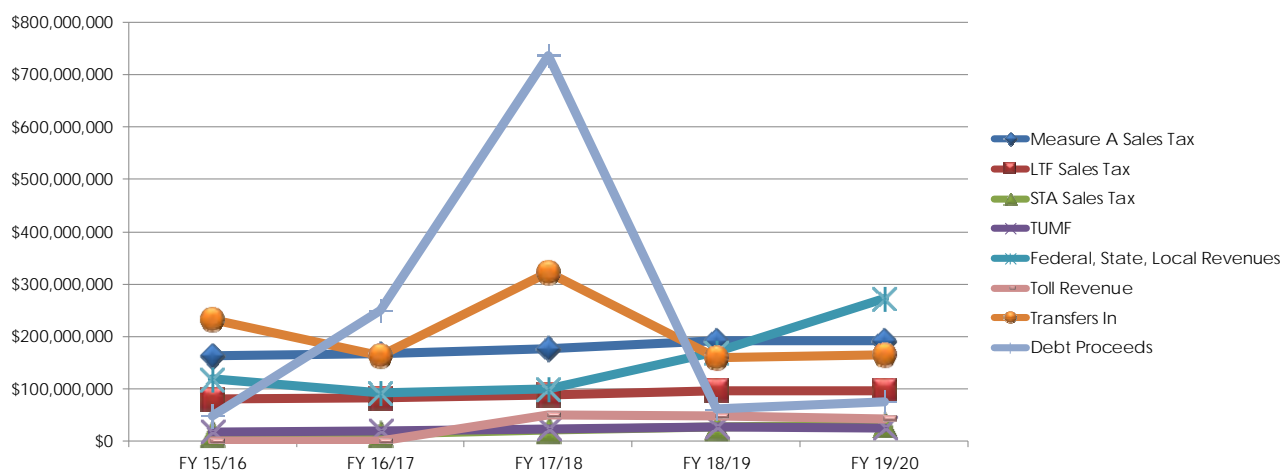
Total sources (Table 2) are budgeted at \$903,266,400, an increase of 15% over FY 2018/19 projected sources and a 1% decrease over the FY 2018/19 budget. Total sources are comprised of revenues of \$661,536,400, transfers in of \$166,027,000, and debt proceeds of \$75,703,000. The projected fund balance at June 30, 2019 available for expenditures/expenses (excluding amounts restricted for debt service of \$14,422,700 and advances receivable of \$22,986,000) is \$754,901,400. Accordingly, total funding available for the FY 2019/20 budget totals \$1,658,167,800.

Table 2 – Sources FY 2018-2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 176,301,700	\$ 192,000,000	\$ 192,000,000	\$ 193,000,000	\$ 1,000,000	1%
LTF Sales Tax	89,557,600	96,000,000	96,000,000	97,000,000	1,000,000	1%
STA Sales Tax	21,320,900	23,203,600	27,110,700	31,050,600	7,847,000	34%
Intergovernmental	88,207,000	249,188,300	160,549,900	260,272,700	11,084,400	4%
TUMF Revenue	23,699,800	25,922,200	26,672,200	25,000,000	(922,200)	-4%
Tolls, Penalties, and Fees	50,446,800	36,940,500	47,756,900	41,869,400	4,928,900	13%
Other Revenue	3,199,500	1,084,400	468,500	553,000	(531,400)	-49%
Investment Income	9,117,000	3,408,000	10,064,800	12,790,700	9,382,700	275%
Transfers In	323,263,800	182,214,300	159,759,000	166,027,000	(16,187,300)	-9%
Debt Proceeds	735,488,800	106,081,000	61,841,100	75,703,000	(30,378,000)	-29%
TOTAL Sources	\$ 1,520,602,900	\$ 916,042,300	\$ 782,223,100	\$ 903,266,400	\$ (12,775,900)	-1%

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. Riverside County's economy is benefitting from employment gains that are a function of 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) has 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 have increased economic activity contributing to stable sales tax revenue growth as noted on Chart 3.

Chart 3 – Sources: Five-Year Trend

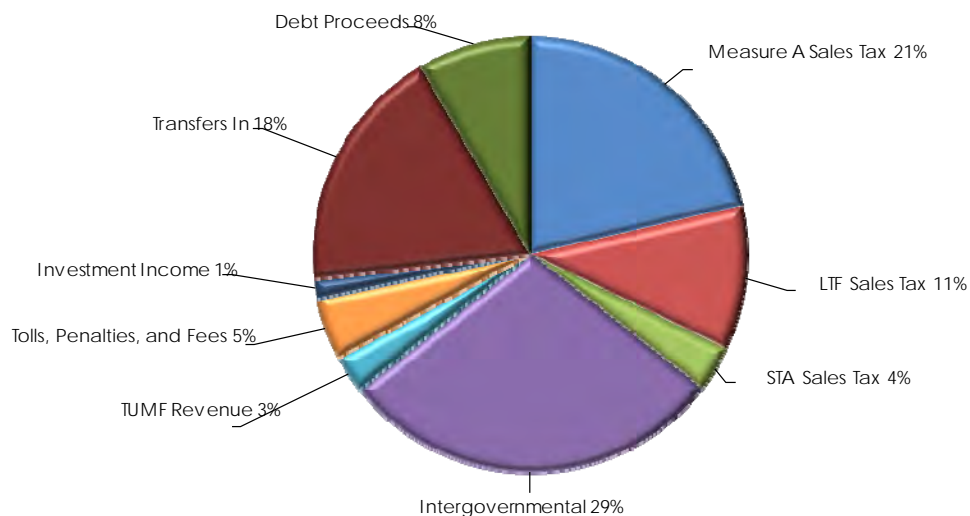


Sales tax revenues have continued to remain stable during the last five fiscal years. The Commission's economic outlook for FY 2019/20 continues to be cautiously optimistic; however, availability of state and federal funds could affect funding of the Commission's capital projects and programs. Should Measure A and LTF sales tax revenues fluctuate and the availability of federal and state revenues continue to be uncertain, the timing and scope of the Commission's projects and programs may be impacted.

Regardless of the 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 lower priced real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

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

Chart 4 – Sources: Major Categories



The California Department of Tax and Fee Administration (CDTFA), as statutorily created and authorized successor to the former California State Board of Equalization, recently provided to cities and other agencies its projections that statewide taxable sales over the next fiscal year will increase 3.6%. Continuing its conservative projection practices, the Commission also considers short- and long-term sales tax projections from its consultants to estimate sales tax revenues. After taking the state of the local economy, recent revenue trends, and the impact of CDTFA new automation system delays into consideration, staff projects Measure A sales tax revenues of \$193,000,000 for FY 2019/20. This is a 1% increase from the FY 2018/19 revised projection of \$192,000,000, which reflects FY 2017/18 sales tax revenues processed in FY 2018/19 due to CDTFA's new system implementation issues. These issues caused a backlog of unprocessed sales tax returns at the end of FY 2017/18 that were processed and reflected in FY 2018/19. At midyear the Commission will reassess sales tax revenue projections based on the economy and revenue trends.

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). The LTF sales tax revenue received from the State is budgeted at \$97,000,000, an increase of 1% from the FY 2018/19 revised projection of \$96,000,000. The CDTFA implementation issues also impacted LTF sales tax revenues in FY 2017/18 and FY 2018/19.

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. Beginning in FY 2017/18, SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2019/20 STA/SGR allocations, based on recent State estimates, is \$31,050,600.

Intergovernmental revenues include reimbursement revenues from federal sources of \$89,718,700, state sources of \$160,596,100, and local agencies of \$9,957,900 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 4% in FY 2019/20 compared to the FY 2018/19 budget is related to increases in federal reimbursements offset by a decrease in state and local reimbursements. Senate Bill 132 (SB 132) provides state funding for the 15/91 Express Lanes connector and pass-through funding to the County for the I-15/Limonite interchange and Hamner Bridge widening and to the County and city of Corona for grade separation projects. Other state reimbursements will fund the SR-60 truck lanes, Pachappa underpass, and station rehabilitation projects. Federal reimbursements provide funding for the I-15 Express Lanes, I-15 Express Lanes—Southern Extension, SR-60 truck lanes, Pachappa underpass, and station rehabilitation projects. 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 2019/20 TUMF fees will remain flat at \$25,000,000. The 4% decrease is related to additional TUMF zone reimbursements for the Lake Elsinore I-15/Railroad Canyon project in FY 2018/19.

FY 2018/19 marked the second complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since toll revenues surpassed 2013 financing assumptions, the Commission obtained an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study in December 2018. The Commission conservatively estimates FY 2019/20 toll revenues, penalties and fees of \$41,869,400 based on current operations and the updated study.

Other revenue of \$553,000 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 275% increase in FY 2019/20 investment income due to extremely conservative investment yield projections in the FY 2018/19 budget. The FY 2019/20 budget projects investment income at a 2% investment yield, compared to less than 1% in prior year budgets.

Transfers in of \$166,027,000 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, regional arterial, and local streets and roads funds. Debt proceeds consist of \$75,703,000 in drawdowns from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan related to the I-15 Express Lanes project.

Total uses (Table 3), including transfers out of \$166,027,000, are budgeted at \$1,044,231,700, a 7% decrease from the prior year budget amount of \$1,123,634,900. Program expenditures and transfers out totaling \$943,160,800 represent 90% of total budgeted uses in FY 2019/20. Program costs decreased by 6% from \$1,003,365,500 in FY 2018/19 due to projects and programs identified below.

Table 3 – Uses FY 2018-2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 517,040,000	\$ 631,599,300	\$ 430,098,100	\$ 592,940,600	\$ (38,658,700)	-6%
Capital Local Streets and Roads	53,176,800	58,479,500	58,479,500	58,642,300	162,800	0%
Commuter Assistance	4,447,700	6,199,600	4,708,300	4,880,800	(1,318,800)	-21%
Debt Service	664,013,700	96,675,600	92,205,600	76,657,400	(20,018,200)	-21%
Management Services	22,184,500	23,593,800	19,784,300	24,413,500	819,700	3%
Motorist Assistance	4,909,300	10,004,600	7,946,300	9,364,500	(640,100)	-6%
Planning and Programming	4,293,800	20,464,700	6,045,300	14,512,900	(5,951,800)	-29%
Public and Specialized Transit	113,456,700	210,341,400	154,221,600	194,224,800	(16,116,600)	-8%
Rail Maintenance and Operations	24,161,700	41,119,800	34,413,400	46,228,500	5,108,700	12%
Toll Operations	11,849,700	25,156,600	21,695,000	22,366,400	(2,790,200)	-11%
TOTAL Uses	\$ 1,419,533,900	\$ 1,123,634,900	\$ 829,597,400	\$ 1,044,231,700	\$ (79,403,200)	-7%

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

Capital highway, rail, and regional arterials budgeted uses of \$592,940,600 are 6% lower compared to the FY 2018/19 budget due to project activity on the I-15 Express Lanes, significant completion of a 2009 Measure A Western County Regional Arterial (MARA) project, and decreased transfers out related to debt proceeds from the capital projects fund to a special revenue fund to finance 2009 Measure A Western County highway projects.

Local streets and roads expenditures of \$58,642,300 reflect an increase of \$162,800 over the FY 2018/19 budget and represent the disbursements to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$4,880,800 are 21% lower than FY 2018/19 budget due to transfers out for a transit incentive project in Western County in the prior year.

Debt service of \$76,657,400 decreased 21% due to \$20 million of toll-operation surplus revenues deposited to the 2013 TIFIA loan reserve fund in FY 2018/19 as required under the TIFIA loan agreement.

Management services expenditures of \$24,413,500 increased 3% primarily due to a one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Expenditures under management services include information technology equipment upgrades, robust communication and engagement efforts, financial advisory services, and debt service contribution.

Motorist assistance expenditures of \$9,364,500 decreased 6% due to higher SAFE matching transfers out for FSP services in FY 2018/19.

Planning and programming budgeted expenditures of \$14,512,900 reflect a 29% decrease from the FY 2018/19 budget due to decreased projects and operations activities in connection with LTF disbursements for planning and programming, other agency projects, and special studies.

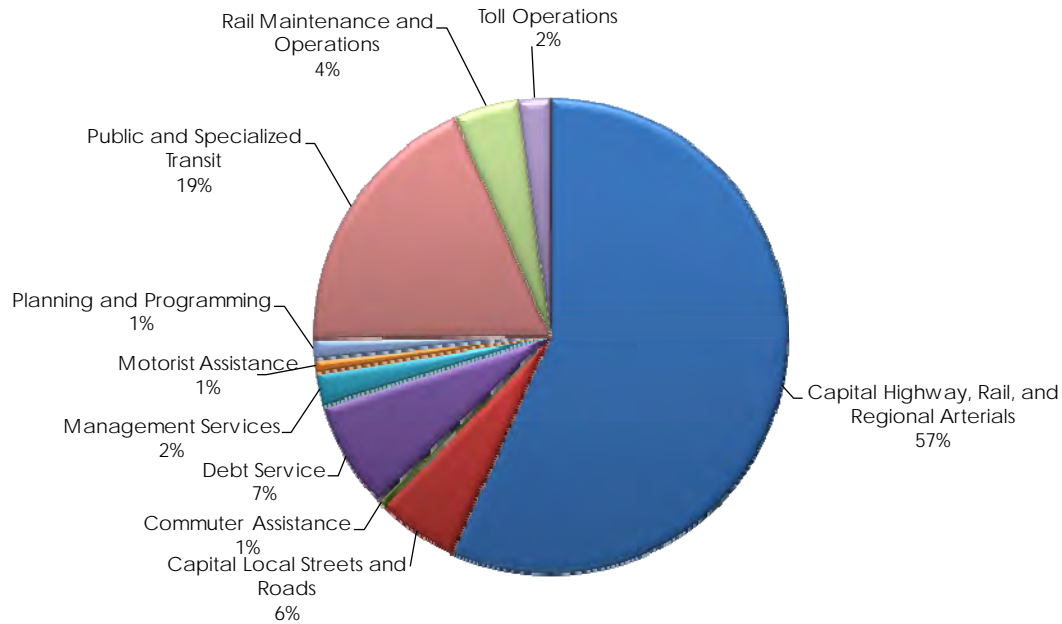
Public and specialized transit budgeted expenditures of \$194,224,800 are 8% lower than the FY 2018/19 budget due to decreased operating expenditures for public transit.

The rail maintenance and operations budgeted expenditures of \$46,228,500 are 12% higher than the FY 2018/19 budget due to funding received for the special event train platform in the city of Indio.

Toll operations expenses are budgeted at \$22,366,400 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and pay interest on toll revenue bonds. The 11% decrease is due to decreased transfers out related to toll operations surplus revenues to fund the 91 corridor operations project.

Chart 5 is an illustration of total uses included in the FY 2019/20 budget by major categories.

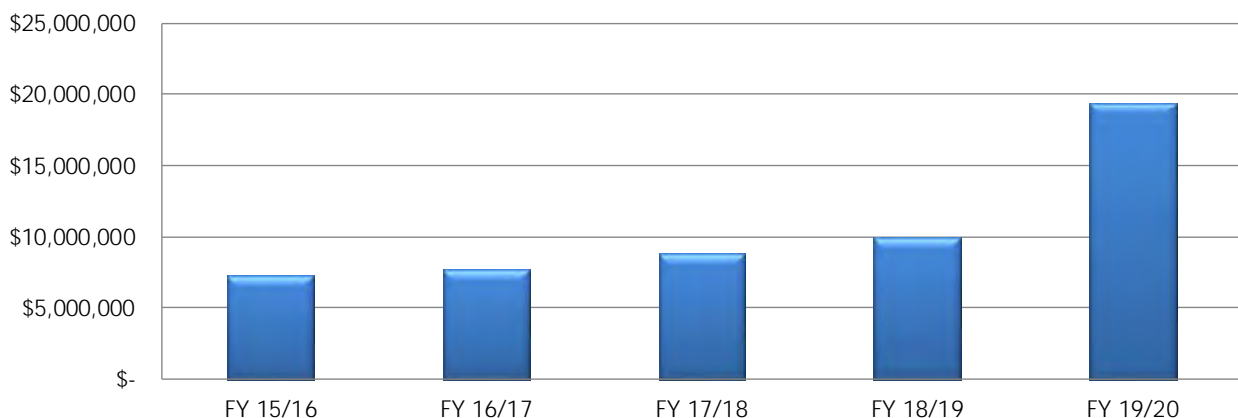
Chart 5 – Uses: Major Categories



Commission Personnel

The Commission's salaries and benefits total \$19,396,500 for FY 2019/20. This represents an increase of \$9,041,800 or 87% over the FY 2018/19 budget of \$10,354,700 (Chart 6). The increase relates primarily to the one-time disbursement to fund the CalPERS net pension liability of \$8.1 million. The FY 2019/20 budget also includes three additional full-time equivalents (FTE) and a 4% pool for performance merit-based salary increases. The Commission's salary schedule for FY 2019/20 is included in Appendix E and complies with Government Code §20636 "Compensation Earnable" and California Code of Regulations §570.5, "Requirements for a Publicly Available Pay Schedule."

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



The FTE of 54 positions included in the FY 2019/20 budget (Table 4) reflects a 3.0 FTE increase related to the recruitment of a financial analyst and a toll senior management analyst in preparation for the opening of the 15 Express Lanes and an accounting supervisor. The Commission accomplished significant organization changes over the past few years related to various projects requiring substantial attention at many staff levels. Management continues to be firmly committed to the intent of the Commission's enabling legislation requiring a lean organization. The Commission will continue providing

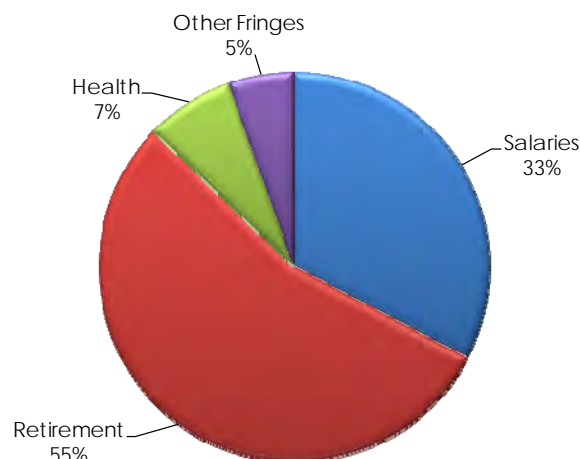
staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

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

	FY 17/18	FY 18/19	FY 19/20
Executive Management	0.6	0.6	0.6
Administration	5.7	5.6	5.8
External Affairs	4.5	3.7	4.0
Finance	8.3	8.3	9.1
Planning and Programming	4.2	5.3	5.4
Rail Maintenance and Operations	3.6	4.2	3.6
Public and Specialized Transit	2.2	2.5	2.8
Commuter Assistance	1.4	1.6	1.4
Motorist Assistance	0.9	1.2	1.0
Capital Project Development and Delivery	13.0	15.5	16.7
Toll Operations	2.6	2.5	3.6
TOTAL	47.0	51.0	54.0

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



In prior years, salaries represented more than half of personnel costs; however, in FY 2019/20, the Commission intends to make a one-time disbursement of \$8.1 million to fund the Commission's CalPERS net pension liability. As a result, retirement costs in the FY 2019/20 budget represent 55% of the personnel salaries and benefits expenditures.

Department Initiatives

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2018/19, major initiatives for FY 2019/20, and department goals and related objectives. Tables 5 through 15 present the key initiatives and summary of expenditures/expenses for 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.
- Monitor SR-91 corridor operations and effectiveness.
- Complete a long-range transportation plan (LRTP) to guide future transportation priorities for the County.
- 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 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 284,600	\$ 253,000	\$ 252,700	\$ 445,100	\$ 192,100	76%
Professional	122,300	230,000	150,000	235,000	5,000	2%
Support	65,500	88,600	75,300	93,600	5,000	6%
Transfers Out	21,600	-	-	-	-	N/A
TOTAL	\$ 494,000	\$ 571,600	\$ 478,000	\$ 773,700	\$ 202,100	35%

Administration

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

Table 6 – Administration

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 677,000	\$ 723,700	\$ 686,700	\$ 1,483,800	\$ 760,100	105%
Professional	571,500	847,800	758,700	1,086,500	238,700	28%
Support	694,100	1,015,800	850,400	1,089,500	73,700	7%
Capital Outlay	381,900	511,300	508,000	461,000	(50,300)	-10%
Debt Service	24,900	-	-	-	-	N/A
Transfers Out	153,500	-	-	-	-	N/A
TOTAL	\$ 2,502,900	\$ 3,098,600	\$ 2,803,800	\$ 4,120,800	\$ 1,022,200	33%

External Affairs

- Develop effective partnerships with transportation providers to communicate a unified message to Congress regarding mobility needs.
- 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.
- Prepare federal transportation funding reauthorization principles in preparation for congressional and administrative deliberations on the next surface transportation law.
- Conduct a concerted outreach effort to new federal and state representatives on local transportation issues.

- Utilize modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects.
- Develop marketing and communication plans for the RCTC 91 Express Lanes and the I-15 Express Lanes project.
- Continue the public outreach program, "Operation Lifesaver", targeting schools in close proximity to railroad tracks on rail safety education, engineering, and enforcement.

Table 7 – External Affairs

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 855,100	\$ 849,100	\$ 848,900	\$ 1,542,000	\$ 692,900	82%
Professional	1,083,500	1,003,400	1,001,400	1,111,000	107,600	11%
Support	101,700	412,400	323,500	612,900	200,500	49%
Transfers Out	124,700	-	-	-	-	N/A
TOTAL	\$ 2,165,000	\$ 2,264,900	\$ 2,173,800	\$ 3,265,900	\$ 1,001,000	44%

Finance

- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the 91 Express Lanes 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.
- 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 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 1,146,000	\$ 1,182,300	\$ 1,138,600	\$ 2,511,300	\$ 1,329,000	112%
Professional	1,518,100	2,235,800	1,405,300	2,200,100	(35,700)	-2%
Support	369,600	543,500	431,400	608,800	65,300	12%
Capital Outlay	-	513,700	100,000	845,000	331,300	64%
Transfers Out	14,013,800	13,183,400	11,253,400	10,087,900	(3,095,500)	-23%
TOTAL	\$ 17,047,500	\$ 17,658,700	\$ 14,328,700	\$ 16,253,100	\$ (1,405,600)	-8%

Planning and Programming

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues, including goods movement.

- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Participate in the CTC and Caltrans's forums in preparation and evaluation of ATP projects for the statewide and Metropolitan Planning Organization (MPO) funding programs to represent the County's best interest in program funding.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Continue the development of a countywide integrated LRTP consistent with local, regional, and state planning requirements.

Table 9 – Planning and Programming

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 1,008,000	\$ 1,037,400	\$ 887,900	\$ 2,186,800	\$ 1,149,400	111%
Professional	95,900	343,900	122,200	294,000	(49,900)	-15%
Support	22,100	19,500	16,800	21,600	2,100	11%
Projects and Operations	2,779,000	18,046,500	3,991,000	8,787,100	(9,259,400)	-51%
Transfers Out	388,800	1,017,400	1,027,400	3,223,400	2,206,000	217%
TOTAL	\$ 4,293,800	\$ 20,464,700	\$ 6,045,300	\$ 14,512,900	\$ (5,951,800)	-29%

Rail Maintenance and Operations

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

Table 10 – Rail Maintenance and Operations

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 586,000	\$ 820,900	\$ 628,500	\$ 1,184,000	\$ 363,100	44%
Professional	1,426,300	3,224,000	1,979,800	10,332,700	7,108,700	220%
Support	2,250,000	3,346,800	2,399,500	3,305,200	(41,600)	-1%
Projects and Operations	19,271,100	32,755,600	28,434,000	30,246,600	(2,509,000)	-8%
Capital Outlay	47,800	89,600	88,700	180,000	90,400	101%
Transfers Out	580,500	882,900	882,900	980,000	97,100	11%
TOTAL	\$ 24,161,700	\$ 41,119,800	\$ 34,413,400	\$ 46,228,500	\$ 5,108,700	12%

Public and Specialized Transit

- Coordinate the operation of all public transportation services within the County by promoting program efficiency between 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 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 391,700	\$ 450,200	\$ 462,000	\$ 895,100	\$ 444,900	99%
Professional	107,600	314,000	252,900	299,700	(14,300)	-5%
Support	50,300	63,900	64,000	69,200	5,300	8%
Projects and Operations	90,683,100	180,911,000	124,584,600	161,681,400	(19,229,600)	-11%
Transfers Out	22,224,000	28,602,300	28,858,100	31,279,400	2,677,100	9%
TOTAL	\$ 113,456,700	\$ 210,341,400	\$ 154,221,600	\$ 194,224,800	\$ (16,116,600)	-8%

Commuter Assistance

- Improve the suite of services and outreach to rideshare participants and employer partners, including personalized information and electronic access and distribution.
- Transition from a locally provided Inland Empire-based rideshare and vanpool system to a regional platform.
- Maintain and grow employer partnerships through value-added services and tools for ridesharing programs.
- Maintain the long-term partnership with San Bernardino County Transportation Authority (SBCTA) to manage and implement a “sister” commuter assistance program for residents and employers in San Bernardino County.
- Optimize park and ride facilities to support car/vanpool/buspool arrangements and facilitate transit connections.
- Operate a cost-effective program within the County that results in reduction of single occupant vehicles.

Table 12 – Commuter Assistance

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 258,300	\$ 290,000	\$ 289,900	\$ 436,500	\$ 146,500	51%
Professional	492,500	466,400	387,600	542,700	76,300	16%
Support	178,700	362,800	88,900	285,800	(77,000)	-21%
Projects and Operations	2,498,000	3,383,900	2,610,200	3,313,300	(70,600)	-2%
Transfers Out	1,020,200	1,696,500	1,331,700	302,500	(1,394,000)	-82%
TOTAL	\$ 4,447,700	\$ 6,199,600	\$ 4,708,300	\$ 4,880,800	\$ (1,318,800)	-21%

Motorist Assistance

- Fulfill the callbox upgrade and removal program as identified in the approved 2019 Callbox Optimization Plan.
- Maintain a high benefit-to-cost ratio related to the performance of the FSP program and expand service if funding opportunities arise.
- Transition from a locally provided IE511 system to a regional southern California 511 solution.
- Continue the call box system program to serve as a “safe net” for stranded motorists in the County.

Table 13 – Motorist Assistance

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 123,700	\$ 198,200	\$ 172,000	\$ 280,900	\$ 82,700	42%
Professional	352,300	528,200	276,100	522,000	(6,200)	-1%
Support	291,000	295,900	160,600	416,400	120,500	41%
Projects and Operations	2,848,900	5,161,800	3,517,100	5,397,000	235,200	5%
Transfers Out	1,293,400	3,820,500	3,820,500	2,748,200	(1,072,300)	-28%
TOTAL	\$ 4,909,300	\$ 10,004,600	\$ 7,946,300	\$ 9,364,500	\$ (640,100)	-6%

Capital Project Development and Delivery

- Continue project work on the Western Riverside County Delivery Plan projects, including the I-15 Express Lanes, SR-60 truck lanes, Mid County Parkway, and Pachappa underpass projects.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.

- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

Table 14 – Capital Project Development and Delivery

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 3,005,300	\$ 3,911,900	\$ 3,911,800	\$ 7,077,600	\$ 3,165,700	81%
Professional	7,664,400	8,907,200	5,218,600	6,833,600	(2,073,600)	-23%
Support	429,800	1,185,100	1,016,000	1,336,900	151,800	13%
Projects and Operations	274,246,400	542,145,700	363,457,700	518,936,700	(23,209,000)	-4%
Capital Outlay	2,177,200	7,224,800	6,336,700	3,052,000	(4,172,800)	-58%
Debt Service	656,868,900	69,555,700	65,085,700	69,537,500	(18,200)	0%
Transfers Out	282,693,700	126,704,100	108,636,800	114,346,100	(12,358,000)	-10%
TOTAL	\$ 1,227,085,700	\$ 759,634,500	\$ 553,663,300	\$ 721,120,400	\$ (38,514,100)	-5%

Toll Operations

- Manage the operations of the RCTC 91 Express Lanes adhering to the Commission's 91 Express Lanes Toll Policy.
- Manage toll operations using investment grade traffic and revenue studies and cost estimate assumptions specific to each express lane facility.
- Continue 15 Express Lanes toll planning through development of business rules and agency agreements.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Participate in the California Toll Operators Committee to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

Table 15 – Toll Operations

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Personnel	\$ 510,300	\$ 638,000	\$ 638,000	\$ 1,353,400	\$ 715,400	112%
Professional	815,400	2,351,000	2,350,000	1,990,000	(361,000)	-15%
Support and Maintenance	2,793,400	4,576,700	3,936,800	4,543,300	(33,400)	-1%
Projects and Operations	6,661,400	8,786,100	8,507,900	10,670,200	1,884,100	21%
Capital Outlay	319,600	2,497,600	2,314,100	750,000	(1,747,600)	-70%
Debt Service	7,119,900	27,119,900	27,119,900	7,119,900	(20,000,000)	-74%
Transfers Out	749,600	6,307,200	3,948,200	3,059,500	(3,247,700)	-51%
TOTAL	\$ 18,969,600	\$ 52,276,500	\$ 48,814,900	\$ 29,486,300	\$ (22,790,200)	-44%

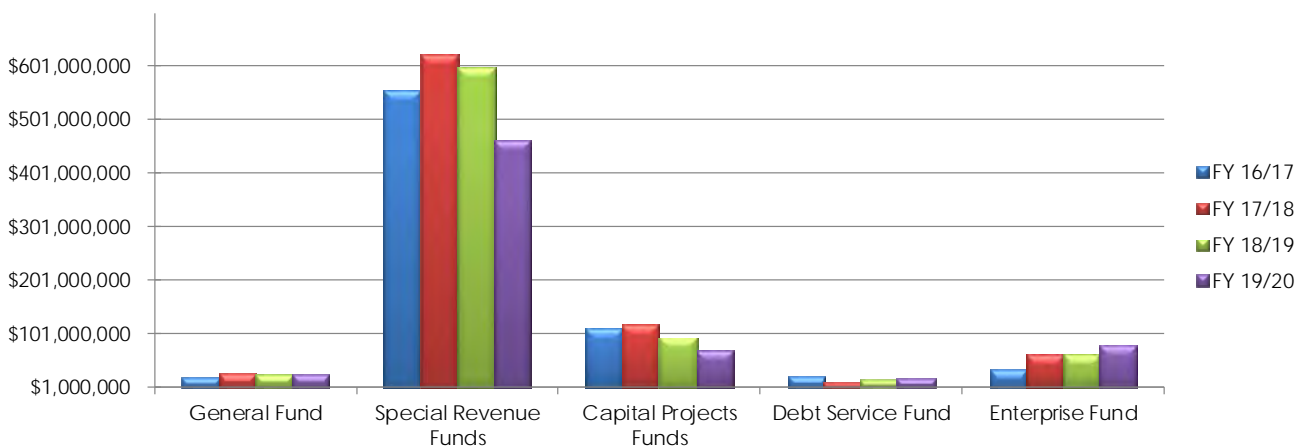
Fund Balances

The projected total fund balance as of June 30, 2019 is \$792,310,100. The Commission's expects the FY 2019/20 budgeted activities to result in a \$140,965,300 decrease of total fund balance at June 30, 2020 to \$651,344,800. The primary cause of the decrease is project activities in FY 2019/20 related to the I-15 Express Lanes project, completion of the 91 Project, Mid County Parkway project, rail station maintenance, TUMF regional arterial projects, and public transit allocations. Table 16 presents the components of the projected fund balance by program at June 30, 2020.

Table 16 – Projected Fund Balances by Fund Type and Program at June 30, 2020

	Measure A Sales Tax				Other	Total
	Western County	Coachella Valley	Palo Verde			
Restricted:						
Bond Financing	\$ 11,438,300	\$ -	\$ -	\$ -	\$ -	\$ 11,438,300
Commuter Assistance	15,043,200	-	-	-	-	15,043,200
Debt Service	-	-	-	-	17,768,200	17,768,200
Economic Development	12,733,500	-	-	-	-	12,733,500
Highways	35,879,600	38,250,400	-	-	69,954,800	144,084,800
Local Streets and Roads	1,000	1,300	600	-	-	2,900
New Corridors	28,994,600	-	-	-	-	28,994,600
Planning and Programming	-	-	-	-	289,700	289,700
Public and Specialized Transit	7,866,700	887,100	-	-	140,857,600	149,611,400
Rail	28,898,100	-	-	-	20,486,100	49,384,200
CETAP	-	-	-	-	45,368,500	45,368,500
Regional Arterials	42,946,100	-	-	-	42,924,700	85,870,800
Motorist Assistance	-	-	-	-	8,958,000	8,958,000
Toll Operations	-	-	-	-	77,626,800	77,626,800
Assigned:						
Management Services	-	-	-	-	4,169,900	4,169,900
TOTAL Fund Balance	\$ 183,801,100	\$ 39,138,800	\$ 600	\$ 428,404,300		\$ 651,344,800

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2016/17 through FY 2019/20.

Chart 8 – Projected Fund Balance Trends by Fund Type FY 2017 – 2020

Budget Summary

The overall budget for FY 2019/20 is presented in Table 17 by summarized line items, Table 18 by operating and capital classifications, and Table 19 by fund type. Highway, rail, and regional arterial program expenditures by project are summarized in Table 20.

Table 17 – Budget Comparative by Summarized Line Item FY 2018—2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 176,301,700	\$ 192,000,000	\$ 192,000,000	\$ 193,000,000	\$ 1,000,000	1%
LTF Sales Tax	89,557,600	96,000,000	96,000,000	97,000,000	1,000,000	1%
STA Sales Tax	21,320,900	23,203,600	27,110,700	31,050,600	7,847,000	34%
Federal Reimbursements	71,468,000	59,105,700	74,419,800	89,718,700	30,613,000	52%
State Reimbursements	11,952,100	166,590,100	80,409,200	160,596,100	(5,994,000)	-4%
Local Reimbursements	4,786,900	23,492,500	5,720,900	9,957,900	(13,534,600)	-58%
TUMF Revenue	23,699,800	25,922,200	26,672,200	25,000,000	(922,200)	-4%
Tolls, Penalties, and Fees	50,446,800	36,940,500	47,756,900	41,869,400	4,928,900	13%
Other Revenue	3,199,500	1,084,400	468,500	553,000	(531,400)	-49%
Investment Income	9,117,000	3,408,000	10,064,800	12,790,700	9,382,700	275%
TOTAL Revenues	461,850,300	627,747,000	560,623,000	661,536,400	33,789,400	5%
Expenditures/Expenses						
Personnel Salaries and Benefits	8,846,000	10,354,700	9,917,000	19,396,500	9,041,800	87%
Professional and Support						
Professional Services	14,249,800	20,451,700	13,902,600	25,447,300	4,995,600	24%
Support Costs	7,246,200	11,911,000	9,363,200	12,383,200	472,200	4%
TOTAL Professional and Support Costs	21,496,000	32,362,700	23,265,800	37,830,500	5,467,800	17%
Projects and Operations						
Program Operations	24,298,500	27,893,500	23,575,800	30,447,100	2,553,600	9%
Engineering	8,155,100	36,537,600	13,617,300	22,436,000	(14,101,600)	-39%
Construction	21,408,500	131,796,700	73,057,200	156,718,000	24,921,300	19%
Design Build	123,999,200	183,818,300	146,305,000	141,583,000	(42,235,300)	-23%
Right of Way/Land	39,048,100	95,615,000	35,950,600	93,498,500	(2,116,500)	-2%
Operating and Capital Disbursements	111,707,000	224,661,000	157,582,100	204,286,400	(20,374,600)	-9%
Special Studies	1,458,300	1,842,000	1,535,000	1,421,000	(421,000)	-23%
Local Streets and Roads	53,176,800	58,479,500	58,479,500	58,642,300	162,800	0%
Regional Arterials	15,736,400	30,547,000	25,000,000	30,000,000	(547,000)	-2%
TOTAL Projects and Operations	398,987,900	791,190,600	535,102,500	739,032,300	(52,158,300)	-7%
Debt Service						
Principal Payments	62,141,000	25,965,000	21,495,000	27,245,000	1,280,000	5%
Interest Payments	57,726,800	50,710,600	50,710,600	49,412,400	(1,298,200)	-3%
Cost of Issuance	2,256,100	-	-	-	-	N/A
TOTAL Debt Service	122,123,900	76,675,600	72,205,600	76,657,400	(18,200)	0%
Capital Outlay	2,926,500	10,837,000	9,347,500	5,288,000	(5,549,000)	-51%
TOTAL Expenditures/Expenses	554,380,300	921,420,600	649,838,400	878,204,700	(43,215,900)	-5%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(92,530,000)	(293,673,600)	(89,215,400)	(216,668,300)	77,005,300	-26%
Other Financing Sources (Uses)						
Transfers In	323,263,800	182,214,300	159,759,000	166,027,000	(16,187,300)	-9%
Transfers Out	(323,263,800)	(182,214,300)	(159,759,000)	(166,027,000)	16,187,300	-9%
Debt Proceeds	615,775,000	-	-	-	-	N/A
TIFIA Loan Proceeds	-	106,081,000	61,841,100	75,703,000	(30,378,000)	-29%
Payment to Escrow Agent	(541,889,800)	(20,000,000)	(20,000,000)	-	20,000,000	-100%
Bond Premium	119,713,800	-	-	-	-	N/A
Net Financing Sources (Uses)	193,599,000	86,081,000	41,841,100	75,703,000	(10,378,000)	-12%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	101,069,000	(207,592,600)	(47,374,300)	(140,965,300)	66,627,300	-32%
Beginning Fund Balance	738,615,400	839,684,400	839,684,400	792,310,100	(47,374,300)	-6%
ENDING FUND BALANCE	\$ 839,684,400	\$ 632,091,800	\$ 792,310,100	\$ 651,344,800	\$ 19,253,000	3%

Table 18 – Operating and Capital Budget FY 2019/20

	FY 19/20 Operating Budget	FY 19/20 Capital Budget	FY 19/20 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 26,650,000	\$ 166,350,000	\$ 193,000,000
LTF Sales Tax	97,000,000	-	97,000,000
STA Sales Tax	31,050,600	-	31,050,600
Federal Reimbursements	9,480,000	80,238,700	89,718,700
State Reimbursements	14,487,200	146,108,900	160,596,100
Local Reimbursements	2,490,000	7,467,900	9,957,900
TUMF Revenue	-	25,000,000	25,000,000
Tolls, Penalties, and Fees	-	41,869,400	41,869,400
Other Revenue	-	553,000	553,000
Investment Income	4,136,500	8,654,200	12,790,700
TOTAL Revenues	185,294,300	476,242,100	661,536,400
Expenditures/Expenses			
Personnel Salaries and Benefits	10,764,000	8,632,500	19,396,500
Professional and Support			
Professional Services	16,592,700	8,854,600	25,447,300
Support Costs	6,501,900	5,881,300	12,383,200
TOTAL Professional and Support Costs	23,094,600	14,735,900	37,830,500
Projects and Operations			
Program Operations	11,688,900	18,758,200	30,447,100
Engineering	-	22,436,000	22,436,000
Construction	1,470,000	155,248,000	156,718,000
Design Build	-	141,583,000	141,583,000
Right of Way and Land	-	93,498,500	93,498,500
Operating and Capital Disbursements	188,436,400	15,850,000	204,286,400
Special Studies	1,421,000	-	1,421,000
Local Streets and Roads	-	58,642,300	58,642,300
Regional Arterials	-	30,000,000	30,000,000
TOTAL Projects and Operations	203,016,300	536,016,000	739,032,300
Debt Service			
Principal Payments	-	27,245,000	27,245,000
Interest Payments	-	49,412,400	49,412,400
TOTAL Debt Service	-	76,657,400	76,657,400
Capital Outlay	1,486,000	3,802,000	5,288,000
TOTAL Expenditures/Expenses	238,360,900	639,843,800	878,204,700
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(53,066,600)	(163,601,700)	(216,668,300)
Other Financing Sources (Uses)			
Transfers In	43,258,800	122,768,200	166,027,000
Transfers Out	(47,896,200)	(118,130,800)	(166,027,000)
TIFIA Loan Proceeds	-	75,703,000	75,703,000
Net Financing Sources (Uses)	(4,637,400)	80,340,400	75,703,000
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(57,704,000)	(83,261,300)	(140,965,300)
Beginning Fund Balance	262,128,600	530,181,500	792,310,100
ENDING FUND BALANCE	\$ 204,424,600	\$ 446,920,200	\$ 651,344,800

Table 19 – Budget by Fund Type FY 2019/20

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 19/20 TOTAL Budget
Revenues						
Measure A Sales Tax	\$ -	\$ 193,000,000	\$ -	\$ -	\$ -	\$ 193,000,000
LTF Sales Tax	-	97,000,000	-	-	-	97,000,000
STA Sales Tax	-	31,050,600	-	-	-	31,050,600
Federal Reimbursements	8,000,000	78,915,500	-	2,803,200	-	89,718,700
State Reimbursements	3,664,700	156,931,400	-	-	-	160,596,100
Local Reimbursements	400	9,957,500	-	-	-	9,957,900
TUMF Revenue	-	25,000,000	-	-	-	25,000,000
Tolls, Penalties, and Fees	-	-	-	-	41,869,400	41,869,400
Other Revenue	-	553,000	-	-	-	553,000
Investment Income	499,400	9,049,000	1,371,700	348,500	1,522,100	12,790,700
TOTAL Revenues	12,164,500	601,457,000	1,371,700	3,151,700	43,391,500	661,536,400
Expenditures/Expenses						
Personnel Salaries and Benefits	9,324,600	8,718,500	-	-	1,353,400	19,396,500
Professional and Support						
Professional Services	5,013,600	18,443,700	-	-	1,990,000	25,447,300
Support Costs	2,877,000	4,962,900	-	-	4,543,300	12,383,200
TOTAL Professional and Support Costs	7,890,600	23,406,600	-	-	6,533,300	37,830,500
Projects and Operations						
Program Operations	2,000	19,774,900	-	-	10,670,200	30,447,100
Engineering	-	22,436,000	-	-	-	22,436,000
Construction	1,470,000	155,248,000	-	-	-	156,718,000
Design Build	-	141,583,000	-	-	-	141,583,000
Right of Way/Land	-	93,498,500	-	-	-	93,498,500
Operating and Capital Disbursements	27,005,000	177,281,400	-	-	-	204,286,400
Special Studies	1,421,000	-	-	-	-	1,421,000
Local Streets and Roads	-	58,642,300	-	-	-	58,642,300
Regional Arterials	-	30,000,000	-	-	-	30,000,000
TOTAL Projects and Operations	29,898,000	698,464,100	-	-	10,670,200	739,032,300
Debt Service						
Principal Payments	-	-	-	27,245,000	-	27,245,000
Interest Payments	-	-	-	42,292,500	7,119,900	49,412,400
TOTAL Debt Service	-	-	-	69,537,500	7,119,900	76,657,400
Capital Outlay	1,306,000	3,232,000	-	-	750,000	5,288,000
TOTAL Expenditures/Expenses	48,419,200	733,821,200	-	69,537,500	26,426,800	878,204,700
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(36,254,700)	(132,364,200)	1,371,700	(66,385,800)	16,964,700	(216,668,300)
Other Financing Sources (Uses)						
Transfers In	40,408,800	53,083,700	-	72,534,500	-	166,027,000
Transfers Out	(3,394,600)	(132,367,300)	(24,402,400)	(2,803,200)	(3,059,500)	(166,027,000)
TIFIA Loan Proceeds	-	75,703,000	-	-	-	75,703,000
Net Financing Sources (Uses)	37,014,200	(3,580,600)	(24,402,400)	69,731,300	(3,059,500)	75,703,000
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	759,500	(135,944,800)	(23,030,700)	3,345,500	13,905,200	(140,965,300)
Beginning Fund Balance	23,699,700	597,480,600	92,985,500	14,422,700	63,721,600	792,310,100
ENDING FUND BALANCE	\$ 24,459,200	\$ 461,535,800	\$ 69,954,800	\$ 17,768,200	\$ 77,626,800	\$ 651,344,800

Table 20 – Highway, Regional Arterial, and Rail Programs FY 2019/20

Description	
HIGHWAY ENGINEERING	
60/215 Riverside — Moreno Valley express lanes	\$ 300,000
71/91 connector	2,500,000
Grade separation projects	4,100,000
Hamner Bridge widening	508,000
I-15 Express Lanes—Southern Extension	6,000,000
Mid County Parkway (MCP)	500,000
MCP I-215/Placentia interchange	300,000
MCP Sweeney mitigation	50,000
MCP construction contract package	2,000,000
Pachappa underpass	100,000
Riverside County-Santa Ana River Trail <i>(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)</i>	850,000
SR-60 Jurupa — Riverside express lanes	325,000
SR-74 corridor — Ethanac Road	1,157,700
SR-79 realignment	300,000
SR-91 downtown Riverside express lanes	325,000
General <i>(details presented in Section 5.3 Capital Projects)</i>	86,000
SUBTOTAL HIGHWAY ENGINEERING	19,401,700
REGIONAL ARTERIAL ENGINEERING	
I-15 Railroad Canyon interchange	600,000
Various Western County MARA and TUMF regional arterial projects	364,300
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	964,300
RAIL ENGINEERING	
Moreno Valley March Field station upgrade	900,000
Riverside layover facility	170,000
Riverside Downtown station track and platform	1,000,000
SUBTOTAL RAIL ENGINEERING	2,070,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING	\$ 22,436,000
HIGHWAY CONSTRUCTION	
15/91 Express Lanes connector	\$ 1,053,000
91 Project	1,471,000
I-15 Express Lanes	7,984,000
I-15/Limonite interchange	17,000,000
I-215 corridor improvements (central segment)/Scott Road to Nuevo Road	10,000
MCP I-215/Placentia interchange	13,000,000
MCP Sweeney mitigation	5,200,000
Pachappa underpass	15,900,000
Riverside County-Santa Ana River Trail <i>(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)</i>	5,000,000
SR-60 truck lanes	69,000,000
SUBTOTAL HIGHWAY CONSTRUCTION	135,618,000
REGIONAL ARTERIAL CONSTRUCTION	
I-15 Railroad Canyon Interchange	5,500,000
Various Western County MARA and TUMF regional arterial projects	8,400,000
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	13,900,000
RAIL CONSTRUCTION	
Perris Valley Line and other related rail projects	30,000
Riverside layover facility	5,700,000
Other Riverside Downtown station mobility improvements <i>(costs and details presented in Section 5.2 Rail)</i>	1,470,000
SUBTOTAL RAIL CONSTRUCTION	7,200,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 156,718,000
HIGHWAY DESIGN BUILD	
15/91 Express Lanes connector	\$ 41,718,000
60/215 Riverside — Moreno Valley express lanes	200,000
91 corridor operations project	2,729,000
91 Project	6,923,000
I-15 Express Lanes	89,613,000
SR-60 Jurupa — Riverside express lanes	200,000
SR-91 downtown Riverside express lanes	200,000
TOTAL HIGHWAY DESIGN BUILD	\$ 141,583,000
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 495,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	10,000
71/91 connector	4,600,000
91 Project	16,722,000
Hamner bridge widening	149,000
I-15 Express Lanes	328,000
Jurupa Avenue grade separation	12,000,000
McKinley Avenue grade separation	14,000,000
MCP	10,400,000
MCP I-215/Placentia interchange	13,650,000
MSHCP land acquisition in Western County	3,000,000
Pachappa underpass	175,000
Riverside County-Santa Ana River Trail <i>(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)</i>	205,000
SR-74/I-15 to 7th Street	15,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange	505,000
General <i>(details presented in Section 5.3 Capital Projects)</i>	74,500
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	76,328,500
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-15 Railroad Canyon interchange	2,200,000
Various Western County MARA and TUMF regional arterial projects	12,360,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	14,560,000
RAIL RIGHT OF WAY AND LAND	
Riverside layover facility	210,000
Riverside Downtown station track and platform	2,250,000
General	150,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	2,610,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL RIGHT OF WAY AND LAND	\$ 93,498,500
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL PROGRAMS	\$ 414,235,500

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. 19-010 on June 12, 2019, establishing appropriations limits for the Commission at \$487,698,077. The FY 2019/20 budget appropriated \$297,370,800 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission's use of the proceeds of taxes, as defined by Article XIII B, will continue to fall below the appropriations limit.

The calculation for the FY 2019/20 appropriations limit is as follows:

FY 2018/19 Appropriations Limit	\$464,186,785
FY 2019/20 adjustment:	x 1.0506505
• Change in California per capita personal income	1.0385% ((3.85 + 100) / 100 = 1.0385)
• Change in Population, Riverside County	1.0117% ((1.17 + 100) / 100 = 1.0117)
• Calculation of factor for FY 2019/20	1.0385 x 1.0117 = 1.0506505
FY 2019/20 Appropriations Limit	\$487,698,077
• \$464,186,785 x 1.0506505 = \$487,698,077	

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"> Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues. 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"> 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; Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and 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 June 13, 2018.

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 September 14, 2016, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains debt coverage ratios of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

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

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

Functional Management

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

Chart 9 – Functional Organization Chart FY 2019/20

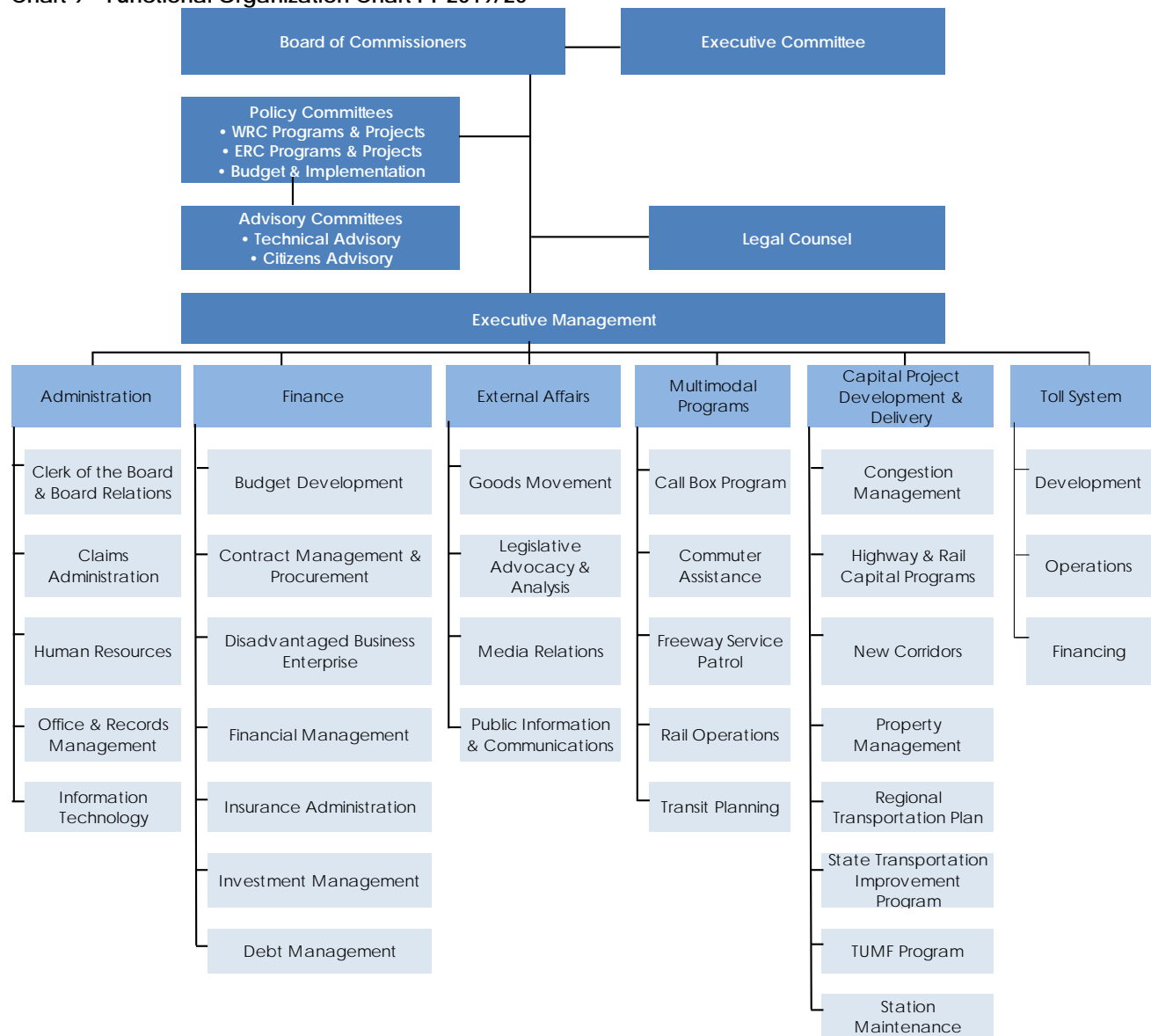


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

Chart 10 – Relationship of Functional Management and Fund Structure

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

Budget Process

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

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2019/20 budget and monitoring of the FY 2018/19 budget. Each task is summarized below.

Chart 11 – Budget Process

ID	Task Name	Duration	2018						2019					
			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	365 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 Riverside County Delivery Plan as discussed in Section 5.3. Annually a workshop is held for the Board to evaluate and determine where the Commission plans to be and what it desires to accomplish over the next five to ten years. Annual reviews allow for timely responsiveness to any

significant political, legislative, or economic developments that may occur locally, statewide, or nationally. Staff then adjusts its course based on the long-term strategic direction of the policy makers.

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

Resource Identification and Allocation Phase

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

Needs Assessment Phase

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

Development and Review Phase

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

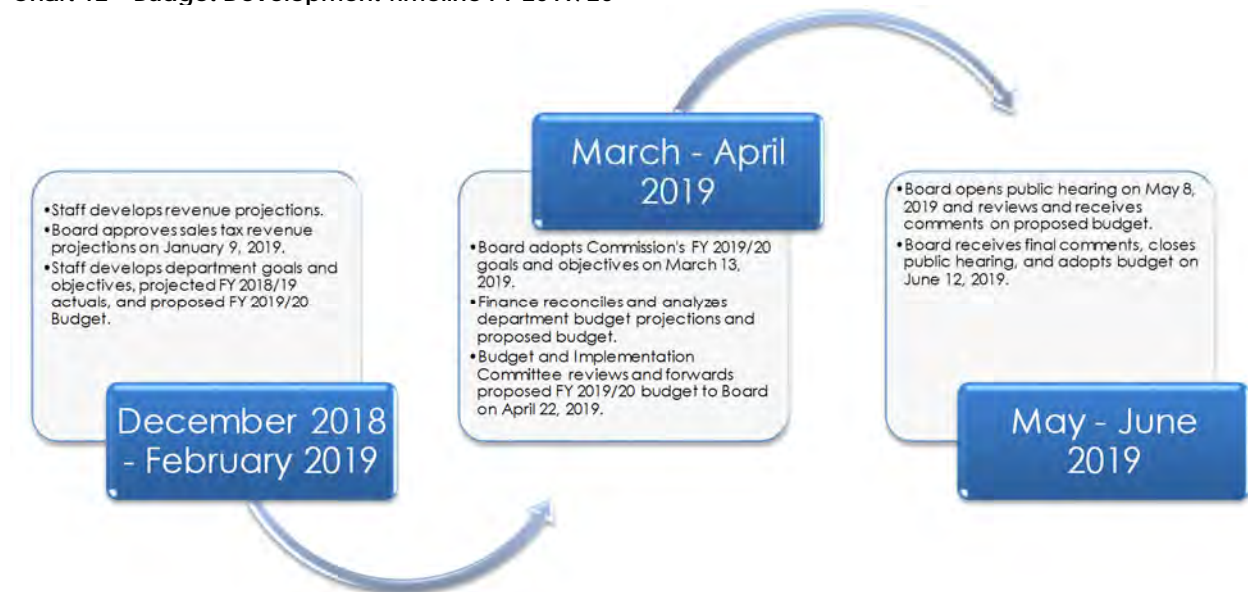
Adoption and Implementation Phase

Staff submits the proposed budget to the Commission at its May meeting, which marks the opening of a hearing scheduled 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 Development Summary

Chart 12 summarizes the primary activities required for adoption of the budget.

Chart 12 – Budget Development Timeline FY 2019/20



Budget Roles and Responsibilities

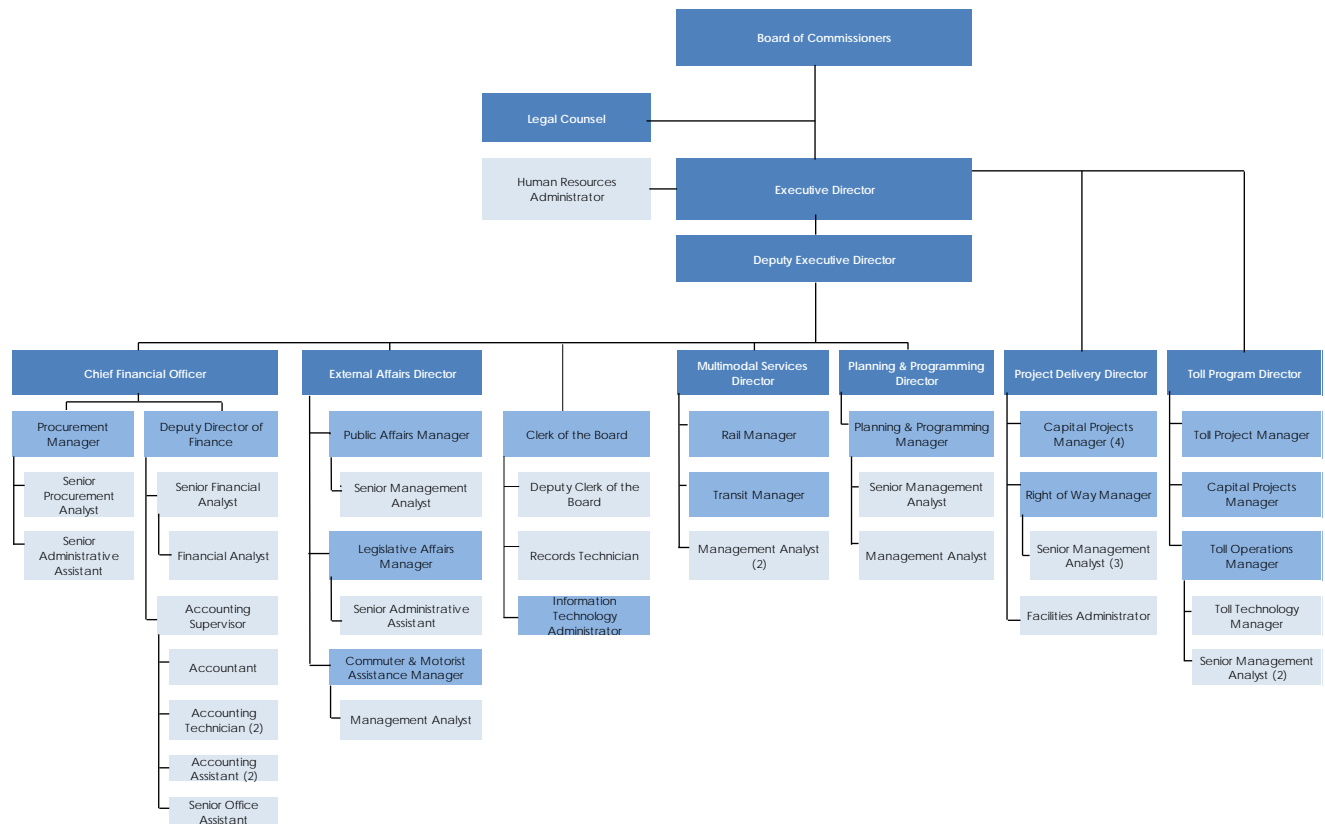
Involvement in the budget permeates all staffing levels, as presented in Chart 13, at the Commission from clerical support staff to policy makers. Each program manager develops a detailed line item budget that consists of the operating and/or capital components and submits those budgets, by program, 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 Section 5.2 and 5.4, respectively. The department managers submit their budgets to the Chief Financial Officer by mid-March, and the Finance Department compiles the department budgets. Both the capital and operating budgets are combined into the draft budget for the entire Commission. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short- and long-term strategic direction of the Commission, appropriateness of funding sources for the identified projects and programs, and reasonableness of the operating and capital budget expenditures/expenses.

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

Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer budgeted amounts within the financial responsibility unit according to function or may provide support for supplemental budget appropriations requests. Supplemental budget appropriation requests require the authorization of the Commission. The Commission may take action at any monthly meeting to amend the budget. In some years, the Finance Department may compile miscellaneous requests and submit a budget appropriations

adjustment at mid-year to the Commission for approval. Those budget amendments approved by the Commission are incorporated into the budget, as they occur, and are reflected in the CAFR in the final budget amounts reported in the budgetary schedules.

Chart 13 – Staff Organization Chart FY 2019/20

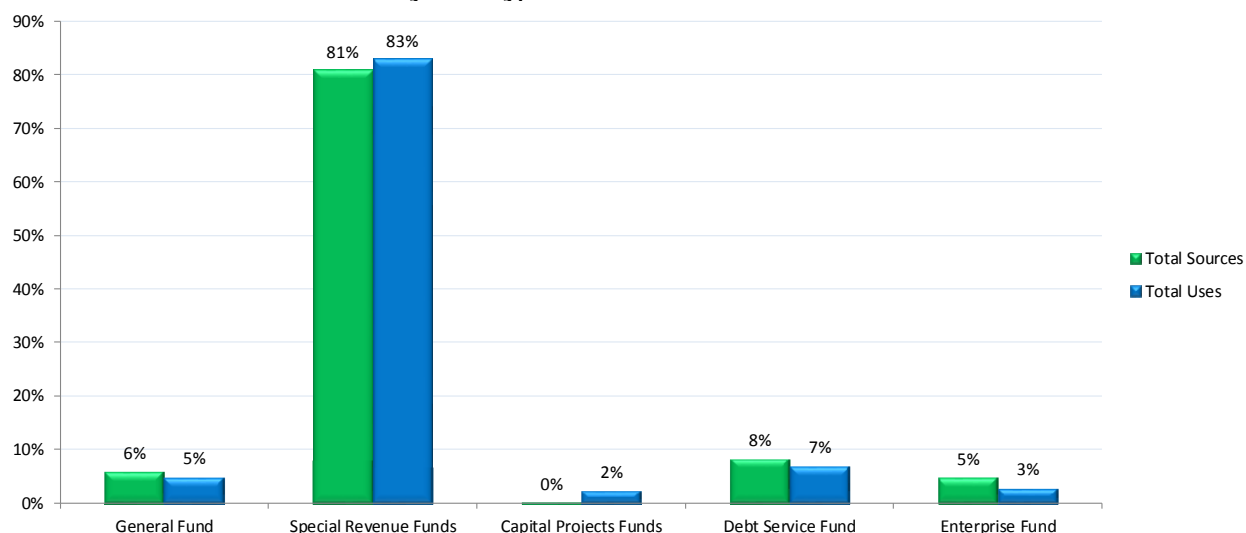


Fund Budgets

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 14 illustrates total sources and uses by fund type for the FY 2019/20 budget.

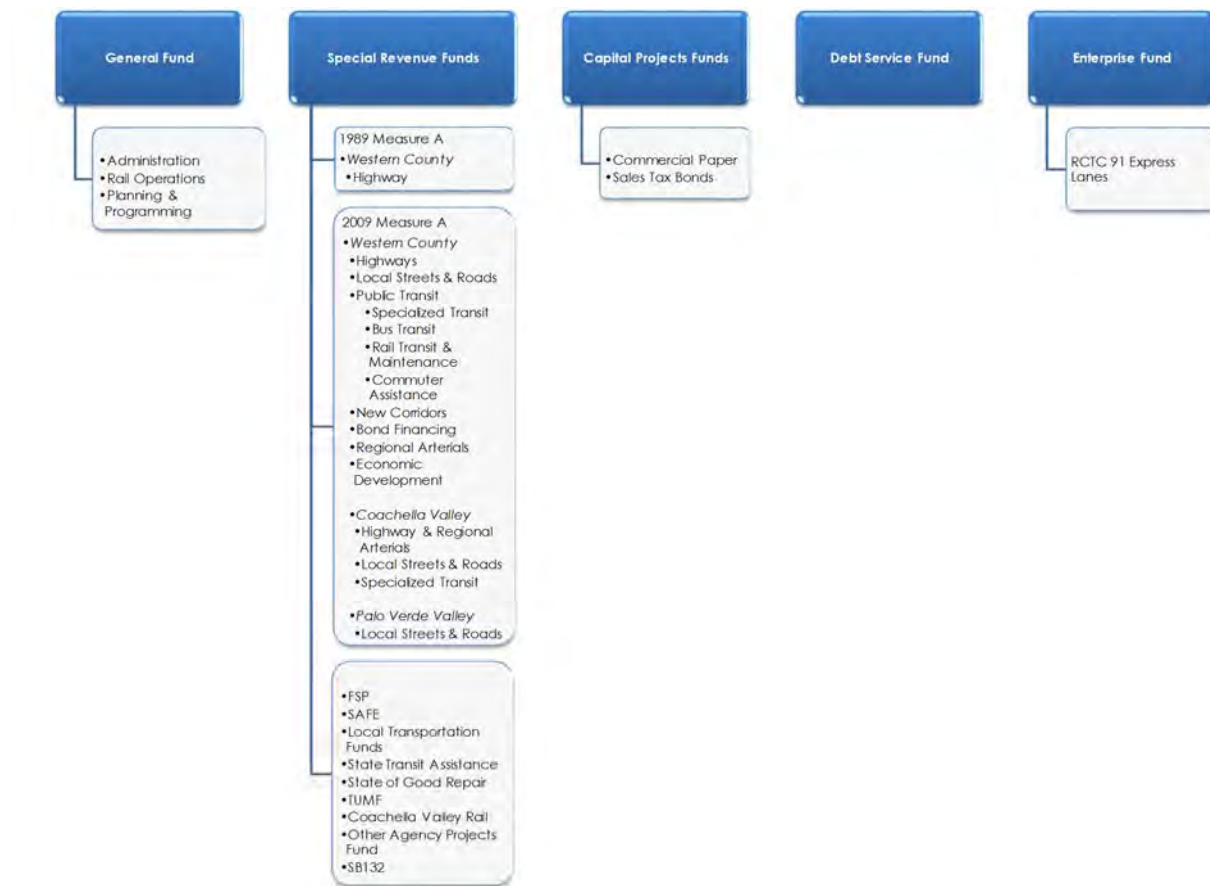
Chart 14 – Total Sources and Uses by Fund Type FY 2019/20



Fund Structure

The Commission accounts for its sources and uses in 31 funds (Chart 15) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise fund. All of the Commission's funds are budgeted. There are three funds reported in the General fund and 24 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has one enterprise fund to account for the RCTC 91 Express Lanes operations.

Chart 15 – Budgeted Funds Structure FY 2019/20



General Fund

Overview

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 21 presents the FY 2019/20 budget for the General fund, followed by a discussion of significant components of the budget.

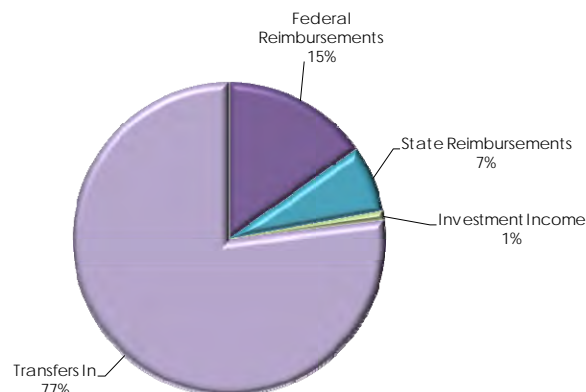
Table 21 – General Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ 4,226,900	\$ 3,978,000	\$ 7,855,000	\$ 8,000,000	\$ 4,022,000	101%
State Reimbursements	1,197,900	3,181,700	1,312,000	3,664,700	483,000	15%
Local Reimbursements	250,000	800,000	273,900	400	(799,600)	-100%
Other Revenue	286,700	313,100	-	-	(313,100)	-100%
Investment Income	138,400	98,600	97,600	499,400	400,800	406%
TOTAL Revenues	6,099,900	8,371,400	9,538,500	12,164,500	3,793,100	45%
Expenditures						
Personnel Salaries and Benefits	4,647,100	5,069,600	4,677,600	9,324,600	4,255,000	84%
Professional and Support						
Professional Services	3,211,800	4,719,400	3,367,800	5,013,600	294,200	6%
Support Costs	3,535,400	5,470,600	4,130,700	2,877,000	(2,593,600)	-47%
TOTAL Professional and Support Costs	6,747,200	10,190,000	7,498,500	7,890,600	(2,299,400)	-23%
Projects and Operations						
Program Operations	2,501,300	2,705,600	2,505,700	2,000	(2,703,600)	-100%
Engineering	-	1,650,000	-	-	(1,650,000)	-100%
Construction	-	1,800,000	50,000	1,470,000	(330,000)	-18%
Operating and Capital Disbursement	17,853,700	28,885,000	27,332,500	27,005,000	(1,880,000)	-7%
Special Studies	1,458,300	1,792,000	1,500,000	1,421,000	(371,000)	-21%
TOTAL Projects and Operations	21,813,300	36,832,600	31,388,200	29,898,000	(6,934,600)	-19%
Debt Service						
Principal Payments	21,000	-	-	-	-	N/A
Interest Payments	3,900	-	-	-	-	N/A
TOTAL Debt Service	24,900	-	-	-	-	N/A
Capital Outlay	429,700	1,114,600	696,700	1,306,000	191,400	17%
TOTAL Expenditures	33,662,200	53,206,800	44,261,000	48,419,200	(4,787,600)	-9%
Excess (deficiency) of Revenues over (under) Expenditures	(27,562,300)	(44,835,400)	(34,722,500)	(36,254,700)	8,580,700	-19%
Other Financing Sources (Uses)						
Transfers In	36,639,000	35,657,300	34,827,300	40,408,800	4,751,500	13%
Transfers Out	(2,162,300)	(1,265,600)	(2,445,600)	(3,394,600)	(2,129,000)	168%
Net Financing Sources (Uses)	34,476,700	34,391,700	32,381,700	37,014,200	2,622,500	8%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	6,914,400	(10,443,700)	(2,340,800)	759,500	11,203,200	-107%
Beginning Fund Balance	19,126,100	26,040,500	26,040,500	23,699,700	(2,340,800)	-9%
ENDING FUND BALANCE	\$ 26,040,500	\$ 15,596,800	\$ 23,699,700	\$ 24,459,200	\$ 8,862,400	57%

The sources for the General fund (Chart 16) 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 16 – General Fund Sources FY 2019/20



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

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

- General fund administration allocations funded with LTF sales tax revenues of \$122,400 in FY 2019/20 reflect a 50% increase compared to the prior year.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2019/20 budget for planning allocations is \$2,910,000. The FY 2018/19 revised budget of \$3,135,000 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 \$936,100 in FY 2019/20 will fund General fund allocations for planning and programming 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 2019/20 budget includes \$23,000,000 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 2019/20 General fund administrative allocation of \$7,029,100 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, and other agency project funds of \$6,411,200 in FY 2019/20 increased from \$4,191,200 in FY 2018/19 due to a higher level of activity requiring administrative support.

Chart 17 – General Fund Uses FY 2019/20

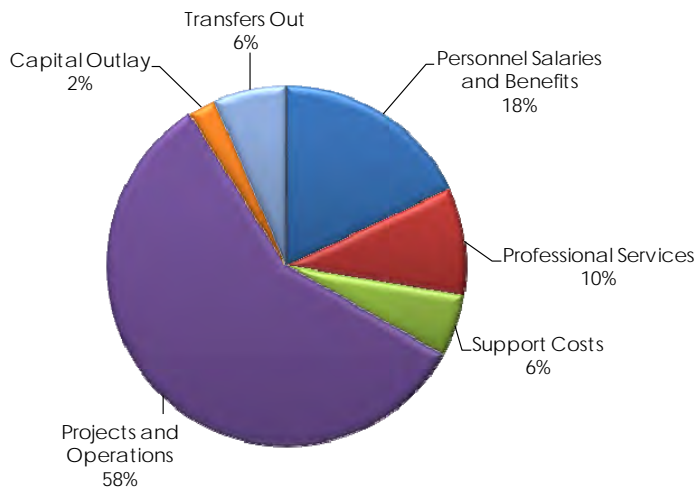


Chart 17 depicts General fund uses. Personnel salaries and benefits expenditures increased \$4,255,000 primarily due to a one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional costs increased 6% compared to the prior year due to increased information technology security upgrades and help-desk services. Support costs decreased 47% primarily due to station maintenance expenditures, historically funded by the General fund and now budgeted in the 2009 Measure A Western County rail special revenue fund effective FY 2019/20.

Program operations expenditures decreased 100% due to station maintenance expenditures, historically funded by the General fund and now budgeted in the 2009 Measure A Western County rail special revenue fund effective FY 2019/20. Engineering expenditures decreased 100% due to a grade separation project, historically budgeted in the General fund and now budgeted in the SB 132 fund due to a special allocation. Construction expenditures include Riverside Downtown station mobility improvements. The FY 2019/20 operating and capital disbursements budget includes allocations of \$27,005,000 for the Metrolink commuter rail subsidy. Special studies expenditures include long range transportation plan and next generation rail and toll studies. Capital outlay expenditures increased 17% due to information technology upgrades and station improvements. Transfers out of \$1,550,000 reflect amounts to the 2009 Measure A Western County highway fund for next generation tolling studies and \$1,844,600 to the General fund for administration from rail operations and planning and programming activities.

Special Revenue Funds

Overview

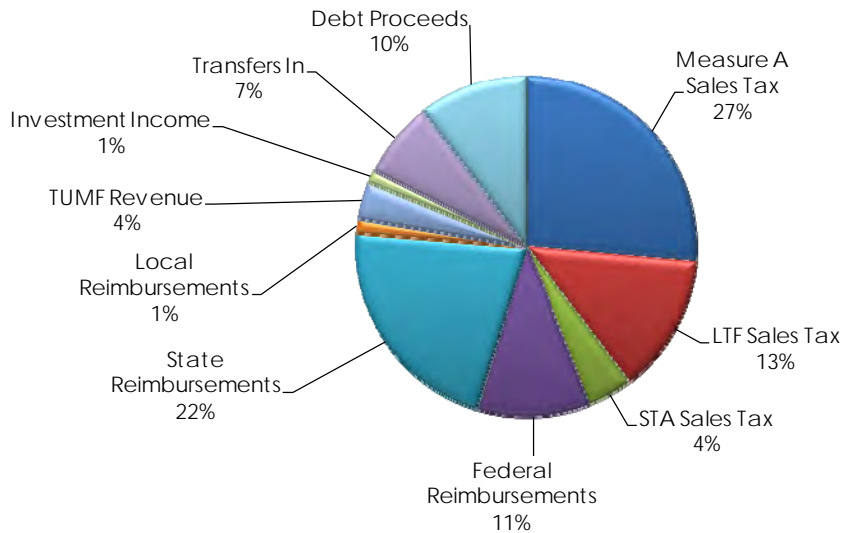
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, other agency project coordination, and funding transit operations and capital in the County. Table 22 is a summary of the special revenue funds' budgets,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

Table 22 – Special Revenue Funds FY 2017 – 2019

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 176,301,700	\$ 192,000,000	\$ 192,000,000	\$ 193,000,000	\$ 1,000,000	1%
LTF Sales Tax	89,557,600	96,000,000	96,000,000	97,000,000	1,000,000	1%
STA Sales Tax	21,320,900	23,203,600	27,110,700	31,050,600	7,847,000	34%
Federal Reimbursements	64,455,900	52,327,500	63,770,600	78,915,500	26,588,000	51%
State Reimbursements	10,754,200	163,408,400	79,097,200	156,931,400	(6,477,000)	-4%
Local Reimbursements	4,536,900	14,192,500	5,445,000	9,957,500	(4,235,000)	-30%
TUMF Revenue	23,699,800	25,922,200	26,672,200	25,000,000	(922,200)	-4%
Other Revenue	2,912,800	771,300	468,500	553,000	(218,300)	-28%
Investment Income	5,124,300	2,049,800	5,147,100	9,049,000	6,999,200	341%
TOTAL Revenues	398,664,100	569,875,300	495,711,300	601,457,000	31,581,700	6%
Expenditures						
Personnel Salaries and Benefits	3,688,600	4,682,100	4,601,400	8,718,500	4,036,400	86%
Professional and Support						
Professional Services	9,298,000	13,671,300	8,184,800	18,443,700	4,772,400	35%
Support Costs	912,800	1,863,700	1,295,700	4,962,900	3,099,200	166%
TOTAL Professional and Support Costs	10,210,800	15,535,000	9,480,500	23,406,600	7,871,600	51%
Projects and Operations						
Program Operations	15,135,800	16,401,800	12,562,200	19,774,900	3,373,100	21%
Engineering	8,155,100	34,887,600	13,617,300	22,436,000	(12,451,600)	-36%
Construction	21,408,500	129,996,700	73,007,200	155,248,000	25,251,300	19%
Design Build	123,999,200	183,818,300	146,305,000	141,583,000	(42,235,300)	-23%
Right of Way/Land	39,048,100	95,615,000	35,950,600	93,498,500	(2,116,500)	-2%
Operating and Capital Disbursements	93,853,300	195,776,000	130,249,600	177,281,400	(18,494,600)	-9%
Special Studies	-	50,000	35,000	-	(50,000)	-100%
Local Streets and Roads	53,176,800	58,479,500	58,479,500	58,642,300	162,800	0%
Regional Arterials	15,736,400	30,547,000	25,000,000	30,000,000	(547,000)	-2%
TOTAL Projects and Operations	370,513,200	745,571,900	495,206,400	698,464,100	(47,107,800)	-6%
Capital Outlay	2,177,200	7,224,800	6,336,700	3,232,000	(3,992,800)	-55%
TOTAL Expenditures	386,589,800	773,013,800	515,625,000	733,821,200	(39,192,600)	-5%
Excess (deficiency) of Revenues over (under) Expenditures	12,074,300	(203,138,500)	(19,913,700)	(132,364,200)	70,774,300	-35%
Other Financing Sources (Uses)						
Transfers In	179,695,700	74,001,300	56,846,000	53,083,700	(20,917,600)	-28%
Transfers Out	(123,468,300)	(126,796,800)	(123,287,000)	(132,367,300)	(5,570,500)	4%
TIFIA Loan Proceeds	-	106,081,000	61,841,100	75,703,000	(30,378,000)	-29%
Net Financing Sources (Uses)	56,227,400	53,285,500	(4,599,900)	(3,580,600)	(56,866,100)	-107%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	68,301,700	(149,853,000)	(24,513,600)	(135,944,800)	13,908,200	-9%
Beginning Fund Balance	553,692,500	621,994,200	621,994,200	597,480,600	(24,513,600)	-4%
ENDING FUND BALANCE	\$ 621,994,200	\$ 472,141,200	\$ 597,480,600	\$ 461,535,800	\$ (10,605,400)	-2%

The Commission accounts for Measure A and LTF sales taxes, STA allocations, Western County TUMF, state budgetary allocations, and vehicle registration fees in the 24 special revenue funds. Federal, state, and local reimbursements and transfers in consisting principally of debt proceeds supplement the Measure A sales tax revenues. Chart 18 illustrates the various special revenue fund sources.

Chart 18 – Special Revenue Funds Sources FY 2019/20

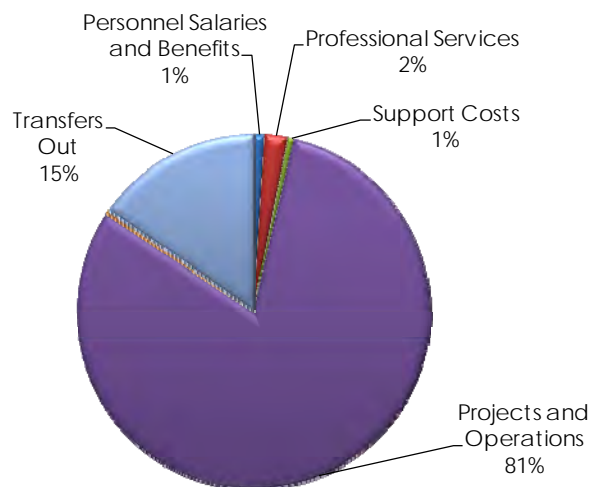


The Commission expends special revenue funds' resources on:

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

As shown in Chart 19, projects and operations expenditures represent the primary use of special revenue fund resources.

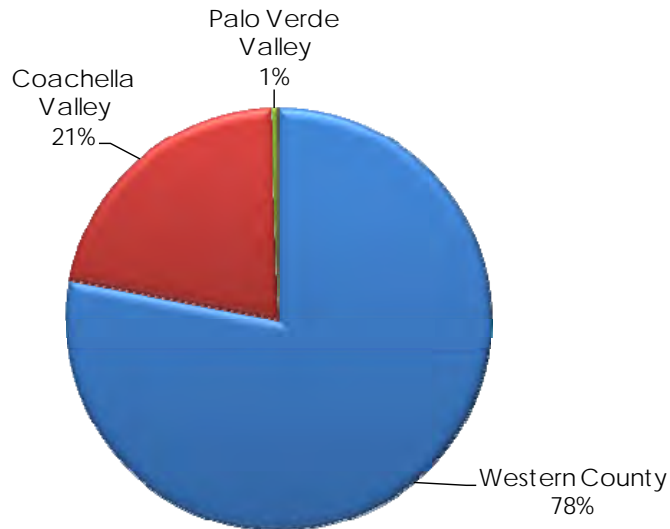
Chart 19 – Special Revenue Funds Uses FY 2019/20



Measure A Special Revenue Funds

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 20) 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 20 – Measure A Sales Tax Revenues by Geographic Area



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

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

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

Western County Measure A Funds

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

Table 23 – Western County Measure A Funds FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	\$ 10,997,100	\$ 11,976,000	\$ 11,976,000	\$ 12,096,000	\$ 120,000	1%
Commuter Assistance	2,036,500	2,218,000	2,218,000	2,240,000	22,000	1%
Economic Development Incentives	1,629,200	1,774,000	1,774,000	1,792,000	18,000	1%
Highways	41,544,700	45,244,000	45,244,000	45,698,000	454,000	1%
Local Streets and Roads	39,508,100	43,025,000	43,025,000	43,458,000	433,000	1%
New Corridors	15,070,100	16,412,000	16,412,000	16,577,000	165,000	1%
Public Bus Transit	2,077,200	2,262,000	2,262,000	2,285,000	23,000	1%
Rail	8,308,900	9,049,000	9,049,000	9,140,000	91,000	1%
Regional Arterials	12,219,000	13,307,000	13,307,000	13,441,000	134,000	1%
Specialized Transit	3,462,100	3,771,000	3,771,000	3,808,000	37,000	1%
Total Measure A	136,852,900	149,038,000	149,038,000	150,535,000	1,497,000	1%
Federal Reimbursements	63,853,700	50,090,000	62,033,100	78,165,500	28,075,500	56%
State Reimbursements	1,787,700	39,933,100	751,600	46,797,100	6,864,000	17%
Local Reimbursements	2,770,900	2,087,900	3,058,000	2,266,000	178,100	9%
Other Revenue	2,515,800	539,000	450,500	535,000	(4,000)	-1%
Investment Income	2,475,100	753,500	2,453,700	3,603,100	2,849,600	378%
Transfers In	177,335,500	69,284,700	51,606,000	47,933,700	(21,351,000)	-31%
TIFIA Loan Proceeds	-	106,081,000	61,841,100	75,703,000	(30,378,000)	-29%
TOTAL Sources	387,591,600	417,807,200	331,982,000	405,538,400	(12,268,800)	-3%
Uses						
Personnel Salaries and Benefits	3,025,500	3,657,600	3,657,600	7,032,300	3,374,700	92%
Professional Services	6,808,900	7,848,200	4,359,400	5,853,000	(1,995,200)	-25%
Support Costs	614,700	1,489,700	1,101,800	4,513,500	3,023,800	203%
Projects and Operations						
Program Operations	11,806,100	10,230,900	8,076,400	12,556,500	2,325,600	23%
Engineering	3,296,600	14,129,100	2,701,400	15,127,700	998,600	7%
Construction	15,093,600	76,527,600	35,784,200	125,395,000	48,867,400	64%
Design Build	121,553,300	137,725,700	130,444,000	99,865,000	(37,860,700)	-27%
Right of Way/Land	20,660,300	59,616,400	18,468,500	41,915,500	(17,700,900)	-30%
Operating and Capital Disbursements	9,005,300	18,150,000	13,050,000	22,020,000	3,870,000	21%
Special Studies	-	50,000	35,000	-	(50,000)	-100%
Local Streets and Roads	39,005,500	42,943,300	42,943,300	43,350,400	407,100	1%
TOTAL Projects and Operations	220,420,700	359,373,000	251,502,800	360,230,100	857,100	0%
Capital Outlay	2,177,200	7,224,800	6,336,700	3,232,000	(3,992,800)	-55%
Transfers Out	99,058,000	91,744,900	87,497,500	95,400,000	3,655,100	4%
TOTAL Uses	332,105,000	471,338,200	354,455,800	476,260,900	4,922,700	1%
Excess (deficiency) of Sources over (under) Uses	\$ 55,486,600	\$ (53,531,000)	\$ (22,473,800)	\$ (70,722,500)	\$ (17,191,500)	32%

The budgeted Western County Measure A sales tax revenues reflect a 1% increase compared to the prior year due to Measure A sales tax projections. 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 2019/20 budget and relate primarily to funding from the Federal Transit Administration (FTA) and Congestion Mitigation and Air Quality (CMAQ). The 56% increase in federal reimbursements is primarily attributable to federal funding for activity on the SR-60 truck lanes project, I-15 Express Lanes and related projects, Pachappa underpass project, and station rehabilitation and improvement projects. State reimbursements are higher by 17% compared to the FY 2018/19 budget and reflect funding from STIP and SB 1 funding for the SR-60 truck lanes project and Pachappa underpass project. Local reimbursements remained relatively flat from the prior year and are attributable to the commuter assistance program.

Other revenue remained flat from the prior year and is attributable to property management lease revenues. Investment income increased 378% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget.

As in prior years, a significant portion of transfers in consists of sales tax revenue bonds proceeds of \$24,402,400 to fund the I-15 Express Lanes project. Other significant transfers in include:

- \$10,000,000 from the 2009 Measure A bond financing fund to fund a portion of Western County debt service;
- \$6,000,000 from the 1989 Measure A Western County highway fund to complete the 91

Project;

- \$2,359,000 from the RCTC 91 Express Lanes fund for the SR-91 corridor operations project;
- \$1,550,000 from the General fund for next generation toll projects;
- \$2,803,200 from the Debt Service fund for Build America Bonds (BABs) subsidy payments; and
- \$819,100 from the SGR fund for station rehabilitation and improvement project.

TIFIA loan proceeds of \$75,703,000 will fund eligible I-15 Express Lanes project expenditures.

Personnel salaries and benefits expenditures increased 92% from the prior year resulting primarily from the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability and the addition of two new FTE's for a financial analyst and toll senior management analyst in preparation of 15 Express Lanes operations.

Measure A Western County professional services expenditures in FY 2019/20 consist of general legal services for the various programs and capital projects, specialized legal and financial advisory services related to the I-15 Express Lanes project, and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. The 25% decrease in FY 2019/20 reflects the prior year activity in legal and financial advisory services related to the 91 Project and I-15 Express Lanes project. Support costs related to highway and rail projects and property management as well as the commuter assistance program increased \$3,023,800, or 203%, from the prior year due to the inclusion of station maintenance in the 2009 Measure A Western County rail fund beginning in FY 2019/20, as this was historically funded by the General fund.

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

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering and construction to increase 7% and 64%, respectively, due to the I-15 Express Lanes, I-15 Express Lanes—Southern Expansion, 71/91 connector, SR-60 truck lanes, and Pachappa underpass projects. Design-build and right of way activities decreased 27% and 30%, respectively, compared to the prior year due to I-15 Express Lanes project activity and significant completion of the 91 Project.

The I-15 Express Lanes and 15/91 Express Lanes connector are major projects in the design-build phase, while the 91 Project design-build activities include close-out activities in FY 2019/20. Other design-build related activities during FY 2019/20 include the 91 corridor operations project and next generation toll projects.

Right of way acquisition, another major project activity, can be a lengthy process. Right of way acquisition activity, including utilities and railroad relocations, will benefit the I-15 Express Lanes project, 71/91 connector project, Mid County Parkway I-215/Placentia Interchange project, and the closeout of the 91 Project.

Operating and capital disbursements increased 21% compared to the FY 2018/19 budget and relate to Western County intercity bus service, specialized transit expenditures, and rail capital funded by Measure A. Special studies decreased 100% compared to the prior year due to completion of feasibility studies performed in the prior year. Local streets and roads, or turn back payments to local jurisdictions and the County, increased because of higher Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 55% decrease due to station rehabilitation and improvements in the prior fiscal year.

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

- Funding for debt service payments of \$79,534,500;
- \$6,000,000 from the 1989 Measure A Western County highway fund to complete 91 Project close-out activities;
- \$3,000,000 loan from the 2009 Measure A Western County highway fund to establish the I-15 Express Lanes project TIFIA reserve;
- \$300,000 from the 2009 Measure A Western County highway fund for a TUMF regional arterial project; and
- \$6,565,500 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 24).

Table 24 – Coachella Valley Measure A Funds FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	\$ 19,256,200	\$ 20,972,000	\$ 20,972,000	\$ 20,738,000	\$ (234,000)	-1%
Local Streets and Roads	13,479,300	14,679,000	14,679,000	14,516,000	(163,000)	-1%
Specialized Transit	5,776,800	6,291,000	6,291,000	6,221,000	(70,000)	-1%
Total Measure A	38,512,300	41,942,000	41,942,000	41,475,000	(467,000)	-1%
Investment Income	434,800	198,300	563,800	767,400	569,100	287%
Transfers In	159,400	-	-	-	-	N/A
TOTAL Sources	39,106,500	42,140,300	42,505,800	42,242,400	102,100	0%
Uses						
Personnel Salaries and Benefits	1,900	5,100	1,800	23,200	18,100	355%
Professional Services	47,300	49,300	14,200	29,300	(20,000)	-41%
Support Costs	100	200	100	200	-	0%
Projects and Operations						
Operating and Capital Disbursements	5,153,400	6,000,000	6,000,000	7,000,000	1,000,000	17%
Local Streets and Roads	13,271,800	14,597,300	14,597,300	14,408,400	(188,900)	-1%
Regional Arterials	15,736,400	30,547,000	25,000,000	30,000,000	(547,000)	-2%
TOTAL Projects and Operations	34,161,600	51,144,300	45,597,300	51,408,400	264,100	1%
Transfers Out	618,800	245,800	245,800	357,100	111,300	45%
TOTAL Uses	34,829,700	51,444,700	45,859,200	51,818,200	373,500	1%
Excess (deficiency) of Sources over (under) Uses	\$ 4,276,800	\$ (9,304,400)	\$ (3,353,400)	\$ (9,575,800)	\$ (271,400)	3%

Coachella Valley Measure A sales tax revenues decreased 1%, as taxable sales changes among the geographic areas can impact the geographic allocation formula from year to year.

Investment income increased 287% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget.

Personnel salaries and benefits expenditures increased 355% from the prior year resulting primarily from the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability.

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 and the city of Indio local streets and roads projects, under advance funding agreements, in projects and operations in order to be consistent with the accounting in the ERP system.

Transfers out of \$357,100 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 25).

Table 25 – Palo Verde Valley Measure A Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	\$ 936,500	\$ 1,020,000	\$ 1,020,000	\$ 990,000	\$ (30,000)	-3%
Uses						
Local Streets and Roads	899,500	938,900	938,900	883,500	(55,400)	-6%
TOTAL Projects and Operations	899,500	938,900	938,900	883,500	(55,400)	-6%
Transfers Out	37,000	81,100	81,100	106,500	25,400	31%
TOTAL Uses	936,500	1,020,000	1,020,000	990,000	(30,000)	-3%
Excess (deficiency) of Sources over (under)						
Uses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A

Although total Measure A sales tax revenues decreased 3%, taxable sales changes among the geographic areas also impact the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. The Commission accounts for debt service funding for the city of Blythe local streets and roads projects, under an advance funding agreement, in projects and operations in order to be consistent with the accounting in the ERP system. Transfers out of \$106,500 relate to the administrative costs allocation.

Non-Measure A Special Revenue Funds

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

Local Transportation Fund

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

Table 26 – Local Transportation Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	\$ 89,557,600	\$ 96,000,000	\$ 96,000,000	\$ 97,000,000	\$ 1,000,000	1%
Local Reimbursements	200	-	-	-	-	N/A
Investment Income	825,100	375,600	804,800	1,077,700	702,100	187%
Transfers In	654,500	-	1,170,000	-	-	N/A
TOTAL Sources	91,037,400	96,375,600	97,974,800	98,077,700	1,702,100	2%
Uses						
Operating and Capital Disbursements	74,508,700	119,388,900	103,999,600	92,290,100	(27,098,800)	-23%
Transfers Out	21,268,300	27,566,600	26,270,000	28,968,500	1,401,900	5%
TOTAL Uses	95,777,000	146,955,500	130,269,600	121,258,600	(25,696,900)	-17%
Excess (deficiency) of Sources over (under)						
Uses	\$ (4,739,600)	\$ (50,579,900)	\$ (32,294,800)	\$ (23,180,900)	\$ 27,399,000	-54%

The Commission projects LTF sales tax revenue in FY 2019/20 to increase 1% from the prior year. Investment income increased 187% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget.

In FY 2019/20, approximately 94% and 6% of the LTF transit expenditures of \$90,300,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in July 2019, are comprised of 77% to Western County, 22% to Coachella Valley, and 1% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of \$1,250,100 and planning and administration allocations of \$740,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of \$2,820,000; rail operations of \$23,000,000; grade separation projects of \$2,000,000; \$1,026,100 for planning, programming, and agency share of the administrative costs; and \$122,400 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 Community Environmental Transportation Acceptability Process (CETAP) corridors (Table 27).

TUMF revenues includes \$25,000,000 based on projected fees distributed to the Commission. Federal reimbursements decreased 100% in FY 2019/20 and will be replaced with state reimbursements of \$5,800,000 for a Lake Elsinore regional arterial project. Investment income increased 318% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget. The FY 2019/20 transfers in of \$300,000 relate to funding for the SR-79 realignment project from the 2009 Measure A Western County highways special revenue fund.

Table 27 – Transportation Uniform Mitigation Fee Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ -	\$ 237,500	\$ 237,500	\$ -	\$ (237,500)	-100%
State Reimbursements	-	-	-	5,800,000	5,800,000	N/A
Local Reimbursements	1,315,000	-	307,600	-	-	N/A
TUMF Revenue	23,699,800	25,922,200	25,922,200	25,000,000	(922,200)	-4%
Other Revenue	25,200	-	18,000	18,000	18,000	N/A
Investment Income	664,000	414,400	222,400	1,731,300	1,316,900	318%
Transfers In	235,900	300,000	120,000	300,000	-	0%
TOTAL Sources	25,939,900	26,874,100	26,827,700	32,849,300	5,975,200	22%
Uses						
Personnel Salaries and Benefits	242,900	319,500	319,300	624,600	305,100	95%
Professional Services	407,900	455,100	163,900	141,000	(314,100)	-69%
Support Costs	3,600	63,000	27,900	27,900	(35,100)	-56%
Projects and Operations						
Program Operations	293,700	511,000	510,600	494,200	(16,800)	-3%
Engineering	2,818,200	6,738,800	3,464,900	1,850,300	(4,888,500)	-73%
Construction	6,314,900	5,199,100	1,365,000	6,800,000	1,600,900	31%
Right of Way/Land	18,302,100	15,743,600	5,702,100	24,734,000	8,990,400	57%
TOTAL Projects and Operations	27,728,900	28,192,500	11,042,600	33,878,500	5,686,000	20%
Transfers Out	620,200	1,562,000	2,043,800	1,524,300	(37,700)	-2%
TOTAL Uses	29,003,500	30,592,100	13,597,500	36,196,300	5,604,200	18%
Excess (deficiency) of Sources over (under) Uses	\$ (3,063,600)	\$ (3,718,000)	\$ 13,230,200	\$ (3,347,000)	\$ 371,000	-10%

Personnel salaries and benefits reflect an increase of 95% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional services decreased 69% primarily related to legal services projected in the prior year for the Lake Elsinore regional arterial project. Support costs decreased 56% and relate to property maintenance on the Mid County Parkway project.

Projects and operations costs increased 20%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. Approximately 67% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 33% relates to CETAP projects such as the Mid County Parkway preliminary engineering

and right of way acquisitions. Transfers out represent \$1,524,300 to the General fund related to the administrative cost allocation.

Freeway Service Patrol Fund

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

The State's funding share of \$2,900,000 decreased 11% from the FY 2018/19 budget due to the state's direct reimbursement to the California Highway Patrol (CHP) in support of a portion of FSP services beginning in FY 2019/20. Local reimbursements of \$96,000 relate to local grants for weekend FSP services on SR-60. Investment income increased 620% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget. Transfers in represent Commission match funds of \$2,400,000 from the SAFE special revenue fund.

Table 28 – Freeway Service Patrol Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 1,613,200	\$ 3,256,900	\$ 3,256,900	\$ 2,900,000	\$ (356,900)	-11%
Local Reimbursements	-	-	224,300	96,000	96,000	N/A
Other Revenue	366,800	225,300	-	-	(225,300)	-100%
Investment Income	5,500	9,500	9,500	68,400	58,900	620%
Transfers In	1,083,600	3,600,000	3,600,000	2,400,000	(1,200,000)	-33%
TOTAL Sources	3,069,100	7,091,700	7,090,700	5,464,400	(1,627,300)	-23%
Uses						
Personnel Salaries and Benefits	110,600	154,400	134,600	212,200	57,800	37%
Professional Services	41,200	48,000	45,000	63,000	15,000	31%
Support Costs	79,700	59,100	46,700	64,000	4,900	8%
Projects and Operations						
Program Operations	2,831,400	5,144,200	3,500,000	5,378,000	233,800	5%
Transfers Out	179,000	146,400	146,400	216,600	70,200	48%
TOTAL Uses	3,241,900	5,552,100	3,872,700	5,933,800	381,700	7%
Excess (deficiency) of Sources over (under)						
Uses	\$ (172,800)	\$ 1,539,600	\$ 3,218,000	\$ (469,400)	\$ (2,009,000)	-130%

Personnel salaries and benefits increased 37% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional services increased 31% and relates to general legal services. Support costs are comparable to the prior year's budget. Operating costs for towing services in FY 2019/20 are higher than the FY 2018/19 budget due to increased support levels needed on the I-15 Express Lanes, Pachappa underpass, and SR-60 truck lane projects. Transfers out to the General fund of \$216,600 are administrative cost allocations.

Service Authority for Freeway Emergencies Fund

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

Table 29 – Service Authority for Freeway Emergencies Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,012,000	\$ 1,800,000	\$ 1,979,800	\$ 1,980,000	\$ 180,000	10%
Local Reimbursements	155,600	224,600	113,700	227,600	3,000	1%
Other Revenue	5,000	7,000	-	-	(7,000)	-100%
Investment Income	64,100	26,900	66,400	107,200	80,300	299%
TOTAL Sources	2,236,700	2,058,500	2,159,900	2,314,800	256,300	12%
Uses						
Personnel Salaries and Benefits	13,200	45,600	37,400	68,700	23,100	51%
Professional Services	311,100	480,200	231,100	459,000	(21,200)	-4%
Support Costs	211,300	236,800	113,900	352,400	115,600	49%
Projects and Operations						
Program Operations	17,500	17,600	17,100	19,000	1,400	8%
Transfers Out	1,114,400	3,674,100	3,674,100	2,531,600	(1,142,500)	-31%
TOTAL Uses	1,667,500	4,454,300	4,073,600	3,430,700	(1,023,600)	-23%
Excess (deficiency) of Sources over (under)						
Uses	\$ 569,200	\$ (2,395,800)	\$ (1,913,700)	\$ (1,115,900)	\$ 1,279,900	-53%

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 increased 299% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget.

Personnel salaries and benefits increased 51% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional services remained relatively flat from FY 2018/19. Support costs increased 49% due to the call box upgrade and removal program in FY 2019/20. Projects and operations costs remained flat. The transfers out reflect a \$2,400,000 match to the State's contribution for towing services in the FSP special revenue fund and \$131,600 to the General fund for administrative cost allocations.

State Transit Assistance Fund

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

Table 30 – State Transit Assistance Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 17,608,000	\$ 19,506,600	\$ 23,406,500	\$ 27,253,800	\$ 7,747,200	40%
Investment Income	634,500	271,200	965,600	1,628,400	1,357,200	500%
TOTAL Sources	18,242,500	19,777,800	24,372,100	28,882,200	9,104,400	46%
Uses						
Professional Services	16,500	18,000	16,900	17,700	(300)	-2%
Operating and Capital Disbursements	5,185,900	48,601,800	7,200,000	50,110,000	1,508,200	3%
TOTAL Projects and Operations	5,185,900	48,601,800	7,200,000	50,110,000	1,508,200	3%
Transfers Out	329,600	431,700	431,700	572,400	140,700	33%
TOTAL Uses	5,532,000	49,051,500	7,648,600	50,700,100	1,648,600	3%
Excess (deficiency) of Sources over (under)						
Uses	\$ 12,710,500	\$ (29,273,700)	\$ 16,723,500	\$ (21,817,900)	\$ 7,455,800	-25%

Investment income increased 500% compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget.

The operating and capital disbursements consist of allocations primarily for bus capital purposes. In FY 2019/20, approximately 55% of the allocations are in Western County, 45% in Coachella Valley, and less than 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in July 2019. Transfers out represent rail capital allocations of \$450,000 to the Coachella Valley Rail fund and \$122,400 to the General fund for administrative cost allocations.

State of Good Repair Fund

The SGR fund accounts for additional STA funding under SB 1 (The Road Repair and Accountability Act of 2017) for transit infrastructure repair and service improvements (Table 31). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

Table 31 – State of Good Repair Fund FY 2018 - 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 3,712,900	\$ 3,697,000	\$ 3,704,200	\$ 3,796,800	\$ 99,800	3%
Investment Income	(13,500)	-	29,100	55,900	55,900	N/A
TOTAL Sources	3,699,400	3,697,000	3,733,300	3,852,700	155,700	4%
Uses						
Capital Disbursements	-	3,635,300	-	5,861,300	2,226,000	61%
Transfers Out	-	81,700	1,634,100	941,500	859,800	1052%
TOTAL Uses	-	3,717,000	1,634,100	6,802,800	3,085,800	83%
Excess (deficiency) of Sources over (under)						
Uses	\$ 3,699,400	\$ (20,000)	\$ 2,099,200	\$ (2,950,100)	\$ (2,930,100)	14651%

The capital disbursements consist of allocations for bus capital purposes. In FY 2019/20, 73% of the allocations are in Western County, 26% in Coachella Valley, and 1% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in July 2019. Transfers out of \$819,100 relate to a station rehabilitation and improvement project in the 2009 Measure A Western County rail special revenue fund and \$122,400 to the General fund for administrative costs allocations.

Coachella Valley Rail Fund

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

Table 32 – Coachella Valley Rail Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 602,200	\$ 2,000,000	\$ 1,500,000	\$ 750,000	\$ (1,250,000)	-63%
State Reimbursements	-	-	-	5,942,500	5,942,500	N/A
Investment Income	27,300	200	27,000	9,400	9,200	4600%
Transfers In	226,800	350,000	350,000	450,000	100,000	29%
TOTAL Sources	856,300	2,350,200	1,877,000	7,151,900	4,801,700	204%
Uses						
Personnel Salaries and Benefits	11,900	50,700	12,800	85,200	34,500	68%
Professional Services	838,800	2,210,000	1,582,300	9,673,200	7,463,200	338%
Support Costs	-	4,000	3,700	3,700	(300)	-8%
Projects and Operations						
Construction	-	2,400,000	-	-	(2,400,000)	-100%
TOTAL Projects and Operations	-	2,400,000	-	-	(2,400,000)	-100%
Transfers Out	47,700	300,600	300,600	155,300	(145,300)	-48%
TOTAL Uses	898,400	4,965,300	1,899,400	9,917,400	4,952,100	100%
Excess (deficiency) of Sources over (under)						
Uses	\$ (42,100)	\$ (2,615,100)	\$ (22,400)	\$ (2,765,500)	\$ (150,400)	6%

Federal reimbursements represent a Federal Rail Administration (FRA) grant of \$750,000 for rail station planning and development. State reimbursements of \$5,942,500 relate to State Rail Assistance (SRA) grant funds for the special train platform in the city of Indio. Investment income increased \$9,200 compared to the previous year's budget due to extremely conservative investment yield projections in the FY 2018/19 budget. Transfers in of \$450,000 reflect to STA allocations.

Personnel salaries and benefits increased 68% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional services increased 338% due to a special events train platform in the city of Indio. Construction decreased 100% due

to continued planning and development of passenger rail options. These expenditures include detailed studies and station planning and development on the Coachella Valley-San Geronio Pass rail corridor. Transfers out to the General fund of \$155,300 relate to administrative costs allocations.

Other Agency Projects Fund

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

Table 33 – Other Agency Projects Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 295,200	\$ 11,880,000	\$ 1,741,400	\$ 7,367,900	\$ (4,512,100)	-38%
Investment Income	(400)	200	4,800	200	-	0%
Transfers In	-	466,600	-	-	(466,600)	-100%
TOTAL Sources	294,800	12,346,800	1,746,200	7,368,100	(4,978,700)	-40%
Uses						
Personnel Salaries and Benefits	65,600	62,000	56,000	201,500	139,500	225%
Professional Services	25,300	51,000	46,000	31,000	(20,000)	-39%
Support Costs	900	900	1,000	1,100	200	22%
Projects and Operations						
Program Operations	169,600	271,800	241,800	354,100	82,300	30%
Engineering	124,700	1,169,700	650,000	850,000	(319,700)	-27%
Construction	-	10,008,000	-	5,000,000	(5,008,000)	-50%
Right of Way/Land	85,700	255,000	280,000	205,000	(50,000)	-20%
TOTAL Projects and Operations	380,000	11,704,500	1,171,800	6,409,100	(5,295,400)	-45%
Transfers Out	-	466,600	466,600	725,200	258,600	55%
TOTAL Uses	471,800	12,285,000	1,741,400	7,367,900	(4,917,100)	-40%
Excess (deficiency) of Sources over (under)						
Uses	\$ (177,000)	\$ 61,800	\$ 4,800	\$ 200	\$ (61,600)	-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 34) accounts for the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

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

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

Table 34 – SB 132 Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 5,341,300	\$ 118,418,400	\$ 73,108,900	\$ 93,511,800	\$ (24,906,600)	-21%
Investment Income	7,800	-	-	-	-	N/A
Transfers In	-	-	-	2,000,000	2,000,000	N/A
TOTAL Sources	5,349,100	118,418,400	73,108,900	95,511,800	(22,906,600)	-19%
Uses						
Personnel Salaries and Benefits	217,000	387,200	381,900	470,800	83,600	22%
Professional Services	801,000	2,511,500	1,726,000	2,176,500	(335,000)	-13%
Support Costs	2,500	10,000	600	100	(9,900)	-99%
Projects and Operations						
Program Operations	17,500	226,300	216,300	973,100	746,800	330%
Engineering	1,915,600	12,850,000	6,801,000	4,608,000	(8,242,000)	-64%
Construction	-	35,862,000	35,858,000	18,053,000	(17,809,000)	-50%
Design Build	2,445,900	46,092,600	15,861,000	41,718,000	(4,374,600)	-9%
Right of Way/Land	-	20,000,000	11,500,000	26,644,000	6,644,000	33%
TOTAL Projects and Operations	4,379,000	115,030,900	70,236,300	91,996,100	(23,034,800)	-20%
Transfers Out	195,300	495,300	495,300	868,300	373,000	75%
TOTAL Uses	5,594,800	118,434,900	72,840,100	95,511,800	(22,923,100)	-19%
Excess (deficiency) of Sources over (under) Uses	\$ (245,700)	\$ (16,500)	\$ 268,800	\$ -	\$ 16,500	-100%

Personnel salaries and benefits increased 22% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. Professional services decreased 13% due to legal services, financial advisory, and traffic and revenue study activities primarily related to the 15/91 Express Lanes connector project. Support costs decreased 99% related to general supplies and materials. Projects and operations decreased \$23,034,800 primarily due to engineering, construction, and design-build activities on the 15/91 Express Lanes connector project; engineering and right of way activities on the McKinley Avenue grade separation project; and construction on the I-15/Limonite interchange project. Transfers out to the General fund of \$868,300 relate to the administrative costs allocations.

Capital Projects Funds

Overview

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

Table 35 - Capital Projects Funds FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Investment Income	\$ 3,646,400	\$ 955,400	\$ 3,349,600	\$ 1,371,700	\$ 416,300	44%
TOTAL Revenues	3,646,400	955,400	3,349,600	1,371,700	416,300	44%
Expenditures						
Professional Services	924,600	-	-	-	-	N/A
Support Costs	4,600	-	-	-	-	N/A
TOTAL Professional and Support Costs	929,200	-	-	-	-	N/A
Debt Service						
Principal Payments	30,000,000	-	-	-	-	N/A
Interest Payments	7,563,500	-	-	-	-	N/A
Cost of Issuance	2,256,100	-	-	-	-	N/A
TOTAL Debt Service	39,819,600	-	-	-	-	N/A
TOTAL Expenditures	40,748,800	-	-	-	-	N/A
Excess (deficiency) of Revenues over (under) Expenditures	(37,102,400)	955,400	3,349,600	1,371,700	416,300	44%
Other Financing Sources (Uses)						
Transfers In	38,917,000	-	-	-	-	N/A
Transfers Out	(193,939,000)	(45,044,500)	(27,284,000)	(24,402,400)	20,642,100	-46%
Debt and Refunding Debt Proceeds	615,775,000	-	-	-	-	N/A
Payment to Escrow Agent	(538,056,500)	-	-	-	-	N/A
Bond Premium	119,713,800	-	-	-	-	N/A
Net Financing Sources (Uses)	42,410,300	(45,044,500)	(27,284,000)	(24,402,400)	20,642,100	-46%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	5,307,900	(44,089,100)	(23,934,400)	(23,030,700)	21,058,400	-48%
Beginning Fund Balance	111,612,000	116,919,900	116,919,900	92,985,500	(23,934,400)	-20%
ENDING FUND BALANCE	\$ 116,919,900	\$ 72,830,800	\$ 92,985,500	\$ 69,954,800	\$ (2,876,000)	-4%

As illustrated in the following charts for FY 2019/20, capital projects funds sources and uses consist of investment income (Chart 21) and transfers out (Chart 22), respectively. In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. In FY 2017/18, the Commission issued sales tax revenue bonds to finance the I-15 Express Lanes project and 91 Project completion and to refund sales tax revenue bonds due to federal tax reform. The Commission does not anticipate any new sales tax revenue debt issuances, toll revenue debt issuances, or debt refundings in FY 2019/20.

Chart 21 – Capital Projects Funds Sources FY 2019/20



Chart 22 – Capital Projects Funds Uses FY 2019/20



In FY 2019/20, the Commission expects to transfer out sales tax bond proceeds of \$24,402,400 to the 2009 Measure A Western County Highways special revenue fund for the I-15 Express Lanes project.

Debt Service Fund

Overview

Under the 2009 Measure A program, as amended by Measure K in November 2010, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of \$975,000,000. The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 36).

The Commission's largest single expenditure is debt service. The debt agreements require the trustees to hold all debt proceeds, a portion of the sales tax revenues intercepted from the CDTFA, and the toll revenues from express lanes operations and to segregate all funds into separate accounts. These monies are included in the restricted investments held by trustee in the capital projects funds, debt service fund, and enterprise 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. Under the toll indentures, which include the TIFIA loans, a separate flow of funds administered by the trustee prescribes the use of toll revenues for each facility.

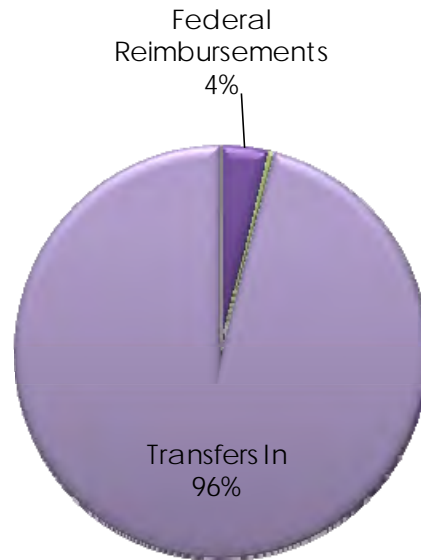
In order to advance project development activities, the Commission established a commercial paper program in 2005. Periodically the Commission issues commercial paper notes and retires some of the notes with proceeds from sales tax revenue bonds.

Table 36 – Debt Service Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,785,200	\$ 2,800,200	\$ 2,794,200	\$ 2,803,200	\$ 3,000	0%
Investment Income	240,600	162,900	339,800	348,500	185,600	114%
TOTAL Sources	3,025,800	2,963,100	3,134,000	3,151,700	188,600	6%
Expenditures						
Debt Service						
Principal Payments	32,120,000	25,965,000	21,495,000	27,245,000	1,280,000	5%
Interest Payments	43,039,500	43,590,700	43,590,700	42,292,500	(1,298,200)	-3%
TOTAL Debt Service	75,159,500	69,555,700	65,085,700	69,537,500	(18,200)	0%
TOTAL Expenditures	75,159,500	69,555,700	65,085,700	69,537,500	(18,200)	0%
Excess (deficiency) of Revenues over (under) Expenditures	(72,133,700)	(66,592,600)	(61,951,700)	(66,385,800)	206,800	0%
Other Financing Sources (Uses)						
Transfers In	68,012,100	72,555,700	68,085,700	72,534,500	(21,200)	0%
Transfers Out	(2,944,700)	(2,800,200)	(2,794,200)	(2,803,200)	(3,000)	0%
Payment to Escrow Agent	(3,833,300)	-	-	-	-	-
Net Financing Sources (Uses)	61,234,100	69,755,500	65,291,500	69,731,300	(24,200)	0%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(10,899,600)	3,162,900	3,339,800	3,345,500	182,600	6%
Beginning Fund Balance	21,982,500	11,082,900	11,082,900	14,422,700	3,339,800	30%
ENDING FUND BALANCE	\$ 11,082,900	\$ 14,245,800	\$ 14,422,700	\$ 17,768,200	\$ 3,522,400	25%

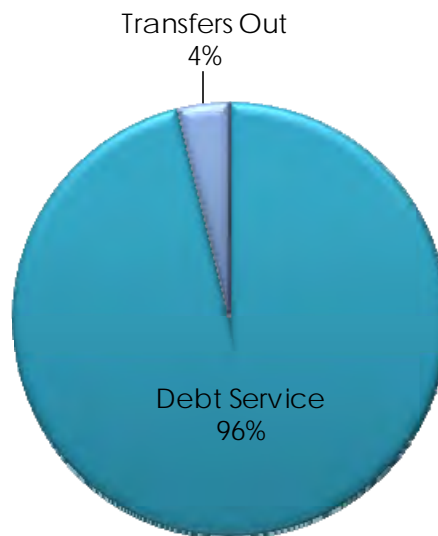
Reimbursements consist of federal cash subsidy payments related to the 2010 Series B Bonds (2010B Bonds) designated as BABs. The BABs subsidy payments reflect a reduction in the expected payments due to federal sequestration cuts. Investment income is higher than the previous fiscal year due to improved investment yields. Transfers in represent the primary source of funding for the debt service funds and reserves (Chart 23) and consist of funds from the 2009 Measure A Western County Highways and Bond Financing special revenue funds.

Chart 23 – Debt Service Fund Sources FY 2019/20



Debt Service fund uses (Chart 24) consist of debt service on the sales tax revenue 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 24 – Debt Service Fund Uses FY 2019/20



Enterprise Fund

Overview

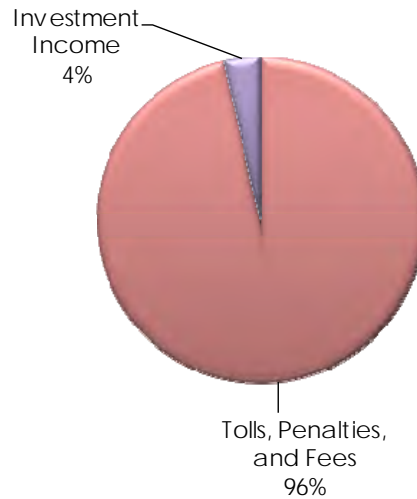
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 and a direct express lanes connector that extends the Orange County Transportation Authority (OCTA) 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. Toll revenues and non-toll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

Table 37 – Enterprise Fund FY 2018 – 2020

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Revenues						
Local Reimbursements	\$ -	\$ 8,500,000	\$ 2,000	\$ -	\$ (8,500,000)	-100%
Tolls, Penalties, and Fees	50,446,800	36,940,500	47,756,900	41,869,400	4,928,900	13%
Investment Income	(32,700)	141,300	1,130,700	1,522,100	1,380,800	977%
TOTAL Revenues	50,414,100	45,581,800	48,889,600	43,391,500	(2,190,300)	-5%
Expenses						
Personnel Salaries and Benefits	510,300	603,000	638,000	1,353,400	750,400	124%
Professional and Support						
Professional Services	815,400	2,061,000	2,350,000	1,990,000	(71,000)	-3%
Support Costs	2,793,400	4,576,700	3,936,800	4,543,300	(33,400)	-1%
TOTAL Professional and Support Costs	3,608,800	6,637,700	6,286,800	6,533,300	(104,400)	-2%
Program and Operations						
Program and Operations	6,661,400	8,786,100	8,507,900	10,670,200	1,884,100	21%
Debt Service						
Interest Payments	7,119,900	7,119,900	7,119,900	7,119,900	-	0%
Capital Outlay	319,600	2,497,600	2,314,100	750,000	(1,747,600)	-70%
TOTAL Expenses	18,220,000	25,644,300	24,866,700	26,426,800	782,500	3%
Excess (deficiency) of Revenues over (under) Expenses	32,194,100	19,937,500	24,022,900	16,964,700	(2,972,800)	-15%
Other Financing Sources (Uses)						
Transfers Out	(749,500)	(6,307,200)	(3,948,200)	(3,059,500)	3,247,700	-51%
Payment to Escrow Agent	-	(20,000,000)	(20,000,000)	-	20,000,000	-100%
Net Financing Sources (Uses)	(749,500)	(26,307,200)	(23,948,200)	(3,059,500)	23,247,700	-88%
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	31,444,600	(6,369,700)	74,700	13,905,200	20,274,900	-318%
Beginning Fund Balance	32,202,300	63,646,900	63,646,900	63,721,600	74,700	0%
ENDING FUND BALANCE	\$ 63,646,900	\$ 57,277,200	\$ 63,721,600	\$ 77,626,800	\$ 20,349,600	36%

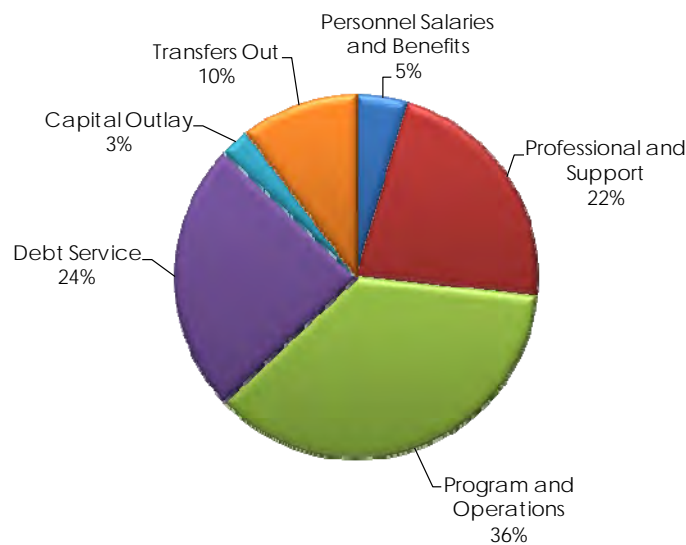
Local reimbursements budgeted in FY 2018/19 represented the anticipated proceeds from the sale of excess properties secured during the construction of the 91 Project. Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 25). Such revenues consist of toll revenues of \$36,138,300 based on estimated toll transactions and current RCTC 91 Express Lanes traffic and revenue data, while the balance of \$5,731,100 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds.

Chart 25 – Enterprise Fund Sources FY 2019/20



Toll operations expenses in FY 2019/20 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 26). Personnel salaries and benefits represent 5% of the total budgeted uses. Professional and support costs is 22% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$10,670,200 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. Debt service includes interest payments of \$7,119,900 for the current interest portion of the 2013 Toll Revenue Bonds (2013 Toll Bonds). Capital outlay of \$750,000 is related to the transition to new 6c transponder technology. The FY 2019/20 budget does not include accreted interest related to the capital appreciation portion of the 2013 Toll Bonds or compounded interest on the TIFIA loan executed in July 2013 for the 91 Project (2013 TIFIA Loan).

Chart 26 – Enterprise Fund Uses FY 2019/20



Transfers out include \$2,359,000 of surplus toll revenues to the 2009 Measure A Western County highways fund for the SR-91 Corridor Operations project and a traffic and revenue study and \$700,500 to the General fund for the administrative costs allocations.

Revenues and Other Sources

Total revenues and other sources are budgeted at \$903,266,400, and consist of:

- Measure A sales tax of \$193,000,000 (21% of total sources);
- LTF sales tax of \$97,000,000 (11% of total sources);
- STA revenues of \$31,050,600 (3% of total sources);
- Federal revenues of \$89,718,700 (10% of total sources);
- State revenues of \$160,596,100 (18% of total sources);
- TUMF of \$25,000,000 (3% of total sources);
- Debt proceeds of \$75,703,000 (8% of total sources);
- Transfers in of \$166,027,000 (18% of total sources);
- Toll revenues, penalties, and fees of \$41,869,400 (5% of total sources); and
- Other revenues of \$23,301,600 (3% of total sources).

Table 38 summarizes the specific revenue funding sources.

Table 38 – Revenues and Other Sources FY 2019/20

Department/Program	Sales Tax			Federal	State	Local/Toll/Other	Funding Sources
	Measure A	LTF	STA				
Management Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,200	\$ 82,200
MEASURE A AND OTHER CAPITAL PROGRAMS							
Bond Financing	12,096,000	-	-	-	-	223,400	12,319,400
CETAP	-	-	-	-	-	13,407,600	13,407,600
Economic Development	1,792,000	-	-	-	-	249,700	2,041,700
Highways	66,436,000	-	-	56,138,700	133,266,900	3,499,100	259,340,700
Local Streets and Roads	58,964,000	-	-	-	-	-	58,964,000
New Corridors	16,577,000	-	-	-	7,042,000	578,100	24,197,100
Rail	9,140,000	-	-	24,850,000	5,942,500	876,000	40,808,500
Regional Arterials	13,441,000	-	-	-	5,800,000	14,183,800	33,424,800
REGIONAL PROGRAMS							
Public and Specialized Transit	12,314,000	97,000,000	31,050,600	-	-	2,933,700	143,298,300
Planning and Programming	-	-	-	-	668,000	7,373,600	8,041,600
Rail Station Maintenance/Operations	-	-	-	8,730,000	2,996,700	692,100	12,418,800
Commuter Assistance	2,240,000	-	-	-	-	2,181,000	4,421,000
Motorist Assistance	-	-	-	-	4,880,000	499,200	5,379,200
Toll Operations	-	-	-	-	-	43,391,500	43,391,500
OTHER FINANCING SOURCES							
Debt Proceeds	-	-	-	-	-	75,703,000	75,703,000
Transfers In	-	-	-	-	-	166,027,000	166,027,000
TOTAL Funding Sources	\$ 193,000,000	\$ 97,000,000	\$ 31,050,600	\$ 89,718,700	\$ 160,596,100	\$ 331,901,000	\$ 903,266,400

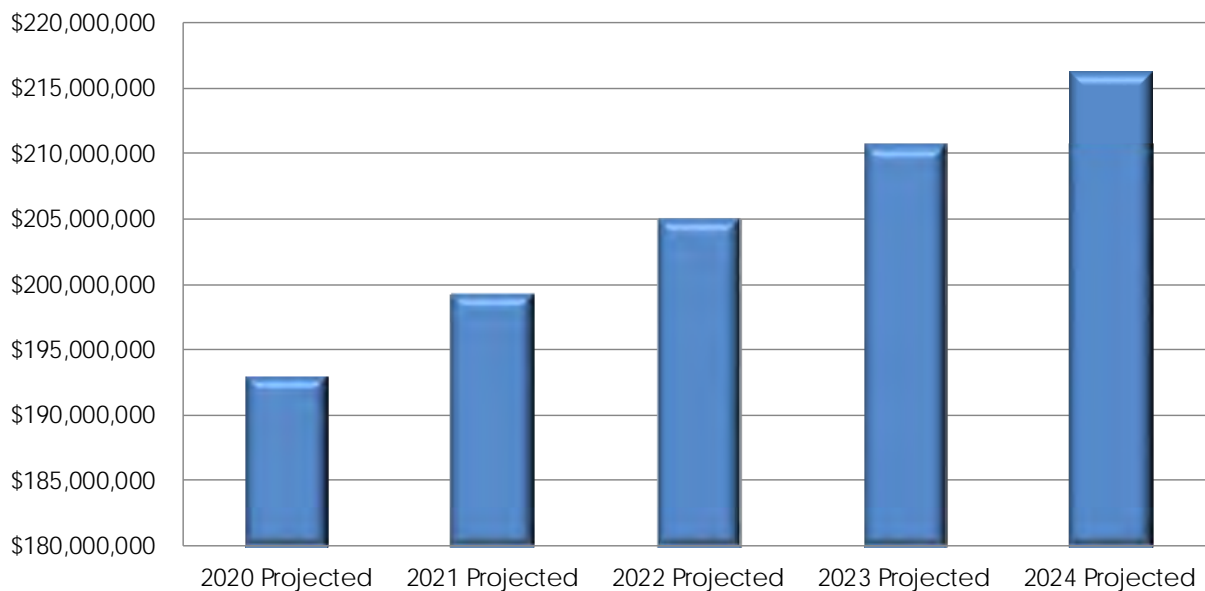
Revenues—Definitions and Background

Measure A: Measure A is a one-half of one percent transactions and use tax that was first approved by Riverside County voters in 1988 and expired on June 30, 2009 after a 20-year term. On November 5, 2002, the voters of Riverside County approved the renewal of Measure A through 2039. The 2009 Measure A is expected to raise approximately \$8 billion (in nominal dollars) during its lifespan. The amount raised by the Measure A levy increased as the County and its economic base have grown during the past two decades, peaking in FY 2017/18 at \$176.3 million. Measure A revenues are projected to approximate \$192,000,000 and \$193,000,000 in FY 2018/19 and FY 2019/20, respectively.

Measure A requires that all sales taxes collected may only be used for transportation purposes including administration and the construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways, and public transit systems and for related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right of way acquisition.

The Commission historically obtains and updates Measure A revenue projections through consultants for budget and strategic project planning purposes. A consultant prepares a long-term economic forecast semiannually, and a sales tax services consultant provides Measure A revenue projections in connection with its quarterly sales tax analysis. Measure A revenue projections, based on such updates and other factors, for the next five fiscal years are presented in Chart 27 below.

Chart 27 – Forecasted Measure A Sales Tax Revenues 2020 – 2024



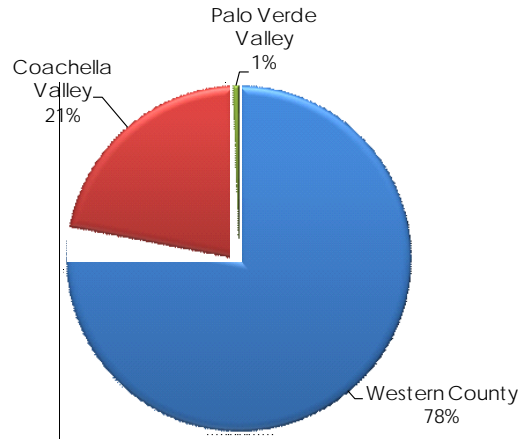
The Commission considered the following additional assumptions in the development of the Commission's revenue forecast for FY 2019/20:

- The Inland Empire economy will continue to expand through FY 2019/20 due to steady gains in the Inland Empire's labor market, population growth, and increased consumer and business spending.
- The State does not change the mix of items subject to the sales tax from what has been included historically.
- The relative sales and property tax rates of Riverside and surrounding counties do not change from historical levels.
- Internet sales will have minimal impact on revenue.

The Western Riverside County Delivery Plan financing strategy considers these Measure A sales tax revenue projections.

Geographic Allocation - Riverside County is comprised of three geographic areas: Western County, Coachella Valley, and Palo Verde Valley. The percentage of Measure A revenues allocated to each of these areas based on return to source is approximately 78% for Western County, 21% for Coachella Valley, and 1% for Palo Verde Valley (Chart 28). These percentages experience some slight variations from year to year based on changes in levels of taxable sales among the geographic areas.

Chart 28 - Geographic Allocation of Measure A Sales Tax Revenues



Program Allocation - The 2009 Measure A TIP defines the manner in which the sales tax revenues are to be spent, as presented in the Table 39. In Western County, public transit includes funding for specialized transit, commuter rail, intercity bus service, and commuter assistance. For the Coachella Valley, public transit includes specialized transit and public bus services.

Table 39 - Program Allocation of 2009 Measure A Sales Tax Revenues

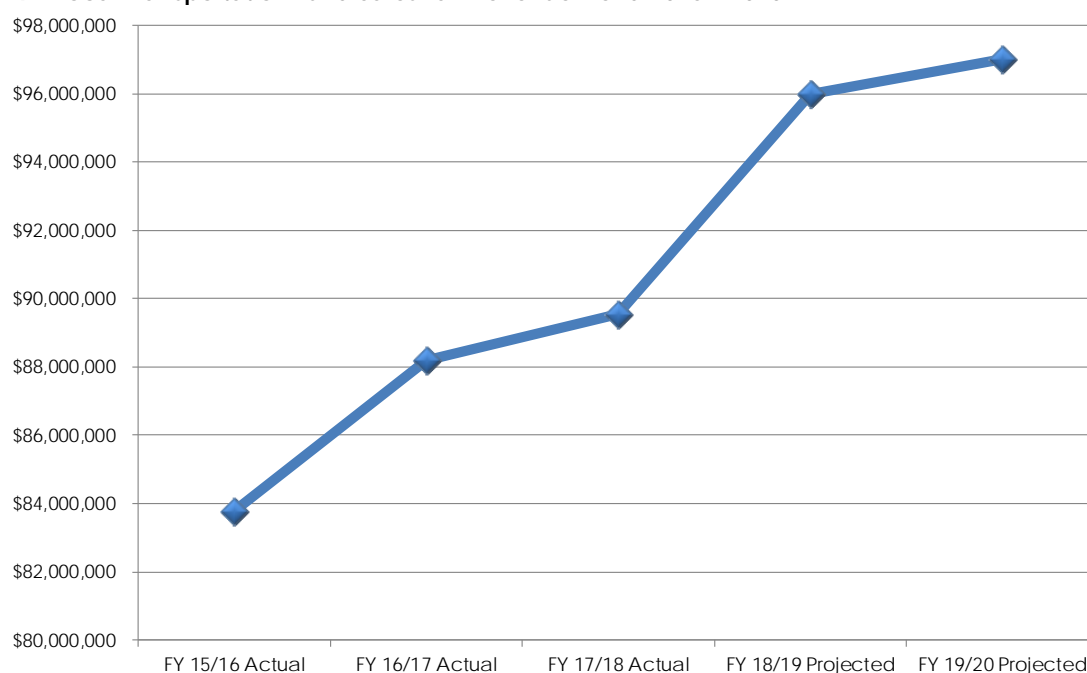


Population (in Western County and Palo Verde Valley) or dwelling units (in Coachella Valley) and taxable sales determine the local streets and roads allocations to the local jurisdictions within each geographic area. Based on the projected Measure A sales tax revenues of \$193,000,000 for FY 2019/20, the geographic and program allocations are presented in Table 40.

Table 40 - Geographic Allocation of Measure A Sales Tax Revenues by Program FY 2019/20

Program	Western County	Coachella Valley	Palo Verde Valley	Total
Bond Financing	\$ 12,096,000	\$ -	\$ -	\$ 12,096,000
Economic Development Incentives	1,792,000	-	-	1,792,000
Highways	45,698,000	-	-	45,698,000
Highways and Regional Arterials	-	20,738,000	-	20,738,000
Local Streets and Roads	43,458,000	14,516,000	990,000	58,964,000
New Corridors	16,577,000	-	-	16,577,000
Public Transit	17,473,000	6,221,000	-	23,694,000
Regional Arterials	13,441,000	-	-	13,441,000
TOTAL	\$ 150,535,000	\$ 41,475,000	\$ 990,000	\$ 193,000,000

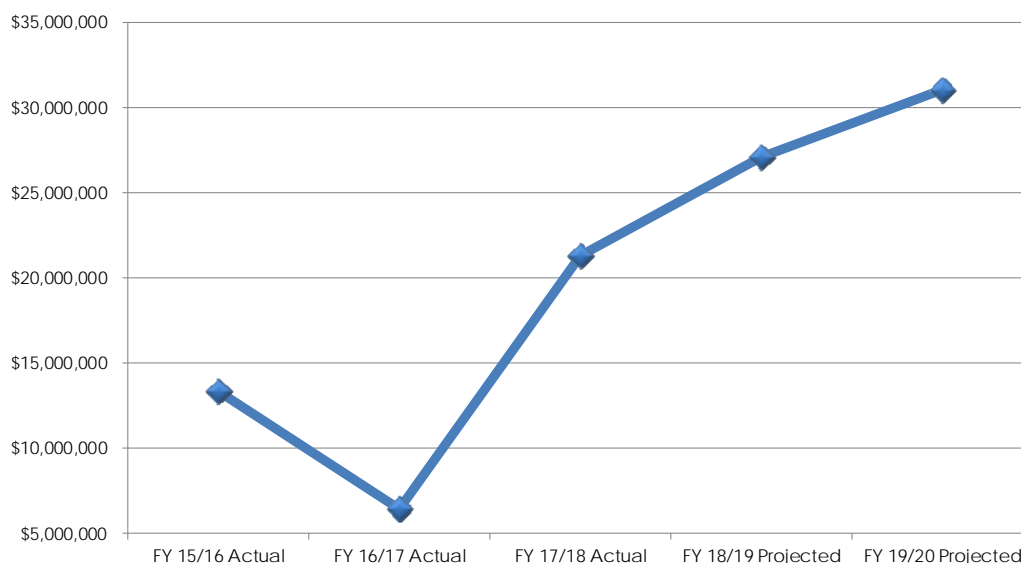
Local Transportation Fund: One-quarter of one cent of the State's 7.25% sales tax funds LTF, established in state law by the TDA. The legislation provided a dependable revenue stream for public transportation operations in California. Based upon an annual projection of LTF sales taxes that considers economic forecast revenue projections prepared by a consultant, local economic factors, and monthly receipt trends, the Commission allocates the vast majority of LTF revenue in the County to the eight public transit operators, including the Commission for its share of Metrolink operations costs. Much like Measure A revenue, LTF increased with the County's growth and its economy (Chart 29); the CDTFA processing issues affecting FY 2017/18 Measure A actual results and FY 2018/19 projections also affected LTF revenues.

Chart 29 – Local Transportation Fund Sales Tax Revenue Trend 2016 – 2020

The Commission allocates LTF revenues for regional and local transportation planning, program administration, SB 821 bicycle and pedestrian facilities projects, public bus transit, and rail transit, including the Commission's share for commuter rail operations in Western County. The Commission administers these funds on behalf of the County in a special revenue fund.

State Transit Assistance, including State of Good Repair: STA provides additional TDA state funding of transit operations and capital for urban counties, including the County's eight public transit operators (Chart 30). Sales taxes on diesel fuels historically generated the STA funding; however, beginning in FY 2017/18, SB 1 provides additional STA revenues for transit operations, maintenance, rehabilitation, and capital projects.

Chart 30 – State Transit Assistance Sales Tax Revenue Trend 2016 – 2020



State Transportation Improvement Program: The CTC administers and funds the STIP, California's primary transportation fund, through state and federal gas tax dollars. The State's revenues are generated by an excise tax on gasoline, including SB 1 revenues from increased taxes on motor fuels and vehicle fees that took effect in November 2017. Dollars are allocated to each county based on a formula that takes into consideration population and highway centerline miles. Local transportation agencies such as the Commission make project programming decisions for 75% of STIP dollars. As a result of alternative fuel vehicles, overall vehicle fuel efficiency, and lower gas prices, traditional STIP revenues steadily declined until SB 1. STIP reimbursement estimates are based on budgeted expenditures for specific projects with STIP allocations approved by the CTC.

SB 132: Caltrans administers the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor projects in Western Riverside County as part of a package of legislation that passed with SB 1 in April 2017. SB 132 reimbursements represent budgeted expenditures for specific projects with SB 132 allocations.

Cap and Trade Program: State legislation in 2006 requires a reduction of GHG emissions in the State. A key element of the GHG reduction program is the Cap and Trade Program in which entities regulated under the program can "trade" or buy and sell a portion of emission allowances issued by the California Air Resources Board (CARB) at auctions held during the year. The revenues generated for the State through these auctions are appropriated for infrastructure investments that include LCTOP and road programs, high speed rail projects, and transit and intercity rail projects. State reimbursement revenues include LCTOP revenues for commuter rail operations.

Department of Motor Vehicles (DMV) Registration Fees: State law allows county SAFE agencies to impose a \$1 surcharge on vehicle registrations within the County to pay for call box purchases and operations; excess SAFE revenues may be used for 511 operations and as a match for FSP operations. The call boxes enable motorists to summon help should they encounter mechanical or emergency problems while on the road, whereas the 511 system provides real-time traffic and transit trip information available via the internet or telephone.

Caltrans Freeway Service Patrol Allocations: Caltrans is the primary sponsor of the FSP and provides the majority of funding for the program; the Commission funds towing services in construction zones for projects in which the Commission is the lead agency. The State provides nearly 80% of the funding for the FSP program based on population, freeway miles, and level of congestion throughout the State. Beginning in FY 2017/18, State allocations increased as a result of FSP funding provided by SB 1. The Commission administers and implements the program along

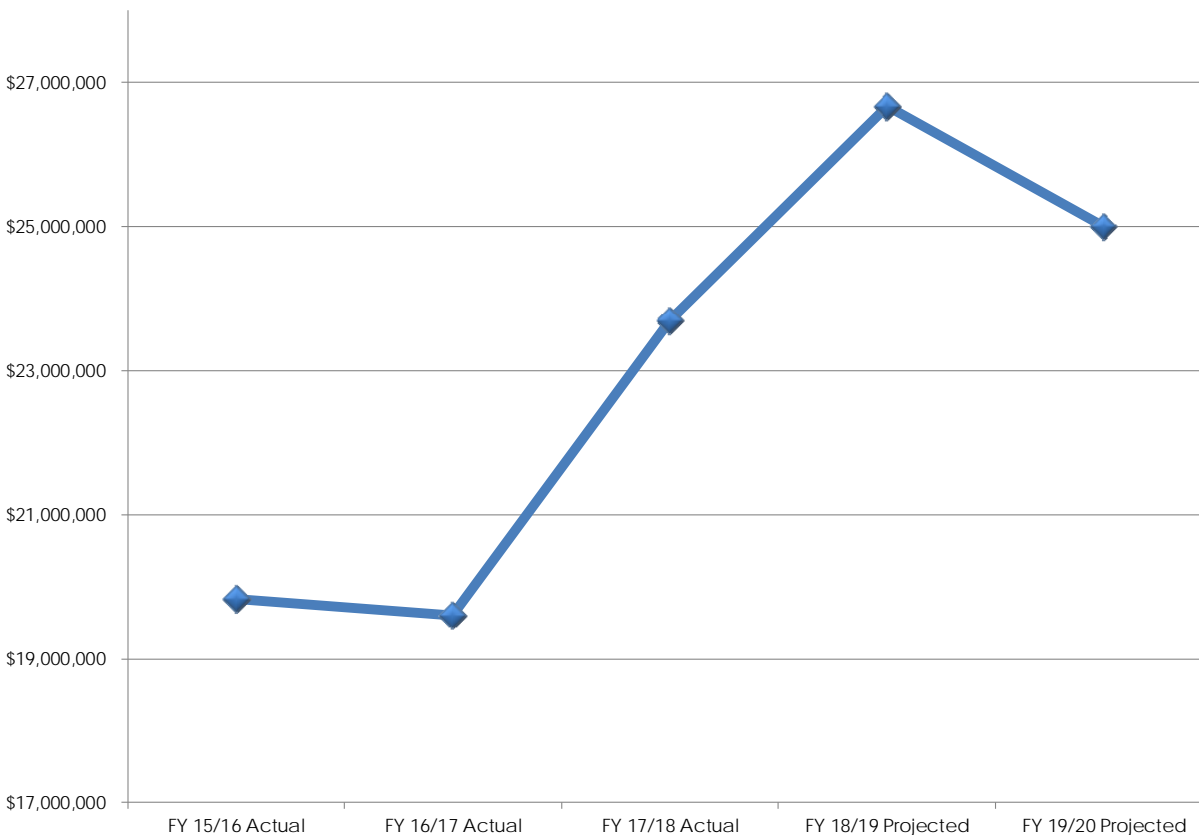
with the CHP and Caltrans.

Congestion Mitigation and Air Quality: The federally funded CMAQ program targets transportation improvements in areas with air quality problems. This program pays for improvements that reduce congestion while improving air quality. The Commission also uses CMAQ dollars for commuter assistance programs, high occupancy vehicle (HOV) lanes, and transit projects. CMAQ reimbursement estimates represent budgeted expenditures for specific projects with CMAQ allocations.

Federal Transit Administration: The federal government generally allocates FTA funds annually to urbanized areas based on calculated miles of service. On a reimbursement basis, the federal government provides funding to the Commission for qualified capital investments in rail facilities, track, and vehicles.

Transportation Uniform Mitigation Fee: In connection with the 2009 Measure A, the TUMF program was established in the Western County to provide additional funding for regional arterial projects. WRCOG administers the TUMF program. The Commission receives a significant portion of the TUMF revenues, divided equally between the regional arterial and CETAP programs, based on a MOU with WRCOG. WRCOG maintains TUMF revenues for regional arterial zone improvements and disburses funds for regional transit facilities to Riverside Transit Agency (RTA). The Commission projects TUMF revenue (Chart 31) based on monthly receipt trends and consideration of local housing and commercial construction activity in the County. Occasionally, the Commission receives TUMF regional arterial zone reimbursements for TUMF projects in which the Commission is the lead agency.

Chart 31 – Transportation Uniform Mitigation Fee Revenue Trend 2016 – 2020



Rail and Highway Licenses: The Commission owns parcels of land and right of way for highway, rail, and regional arterial projects in selected areas throughout the County. The ownership provides licensing and leasing opportunities for fiber-optic cable, advertising signs, and business tenants. The amount of funding received from the licenses and leases supports the cost of owning and maintaining the Commission's land and facilities.

Toll Revenue: The Commission and the OCTA entered into a cooperative agreement in 2011 for the RCTC 91 Express Lanes and OCTA 91 Express Lanes to be interoperable and operated by the same toll operator. A subsequent agreement executed in 2013 among the Commission, OCTA, and the operator results in a single operator providing most operations and first line maintenance services for a single 91 Express Lanes system in Riverside and Orange counties. Notwithstanding their physical connection and use of the same toll operator, the RCTC 91 Express Lanes and OCTA 91 Express Lanes are independent enterprises; each agency charges independent tolls for its express lanes. FY 2019/20 toll revenues represent projected tolls for the RCTC 91 Express Lanes based on estimated toll transactions and traffic and revenue data.

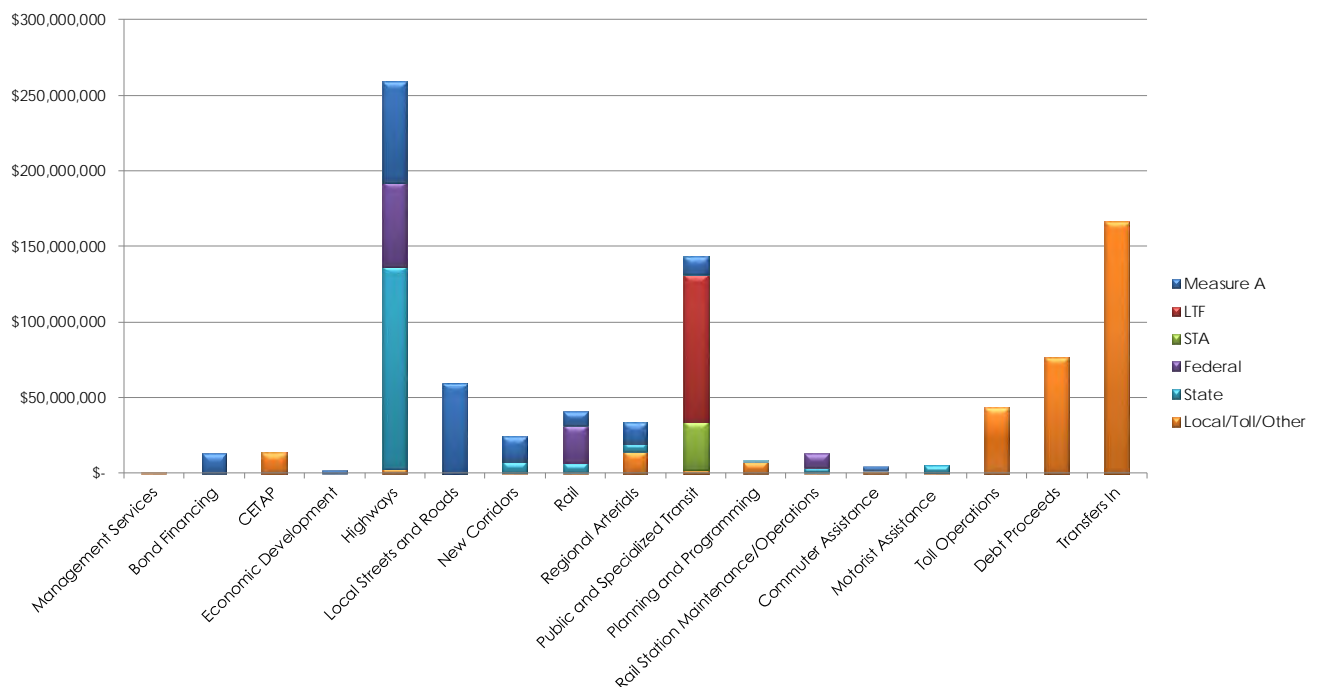
Non-toll Revenues: The 2011 cooperative agreement between the Commission and OCTA regarding the 91 Express Lanes also included cost and revenue sharing among other provisions. Non-toll revenues consist of revenues not attributable directly to toll transactions but are derived from transaction-based fees and account-based fees. The Commission estimated FY 2019/20 non-toll revenues based on current data from the RCTC 91 Express Lanes.

Investment Income: The Commission established a prudent investment policy that is intended to provide absolute safeguards on principal and liquidity as well maximize return, as noted in Section 1. The Commission estimated interest earnings on the State and County investment pools and funds held by the trustee for debt service and projects at 2%.

Program Revenues and Other Sources

The Commission allocated revenues and other financing sources for FY 2019/20 as follows:

Chart 32 – Program Revenues FY 2019/20



Management Services

The primary funding sources for management services are transfers in of Measure A of \$7,029,100, LTF of \$122,400 and \$6,411,200 from TUMF, SAFE, FSP, STA, SB 132, Coachella Valley Rail, toll operations, and other agency projects for administrative costs. Local and other revenues include \$400 related to reimbursements for administrative activities and investment revenues of \$81,800.

Bond Financing

Measure A Western County revenues of \$12,096,000 will be used to support bond financing costs. Investment revenues are \$223,400.

CETAP

The Western County CETAP program anticipates \$12,500,000 from TUMF for development of new CETAP corridors. Local and other revenues include \$18,000 for property lease revenues and \$889,600 representing investment income.

Economic Development

In order to attract commercial and industrial development and jobs to locate in the Western County area, Measure A Western County revenues of \$1,792,000 will be used to create an infrastructure improvement bank to improve and construct interchanges, provide public transit linkages or stations, and make other improvements to the transportation system. Investment earnings are \$249,700.

Highways

Funding for the highway program includes 2009 Measure A sales tax revenues of \$66,436,000 for Western County highways and Coachella Valley highways and regional arterial programs. The 2009 Measure A Western County sales tax revenues will be used primarily to fund debt service related to the financing of the 91 Project and I-15 Express Lanes project. Unexpended 1989 Measure A Western County revenues from prior years will be used on remaining eligible projects such as the Pachappa underpass project and close-out activities on the 91 Project.

Federal funds for highway projects include:

- \$447,100 in CMAQ funds for the SR-91 HOV lanes;
- \$8,255,200 and \$2,303,200 in CMAQ and federal earmarks, respectively for the Pachappa underpass project;
- \$2,704,000 in Surface Transportation Block Grant (STBG) funds for the I-15 Express Lanes project;
- \$6,000,000 in CMAQ funds for the I-15 Express lanes—Southern Extension project;
- \$33,626,000 in CMAQ funds for the SR-60 truck lanes project; and
- \$2,803,200 for BABs subsidy payments related to the 2010B Bonds.

State funds for highway projects include:

- STIP funding of \$109,100 for the I-215 corridor improvements;
- STIP funding of \$31,066,600 and State Highway Operation and Protection Program (SHOPP) funding of \$4,307,400 for the SR-60 truck lanes;
- SB 1 Local Partnership Program revenues of \$4,272,000 for the Pachappa underpass project; and
- \$93,511,800 of SB 132 funding for the 15/91 Express Lanes connector, I-15/Limonite interchange, McKinley and Jurupa Avenue grade separation, and Hamner Bridge widening projects.

Additional local funding includes \$225,400 in lease revenues, \$100,000 in local reimbursements related to carpool violations, and investment revenue of \$3,173,700.

In FY 2019/20, the Commission anticipates \$75,703,000 in a federal TIFIA loan drawdown to fund the I-15 Express Lanes project.

Transfers in include:

- \$24,402,400 in sales tax bond proceeds to fund the I-15 Express Lanes project;
- \$6,000,000 in 1989 Measure A Western County highways funds for the completion of the 91 Project;
- \$69,534,500 to the Sales Tax Bonds debt service fund for Measure A Western County and Coachella Valley highways debt service;
- \$3,000,000 to the Debt Service fund as a Commission loan to fund a TIFIA Loan reserve for the I-15 Express Lanes project;
- \$2,000,000 LTF allocation to fund grade separation projects in the County and city of Corona;
- \$2,359,000 to the 2009 Measure A Western County highways fund from the RCTC 91 Express Lanes fund for the 91 corridor operations project;
- \$1,550,000 LTF allocation to the 2009 Measure A Western County highways fund for next generation toll projects; and
- \$10,000,000 and \$2,803,200 to the 2009 Measure A Western County highways fund from the 2009 Measure A Western County bond financing fund and federal cash subsidy from the Debt Service fund, respectively, for debt service.

Local Streets and Roads

The Commission anticipates the allocation and distribution of \$58,964,000 in Measure A funds for the local streets and roads program to the cities and the County for local street repairs, maintenance, and construction.

New Corridors

To leverage local, state, and federal funding for four new transportation corridors identified through CETAP, Measure A Western County revenues of \$16,577,000 will be available for environmental clearance, right of way acquisition, and construction of these new corridors. State funds include SB 1 Local Partnership Program revenues of \$7,042,000 for the Mid County Parkway/I-215 Placentia Interchange project. Additional local and other funds includes \$9,600 in lease revenues and \$568,500 in investment revenues.

Rail

The Commission expects the allocation of \$9,140,000 in 2009 Measure A Western County public transit program funds for rail. Federal funds consist of \$17,000,000 and \$7,100,000 for station rehabilitation and improvement projects and SCRRRA capital projects, respectively, and \$750,000 for the development of Coachella Valley-San Geronio Pass corridor rail service. State funds include \$5,942,500 for the special trains platform in the city of Indio. Local and other revenues include \$300,000 for property lease revenues and \$576,000 in investment revenue. Transfers in consist of \$1,269,100 from the STA fund for the development of Coachella Valley-San Geronio Pass corridor rail service.

Regional Arterials

The Western County regional arterial program expects Measure A and TUMF revenues of \$13,441,000 and \$12,500,000, respectively. The new TUMF revenues along with unexpended TUMF revenues from prior years will be the primary source of funding TUMF regional arterial projects. State revenues consist of \$5,800,000 for a Lake Elsinore regional arterial project managed by the Commission. Other local revenues consist of investment income of \$1,683,800. Transfers in consist of \$300,000 from the 2009 Measure A Western County highway fund for the SR-79 realignment project.

Public and Specialized Transit

The Commission anticipates LTF sales tax revenues of \$97,000,000 allocated primarily for public bus and rail transit operations and capital in the County. The Commission allocates a small portion of these revenues for planning and administration as well as SB 821 bicycle and pedestrian facilities grants. The Commission also expects STA allocations of \$31,050,600 for the County's public transit operators. For the FY 2019/20 budget, the Commission will use unexpended LTF and STA revenues from prior years to fund transit operations as well as bicycle and pedestrian facilities grants.

Under the 2009 Measure A, the Commission estimates public transit funding of \$12,314,000 for Western County specialized transit and intercity bus services and Coachella Valley specialized and public transit services. Transfers in consist of \$252,900 LTF for administrative costs. Local revenues represent investment income of \$2,933,700.

Planning and Programming

STIP of \$668,000 will fund PPM activities of the Commission and CVAG. Local and other revenues consist of \$7,367,900 for the District's projects and investment income of \$5,700.

Planning and programming transfers in consist of:

- An off-the-top allocation of \$2,820,000, or three percent of estimated LTF revenues, for transportation planning studies; and
- A LTF allocation of \$773,200 for administrative costs;

Rail Station Maintenance and Operations

Rail operations include Metrolink operating and capital contributions, station maintenance, and support. The Commission will fund these rail activities with LTF allocation transfers in of \$23,000,000. Federal CMAQ funds of \$4,730,000 relate to SCRRRA security costs and operations at the PVL stations and FTA funds of \$4,000,000 for station preventative maintenance. State reimbursements of \$2,996,700 will fund operations at the PVL stations and station improvements. In addition to investment revenues of \$412,100, local and other revenues include \$280,000 in reimbursements for Metrolink violator citations and miscellaneous vending machine revenues.

Commuter Assistance

The Commission anticipates funding of \$2,240,000 from 2009 Measure A Western County public transit to the commuter assistance program for services to commuters and employers in promoting use of alternate modes of transportation in Western County. Local and other revenues consist of investment income of \$295,000, \$1,285,000 from SBCTA for support of the San Bernardino County commuter assistance program and regional ridematching, and a \$601,000 Mobile Source Air Pollution Reduction Review Committee (MSRC) grant for the vanpool program.

Motorist Assistance

DMV registration fees of \$1,980,000 and Caltrans state highway account allocations of \$2,900,000 will fund SAFE and FSP services, respectively. The Commission will also receive local reimbursements of \$224,600 to support SBCTA's share of the 511 traveler information system operations and cost recoveries of \$99,000 from responsible parties related to call box knockdowns. Investment income is \$175,600. An operating transfer in from SAFE of \$2,400,000 serves as a match to the State's FSP contribution.

Toll Operations

Tolls, penalties, and fees of \$41,869,400 will fund the RCTC 91 Express Lanes toll operations. Local and other revenues include \$1,522,100 for investment income.

Commission Debt

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.

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. Toll revenues generated on the RCTC 91 Express Lanes are pledged to pay debt service on the 2013 Toll Bonds and 2013 TIFIA Loan for the 91 Project; future toll revenues generated on the I-15 Express Lanes are pledged to pay debt service on the federal TIFIA loan executed in 2017 (2017 TIFIA Loan) for the I-15 Express Lanes project.

Table 41 presents a summary of the anticipated changes in the Commission's debt during FY 2019/20. 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.

Table 41 – Changes in Commission Debt

	Projected Balance July 1, 2019	Additions	(Reductions)	Projected Balance June 30, 2020
2010B Sales Tax Bonds	\$ 112,370,000	\$ -	\$ -	\$ 112,370,000
2013 Sales Tax Bonds	54,705,000	-	(12,690,000)	42,015,000
2013 Toll Bonds	176,654,600	-	-	176,654,600
2016 Sales Tax Refunding Bonds	63,595,000	-	(5,185,000)	58,410,000
2017A Sales Tax Bonds	150,580,000	-	(4,690,000)	145,890,000
2017B Sales Tax Refunding Bonds	392,730,000	-	-	392,730,000
2018 Sales Tax Refunding Bonds	59,075,000	-	(4,680,000)	54,395,000
2013 TIFIA Loan - 91 Express Lanes	421,054,400	-	-	421,054,400
2017 TIFIA Loan - I-15 Express Lanes	61,841,100	75,703,000	-	137,544,100
	\$ 1,492,605,100	\$ 75,703,000	\$ (27,245,000)	\$ 1,541,063,100

Commercial Paper

In March 2005, the Commission established a commercial paper program to advance project development and land and right of way acquisition under the 2009 Measure A TIP. The current commercial paper program authorization is \$60,000,000. The Commission generally rolls over commercial paper note maturities to new note issuances unless refinanced with long-term sales tax bond issuances. 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.

Available commercial paper proceeds or sales tax revenues fund commercial paper interest payments. The Commission projects no issuances of commercial paper notes in FY 2018/19 or FY 2019/20 — resulting in \$0 outstanding amount of commercial paper projected at June 30, 2020. Accordingly, the FY 2019/2020 budget includes no commercial paper interest payments. The Commercial Paper capital projects fund accounts for commercial paper activities.

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 reimbursement agreement with State Street Bank and Trust Company (State Street Bank), which expires in October 2020. The costs for the liquidity support are reflected in the 2009 Measure A Western County Bond Financing special revenue fund.

Sales Tax Revenue Bonds

Under the provisions of the 2009 Measure A, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of \$975 million, reflecting an increase from the original authorization of \$500 million because of the November 2010 voter approval of Measure K. The sales tax revenue bonds are limited tax bonds secured by a pledge of the 2009 Measure A revenues (Limited Tax Bonds). All sales tax revenue bonds mature on or before June 2039, prior to the expiration of the 2009 Measure A.

As a means to achieve a greater level of interest rate stability, the Commission entered into two interest rate swaps for a total notional amount of \$185,000,000 at a fixed rate for 20 years effective October 2009. In connection with the commencement of the interest rate swaps in October 2009, the Commission issued \$185,000,000 in variable rate sales tax revenue bonds to retire outstanding commercial paper notes, refund bonds issued in 2008, fund a portion of the debt service reserve, and pay issuance costs. The Commission terminated these swaps at a termination cost and refinanced all of the related variable rate sales tax bonds by issuing fixed rate refunding sales tax revenue bonds in September 2016 and April 2018.

In November 2010, the Commission issued \$37,630,000 in fixed rate tax-exempt sales tax revenue bonds (2010A Bonds) and \$112,370,000 in fixed rate taxable 2010B Bonds designated as BABs under the American Recovery and Reinvestment Act. The Commission used proceeds from the aggregate amount issued of \$150,000,000 to retire outstanding commercial paper notes, provide funds for 2009 Measure A Western County capital projects, and pay issuance costs. The Commission refunded all of the outstanding 2010A Bonds in December 2017. 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 2019/20 BABs subsidy of 6.0%. Estimated net debt service payments for the 2010B Bonds in FY 2019/20 are \$0 for principal and \$7,649,000 for interest payments. Federal reimbursement include the \$2,803,200 projected cash subsidy payment.

In July 2013, the Commission issued \$462,200,000 in fixed rate sales tax revenue bonds (2013 Sales Tax Bonds), at a premium, in connection with the 91 Project. The Commission used the proceeds of the 2013 Sales Tax Bonds to fund a substantial portion of the 91 Project costs, retire outstanding commercial paper notes, pay capitalized interest through December 2017, and pay issuance costs. The Commission refunded the callable portion of the 2013 Sales Tax Bonds in December 2017. Estimated debt service payments in FY 2019/20 for the remaining 2013 Sales Tax Bonds are \$12,690,000 for principal and \$2,735,200 for interest payments.

In September 2016, the Commission issued \$76,140,000 in fixed rate sales tax revenue refunding bonds (2016 Refunding Bonds), at a premium, to refund all of the outstanding Series A bonds issued in 2009, retire all of the commercial paper notes, and pay issuance costs. Estimated debt service payments for the 2016 Refunding Bonds are \$5,185,000 for principal and \$2,266,100 for interest payments.

In July 2017, the Commission issued \$158,760,000 in fixed rate sales tax revenue bonds (2017A Bonds), at a premium, to fund the I-15 Express Lanes project and completion of the 91 Project. The

Commission used the proceeds of the 2017A Bonds to fund I-15 Express Lanes project costs, completion of the 91 Project, retire outstanding commercial paper notes, and pay issuance costs. Estimated debt service payments for the 2017A Bonds in FY 2019/20 are \$4,690,000 for principal and \$7,322,000 for interest payments.

In December 2017 as a result of pending federal tax reform legislation that eliminated advance refundings, the Commission issued \$392,730,000 in fixed rate sales tax revenue refunding bonds (2017B Refunding Bonds), at a premium, to refund all of the outstanding 2010A Bonds and the callable portion of the 2013 Sales Tax Bonds and pay issuance costs. Estimated debt service payments for the 2017B Refunding Bonds in FY 2019/20 are \$0 for principal and \$19,366,400 for interest payments.

In April 2018 due to federal tax reform legislation impacts, the Commission issued \$64,285,000 in fixed rate sales tax revenue refunding bonds (2018 Refunding Bonds), at a premium, to refund all of the outstanding Series B and Series C bonds issued in 2009, finance the related swap termination payment, and pay issuance costs. Estimated debt service payments for the 2018 Refunding Bonds are \$4,680,000 for principal and \$2,953,800 for interest payments.

The Commission received 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.

Toll Revenue Bonds and TIFIA Loans

91 Project

In July 2010, the Commission authorized the issuance of up to \$900,000,000 in toll revenue bonds in anticipation of the financing requirements for the 91 Project.

In July 2013, the Commission issued \$176,654,600 in 2013 Toll Bonds, at a discount, that consist of \$123,825,000 in current interest bonds (CIBs) and \$52,829,600 in capital appreciation bonds (CABs). The CIBs have maturity dates through June 2048, while the CABs mature at the accreted value commencing June 2022 through June 2043. Estimated debt service payments for the 2013 Toll Bonds in FY 2019/20 are \$0 for principal and \$7,119,900 for interest payments. The 2013 Toll Bonds are secured by a lien on the 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.

In July 2013, the Commission executed the 2013 TIFIA Loan with the United States Department of Transportation (U.S. DOT) in an amount up to \$421,054,400, which provided the final puzzle piece needed for the full funding of the 91 Project. The 2013 TIFIA Loan is a toll revenue bond subordinate to the 2013 Toll Bonds unless and until the occurrence of a bankruptcy related event. The Commission obtained proceeds on the full amount of the 2013 TIFIA Loan through FY 2016/17 after meeting certain conditions. Interest on outstanding disbursements is 3.47% and is compounded semiannually. The 2013 TIFIA Loan matures in June 2051. Interest payments commence on the fifth anniversary of the substantial completion date (March 2017) or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments commence December 2021; principal payments commence annually in June 2030. The RCTC 91 Express Lanes trust estate also secures the 2013 TIFIA Loan, similar to the 2013 Toll Bonds. The Commission funded a \$20,000,000 TIFIA debt service reserve in June 2019 from sale proceeds of excess land acquired for the 91 Project and surplus toll revenues. The Commission included the 2013 TIFIA Loan reserve funding in the enterprise fund.

The 2013 Toll Bonds and the 2013 TIFIA Loan long-term ratings from S&P and Fitch were upgraded to BBB during FY 2018/19 as a result of the strong performance compared to initial rating projections.

I-15 Express Lanes Project

In May 2017, the Commission authorized the issuance of up to \$165,000,000 in toll revenue bonds in anticipation of the financing requirements for the I-15 Express Lanes project.

In July 2017, the Commission executed the 2017 TIFIA Loan with the U.S. DOT in an amount up to \$152,214,260. The 2017 TIFIA Loan as well as the 2017 Bonds, \$110,000,000 in federal funds, and project expenses already paid from 2009 Measure A revenues provided the full funding of the I-15 Express Lanes project. The 2017 TIFIA Loan is a senior toll revenue bond, and proceeds of the 2017 TIFIA Loan may be drawn upon after certain conditions are met. Interest on outstanding disbursements is 2.84% and is compounded semiannually. 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. Interest payments are expected to commence on the fifth anniversary of the substantial completion date or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments are anticipated to commence June 2025; principal payments are expected to commence in June 2030.

The Commission is required to fund an \$18,000,000 TIFIA debt service reserve no later than June 30, 2024 from toll revenues and a Commission loan from sales tax revenues to the extent that toll revenues are insufficient. The FY 2019/20 budget includes a \$3,000,000 transfer from the 2009 Measure A Western County highway fund as a loan to the Debt Service fund to establish the initial reserve funding. The Commission also anticipates providing additional liquidity support in the form of a Commission backstop loan from sales tax revenues in the annual amount up to \$3,850,000 up to a maximum total amount of \$38,500,000 from FY 2024/25 through FY 2038/2039. The Commission loans will be repaid from available toll revenues after meeting certain blocked payment tests. The 2017 TIFIA Loan is secured by a lien on the trust estate, which consists primarily of toll revenues and non-toll revenues (including account and violations revenues) less operating and maintenance expenses of the I-15 Express Lanes.

Debt Capacity Analysis

Sales Tax Debt

The Commission is legally prohibited from issuing additional sales tax revenue debt if its debt coverage ratio is less than 1.5 to 1 on all senior sales tax revenue debt. The Commission adopted a higher standard of 2 to 1 as part of its debt management policy. As Chart 33 and Table 42 indicate, the Commission successfully met its policy standard for sales tax revenue debt issued under the 2009 Measure A. The 1989 Measure A related debt consistently exceeded the Commission's standard, and coverage for the 2009 Measure A related debt of 2.9 is anticipated for FY 2019/20. Any coverage less than 2 to 1 would necessitate using other program funding to cover all debt service expenditures.

Chart 33 – Measure A Sales Tax Debt Capacity Analysis

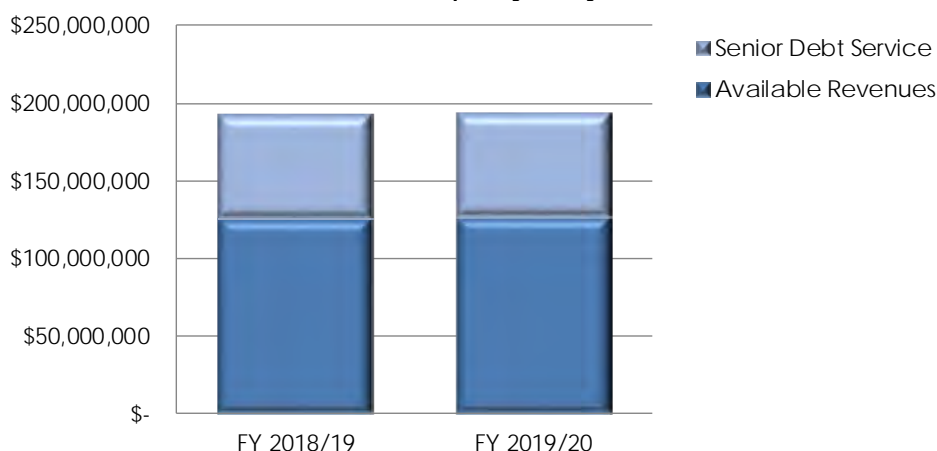


Table 42 – Measure A Sales Tax Debt Capacity Analysis

		FY 18/19	FY 19/20
Sales Tax Revenues	\$	192,000,000	\$ 193,000,000
Senior Debt Service, Net of Subsidy	\$	66,755,500	\$ 66,734,300
Coverage Ratio - Senior Debt		2.9	2.9
Long-Term Debt Rating		Aa2/AA+/AA	Aa2/AA+/AA
Commercial Paper Rating		P-1/A-1+	P-1/A-1+

Toll Debt

Upon the execution of the 2017 TIFIA Loan, the toll-supported debt consists of the 2013 Toll Bonds and 2017 TIFIA Loan as senior debt and the 2013 TIFIA Loan as subordinate debt.

Beginning in the first full fiscal year following substantial completion of the express lanes projects, the Commission is required to establish and collect tolls in connection with the toll road to produce net revenues equal to or in excess of the following ratios:

Coverage Ratios	2013 Toll Bonds/2013 TIFIA Loan	2017 TIFIA Loan
Senior lien debt	150%	130%
Total debt	130%	130%
Total debt plus reserve deposits and certain other funds established under the applicable indenture	100%	100%

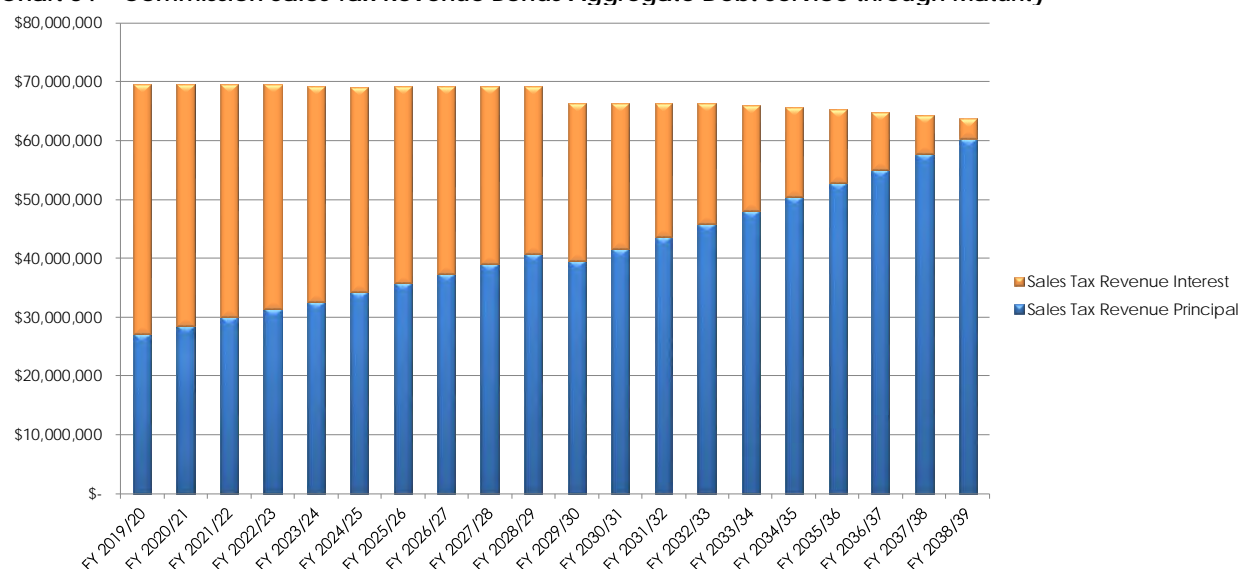
The Commission expects to exceed the toll coverage ratio requirements for the 2013 Toll Bonds and 2013 TIFIA Loan with a coverage ratio of 328% for FY 2019/20.

Aggregate Debt Service Schedule for Sales Tax Bonds

Debt service requirements (Table 43 and Chart 34) for the sales tax revenue bonds are based on amortization schedules for the 2010B Bonds, net of the BABs subsidy; 2013A Sales Tax Bonds; 2016 Refunding Bonds; 2017A Bonds; 2017B Refunding Bonds; and 2018 Refunding Bonds.

Table 43 – Commission Sales Tax Revenue Bonds Aggregate Net Debt Service Requirements

Fiscal Year	Principal	Interest	Subsidy Payments	Net Debt Service
2020	\$ 27,245,000	\$ 42,292,500	\$ (2,803,200)	\$ 66,734,300
2021	28,495,000	41,024,200	(2,982,100)	66,537,100
2022	29,995,000	39,599,300	(2,982,100)	66,612,200
2023	31,405,000	38,150,300	(2,982,100)	66,573,200
2024	32,635,000	36,580,100	(2,982,100)	66,233,000
2025-2029	187,520,000	158,397,800	(14,910,500)	331,007,300
2030-2034	219,185,000	111,360,400	(14,551,500)	315,993,900
2035-2039	276,575,000	46,789,600	(7,385,900)	315,978,700
Total	\$ 833,055,000	\$ 514,194,200	\$ (51,579,500)	\$ 1,295,669,700

Chart 34 – Commission Sales Tax Revenue Bonds Aggregate Debt Service through Maturity

Outstanding Debt and Debt Service Requirements for Sales Tax Debt as of June 30, 2020

The following is a summary of debt issued and secured by 2009 Measure A sales tax revenues, receipt of which began in FY 2009/10:

2005 Commercial Paper Notes (Limited Tax Bonds), Series A: In February 2005, the Commission authorized a \$200 million commercial paper program. In March 2005, the Commission established the program for \$185,000,000 Commercial Paper Notes (Limited Tax Bonds), Series A and B. In October 2010, the Commission reduced the program to \$120 million; in September 2013, the Commission further reduced the program to \$60 million. The repayment of principal and interest on the commercial paper notes is secured by an irrevocable direct draw letter of credit issued by State Street Bank, and the Measure A sales tax revenues secure such repayment. Maturities of the commercial paper notes may range from one to 270 days, and interest rates are variable and dependent on current market conditions. The Commission anticipates no outstanding commercial paper notes at June 30, 2020.

The note agreements require the trustee to hold all note proceeds and a portion of sales tax revenues and to segregate all funds into separate accounts as required by the indentures.

2010 Sales Tax Revenue Bonds (Limited Tax Bonds), Series A Tax-Exempt and Series B Taxable: In November 2010, the Commission issued \$150,000,000 principal amount of serial bonds to retire all of the outstanding principal amount of the commercial paper notes, fund project costs, and pay issuance costs. The Commission refunded the 2010A Bonds in December 2017. The outstanding

2010B Bonds mature in annual installments ranging from \$530,000 to \$17,980,000 on various dates from June 1, 2032 through June 1, 2039. The interest rate for the 2010B Bonds is 6.807%. The Commission expects to receive BAB cash subsidies from the U.S. Treasury related to the 2010B Bonds; however, sequestration cuts may continue to affect the subsidy amounts. The 2010B Bond agreements require the trustee to hold all bond proceeds and a portion of sales tax revenues and to segregate all funds into separate accounts as required by the indentures. Table 44 summarizes the debt service requirements, net of subsidy payments for the 2010B Bonds.

Table 44 – 2010 Sales Tax Revenue Bonds Net Debt Service Requirements

Fiscal Year	Principal	Interest	Subsidy	Net Debt Service
2020	\$ -	\$ 7,649,000	\$ (2,803,200)	\$ 4,845,800
2021	-	7,649,000	(2,982,100)	4,666,900
2022	-	7,649,000	(2,982,100)	4,666,900
2023	-	7,649,000	(2,982,100)	4,666,900
2024	-	7,649,000	(2,982,100)	4,666,900
2025-2029	-	38,245,000	(14,910,500)	23,334,500
2030-2034	29,170,000	37,219,200	(14,551,500)	51,837,700
2035-2039	83,200,000	17,452,100	(7,385,900)	93,266,200
Total	\$ 112,370,000	\$ 131,161,300	\$ (51,579,500)	\$ 191,951,800

2013 Sales Tax Revenue Bonds (Limited Tax Bonds), Series A Tax-Exempt: In July 2013, the Commission issued \$462,200,000 principal amount of serial bonds at a premium of \$38,328,800 to retire all of the outstanding principal amount of commercial paper notes, fund a portion of the 91 Project costs, pay capitalized interest during construction, and pay issuance costs. In December 2017, the Commission refunded the callable portion of the outstanding 2013 Sales Tax Bonds. The bonds mature in annual installments ranging from \$12,690,000 to \$14,695,000 on various dates from June 1, 2020 through June 1, 2023; the interest rate is 5.00%. The 2013 Sales Tax Bond agreements require the trustee to hold all bond proceeds and a portion of sales tax revenues and to segregate all funds into separate accounts as required by the indentures. Table 45 summarizes debt service requirements for the 2013 Sales Tax Bonds.

Table 45 – 2013 Sales Tax Revenue Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ 12,690,000	\$ 2,735,200	\$ 15,425,200
2021	13,325,000	2,100,800	15,425,800
2022	13,995,000	1,434,500	15,429,500
2023	14,695,000	734,800	15,429,800
Total	\$ 54,705,000	\$ 7,005,300	\$ 61,710,300

2016 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series A Tax Exempt: In September 2016, the Commission issued \$76,140,000 in fixed rate sales tax revenue refunding bonds, at a premium of \$8,414,007, to refund all of the outstanding Series A bonds issued in 2009, retire all of the commercial paper notes, and pay issuance costs. The bonds mature in annual installments ranging from \$5,185,000 to \$7,305,000 on various dates from June 1, 2020 through June 1, 2029 with interest rates ranging from 2.00% to 5.00%. Table 46 summarizes debt service requirements for the 2016 Refunding Bonds.

Table 46 – 2016 Sales Tax Revenue Refunding Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ 5,185,000	\$ 2,266,100	\$ 7,451,100
2021	5,445,000	2,006,900	7,451,900
2022	5,720,000	1,734,600	7,454,600
2023	6,005,000	1,448,600	7,453,600
2024	6,305,000	1,148,400	7,453,400
2025-2029	34,935,000	2,333,000	37,268,000
Total	\$ 63,595,000	\$ 10,937,600	\$ 74,532,600

2017 Sales Tax Revenue Bonds (Limited Tax Bonds), Series A Tax Exempt: In July 2017, the Commission issued \$158,760,000 principal amount, at a net premium of \$28,931,909, to primarily fund the I-15 Express Lanes project and completion of the 91 Project. The bonds mature in installments ranging from \$4,690,000 to \$11,440,000 on various dates from June 1, 2020 through June 1, 2039 with interest rates ranging from 3.00% to 5.00%. Table 47 summarizes debt Service requirements for the 2017A Bonds.

Table 47 – 2017 A Sales Tax Revenue Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ 4,690,000	\$ 7,322,000	\$ 12,012,000
2021	4,835,000	7,181,300	12,016,300
2022	5,075,000	6,939,500	12,014,500
2023	5,280,000	6,736,500	12,016,500
2024	5,540,000	6,472,500	12,012,500
2025-2029	32,155,000	27,919,100	60,074,100
2030-2034	40,965,000	19,103,400	60,068,400
2035-2039	52,040,000	8,027,200	60,067,200
Total	\$ 150,580,000	\$ 89,701,500	\$ 240,281,500

2017 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series B Tax Exempt: In December 2017, the Commission issued \$392,730,000 in fixed rate sales tax revenue refunding bonds, at a premium of \$80,058,109, to refund all of the outstanding 2010A Bonds, refund a portion of the 2013 Sales Tax Bonds, and pay issuance costs. The bonds mature in annual installments ranging from \$15,045,000 to \$30,980,000 on various dates from June 1, 2024 through June 1, 2039 with interest ranging from 4.00% to 5.00%. Table 48 summarizes the debt service requirements for the 2017B Refunding Bonds.

Table 48 – 2017 B Sales Tax Revenue Refunding Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ -	\$ 19,366,400	\$ 19,366,400
2021	-	19,366,400	19,366,400
2022	-	19,366,400	19,366,400
2023	-	19,366,400	19,366,400
2024	15,045,000	19,366,400	34,411,400
2025-2029	87,300,000	84,766,100	172,066,100
2030-2034	149,050,000	55,037,800	204,087,800
2035-2039	141,335,000	21,310,300	162,645,300
Total	\$ 392,730,000	\$ 257,946,200	\$ 650,676,200

2018 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series A Tax Exempt: In April 2018, the Commission issued \$64,285,000 in fixed rate sales tax revenue refunding bonds, at a premium of \$10,723,789, to refund all of the outstanding Series B and Series C bonds issued in 2009, finance

the swap termination payment, and pay issuance costs. The bonds mature in annual installments ranging from \$4,680,000 to \$7,290,000 on various dates from June 1, 2020 through June 1, 2029 with interest rates ranging from 4.00% to 5.00%. Table 49 summarizes debt service requirements for the 2018 Refunding Bonds.

Table 49 – 2018 Sales Tax Revenue Refunding Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ 4,680,000	\$ 2,953,800	\$ 7,633,800
2021	4,890,000	2,719,800	7,609,800
2022	5,205,000	2,475,300	7,680,300
2023	5,425,000	2,215,000	7,640,000
2024	5,745,000	1,943,800	7,688,800
2025-2029	33,130,000	5,134,600	38,264,600
Total	\$ 59,075,000	\$ 17,442,300	\$ 76,517,300

Chart 35 presents the allocation of the sales tax revenue bonds to the 2009 Measure A programs. A significant portion of the sales tax revenue bonds funded highway and regional arterial projects in the Western County and Coachella Valley; however, less than 1% funded local streets and roads projects in the Coachella Valley and Palo Verde Valley.

Chart 35 – Program Long-Term Debt

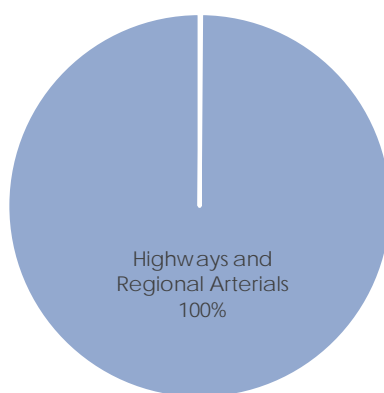
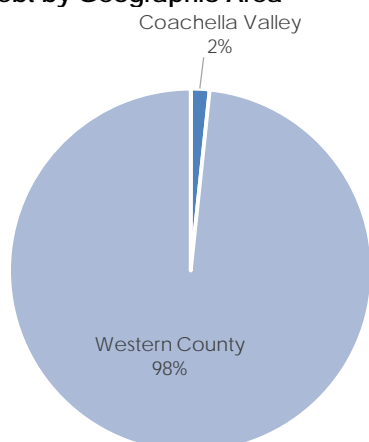


Chart 36 presents the allocation of the sales tax revenue bonds by the benefiting geographic area.

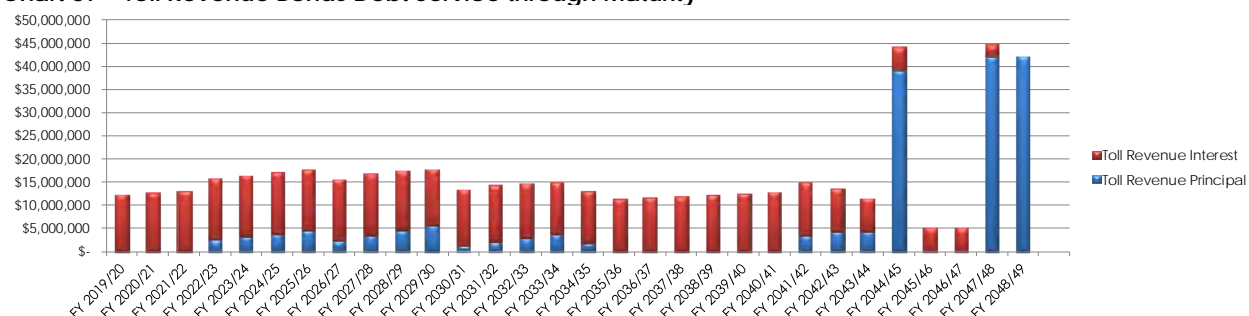
Chart 36 – Long-Term Debt by Geographic Area



Outstanding Debt and Debt Service Requirements for Toll Revenue Bonds as of June 30, 2020

Chart 37 depicts the debt service requirements for the 2013 Toll Bonds. The 2013 Toll Bond agreements require the trustee to hold all bond proceeds and segregate funds into separate accounts as required by the indenture.

Chart 37 – Toll Revenue Bonds Debt Service through Maturity



2013 Toll Revenue Bonds, Series A (Current Interest Obligations): In July 2013, the Commission issued \$123,825,000 principal amount of serial CIBs to fund a portion of the 91 Project, pay capitalized interest during construction, fund a debt service reserve fund, fund an initial amount for an operations and maintenance fund, and pay issuance costs. The CIBs consist of a serial bond maturing on June 1, 2044 in the amount of \$39,315,000 at an interest rate of 5.75% and a term bond due on June 1, 2048 in the amount of \$84,510,000 with annual sinking funds payments of \$42,255,000 on June 1, 2047 and June 1, 2048 at an interest rate of 5.75%. Table 50 summarizes the debt service requirements for the 2013 Toll Revenue CIBs.

Table 50 – 2013 Toll Revenue Current Interest Obligation Bonds Debt Service Requirements

Fiscal Year	Principal	Interest	Total Debt Service
2020	\$ -	\$ 7,119,900	\$ 7,119,900
2021	-	7,119,900	7,119,900
2022	-	7,119,900	7,119,900
2023	-	7,119,900	7,119,900
2024	-	7,119,900	7,119,900
2025-2029	-	35,599,500	35,599,500
2030-2034	-	35,599,500	35,599,500
2035-2039	-	35,599,500	35,599,500
2040-2044	39,315,000	35,599,500	74,914,500
2045-2048	84,510,000	17,008,600	101,518,600
Total	\$ 123,825,000	\$ 195,006,100	\$ 318,831,100

2013 Toll Revenue Bonds, Series B (Capital Appreciation Obligations): In July 2013, the Commission issued \$52,829,600 principal amount of serial CABs to fund a portion of the 91 Project, pay capitalized interest during construction, fund a debt service reserve fund, fund an initial amount for an operations and maintenance fund, and pay issuance costs. The CABs do not pay current interest as interest is compounded semiannually and paid at maturity. Therefore, the CABs increase in value, or accrete, by the accumulation of such compounded interest from its initial principal amount to the maturity value in installments ranging from \$3,440,000 to \$34,220,000 on various dates from June 1, 2022 through June 1, 2043. Interest rates and yield to maturity range from 5.30% to 7.15%. Table 51 summarizes the debt service requirements for the 2013 Toll Revenue CABs.

Table 51 – 2013 Toll Revenue Capital Appreciation Obligation Bonds Debt Service Requirements

Fiscal Year	Accreted		Total Debt Service
	Principal	Interest	
2020	\$ -	\$ 5,150,800	\$ 5,150,800
2021	-	5,495,300	5,495,300
2022	2,396,700	5,846,900	8,243,600
2023	3,098,100	6,025,400	9,123,500
2024	3,739,100	6,123,000	9,862,100
2025-2029	20,311,000	29,836,100	50,147,100
2030-2034	11,492,900	23,583,100	35,076,000
2035-2039	-	21,612,800	21,612,800
2040-2043	11,791,800	17,206,300	28,998,100
Total	\$ 52,829,600	\$ 120,879,700	\$ 173,709,300

2013 TIFIA Loan – 91 Project: In July 2013, the Commission executed a TIFIA loan of up to \$421,054,400 for the 91 Project. In FY 2016/17, the Commission drew down the balance of the TIFIA loan for the 91 Project. During construction and for a period of up to five years following substantial completion, interest is compounded and added to the initial TIFIA loan. 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 TIFIA Loan interest rate is 3.47%. Table 52 presents mandatory debt service on the 2013 TIFIA Loan.

Table 52 – 2013 TIFIA Loan (91 Project) Debt Service Requirements

Fiscal Year	Mandatory		
	Principal	Interest	Total
2020-2025	\$ -	\$ 7,683,000	\$ 7,683,000
2026-2030	51,000	41,117,000	41,168,000
2031-2035	28,991,000	86,968,000	115,959,000
2036-2040	132,279,000	74,338,000	206,617,000
2041-2045	99,107,000	55,153,000	154,260,000
2046-2050	233,347,000	26,550,000	259,897,000
2051-2055	9,563,000	332,000	9,895,000
Total	503,338,000	\$ 292,141,000	\$ 795,479,000
Accretion	(82,283,600)		
Initial Loan	\$ 421,054,400		

In connection with the 2013 financing for the 91 Project, the Commission covenanted to deposit amounts with the toll trustee as an equity contribution of \$136,451,515 to the 91 Project through FY 2016/17.

2017 TIFIA Loan – I-15 Express Lanes: In July 2017, the Commission executed the 2017 TIFIA Loan up to \$152,214,260 for the I-15 Express Lanes project. The Commission anticipates draws of \$61,841,100 in FY 2018/19 and \$75,703,000 in FY 2019/20 on the 2017 TIFIA Loan. During construction and for a period of up to five years following substantial completion, interest is compounded and added to the initial TIFIA loan. The 2017 TIFIA Loan requires mandatory debt service payments at a minimum and scheduled debt service payment to the extent additional funds are available. TIFIA debt service payments are expected to commence on June 1, 2025, which is five years after the projected substantial completion date of the I-15 Express Lanes project, through June 1, 2053. The interest rate of the TIFIA loan is 2.84%.

Based on a projected draw schedule, Table 53 presents an estimate of mandatory debt service requirements.

Table 53 – 2017 TIFIA Loan (I-15 Express Lanes) Debt Service Requirements

Fiscal Year	Mandatory		
	Principal	Interest	Total
2020-2025	\$ -	\$ 2,527,000	\$ 2,527,000
2026-2030	-	25,340,900	25,340,900
2031-2035	8,380,700	24,958,100	33,338,800
2036-2040	21,484,400	22,892,000	44,376,400
2041-2045	26,283,400	19,809,600	46,093,000
2046-2050	52,708,100	14,681,500	67,389,600
2051-2055	69,600,100	6,059,100	75,659,200
	178,456,700	\$ 116,268,200	\$ 294,724,900
Accretion	(26,242,400)		
Initial Loan	\$ 152,214,300		

Outstanding Sales Tax Debt and Legal Debt Margin at June 30, 2020

Table 54 presents a summary of the Commission's outstanding debt secured by Measure A sales tax revenues and related legal debt margin projected at June 30, 2020:

Table 54 – Legal Debt Margin

	2009 Measure A
Authorized Sales Tax Revenue Debt	\$ 975,000,000
2010B Bonds	112,370,000
2013 Sales Tax Bonds	42,015,000
2016 Refunding Bonds	58,410,000
2017A Bonds	145,890,000
2017B Refunding Bonds	392,730,000
2018 Refunding Bonds	54,395,000
Total Outstanding Debt	805,810,000
Legal Debt Margin	\$ 169,190,000

Table 55 – Budget Comparison by Department FY 2018 – 2020

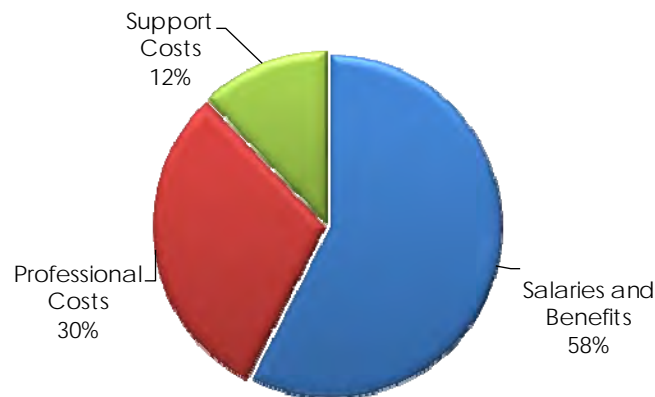
	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 176,301,700	\$ 192,000,000	\$ 192,000,000	\$ 193,000,000	\$ 1,000,000	1%
LTF Sales Tax	89,557,600	96,000,000	96,000,000	97,000,000	1,000,000	1%
STA Sales Tax	21,320,900	23,203,600	27,110,700	31,050,600	7,847,000	34%
Federal Reimbursements	71,468,000	59,105,700	74,419,800	89,718,700	30,613,000	52%
State Reimbursements	11,952,100	166,590,100	80,409,200	160,596,100	(5,994,000)	-4%
Local Reimbursements	4,786,900	23,492,500	5,720,900	9,957,900	(13,534,600)	-58%
TUMF Revenue	23,699,800	25,922,200	26,672,200	25,000,000	(922,200)	-4%
Tolls, Penalties, and Fees	50,446,800	36,940,500	47,756,900	41,869,400	4,928,900	13%
Other Revenue	3,199,500	1,084,400	468,500	553,000	(531,400)	-49%
Investment Income	9,117,000	3,408,000	10,064,800	12,790,700	9,382,700	275%
Total Revenues	461,850,300	627,747,000	560,623,000	661,536,400	33,789,400	5%
Expenditures/Expenses						
Management Services:						
Executive Management	472,400	571,600	478,000	773,700	202,100	35%
Administration	2,324,500	3,098,600	2,803,800	4,120,800	1,022,200	33%
External Affairs	2,040,300	2,264,900	2,173,800	3,265,900	1,001,000	44%
Finance	3,033,700	4,475,300	3,075,300	6,165,200	1,689,900	38%
Total Management Services	7,870,900	10,410,400	8,530,900	14,325,600	3,915,200	38%
Regional Programs:						
Planning and Programming Services	3,905,000	19,447,300	5,017,900	11,289,500	(8,157,800)	-42%
Rail Maintenance and Operations	23,581,200	40,236,900	33,530,500	45,248,500	5,011,600	12%
Public and Specialized Transit	91,232,700	181,739,100	125,363,500	162,945,400	(18,793,700)	-10%
Commuter Assistance	3,427,500	4,503,100	3,376,600	4,578,300	75,200	2%
Motorist Assistance	3,615,900	6,184,100	4,125,800	6,616,300	432,200	7%
Total Regional Programs	125,762,300	252,110,500	171,414,300	230,678,000	(21,432,500)	-9%
Capital Project Development and Delivery	287,523,100	563,374,700	379,940,800	537,236,800	(26,137,900)	-5%
Toll Operations	11,100,100	18,849,400	17,746,800	19,306,900	457,500	2%
Debt Service						
Principal Payments	62,141,000	25,965,000	21,495,000	27,245,000	1,280,000	5%
Interest Payments	57,726,800	50,710,600	50,710,600	49,412,400	(1,298,200)	-3%
Cost of Issuance	2,256,100	-	-	-	-	N/A
Total Debt Service	122,123,900	76,675,600	72,205,600	76,657,400	(18,200)	0%
Total Expenditures/Expenses	554,380,300	921,420,600	649,838,400	878,204,700	(43,215,900)	-5%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(92,530,000)	(293,673,600)	(89,215,400)	(216,668,300)	77,005,300	-26%
Other Financing Sources (Uses)						
Transfers In	323,263,800	182,214,300	159,759,000	166,027,000	(16,187,300)	-9%
Transfers Out	(323,263,800)	(182,214,300)	(159,759,000)	(166,027,000)	16,187,300	-9%
Debt Proceeds	615,775,000	-	-	-	-	N/A
TIFIA Loan Proceeds	-	106,081,000	61,841,100	75,703,000	(30,378,000)	-29%
Payment to Escrow Agent	(541,889,800)	(20,000,000)	(20,000,000)	-	20,000,000	-100%
Bond Premium	119,713,800	-	-	-	-	N/A
Net Financing Sources (Uses)	193,599,000	86,081,000	41,841,100	75,703,000	(10,378,000)	-12%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	101,069,000	(207,592,600)	(47,374,300)	(140,965,300)	66,627,300	-32%
Beginning Fund Balance	738,615,400	839,684,400	839,684,400	792,310,100	(47,374,300)	-6%
Ending Fund Balance	\$ 839,684,400	\$ 632,091,800	\$ 792,310,100	\$ 651,344,800	\$ 19,253,000	3%

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 38 – Executive Management



Expenditures

Executive Management has a budget of \$773,700 (Table 56) for oversight of all Commission functions. The 76% increase in salaries and benefits reflects the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$235,000 include legal fees and organizational consulting services. Support costs include various membership dues and staff-related travel costs of \$93,600.

Table 56 – Executive Management Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 284,600	\$ 253,000	\$ 252,700	\$ 445,100	\$ 192,100	76%
Professional Costs						
Legal Services	95,300	175,000	100,000	175,000	-	0%
Professional Services - General	27,000	55,000	50,000	60,000	5,000	9%
Total Professional Costs	122,300	230,000	150,000	235,000	5,000	2%
Support Costs	65,500	88,600	75,300	93,600	5,000	6%
Transfers Out	21,600	-	-	-	-	N/A
TOTAL Executive Management	\$ 494,000	\$ 571,600	\$ 478,000	\$ 773,700	\$ 202,100	35%

Executive Management Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Deputy Executive Director	0.10	0.10	0.10
Executive Director	0.38	0.32	0.38
Senior Administrative Assistant	0.00	0.03	0.01
Senior Office Assistant	0.15	0.15	0.15
FTE	0.63	0.60	0.64

Department Budget Overview

Department Description

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.

Key Assumptions for FY 2019/20

- The Executive Director will play a prominent role with external audiences and an emphasis on working with Congress, the California Legislature, Riverside County business organizations, southern California transportation agencies, and local governments regarding advancing transportation policy in California. Policy concerns include the need for ongoing transportation investment, flexibility in project delivery methods, streamlining environmental processes, and a renewed focus of the connection between transportation projects and the overall quality of life in the County.
- Project delivery will be a top priority in FY 2019/20 with construction continuing along the I-15 — a project that travels through the cities of Jurupa Valley, Eastvale, Norco, and Corona. This project will generally construct two express lanes in each direction between SR-60 and Cajalco Road.
- Another large-scale construction project which launches in mid-2019 and will continue throughout FY 2019/20 is the addition of truck lanes in both directions of SR-60 through the Badlands area of the San Geronio Pass. The 4.5 mile SR-60 truck lanes project provides a number of safety improvements along a key corridor which links Western Riverside County and the Coachella Valley.
- The long-awaited Mid County Parkway project also launches construction in early 2020 with the construction of a new freeway interchange at I-215 and Placentia Avenue.
- Promoting the use of public transit will be an important Commission priority which will include marketing of the Metrolink Perris Valley Line extension and express bus service that utilizes the 91 Express Lanes.
- There will be a continued focus on enhanced cost-effective Metrolink and Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor service along with continuing development of a Service Development Plan (SDP) and environmental document for intercity rail service for the Coachella Valley-San Geronio Pass corridor.
- The advancement of projects will require a requisite increase in public outreach for traditional and social media. This will be part of a continued effort to enhance awareness of the Commission's activities and service to the public at large.
- As part of a regionwide effort, the Commission will work with local governments and stakeholders to advance active transportation projects such as bicycling, walking, and transit use.

- The Commission will remain an active participant in a concerted statewide effort to seek, protect and utilize transportation funding — most notably implementing and advocating projects funded by SB 1, the state gas tax increase approved in April 2017.
- The Commission will continue preconstruction activities for the 15/91 Express Lanes connector project, which received funding from SB 132.
- The Commission will also coordinate the implementation of other SB 132-funded Riverside County Transportation Efficiency Corridor projects with the respective lead agencies to ensure timely completion.

Accomplishments in FY 2018/19

FY 2018/19 witnessed extraordinary accomplishments at the Commission, placing it in the top tier of California transportation organizations. In several areas, the Commission stood by itself in successful advocacy, innovation, and leadership.

- Successfully operated the RCTC 91 Express Lanes since its opening in March 2017. The facility continues to surpass usage and revenue expectations.
- Completed improvements to congestion hot spots located at the two-end points and on the direct connector from I-15 to the RCTC 91 Express Lanes.
- Improved ridership on the Metrolink PVL extension through additional marketing and a discount program.
- Continued construction on the I-15 Express Lanes project which is scheduled to open in 2020.
- Participated in continued efforts to seek funding and approvals for special event trains for Coachella and Stagecoach music festivals and for additional phases of the environmental work necessary to offer future intercity rail service to the Coachella Valley-San Geronimo Pass corridor.
- Successfully resolved litigation challenging the development of the Mid County Parkway and SR-60 truck lanes project.
- Launched a new vanpool program known as the RCTC VanClub, whose numbers now total 75 work-oriented vanpool arrangements throughout the County.
- Conducted a proactive public outreach process known as Reboot My Commute which included a new website and opportunities for the public to provide input on transportation issues through social media as well as traditional communication methods.
- Commenced the design-build procurement process for the 15/91 Express Lanes connector project.
- Actively engaged in statewide advocacy efforts regarding legislation impacting transportation funding, processes, and/or programs and in federal transportation policy development.
- Actively engaged in Metrolink budget, operations, and service discussions to ensure increased service for Riverside County Metrolink users and to effectively manage administrative costs.
- Focused on collaborative efforts with other transportation agencies including RTA, Sunline, SBCTA, OCTA, WRCOG, CVAG, SCAG, and Western Riverside County Regional Conservation Authority (RCA).
- Partnered with Caltrans management at District 8 and headquarters to maintain progress on initiatives and projects.
- Continued to fund the acquisition of needed habitat for the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) as outlined in the 2009 Measure A Expenditure Plan.

Major Initiatives in FY 2019/20

FY 2019/20 will bring active construction of yet another major express lanes facility much closer to completion. The 15 Express Lanes are scheduled to open in 2020 and construction has proceeded via a design-build contract which has shortened traditional construction times and provided flexibility for the project to be built in close proximity with local interchange improvements in the

cities of Corona, Jurupa Valley, and Eastvale. Thanks to its location in the center median of the existing freeway and a proactive outreach campaign, community impacts during construction have been addressed and will not require extensive right of way acquisitions. Construction impacts to the community will be much less pronounced.

The Commission is now a toll road operator with new responsibilities for maintenance, operations, debt service, and marketing of the RCTC 91 Express Lanes, which opened in March 2017. The responsibilities will expand in 2020 with the opening of the 15 Express Lanes and in 2022 with the opening of the 15/91 Express Lanes connector from the RCTC 91 Express Lanes to the northern segment of I-15.

Construction will also ramp up on the SR-60 truck lanes project which adds new safety improvements along 4.5 miles of SR-60 through the Badlanes area of the San Geronimo Pass. This project is expected to open to traffic in 2022.

In looking toward the future, the Commission is conducting a LRTP to guide future transportation priorities for the County. The technical work and public outreach for the plan will be completed in anticipation of Commission approval in late 2019.

In addition to the technical work, the success of many of these efforts will rely on proactive external communications. While traditional media relations will continue to be used, the Commission will continue implementation of a comprehensive social media outreach program to build awareness of the Commission and its role in the community. A key part of this effort includes completion of a revamped website that will be easier to use, more informative, and compatible with mobile devices. An expanding and systematic outreach to business and civic groups, focusing on Commission efforts in terms of funding, construction, and services, will be the central feature of the communications program.

The communications and outreach effort has been titled as “Reboot My Commute” and is part of an overall effort to raise the Commission’s profile and to evaluate public support for additional transportation revenue. This could lead to seek voter approval of another sales tax measure in 2020, although that decision will not be made until the completion of the outreach program and public polling.

Regarding public transit, the Commission will continue alternatives analysis and planning efforts to advance the goal of additional passenger rail service to serve the Coachella Valley-San Geronimo Pass corridor. The Commission is seeking state and federal funding to support the second phase of the project to develop an environmental impact report and conceptual service plan. The Commission also serves as the oversight agency for state and federal transit funding in Riverside County. Local transit providers such as RTA, SunLine, and the Palo Verde Valley Transit Agency (PVVTA) provide excellent transit service to their constituencies. In the past year, there have been notable successes such as RTA’s Route 200 to Orange County and the PVVTA’s Blythe Wellness Express.

As a member of Metrolink, funding and providing public transit connections for commuters is an important priority for the Commission. The Commission funded and completed construction on the PVL extension in 2016. While ridership on that line is steadily growing, a continued marketing and discount ticket effort will remain in place for the upcoming year.

The Commission is taking an active role throughout the County to advance active transportation projects for bicyclists and pedestrians. Working in partnership with the District, the Commission will continue to provide project delivery support services for Santa Ana River Trail projects. The Commission will also advocate and support funding of the CV Link project in the Coachella Valley. The focus on these type of projects remains consistent with southern California’s RTP which seeks to limit GHG emissions.

In terms of advancing policy, a major concern in moving forward is the State's financial position and commitment to funding infrastructure and transportation. The Commission will continue to take an aggressive and active role in protecting existing transportation funding and advocating for State investments in transportation. The April 2017 approval of SB 132 to fund five key transportation projects in Riverside County was achieved thanks to the work of State Senator Richard Roth and Assemblywoman Sabrina Cervantes, who worked closely with Board commissioners and staff. The Commission is an active member of the Self-Help Counties Coalition (SHCC), California Association of Councils of Governments (CALCOG), and Mobility 21.

Federal funding is also an important issue for the Commission's future, and the Commission will play an active role in allocating and competing for funding which has been made available by the current transportation bill, Fixing America's Surface Transportation Act (FAST Act). Anticipating a new emphasis on infrastructure investment, the Commission will work closely with Congressional members and the U.S. DOT should new opportunities arise for funding on the federal front.

While actively participating in all of these major endeavors, the Executive Director will maintain and improve administrative efficiency and fiscally sound practices characteristic of the Commission. With 54 staff positions included in the FY 2019/20 budget, the Commission's organization remains consistent with the Commission's direction.

The Commission must continue to be competitive in the employment market and retain capable staff as well as attract high quality applicants. Staff training, development, and succession planning will continue, enabling our small and dedicated staff to enhance skills, productivity, and value. The Commission's goal is to maintain the most effective mid-sized transportation agency in California.

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*)

Objectives:

- Successfully manage financial responsibilities and investments for the RCTC 91 Express Lanes as a toll operator.
- Continue implementation of Toll Program management strategy with active construction of the I-15 Express Lanes project and development of the 15/91 Express Lanes connector project.
- Provide successful Metrolink service and bolster ridership on the PVL extension.
- Complete and adopt the LRTP to establish integrated transportation visions and priorities.
- Continue progress and outreach for the Coachella Valley-San Geronio Pass corridor rail service study.
- Complete the logistics-related truck impact study.
- Maintain Metrolink coordination and engage in collaborative efforts to address significant funding and organizational challenges.
- Continue engagement in rail discussions regarding Metrolink, LOSSAN, and high-speed rail to ensure protection of Riverside service and the Commission's rights.
- Support CVAG's transportation initiatives and projects.
- Continue collaboration with member agencies on planning, funding and construction of local and regional bike, trail, and pedestrian facilities.
- Update the 2008 Transit Vision to address long-term transit funding challenges.
- Implement the Commission's adopted state and federal legislative platforms.
- Pursue all funding opportunities to keep projects funded.
- Ensure the Commission's active participation in RTP implementation.

- Place a high priority in working with neighboring counties in San Bernardino, Orange, and San Diego to address commuting needs that impact highway and transit facilities.
- Continue collaborative efforts with local agencies regarding priorities; communicate effectively and timely with community groups and leaders.
- Continue to expand the vanpool program to provide a new and flexible commute.

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

Objectives:

- Place an emphasis on implementing federally authorized and funded projects and services that are consistent with the federal transportation bill and the Commission’s ongoing project priorities.
- Continue to advocate for federal investment in freight and goods movement infrastructure with the goal of mitigating community impacts while increasing capacity and local job creation and economic development.
- Advocate for additional funding from the state’s Cap and Trade programs for projects in Riverside County.
- Pursue SB 1 funding of discretionary programs.

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)*

Objectives:

- Partner with OCTA on the administration and operation of the 91 Express Lanes in both counties. This also includes careful consideration of any improvements regarding the connections between the SR-241 Toll Road and the 91 Express Lanes.
- Work with neighboring counties regarding corridor improvements on SR-91 and I-15.
- Maintain an effective working relationship with the agencies that comprise Metrolink to ensure that the County commuter rail needs are served in an efficient, effective, and safe manner.
- Partner with SBCTA to enhance and publicize the Inland Empire Commuter (IE Commuter) system and work with agencies in San Diego, Orange, and Los Angeles counties to provide effective, regional 511 traveler information services.
- Play an active role in the implementation of intercity rail and commuter rail service in the LOSSAN rail corridor.
- Be an active participant in discussions involving high-speed rail, especially concerning connectivity investments in the overall rail system in southern California.
- Advocate for and take an active effort for additional intercity rail service to the Coachella Valley-San Geronimo Pass corridor.

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)*

Objectives:

- Facilitate Commissioner participation at the regional, state, and federal levels to raise the interests of the Commission and seek favorable action.
- Continue regular communication between the Executive Director, senior staff, and the Board.
- Continue collaborative efforts with member agency staff regarding local priorities and funding challenges.

- Work with other levels of local government such as the County's Transportation and Land Management Agency, County Health Department, District, and local universities on quality of life issues that are connected to transportation such as air quality and the environment.
- Provide assistance to Commissioners who serve on outside boards such as SCAG, Metrolink, LOSSAN, and MSRC to assist their efforts to represent the County.
- Upgrade the Commission's website to be easier to use, more informative, and compatible with mobile devices.

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*)

Objectives:

- Make needed investments in information technology to ensure staff efficiency.
- Continue to maintain a well-documented employee appraisal process that provides clear, understandable, and measurable performance criteria for all employees.
- Maintain and encourage staff morale and seek continuous improvement of staff effectiveness.
- Retain quality staff and evaluate staff retention strategies and options.
- Implement organizational initiatives.

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

Objective:

- Facilitate open communications and coordination between management, professional staff, and support staff through regular meetings.

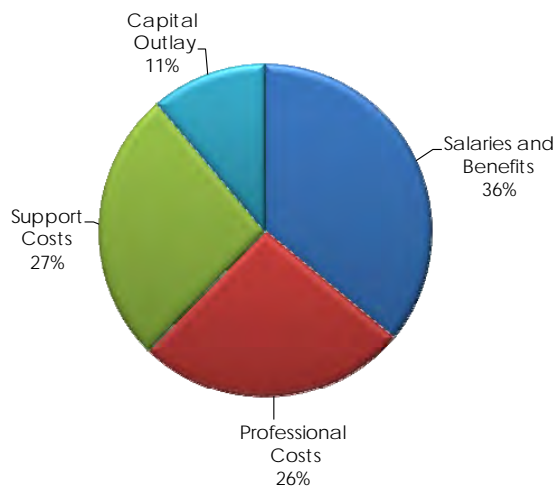
ID	Executive Management Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
EM1 EM3	Expenditures / Expenses	\$623,575,500	\$554,380,300	\$649,838,400	\$878,204,700
EM5 EM6	Staffing levels	50	47	51	54
EM5	Administration costs as percentage of expenditures / expenses	1.29%	1.42%	1.31%	1.63%

Administration

Mission Statement:

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

Chart 39 – Administration



Expenditures

As noted in Table 57, the Administration Department's total budget is \$4,120,800 for office operations including management of office space, lease, and equipment; records; Commission and committee meetings; special events; and the Clerk of the Board and Human Resources functions.

Salaries and benefits expenditures of \$1,483,800 reflect an increase of 105% for the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$1,086,500 cover various services including, but not limited to, Commissioners' per diem, legal fees, and consultant and other professional services and reflect an increase of 28% related to information technology services. Support costs of \$1,089,500 cover administrative overhead including office maintenance; information technology updates, support, and maintenance; and recruitments. Capital outlay of \$461,000 covers office space improvements, information technology improvements and upgrades, and equipment upgrades.

Table 57 – Administration Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 677,000	\$ 723,700	\$ 686,700	\$ 1,483,800	\$ 760,100	105%
Professional Costs						
Commissioner Per Diem	56,600	65,000	50,000	65,000	-	0%
Legal Services	85,400	119,000	118,700	95,000	(24,000)	-20%
Professional Services - General	429,500	663,800	590,000	926,500	262,700	40%
Total Professional Costs	571,500	847,800	758,700	1,086,500	238,700	28%
Support Costs	694,100	1,015,800	850,400	1,089,500	73,700	7%
Capital Outlay	381,900	511,300	508,000	461,000	(50,300)	-10%
Debt Service	24,900	-	-	-	-	N/A
Transfers Out	153,500	-	-	-	-	N/A
TOTAL Administration	\$ 2,502,900	\$ 3,098,600	\$ 2,803,800	\$ 4,120,800	\$ 1,022,200	33%

Administration Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Clerk of the Board	1.00	1.00	1.00
Deputy Clerk of the Board	1.00	1.00	1.00
Deputy Executive Director	0.03	0.00	0.03
Facilities Administrator	0.00	0.10	0.02
Human Resources Administrator	1.00	1.00	1.00
IT Administrator	1.00	0.87	1.00
Procurement Manager	0.00	0.00	0.01
Records Technician	1.00	1.00	1.00
Senior Administrative Assistant	0.10	0.08	0.10
Senior Management Analyst	0.00	0.00	0.04
Senior Office Assistant	0.58	0.59	0.55
Senior Procurement Analyst	0.01	0.00	0.02
FTE	5.72	5.64	5.77

Department Budget Overview – Office Operations

Department Description

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.

Key Assumptions for FY 2019/20

- Support will be provided to 54 full-time Commission staff at the Commission's Riverside office and other project-related facilities.
- Information technology staff in coordination with an information technology consultant will maintain the Commission's investments in a state of good repair and secure manner to ensure efficient and effective operations.
- The Commission will maintain an accurate and efficient records management system.
- Staff will respond to requests for public records in accordance with the California Public Records Act.

Accomplishments in FY 2018/19

- Executed a new lease with the County that includes additional office space for co-location of staff and capital program management in the Commission's Riverside office.
- Maintained a disaster recovery plan to ensure uninterrupted Commission operations.
- Responded to public records requests in accordance with the California Public Records Act.
- Posted legal notices on the website and in local newspapers in a timely manner.
- Implemented a new records management system to ensure accurate and efficient processing of incoming and outgoing correspondence and documents as well as to enhance accessibility.

Major Initiatives in FY 2019/20

The Commission will invest in an agenda management system to improve efficiencies internally while enhancing transparency.

Office Operations will continue to provide high quality support services to the Board and to internal and external customers by providing a work environment that enhances the overall mission of the Commission. The Commission moved to its current office in Riverside in 2002. In connection with the expansion of the office space to co-locate staff and capital program management, the Commission will complete an update of the office and workspaces to provide a productive and efficient environment in a prudent and economical manner.

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*)

Objectives:

- Support 54 full-time Commission staff.
- Manage the Commission's information technology systems.
- Continue to improve administrative efficiency through automation of records processing.
- Post legal notices on the Commission's website and in the newspapers on a timely basis and in accordance with applicable federal, state, and local regulations.
- Provide office supplies, equipment, and services consistent with intended quality and capabilities at the most advantageous price afforded in the market.

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

Objectives:

- Respond to requests for records and information on a timely basis and in accordance with state law.
- Maintain Commission agreements, amendments, MOUs, resolutions, and ordinances.

Department Budget Overview – Clerk of the Board

Department Description

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

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

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

Key Assumptions for FY 2019/20

- The Clerk of the Board will provide staff support and meeting services to 34 Commissioners and their alternates, the Commission, standing committees, and a number of ad hoc committees.
- Staff will publish and distribute monthly agenda packets and supporting documents in accordance with the Brown Act.
- The Clerk of the Board will keep officers and members of the Commission informed by providing them with the most current and accurate data to assist them and facilitate their decision-making responsibilities.
- Frequent communication with Commissioners will continue in order to provide news and updates on Commission items and transportation-related meetings.
- Available technology will be used to provide simplified access to agenda items and Commission actions to the public, local agencies, and staff.

Accomplishments in FY 2018/19

- Updated the web page and the bulletin board for the agenda, minutes, and supporting documents.
- Regularly advised officers and members of the Commission and their staff on changes to Commission meetings and other transportation-related meetings.
- Arranged Commission and committee meetings and special events of the Commission.
- Processed and transmitted Commission-approved resolutions to appropriate agencies in a timely manner.
- Implemented Laserfiche, a comprehensive records management system.

Major Initiatives in FY 2019/20

Each year, local agencies make changes to their appointments regarding representation on the Commission. Staff will continue to ensure that the newly appointed representatives, as well as their respective staff, are aware of operational policies of the Commission and other transportation-related meetings. There will be continued emphasis on the utilization of electronic mail with Commissioners for more efficient communications.

Clerk of the Board staff will continue to provide high quality support services to the Board. Staff will also continue to update technology to streamline processes and procedures for easier access to Commission actions, minutes, resolutions, and ordinances, including electronic agenda distribution.

Department Goals – Clerk of the Board

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

Objectives:

- Provide accurate, high quality agenda packets for Commission and committee meetings.
- Continue to provide support to Commission members, staff, and attendees of Commission and committee meetings.
- Post meeting agendas and supporting documents in compliance with Brown Act requirements.
- Maintain an accurate list of Commissioners and alternates and submit membership roster changes to the Secretary of State.
- Maintain and file all Commission and committee meetings and official records of the Commission.

- Perform all duties within mandated deadlines.
- Maintain and promote good Commission and staff relations.

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

Objectives:

- Implement an agenda program that is compatible with a new records management system and other Commission software.
- Coordinate special activities, meetings, events, and conferences as requested by the Executive Director and the Commission.

Department Budget Overview – Human Resources

Department Description

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.

Key Assumptions for FY 2019/20

- Staff will maintain quality service levels in all Human Resources programs.
- The assessment of Human Resources policies, practices and procedures will continue.
- Continuous improvement in communication with employees regarding Human Resources information will be an ongoing process.
- The Commission will comply with state and federal labor law regulations.

Accomplishments in FY 2018/19

- Maintained the employee performance appraisal system.
- Conducted annual benefits open enrollments with all employees.
- Completed a classification study for select classification in various departments.
- Regularly provided information to employees on changes to health insurance, 401(a) defined contribution, 457 deferred compensation plans, and the personnel policies and procedures manual through the Commission's intranet.
- Recruited and filled two temporary employees, four service retirements, and six new hires in full-time positions.
- Coordinated training sessions on effective communications and continuous web-based training on software, leadership skills, time management, and conflict resolution.
- Disclosed employees' compensation on the Commission's website in compliance with the State Controller's Office and CalPERS.

Major Initiatives in FY 2019/20

Human Resources focuses on managing employees and consists of a framework of activities and practices that support and develop a motivated workforce, complying with legislation and

regulations that govern the employer/employee relationship, and ensuring parameters for fair and consistent decision-making and good workplace practices. Staff uses written position descriptions and performance expectations in order to obtain a clear and consistent understanding of what is expected.

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)

Objectives:

- Review and update personnel policies and procedures to comply with federal and state requirements.
- Provide information to enhance the employee’s knowledge of current personnel policies and procedures in various forms including electronic access, workshops, and printed information.
- Ensure that employee personnel records are documented and updated timely for various personnel actions.

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

Objectives:

- Maintain a compensation program that ensures internal equity and external competitiveness within the pay structure for Commission employees.
- Exercise care in making high-quality, diverse appointments to fill staff positions.
- Maintain a comprehensive new employee orientation program.

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

Objectives:

- Build and maintain an effective performance system to include timely performance evaluations, personal development, and a supportive work environment.
- Provide appropriate and timely training to meet the demands of the organization and professional growth and development of all staff members.
- Foster teamwork through cooperative efforts and support for shared success.

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

Objectives:

- Focus on “employee as customer” and consistently strive to exceed expectations by supporting and maintaining individual respect, appreciation, management accessibility, and communication.
- Determine system requirements and identify options for an employee intranet.
- Assist employees in utilizing employer-provided benefits to enhance their health, wellness, and quality of life.

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

Objectives:

- Develop and maintain a safe and healthy working environment by retaining open lines of communication throughout the organization; complying with established federal, state, and local regulations; and implementing best practices to promote safety and prevent legal risks.
- Provide a safe working environment with the maintenance of an injury and illness prevention program.
- Maintain a proactive employee relations process by facilitating a collaborative, professional working environment with all staff members.
- Promote a work/family balance.
- Recognize and reward individual contributions, innovation, and learning from experience.

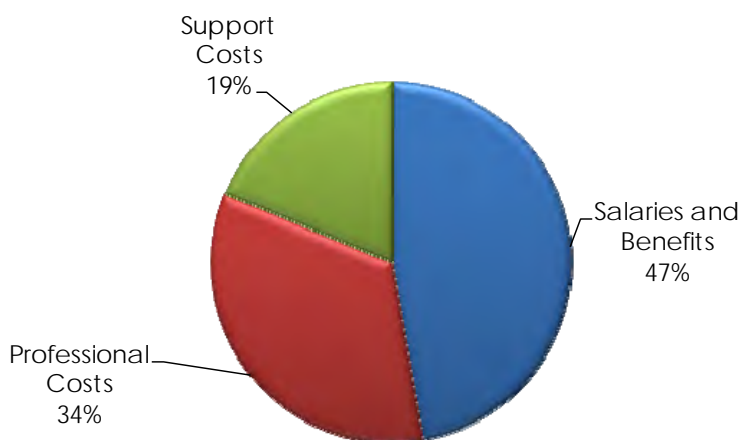
ID	Administration Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
OO1	Staff supported: Regular full-time	50	47	51	54
OO2	Legal notices	25	20	22	25
CB1, CB2	Commission, Committee, and Ad Hoc meetings	47	43	50	50
CB1	Commissioners supported (including alternates)	62	62	62	62
HR1, HR4	Employee rules/Benefits review sessions held	2	2	2	2
HR2	Recruitments	6	8	6	6
HR2	Positions filled	6	8	6	6

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 40 – External Affairs



Expenditures

The External Affairs Department has a total budget of \$3,265,900 (Table 58), an overall 44% increase. Salaries and benefits reflect an increase of 82% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$1,111,000 includes legislative advocacy, graphic design, and website updates. Legislative advocacy costs remain unchanged from FY 2018/19. Overall, professional costs reflect an increase of 11% due to multimedia public outreach and engagement. Support costs of \$612,900 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. Support costs reflect a 49% increase primarily due to planned public engagement and education efforts undertaken at the Commission's direction, a large component of which includes social media and online marketing, as well as restarting the Commission's Annual Report distributed to the citizens of Riverside County.

Table 58 - External Affairs Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 855,100	\$ 849,100	\$ 848,900	\$ 1,542,000	\$ 692,900	82%
Professional Costs						
Legal Services	55,500	41,500	41,500	45,000	3,500	8%
Professional Services - General	1,028,000	961,900	959,900	1,066,000	104,100	11%
Total Professional Costs	1,083,500	1,003,400	1,001,400	1,111,000	107,600	11%
Support Costs	101,700	412,400	323,500	612,900	200,500	49%
Transfers Out	124,700	-	-	-	-	N/A
TOTAL External Affairs	\$ 2,165,000	\$ 2,264,900	\$ 2,173,800	\$ 3,265,900	\$ 1,001,000	44%

External Affairs Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Deputy Executive Director	0.59	0.55	0.48
External Affairs Director	0.84	0.66	0.78
Legislative Affairs Manager	0.95	0.89	0.96
Public Affairs Manager	0.67	0.25	0.48
Senior Administrative Assistant	0.69	0.45	0.75
Senior Management Analyst	0.64	0.76	0.48
Senior Procurement Analyst	0.15	0.12	0.03
FTE	4.53	3.68	3.96

Department Budget Overview

Department Description

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
- Pursuing grant funds.

Coverage of the many policy and funding issues that affect mobility within Riverside County requires a team approach. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff and utilizing consultants in their areas of expertise. The Commission retains legislative consultants with decades

of experience on 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 2019/20 budget does not contemplate any increases in retainer fees for legislative consulting services, as the 2016 procurement of these consultants yielded level overall fees compared to FY 2018/19.

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 physical 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;
- SHCC – an alliance of all California counties with voter-approved sales taxes for transportation projects;
- CALCOG – 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;
- California Toll Operators Committee (CTOC) – an industry group of tolling agencies that collaborate on matters of common interest pertaining to operations, technology, finance and public policy; and
- International Bridge, Tunnel, and Turnpike Association – an industry group of public and private stakeholders in the tolling industry that focuses on federal policy and developing best business practices within the tolling community.

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

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation will be necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. Moreover, implementation of the federal FAST Act will continue, meaning significant rulemakings and release of grant funding opportunities are anticipated.

A key recommendation of the Commission's Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the yawning gap of funding for Riverside County's long-term mobility needs. In pursuit of executing this recommendation, in 2017, the Commission developed an on-call grant writing bench comprised of four highly qualified firms. This bench was utilized in FY 2017/18 and FY 2018/19 to pursue competitive state and federal funding

from SB 1 and the U.S. DOT. The bench will continue to be called upon in FY 2019/20 and beyond to pursue additional competitive grant funding opportunities.

Public Affairs

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

- Participating in or hosting public meetings;
- Interacting with communities of interest and stakeholder groups, such as chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Producing and providing resource materials, such as fact sheets, brochures, and newsletters in print and digital form;
- Maintaining and enhancing the RCTC.org website and supporting other Commission project-related websites;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, and cable television recordings;
- 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 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;
- Producing annual reports to the citizens of Riverside County in both digital and print formats; and
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders.

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

- I-15 Express Lanes
- SR-60 truck lanes
- I-15/Railroad Canyon interchange
- Mid County Parkway (I-215 Placentia interchange)
- 91 corridor operations
- I-15 Express Lanes—Southern Extension
- SR-79 realignment
- 71/91 connector
- 91/PVL Metrolink passenger marketing
- Coachella Valley-San Geronio Pass corridor rail service

The Commission will also continue to promote high-value public services such as FSP, VanClub, and other motorist and commuter assistance programs.

Further, the Commission will educate the public about the importance of rail safety, through Operation Lifesaver International (Operation Lifesaver). Operation Lifesaver teaches target audiences, especially schoolchildren and their families, how to remain safe around train tracks, with the goal of reducing injuries and fatalities associated with trains.

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

A major emphasis for the Commission is increased digital communications. The FY 2019/20 budget will include major investments to improve the Commission's engagement in online and mobile communications with its customers and constituents. The public can expect to see increased information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts. Staff will continue to produce quarterly reports to monitor the effectiveness of these digital communication activities.

Last year, based on direction provided by the Commission at the January 2018 workshop, staff began a robust public engagement program to ascertain public priorities and provide information about the Commission's stewardship of taxpayer dollars. The Commission is gathering public feedback related to transportation priorities and the \$12.6 billion shortfall that exists to fund capital improvements through 2039. Using consultant services, the Commission is using an array of tools to assess public opinion, including digital advertising, social media, focus groups, and polling. Results from the public engagement program will guide the Commission's future decision to place a sales tax measure on the ballot for voter approval.

Key Assumptions for FY 2019/20

- The Commission will continue to implement recommendations of the RCTC Strategic Assessment.
- The Commission will continue its countywide multi-media public engagement program to ascertain transportation priorities and needs of Riverside County residents and stakeholders.
- The failure of Proposition 6 last year will allow continued funds from SB 1, the \$5.2 billion transportation funding package adopted in April 2017, requiring policy engagement and public communications from the External Affairs Department.
- The External Affairs Department will continue to support efforts to deliver SB 132 projects and communicate progress to key state and local officials.
- The Commission will adopt federal transportation funding reauthorization principles and will engage in policy and funding advocacy with Congress and the Trump Administration.
- The Commission will remain an engaged party in public policy and funding matters at the state and federal levels.
- Toll operations on the RCTC 91 Express Lanes and future 15 Express Lanes will necessitate focused attention on public affairs and marketing regarding the new express lanes.
- Construction of the I-15 Express Lanes and SR-60 truck lanes as well as the advancement of other Commission projects will require ongoing public outreach and engagement.
- The External Affairs Department will work internally to inform, coordinate, and support initiatives across all Commission departments to ensure a high level of collaboration and cohesiveness, especially related to external-facing work products.
- The External Affairs Department will carry out an intensive overall work program, consistent with the reorganization that took place in FY 2017/18, under the leadership of the External Affairs Director with guidance from the Deputy Executive Director and Executive Director.

Accomplishments in FY 2018/19

Legislative Affairs

- Sought state and federal grant funding for Commission projects such as I-15/Railroad Canyon interchange, 71/91 connector, 15/91 Express Lanes connector, 91 corridor operations project, and Coachella Valley-San Geronimo Pass corridor rail service.
- Supported the I-15 Express Lanes project team by communicating with legislators and their staffs regarding project status.
- Maintained communication with Sacramento officials regarding SB 132 projects.
- Developed FAST Act reauthorization principles.
- Assumed position of Chair of the Southern California Legislative Roundtable, a coalition of legislative advocates representing southern California transportation agencies.
- Supported SB 1 education efforts across Riverside County.
- Authored numerous letters of correspondence to governmental decision-makers detailing the Commission's positions.
- Participated in advocacy by coalitions of which the Commission is a member.
- Partnered with local business advocacy groups on advocacy trips to Washington, D.C. and Sacramento.
- Provided technical assistance and policy briefings to legislators representing Riverside County.

Public Affairs

- Produced quarterly metrics reports to the Commission on data related to social media, *The Point* newsletter and blog, and website activity. Met or exceeded goals set for public engagement through these tools.
- Continued updates and publicly launched the Commission's updated website, RCTC.org, to meet modern standards and expectations, creating a more transparent and accessible platform for visitors to receive information about multiple transportation projects and services.
- As a result of construction of the I-15 Express Lanes, engaged the community through open houses, the project website, videos, construction updates, social media platforms, project helpline, emergency responder and public information officer briefings, and neighborhood canvassing.
- Informed motorists of multiple weekend closures of the RCTC 91 Express Lanes and general-purpose lanes for restriping and tolling technology changes.
- Created consistent branding for project fact sheets to help boost the Commission's brand and identity.
- Secured constituent support for federal grant funding for the 71/91 connector project using RCTC.org.
- Continued the Operation Lifesaver rail safety program throughout the County.
- Hosted informational booths and gave presentations to numerous service clubs and business groups and at town hall meetings for cities and County supervisors.
- Promoted the 91/PVL and special trains, including the Angels Express, Football Train, and service to the Mission Inn Festival of Lights, and supported school and senior center tours on public transit and other similar efforts.
- Assisted with inquiries and marketing of the RCTC 91 Express Lanes, which marked its second year of service in March 2019.
- Conducted public education program for SB 1 funding, using city-specific fact sheets and social media posts about projects delivered through this gas tax revenue.
- Began Public Engagement Program activities, including digital advertising, videos, social media posts, development of an interactive web tool, and establishment of a digital "annual report."

- Participated in industry gatherings, such as the Mobility 21 summit and SHCC Focus on the Future – providing informational materials and discussing the Commission’s work within the transportation industry.
- Supported the Rail Department with technical advisory committee meetings for the proposed Coachella Valley-San Geronio Pass corridor rail service and regional briefings for the Next Generation Rail Study.
- Issued 12 news releases to media outlets and responded to media inquiries regarding various Commission projects and issues.
- Marked 25 years of FSP operations and Metrolink service in Riverside through various awareness activities.

Major Initiatives in FY 2019/20

Legislative Affairs

The Legislative Affairs team will continue monitoring and engaging in individual legislation that moves through Congress and the State Legislature, plus policies emerging from the Gubernatorial and Presidential Administrations. The team will also aggressively pursue grant funding opportunities in collaboration with other Commission departments and external partners.

It is possible that a federal infrastructure funding package will move forward in FY 2019/20. If such a package begins to move forward, significant Commission engagement will be necessary to ensure Riverside County is able to receive its fair share of funding.

In the meantime, the Legislative Affairs team will prepare federal transportation funding reauthorization principles in preparation for congressional and administrative deliberations on the next surface transportation law that will succeed the FAST Act in 2020.

In Sacramento, the Legislative Affairs team will focus on implementation of SB 1, pursuant to the Commission’s adopted state legislative platform.

A priority issue in both Washington, D.C. and Sacramento will be implementation of a pilot program in the FAST Act that allows states such as California to substitute its environmental law for federal environmental law. This pilot program has the potential to save time on future Commission projects.

Finally, the Legislative Affairs team will continue to manage the consultant contracts that assist the Commission in applying for state, federal, and regional grant funds and provide advocacy services in Washington, D.C. and Sacramento.

Public Affairs

An ambitious year is planned for the Commission’s Public Affairs program. Staff will continue its robust and transparent communication efforts across Riverside County to enhance Commission’s brand awareness and to engage in two-way dialogue with constituents. The Commission’s focus is using modern technology to reach as many people as possible. Accordingly, major Public Affairs initiatives for FY 2019/20 include:

- Preparing fresh content for RCTC.org and *The Point* newsletter and blog to reflect Commission priorities and updates to projects and programs. Staff will increase engagement with residents by soliciting support for various funding initiatives.

- Continuing community outreach for construction of the 1-15 Express Lanes, including weekly construction updates, videos, social media activity, presentations, roundtable meetings with partner agencies, and rapid response to questions from motorists and residents.
- Using the input from the #RebootMyCommute campaign to gain a greater understanding of the needs of residents countywide, improve Commission's communication with the public, help inform the development of the new Measure A Expenditure Plan, and provide data for potential future funding initiatives.
- Continuing Operation Lifesaver's effective rail safety education campaign at Riverside County schools and community sites.
- Assisting the Rail Department with Metrolink marketing efforts to educate county residents about the commuting and recreational benefits of riding Metrolink.
- Initiating public outreach activities for the start of construction of the SR-60 truck lanes between Moreno Valley and Beaumont. Heavy emphasis will be placed on the six-month westbound lane closure, which may begin in late summer 2019.
- Tracking construction start dates and planning for upcoming projects: I-215/Placentia interchange, Pachappa underpass, 91 corridor operations, 71/91 connector, 15/91 Express Lanes connector, I-15/Railroad Canyon interchange, and I-15 Express Lanes—Southern Extension.
- Measuring public engagement activities by tracking social media likes, followers, engagement, and impressions; overall social media sentiment; subscribers to *The Point* newsletter; website visitors; and other metrics.

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.

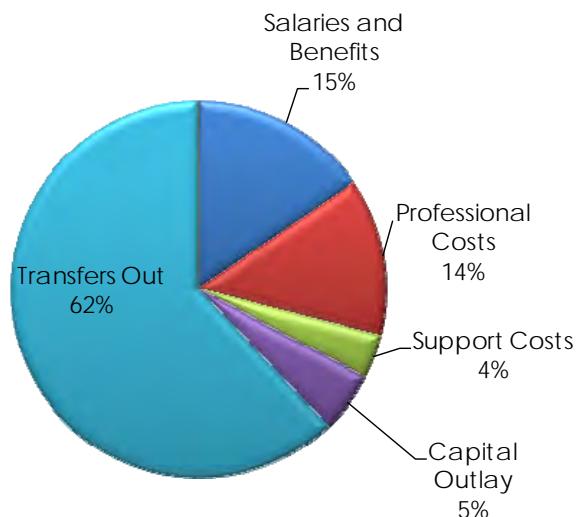
External Affairs Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
Legislative action submittals to Commission	8	9	8	8
Commission-adopted legislative positions	N/A	9	8	8
State/federal/regional grants pursued	3	3	1	3
Items of state or federal legislation sponsored by the Commission	1	1	0	0
Speakers bureau/stakeholder presentations/events	116	120	100	110
Social media postings per week (average)	5	6	6	6
Facebook "Likes"	7,467	7,774	8,000	8,500
Twitter followers	992	994	1,200	1,300
Instagram followers	170	265	500	600
"The Point" postings per month (average)	2	3	4	4
"The Point" subscribers	800	1,484	2,000	2,500
Website visitors per month (average)	10,000	11,244	12,000	13,000
Operation Lifesaver school and community presentations/events	65	69	65	65

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 41 – Finance



Expenditures

The Finance Department's total budget is \$16,253,100 (Table 59) and reflects an 8% decrease over the prior year's budget. Department staffing costs will total \$2,511,300 and reflect the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$2,200,100 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, CAFR and annual budget graphic design and publication, and procurement. Support costs of \$608,800 include insurance, printing, and staff training. Capital outlay of \$845,000 includes ERP updates. Transfers out of \$10,000,000 and \$87,900 are related to funding a portion of the debt service interest payments and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

Table 59 – Finance Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,146,000	\$ 1,182,300	\$ 1,138,600	\$ 2,511,300	\$ 1,329,000	112%
Professional Costs						
Legal Services	34,000	155,000	150,000	270,000	115,000	74%
Audit Services	441,000	427,500	427,500	573,700	146,200	34%
Financial Advisory	181,100	150,000	200,200	250,000	100,000	67%
Professional Services - General	862,000	1,503,300	627,600	1,106,400	(396,900)	-26%
Total Professional Costs	1,518,100	2,235,800	1,405,300	2,200,100	(35,700)	-2%
Support Costs	369,600	543,500	431,400	608,800	65,300	12%
Capital Outlay	-	513,700	100,000	845,000	331,300	64%
Transfers Out	14,013,800	13,183,400	11,253,400	10,087,900	(3,095,500)	-23%
TOTAL Finance	\$ 17,047,500	\$ 17,658,700	\$ 14,328,700	\$ 16,253,100	\$ (1,405,600)	-8%

Finance Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Accountant	0.98	0.98	0.94
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	0.00	0.00	1.00
Accounting Technician	2.00	2.00	2.00
Chief Financial Officer	0.63	0.65	0.62
Deputy Director of Finance	0.90	0.91	0.94
Procurement Manager	0.19	0.12	0.16
Senior Administrative Assistant	0.65	0.65	0.67
Senior Financial Analyst	0.59	0.60	0.42
Senior Management Analyst	0.00	0.00	0.01
Senior Office Assistant	0.27	0.26	0.30
Senior Procurement Analyst	0.11	0.10	0.08
FTE	8.32	8.27	9.14

Department Budget Overview

Department Description

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.

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

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

Procurement Management

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

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

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

Key Assumptions for FY 2019/20

- The commercial paper letter of credit facility will be maintained with strong short-term ratings.
- The Commission will maintain strong AA category long-term credit ratings related to its sales tax bonds and investment grade ratings related to its toll bonds and TIFIA loans.
- Proceeds from the 2017A Bonds, 2017 TIFIA Loan, and federal funds will be used to fund the I-15 Express Lanes project.
- A consultant will perform annual arbitrage calculations related to the outstanding debt issues.
- The Commission will continue development of an innovative financing option to fund Western County highway project priorities.
- The Commission will pay 100% of the actuarially determined contribution related to postretirement health care benefits based on a current actuarial valuation.
- The Commission will fund 100% of its CalPERS retirement net pension liability.
- Finance will commence migration and implementation of a new cloud-based ERP system and will implement a comprehensive budget software tool.
- The Commission will implement GASB Statement No. 87 related to the accounting and financial reporting for leases following a review of the Commission's leases with right of way staff.
- Directors and program managers will continue to have adequate project budget and accounting information to make informed decisions.
- Toll operations accounting information will be processed and provided by the toll operations contractor's back office, and a service organization report, or SOC1-Type 2 report, will be obtained annually.
- Construction fund bond proceeds will be invested in securities that mature in accordance with the construction draw schedule. Operating funds will be invested in state and local agency investment pools for short-term liquidity purposes and in mid-term treasury and federal agency securities as available funds are identified. The overall interest rate is conservatively projected to be 2.00% for operating funds managed by state and County

investment pools as well as an investment management firm and 2.00% for debt service and construction funds managed by an investment management firm.

- Procurements will be conducted in accordance with the Commission's procurement policy manual.
- Procurement will continue to maintain a standardized procurement filing system and centralized procurement files.
- Procurement will conduct outreach activities to encourage DBE and SBE participation in various contracts and projects.

Accomplishments in FY 2018/19

- Received rating upgrades (from BBB- to BBB) related to the 91 Project toll revenue debt from Fitch and S&P due to strong performance of the 91 Express Lanes.
- Prepared and submitted to TIFIA the Financial Plan Annual Updates for the I-15 Express Lanes project and the 91 Project.
- Prepared and submitted required continuing disclosure reports related to the 91 Project and I-15 Express Lanes project financings to TIFIA and/or the Municipal Securities Rulemaking Board's Electronic Municipal Market Access (EMMA) System, as applicable.
- Fulfilled other continuing disclosure requirements with timely filings to EMMA.
- Worked with Toll Operations staff, OCTA, and the 91 Express Lanes operator to ensure that proper accounting and financial reporting processes were maintained for the 91 Express Lanes operations.
- Presented an update to the rating agencies of the Commission's sales tax and toll financing programs.
- Obtained financial reporting excellence award from the Government Finance Officers Association (GFOA) (26th year) related to the CAFR for the fiscal year ended June 30, 2018.
- Obtained GFOA distinguished budget award (23rd year) for annual budget for the fiscal year beginning July 1, 2018.
- Generated approximately \$9.2 million in additional Measure A sales tax revenue since the engagement of a firm in January 2008 to provide sales tax audit services in order to detect and correct sales tax reporting errors.
- Updated the Procurement Policy Manual.
- Promoted the Commission's DBE/SBE program by attending various small business networking events.

Major Initiatives in FY 2019/20

Finance and Accounting

The commercial paper program has been in place for 14 years and provides short-term, advance funding for projects included in the 2009 Measure A and related Western Riverside County Delivery Plan. The current credit and liquidity support for the commercial paper program is \$60,000,000, and the existing letter of credit and reimbursement agreement with State Street Bank expires in October 2020. The Commission will monitor the credit quality of State Street Bank for any actions that may affect the short-term ratings of the commercial paper program.

The Commission will continue to invest project finance funds with the advice and assistance of an investment management and advisory firm. Operating funds available for investment are coordinated with the assistance of a second investment management and advisory firm. The Commission invests its funds in accordance with the Commission's priorities of safety, liquidity, and then yield. Staff in consultation with the investment managers and advisors will continuously review the Commission's investment policy for any required updates and other recommendations.

Staff maintains a comprehensive financing plan to support the highway and rail capital projects and to assess future financing requirements. This financing plan incorporates revised sales tax revenue

forecasts as well as other potential federal, state, and local revenue sources, including tolls. Based on the updated cost estimates for these projects and identified revenues, potential project funding shortfalls may result in project deferrals or require alternative financing strategies. Financing alternatives to be considered include commercial paper, long-term bond issues to finance Measure A and toll projects, federal loan programs; and leveraging surplus toll revenues.

To ensure that the Commission receives the proper amount of Measure A sales taxes, the Commission will continue to engage a firm to conduct sales tax audit services. The firm will also provide quarterly sales tax analysis and reporting services, of which a summary report is presented to the Commission on a quarterly basis. The Commission will also continue to engage a consultant to provide semi-annual sales tax forecasts for use in the development of revenue projections for the annual budget process and comprehensive financing plan updates.

The Finance Department will continue to keep abreast of GASB technical activities affecting the Commission's accounting and financial reporting activities, including implementation related to the accounting for leases. The Finance Department will continue to assess financial policies, procedures, and reporting and ensure proper internal control. Consultants may be engaged to assist staff in the development of efficient accounting and reporting processes.

As a result of staff's analysis of recent and proposed state legislation as well as options related to the amortization of the Commission's net pension liability, the Commission recently approved a plan to payoff the net pension liability of approximately \$8.1 in FY 2019/20. The estimated \$7.5 million of interest charge savings from this plan will provide funding for future Commission programs and capital projects.

The Finance Department will update its ERP system to integrate data processing across the Commission, automate administrative processes, and embrace data integration. The continued ERP efficiency gains include an automated paperless workflow system, advanced project accounting, budgeting, multi-year contract management, grant tracking, and readily available scanned images that retrievable by all users. Additionally, a comprehensive budget software tool will be procured and implemented to replace current spreadsheet compilation processes and provide efficiencies for the budget process across all departments.

Procurement Management

A centralized procurements process will continue to be maintained to manage requests for proposals, qualifications, invitations for bids, small purchases, and related contract administration issues. The Procurement Policy Manual reflects best practices and applicable federal, state, and local laws and regulations. The procurement system has strengthened controls to ensure consistency in the development and application of procurement policies and procedures and adherence to applicable laws and regulations, especially those related to federal and state grants.

Procurement utilizes PlanetBids to assist staff in its efforts to administer and manage an efficient procurement process and conduct outreach to small businesses and DBEs for Commission projects and programs. PlanetBids is a web-based vendor and bid-management software. The PlanetBids e-procurement application helps streamline the complete bidding process and enables the collection and analysis of all aspects of vendor data, purchasing activities, and corresponding history. PlanetBids provides a better service and convenience to vendors and automatically notifies potential vendors of bid alerts. In order to improve the efficiency and productivity of resources, the Commission will continue to outsource the administration of the insurance certificate tracking process related to agreements.

Procurement Management is responsible for developing, implementing, and monitoring DBE and SBE program requirements in coordination with contractors and other appropriate officials. Duties and responsibilities include:

- Establishing DBE attainment goals;
- Monitoring reporting and utilization by contractors;
- Gathering and reporting statistical data and other information as required;
- Reviewing third-party contracts and purchase requisitions for compliance with the program;
- Ensuring that bid notices and requests for proposals are made available to DBEs and SBEs in a timely manner;
- Reporting to and advising the Executive Director and Commission on DBE and SBE matters; and
- Providing outreach to DBEs and SBEs to fully advise them of contracting opportunities.

Additionally, the Commission recognizes the vital role that local businesses play in the County, and it strongly encourages, supports, and promotes the participation of local businesses in providing goods and services to the Commission. Procurement is committed to providing contracting opportunities to local businesses to strengthen the County's local economy and to promote the development of the small, local business community. During FY 2019/20, the Commission will jointly participate in other outreach events in order to acquaint potential local, small, and disadvantaged businesses with the Commission's procurement procedures and opportunities.

Staff also consults with the Commission's insurance broker in procuring competitive quotes, on an annual basis, for various insurance coverages secured by the Commission in order to provide cost effective solutions to meet its diverse insurance needs. During FY 2019/20, staff will conduct a review and assessment of the Commission's insurance program and risks to ensure that the Commission's assets are properly protected with appropriate insurance coverage.

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*)

Objectives:

- Utilize investment management and advisory services to prudently invest operating and capital funds in accordance with the Commission's investment policies.
- Achieve a rate of return at least equal to the County of Riverside Treasury Pool rate for operating funds.
- Establish an appropriate benchmark for the investment of debt proceeds and excess operating funds.

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*)

Objectives:

- Provide an annual update and review of the debt programs with at least three of the rating agencies no later than June 30, 2020.
- Meet continuing disclosure requirements of the sales tax and toll revenue debt programs and comply with the TIFIA loan and sales tax and toll revenue bonds reporting requirements.
- Maintain the financial information on the Commission's website to provide timely and useful information to investors.
- Prepare arbitrage calculations as required.

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)

Objectives:

- Minimize the number of audit adjustment, substantive management letter comments, and compliance findings requiring corrective action by the Commission.
- Maintain appropriate fiduciary review and monitoring procedures for Measure A recipient and TDA claimant audits.

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

Objectives:

- Obtain the GFOA Distinguished Budget Award for the FY 2019/20 budget.
- Facilitate a comprehensive budgeting approach that effectively involves management staff, requiring full accountability for all department expenditures.
- Fund 100% of the actuarially determined contribution related to the postretirement health care benefits.
- The Commission will fund 100% of its CalPERS retirement net pension liability.

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

Objectives:

- Ensure proactive communication and timely responses to any noted errors, corrections, and budget transfers related to program and project management reviews of accounting and budget information.
- Obtain an unmodified opinion on the basic financial statements.
- Receive financial reporting excellence award from the GFOA related to the preparation and issuance of the CAFR.
- Stay abreast of finance, accounting, and financial reporting developments by attending training and conferences in these general areas or in specialized areas applicable to job duties.
- Update and maintain the fiscal policies and procedures manual.
- Update and maintain complete accounting desk procedures manual for ERP system to facilitate cross training.
- Support staff and consultants with training opportunities in order to effectively utilize the ERP system capabilities.
- Assist local governments with Measure A funding by providing timely allocation of funds for eligible projects and programs.
- Maintain ERP system to reflect technical updates and current technology.

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

Objectives:

- Establish and implement measures related to oversight, fraud, internal control, and ethics.
- Issue annual disclosure statements related to financial and operational responsibilities.
- Continue to revise and develop finance and accounting policies and procedures that reflect the requirements of federal, state, and local requirements and the Commission's operating practices.

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*)

Objectives:

- Assist departments and programs to procure and obtain goods and services in a cost effective and efficient manner.
- Ensure that procurements are conducted in accordance with the Procurement Policy Manual.
- Ensure that agreements, amendments, and MOUs are entered into with appropriate legal considerations.
- Process agreements, amendments, and MOUs in a timely and efficient manner.
- Ensure that consistent procedures, processes, and tools are used for procurements.

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

Objectives:

- Ensure that the procurement policies reflect Commission requirements and practices.
- Segregate policies and procedures so that procedures can be easily updated without Commission approval.
- Ensure that procurement policies and procedures reflect the requirements of the Commission's federal, state, and other funding sources.
- Continue to provide an easy to read desktop quick procurement policies reference guide for use by Commission staff.
- Maximize the value received for the Commission's expenditure of public funds.
- Provide all vendors an equal opportunity to provide needed goods and/or services.

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

Objectives:

- Ensure adequate types of insurance and limits are obtained for Commission properties and contracts.
- Ensure consultant compliance with contract insurance requirements.

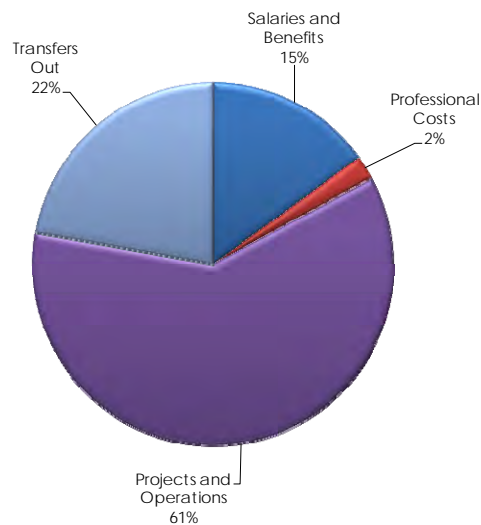
ID	Finance Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
F2	Sales tax revenue bonds rating	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA
F2	Toll revenue bond rating	BBB-/BBB	BBB-/BBB	BBB/BBB	BBB/BBB
F2	TIFIA loan rating: 2013 TIFIA Loan 2017 TIFIA Loan	BBB- BBB-/BBB	BBB- BBB-/BBB	BBB BBB-/BBB	BBB BBB-/BBB
F2	Commercial paper rating	P-1/A-1+	P-1/A-1+	P-1/A-1+	P-1/A-1+
F1	Average yield on investments	0.50% operating / 0.75% debt proceeds	1.82% operating / 2.69% debt proceeds	2.00% operating and debt proceeds	2.00% operating and debt proceeds
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F4	GFOA Distinguished Budget Award	Proficient	Proficient	Proficient	Proficient
F5	Accounts payable invoices processed	7,700	8,016	8,100	8,100
F5	Accounts payable checks processed	4,300	4,411	4,500	4,500
F3	Audit adjustments	0	0	0	0
F5	Payroll hours processed	96,400	96,812	97,000	112,300
F5	Accounts receivable invoices processed	200	200	210	210
F7	Agreements processed	260	292	250	275

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 42 – Planning and Programming



Expenditures

Planning and Programming expenditures of \$14,512,900 decreased 29% from last year's budget (Table 60). Salaries and benefits represent 16% of total uses and reflect the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional services totaling \$294,000 decreased 15% due to a reduction in congestion management programming. Professional services include air quality analysis; project database management; local, state, and regional planning activities; on-call goods movement consultants; and legal services. Support costs increased 11% or \$2,100 and include various membership dues and staff-related travel costs. Projects and operations costs decreased 51% primarily due to engineering and construction work for the Santa Ana River Trail project for the District, operating disbursements to local agencies, and regional transportation model update in the previous year. Transfers out of \$1,550,000 and \$1,673,400 are related to LTF funding for the next generation toll feasibility studies to the Western County Measure A Special Revenue fund and administrative costs to the General fund, respectively.

Table 60 – Planning and Programming Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,008,000	\$ 1,037,400	\$ 887,900	\$ 2,186,800	\$ 1,149,400	111%
Professional Costs						
Legal Services	21,300	76,500	76,000	73,000	(3,500)	-5%
Audit Services	17,900	20,000	15,000	15,000	(5,000)	-25%
Financial Advisory	1,600	-	-	-	-	N/A
Professional Services - General	55,100	247,400	31,200	206,000	(41,400)	-17%
Total Professional Costs	95,900	343,900	122,200	294,000	(49,900)	-15%
Support Costs	22,100	19,500	16,800	21,600	2,100	11%
Projects and Operations						
Program Operations	174,000	271,800	243,500	356,100	84,300	31%
Engineering	124,700	2,819,700	650,000	850,000	(1,969,700)	-70%
Construction	-	10,508,000	-	5,000,000	(5,508,000)	-52%
Right of Way	85,700	255,000	280,000	205,000	(50,000)	-20%
Special Studies	1,272,600	1,372,000	1,250,000	921,000	(451,000)	-33%
Operating and Capital Disbursements	1,122,000	2,820,000	1,567,500	1,455,000	(1,365,000)	-48%
Total Projects and Operations	2,779,000	18,046,500	3,991,000	8,787,100	(9,259,400)	-51%
Transfers Out	388,800	1,017,400	1,027,400	3,223,400	2,206,000	217%
TOTAL Planning and Programming	\$ 4,293,800	\$ 20,464,700	\$ 6,045,300	\$ 14,512,900	\$ (5,951,800)	-29%

Planning and Programming Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Capital Construction Manager	0.00	0.20	0.08
Capital Projects Manager	0.17	0.20	0.26
Chief Financial Officer	0.02	0.02	0.00
Deputy Executive Director	0.07	0.05	0.10
Executive Director	0.46	0.43	0.43
External Affairs Director	0.03	0.06	0.04
Management Analyst	0.00	1.00	0.95
Multimodal Services Director	0.00	0.05	0.40
Planning and Programming Director	0.95	0.91	0.82
Planning and Programming Manager	1.00	0.98	0.93
Procurement Manager	0.06	0.00	0.07
Project Delivery Director	0.02	0.00	0.04
Public Affairs Manager	0.00	0.00	0.02
Right of Way Manager	0.00	0.02	0.01
Senior Administrative Assistant	0.21	0.20	0.20
Senior Management Analyst	1.04	1.03	0.94
Senior Procurement Analyst	0.03	0.15	0.05
Toll Operations Manager	0.01	0.00	0.00
Toll Program Director	0.10	0.00	0.08
Toll Project Manager	0.02	0.00	0.00
FTE	4.19	5.30	5.42

Department Budget Overview**Department Description**

The Commission is responsible for short- and long-range transportation planning and programming. Short-range planning and programming involves the development of the five-year STIP and preparation of the six-year FTIP for the County. These programming documents identify projects funded from Measure A, TUMF, transit operators' SRTPs, state and federally funded

projects, locally funded regionally significant projects, and local jurisdiction Capital Improvement Plans (CIPs).

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

- The Commission commenced its first Countywide LRTP in 2017 with completion anticipated in late 2019. The LRTP will provide a vision of Riverside County's future integrated transportation system and will serve as a document to advocate for changes to transportation policy, legislation, and funding. It will also include 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 2016 RTP incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

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

In November 2006, the voters of California approved Proposition 1B, which provided \$20 billion in transportation infrastructure funding and established various program categories including a \$2 billion infusion into the STIP. Other competitive program categories included Corridor Mobility Improvement Account (CMIA) and Trade Corridors Improvement Fund (TCIF). The County succeeded in receiving CMIA funding for the SR-91 HOV lanes and I-215 widening projects, which were completed with the exception of the Pachappa underpass portion of the SR-91 HOV lanes project. The Pachappa underpass project was split off as a separate project and will be funded with SB 1 Local Partnership Program formula funding. TCIF funding was approved for 11 grade separation projects and a ground access improvement project at the I-215/Van Buren interchange. All grade separation projects were completed with the exception of the Avenue 66 Grade Separation Bypass, which is anticipated to commence construction in fall 2019.

The FAST Act, signed into law in December 2015, established a new formula freight fund under the National Highway Freight Program for a five-year period. The CTC is responsible for allocating these funds. In October 2017, the CTC finalized guidelines for a call for projects that was combined with funding established for the Trade Corridor Enhancement Program (TCEP) under SB 1. The CTC adopted the TCEP projects in May 2018.

The State Legislature and Governor approved SB 1 in April 2017. This gasoline tax provides approximately \$5.2 billion in annual revenues for transportation purposes statewide, with more than \$113 million to Riverside County.

The Commission is responsible for allocating the following local, state, and federal funding sources:

Local Sources	State Sources	Federal Sources
1989 and 2009 Measure A	SB 821 for pedestrian and bicycle projects	STBG
2009 Western County MARA	STIP-RIP	CMAQ
Western County TUMF regional arterial program	ATP MPO County share	Transportation Alternatives Program (TAP)*
	SB 1 Local Partnership Program Formula Share	
	MSRC	

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

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, all projects funded with federal and state dollars, or local projects that are regionally significant, must be included in the RTP and FTIP in accordance with project delivery schedules and financial constraint requirements.

SCAG, as the MPO, is responsible for incorporating all six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) transportation improvement programs into one regional programming document or 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 CARB. 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.

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.

Key Assumptions for FY 2019/20

- The Commission will continue its efforts to work with transportation partners to streamline and improve project delivery.
- The Commission will maintain consultant contracts to provide assistance with the CMP, air quality analysis, LRTP, on-call grant writing, and other related planning activities.
- The Commission will utilize all available funding sources on transportation projects identified in the 2009 Measure A as well as other regional high priority projects, including TUMF regional arterial projects and grade separation projects.
- The Commission will continue participation in local, bi-county, regional and state planning efforts representing the interests of the County, including, but not limited to, the development of the Riverside County transportation model (RIVCOM) and Inland Empire Comprehensive Multimodal Corridor Plan.

- The Commission will work with the CTC, Caltrans, SCAG, South Coast Air Quality Management District (SCAQMD), and local project sponsors to implement projects funded with STIP/RIP, SB 1, ATP, or other available fund sources to ensure that the programming and allocations are consistent with project schedules.
- The Commission will continue to assist local project sponsors with the processing of state and federal funding approvals/obligations/allocations and overall project delivery.
- The Commission will participate in the development/updates of planning guidelines and funding program guidelines to ensure competitiveness and equitable processes are incorporated.

Accomplishments in FY 2018/19

- Facilitated the process of over 25 CTC actions that consisted of, but were not limited to ATP Cycle 3 awards, financial allocations, and extensions of time.
- Completed two local agency agreements/amendments for the implementation of TUMF regional arterial projects.
- Processed over 128 project amendments into the 2017 and 2019 FTIPs.
- Coordinated with Caltrans and project sponsors monthly regarding the obligation of federal and state funding, met obligation deadlines, and prevented loss of funding to the County.
- Monitored federal funding expenditures of inactive projects to ensure funds were not deobligated.
- Advised local agencies and coordinated the use of toll credits and local match waiver for federally funded projects funded at the maximum reimbursement level, saving the Commission and local agencies up to \$5,860,000 in local match funds programmed in FY2018/19.
- Reviewed and approved the Measure A five-year CIPs for each local agency in the County.
- Worked with SCAG and southern California agencies to develop ATP Cycle 4 Augmentation funding distribution recommendations for the MPO region programming \$10.937 million for Riverside County projects.
- Collaborated with local agencies and community organizations, such as the Active Transportation Network, Safe Routes to School Partnership, and Active Transportation Resource Team, to provide resources for active transportation projects.
- Continued to work collaboratively with other regional and statewide working groups, such as the Transportation Conformity Working Group and California Federal Programming Group, to share information and more effectively stay abreast of changes to federal and state program guidelines.
- Continued to work collaboratively with Mobility 21, SCAG's Southern California National Freight Gateway Collaboration, and other regional transportation planning agencies (RTPAs) on goods movement and freight issues.
- Represented the Commission at monthly MSRC Technical Advisory Committee (TAC) meetings to monitor and track funding programs and opportunities.
- Continued efforts related to the development of the LRTP.
- Completed the Regional Truck Fee Study.
- Released the 2019 SB 821 Call for Projects and allocated approximately \$3.8 million in funds.
- Facilitated the 2019 SB 821 Bicycle and Pedestrian Facilities Call for Projects and processed 23 claims/extension requests.
- Revised the current ATP MPO Regional Program 10-point policy to 20 points, per SCAG guidelines, which allows the Commission to add up to 20 points to each project application.
- Approved and monitored all 29 member agency Measure A CIPs and amendments, totaling over \$55 million.

Major Initiatives in FY 2019/20

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

WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 46.4% 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. To date, \$152 million has been programmed for TUMF regional arterial projects. Of the 23 TUMF regional arterial projects, 18 projects completed construction, four projects are currently under construction or in pre-construction, and one project is in the development phase and remains to be programmed for future TUMF funds. The Planning and Programming Department also manages the 2009 Western County MARA program, and to date approximately \$64 million has been programmed. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget.

Transportation Planning

The Commission's planning role throughout the year will involve working with the Federal Highway Administration (FHWA), FTA, CTC, Caltrans, SCAG, councils of governments, local agencies, and the other county transportation commissions in the region on various planning efforts relative to:

- Implementation of the 2016 RTP/SCS;
- Development of 2020 RTP/SCS;
- Corridor and goods movement plans;
- 2020 STIP; and
- LRTP.

In addition, the LRTP will serve as a document to include regional projects and identify potential "bundling" of multimodal projects for a more systematic and holistic approach in applying for competitive grant opportunities. These planning efforts will be supported through consultant contracts in FY 2019/20 using LTF planning and STIP PPM funds.

Transportation Programming

As mentioned above, the Commission is responsible for programming and allocating various local, state and federal funds. These funds will be monitored to ensure that regulations are adhered to in order to prevent funds from lapsing. The following summarizes the status of these funding programs:

Local Funding

Western County TUMF Regional Arterial Program: Planning and Programming staff will monitor TUMF regional arterial projects based on the agreements between local agencies and the

Commission. In addition, Commission staff will work with local agencies regarding amendments to agreements and any issues regarding project delivery. In May 2018, the I-15/Railroad Canyon Road Interchange was awarded \$15 million of SB 1 Local Partnership Competitive funding with an additional \$17 million of TUMF regional arterial funds committed to the project. To date, the Commission executed project agreements with local agencies for TUMF regional arterial funds totaling approximately \$152 million. By the end of FY 2019/20, the majority of expenditures will have been reimbursed to local agencies for TUMF regional arterial projects, which expenditures are included in the Capital Projects Development and Delivery Department. Staff will coordinate future programming of additional TUMF regional arterial projects with WRCOG and local jurisdiction staff.

2009 Measure A Western County Regional Arterial Program: Prior to 2014, the Commission programmed \$40 million of MARA funds on six projects. During the 2014 multi-funding call for projects, the Commission approved five Western County projects for an additional \$24 million of MARA funds. Of the 11 MARA-funded projects, nine were completed and two are under construction.

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.

State Funding

SB 1: The CTC is responsible for administering the majority of the new SB 1 programs. The Commission received over \$13 million in Local Partnership Program formula funds covering FYs 2017/18 and 2018/19 and allocated the funds to the following projects:

- 71/91 interchange connector (environmental revalidation);
- Pachappa underpass (construction); and
- Temescal Canyon widening (construction).

For FY 2019/20, the CTC approved Cycle 2 Local Partnership Program Formula funding for the I-215/Placentia Interchange project.

The Commission also submitted two project applications for the following SB 1 competitive programs:

- Local Partnership Competitive Program – Lake Elsinore – I-15/Railroad Canyon interchange improvement (construction); and
- Solutions for Congested Corridors Program – 71/91 interchange connector (construction).

The CTC selected the Lake Elsinore – I-15/Railroad Canyon interchange improvement project for the award of Local Partnership Competitive Program funds in the amount of \$15 million.

STIP-RIP: In FY 2019/20 the Commission will work on the development of the 2020 STIP in addition to monitoring delivery of 2018 STIP projects to ensure the allocation and expenditure of projects by the respective deadlines. Staff will also be involved with the development and implementation of current and future SB 1 and ATP cycles, working with the CTC, Caltrans, SCAG, and RTPAs to ensure projects in the County are successful in these funding programs.

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. For the last call for projects released in February 2017, the Commission awarded over \$3.3 million to 22 pedestrian and bicycle projects in the County. The Commission released its next call for projects in February 2019, and an estimated \$3.8 million will be available for programming.

Federal Funding

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

Through SB 99 and 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 RTPA group to represent the County's best interest for each programming cycle.

Project Monitoring: 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 (RFA)/allocation of federal and state funding. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects of federal and state funded projects to prevent loss of funds. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal funding obligations and state funding allocations.

Regional Issues - Freight

The Commission will continue to focus 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 will continue working with 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) regarding goods movement issues. Recently the Commission coordinated with legislative staff and advocacy groups, such as Mobility 21 and SHCC, to secure funding through the FAST Act for goods movement-related needs such as the funding of Alameda Corridor East grade separations in the County. The authorization of \$10.8 billion in funding dedicated to freight and goods movement was a direct result of this effort nationally; \$6.3 billion will be available through an existing formula based on current apportionment data and \$4.5 billion will be allocated pursuant to a merit-based, multimodal competitive grant program.

In January 2017, the Commission approved a consultant contract to conduct a regional truck study to evaluate a logistics-related regional fee. The Commission adopted the results of the Logistics Mitigation Fee Nexus Study in May 2019.

Department Goals

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

Objectives:

- Work with CVAG, WRCOG, Caltrans, transit operators, local agencies, and SCAG to coordinate project amendments to the RTP and/or FTIP.
- Provide the Commissioners information to assist in advocating Commission projects.
- Continue programming CETAP funds related to intra-county corridor work.
- Continue working with the RCA to implement the MSHCP.
- Maintain maximum flexibility in project selection for FAST Act or state fund sources (i.e., STIP/SB 1) to serve the diverse needs of the County.

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

Objectives:

- Support efforts to seek additional funding at the local, state, and federal levels for projects and planning efforts.
- Support ongoing efforts to regulate federal emission sources.
- Support efforts that allow more flexibility in funding transit operating and capital costs.
- Continue participation in the development of guidelines for funding programs.

PP3 – Develop a countywide long-range transportation plan to serve as a guide for decision making and as input to SCAG’s next RTP/SCS. (*Policy Goals: Quality of Life, Responsible Partner*)

Objectives:

- Complete the Commission’s first LRTP.
- Direct consultant work on development of the second 10-year Western County Delivery Plan (2019-2029).
- Provide LRTP project and policy information to SCAG for the 2020 RTP/SCS.

PP4 – 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*)

Objectives:

- Work with Caltrans and local agencies to review project alternatives that include travel demand management or integration of mode choices as required by the federal CMP for programming of federal STBG and CMAQ funds.
- Continue to work with Caltrans to monitor traffic conditions and focus transportation funds on congested corridors and system deficiencies.
- Work with local agencies, WRCOG, CVAG, and transportation and interest groups to develop project applications for ATP, state Cap and Trade, and SCAG planning funds.

PP5 – Continue to advocate for jobs/housing balance and attracting high income jobs to the County in addition to addressing intercounty congestion. (*Policy Goal: Connecting the Economy*)

Objectives:

- Participate in ongoing studies and activities to improve the job market and housing demand in Riverside County.
- Support the County interests pertaining to transportation planning as population, job, and housing forecasts are developed by SCAG and the State to ensure consistency with those local forecasts.
- Support efforts by local agencies to provide transportation improvement projects that will attract jobs.

PP6 – 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*)

Objectives:

- Work with SCAG and other county transportation commissions to refine and maintain the SCAG regional FTIP database including the ability to create customized reports.
- Coordinate with Caltrans to assure database compatibility and promote information-sharing including timely reporting of fund obligation information.

PP7 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal FAST Act funds. (*Policy Goal: Quality of Life*)

Objectives:

- Participate in various state and federal forums to increase funding levels, streamline programming and allocation processes, and provide flexibility in obligating funds.
- Support efforts advocating the continuation and protection of state transportation funding and the payback of loans taken from state transportation accounts.
- Advocate that RIP county share reserves receive priority programming over counties that advance shares.
- Advocate that regions that program local and federal funds to replace state funding or advance an allocation due to state budget issues (or limited allocation capacity) be given high priority for repayment or in future programming in the next STIP programming cycle.
- Continue to strategically program and fund projects to meet local, state, and federal goals and to obligate and/or allocate funds in an expeditious manner for the maximum use of all available funding.
- Participate in Southern California Programming Roundtable meetings to ensure that 100% of federal obligation authority (OA) for CMAQ and STBG funding is obligated within the SCAG region.
- Participate at CTC and Caltrans forums in the preparation and evaluation of ATP projects for the statewide and MPO funding programs.
- Continue to monitor project implementation to maintain maximum funding levels for projects and prevent loss of funds to the County.
- Monitor and influence the development of the National Freight Network required under FAST Act, including updates to the California Freight Network System.
- Advocate to increase funding to regions based on distribution language in the FAST Act, or successor federal transportation legislation.

PP8 – Provide support to the Commission’s Capital Project Development and Delivery and Finance departments to maintain project funding and schedules and minimize programming issues. (*Policy Goals: Quality of Life, Operational Excellence*)

Objectives:

- Provide input to the budget development process.
- Attend regular meetings with the Capital Projects Development and Delivery Department.
- Serve in an oversight role regarding project reporting, invoicing, and close-outs.
- Coordinate project RFA/OA packages.
- Monitor progress of project milestones and RFAs as they are processed through Caltrans headquarters and FHWA.
- Prepare CTC allocation requests, extensions, and amendments for STIP, SB 1, and other state-funded projects.

PP9 – Provide assistance to local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and local funding programs, including facilitating allocation and obligation processes required for project delivery. (*Policy Goals: Quality of Life, Operational Excellence*)

Objectives:

- Continue coordination of TAC meetings.
- Provide information regarding project programming data, including funding status, to project sponsors on a continuous basis via emails and TAC meeting agendas.
- Provide local agencies with recommendations on project programming to minimize unnecessary requirements and delays.
- Upon request, attend local agency project delivery team meetings to provide advice on programming issues.
- Meet regularly with Caltrans local assistance staff to monitor project submittals and resolve project implementation and obligation issues.
- Assist local jurisdictions to review and prepare grant applications, air quality conformity, RFAs, STIP submittals, and inactive reporting justifications.

PP10 – Continue to work with state and federal agencies to streamline processes for funding and project approvals. (*Policy Goals: Quality of Life, Operational Excellence*)

Objectives:

- Maintain relationships with key staff at regional, state, and federal agencies.
- Participate in SCAG’s National Freight Gateway Collaboration to define a system that meets the region’s long-term mobility, safety, environmental, and energy needs including developing a brand specific to goods movement projects in southern California.
- Identify problematic areas with project delivery and/or programming and work with state/federal lobbyists to develop solutions for streamlining and clarifying processes under FAST Act.
- Participate in regional, state, and federal forums addressing issues related to project programming, implementation, and air quality conformity.

PP11 – As a result of goods movement funding available under the FAST Act, determine where future efforts regarding addressing the County goods movement issues would prove most effective. (*Policy Goal: Quality of Life*).

Objectives:

- Work with SCAG, CTC, and Caltrans on FAST ACT freight guidelines and Critical Urban Freight Corridor/Critical Rural Freight Corridor corridors in Riverside County.

- Identify drivers of demand for goods movement services and performance of modal systems and services as well as public benefits, specific areas of inefficiency, and the impacts of goods movement on communities.
- Review the Commission's *2017 Grade Separation Priority Update Study* and work with local jurisdictions to apply for funding programs such as TCEP.
- Review progress of remaining TCIF-funded projects.

PP12 – Facilitate public and private investments in clean air technology in support of the broader air quality programs for SCAG, SCAQMD, and the County's local entities. (Policy Goal: Quality of Life)

Objectives:

- Work with SCAG, SCAQMD, CARB, and academia in monitoring GHG emission reduction from light trucks and automobiles through the implementation of the 2016 RTP/SCS.
- Provide input and comments on guidelines developed by CARB, SCAQMD, and other state agencies regarding the implementation of AB 32/SB 375 and SB 743 CEQA implementation.
- Actively participate on the MSRC's TAC to ensure equitable funding is available in support of emissions reducing projects within the County.
- Work with local agencies to identify projects that can compete for state Cap and Trade funding programs.

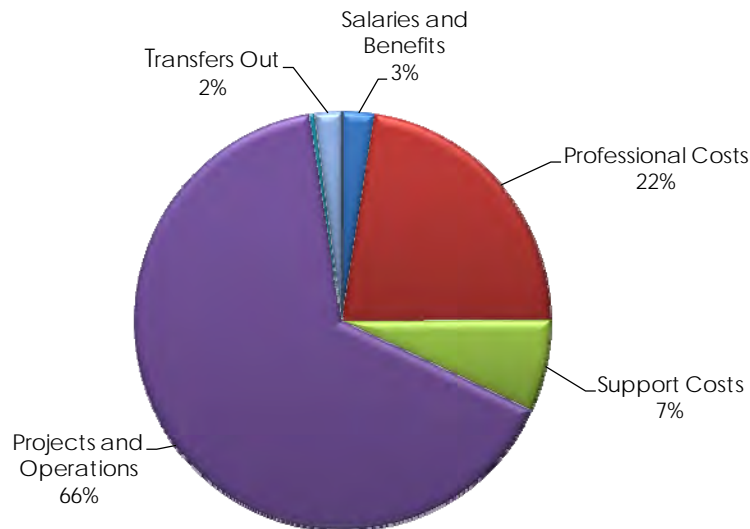
ID	Planning and Programming Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
PP7 PP8 pp9 PP10	Federal projects monitored for obligation authority delivery	17	24	9	10
PP8	TUMF regional arterial projects monitored for implementation/expenditures	4	3	3	3
PP8	TUMF agreements/amendments	2	0	0	5
PP8	MARA projects monitored for implementation/expenditures	6	6	4	4
PP8	MARA agreements/amendments	1	2	0	5
PP1 PP6	RTP/FTIP amended projects	128	129	130	130
PP1 PP7	STIP/TCIF/SB 1/ATP programming, allocations, amendments, and extensions for Commission projects/local agency projects	8	16	30	30
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	33	36	23	28
PP9	2019 Measure A local streets and roads CIP projects	N/A	238	240	240
PP9	Reviewed/processed Measure A CIP project amendments and extension requests	8	6	8	10
PP12	MSRC projects	N/A	1	1	1
PP4	2020 RTP/SCS Update projects reviewed	N/A	N/A	747	N/A

Rail

Mission Statement:

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

Chart 43 – Rail



Expenditures

Rail expenditures of \$46,228,500 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 61). Salaries and benefits reflect a 16% decrease due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs, which include legal and consultant services, increased 220% primarily due to \$8.6 million in funding for the Indio special rail platform work. Support costs include station maintenance, media ads, printing services, and marketing incentives.

Projects and operations expenditures of \$30,246,600 decreased 8%. Projects and operations comprise rail state of good repair and an operating contribution increase to \$21 million for SCRRA Metrolink operations including the PVL service. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. The "next generation" rail feasibility study is included in special studies. Capital outlay reflects a 101% increase and is due to a series of station related improvement projects and an increase in SCRRA Metrolink capital needs. Transfers out of \$980,000 relate to administrative costs to the General fund.

Table 61 – Rail Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 586,000	\$ 820,900	\$ 628,500	\$ 1,184,000	\$ 363,100	44%
Professional Costs						
Legal Services	88,600	170,000	116,300	225,000	55,000	32%
Professional Services - General	1,337,700	3,054,000	1,863,500	10,107,700	7,053,700	231%
Total Professional Costs	1,426,300	3,224,000	1,979,800	10,332,700	7,108,700	220%
Support Costs	2,250,000	3,346,800	2,399,500	3,305,200	(41,600)	-1%
Projects and Operations						
Program Operations	2,496,900	2,705,600	2,504,000	2,976,600	271,000	10%
Construction	-	3,700,000	50,000	1,470,000	(2,230,000)	-60%
Special Studies	185,700	420,000	250,000	250,000	(170,000)	-40%
Operating and Capital Disbursements	16,588,500	25,930,000	25,630,000	25,550,000	(380,000)	-1%
Total Projects and Operations	19,271,100	32,755,600	28,434,000	30,246,600	(2,509,000)	-8%
Capital Outlay	47,800	89,600	88,700	180,000	90,400	101%
Transfers Out	580,500	882,900	882,900	980,000	97,100	11%
TOTAL Rail Maintenance and Operations	\$ 24,161,700	\$ 41,119,800	\$ 34,413,400	\$ 46,228,500	\$ 5,108,700	12%

Rail Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Capital Construction Manager	0.00	0.00	0.01
Chief Financial Officer	0.01	0.02	0.00
Deputy Executive Director	0.03	0.10	0.03
External Affairs Director	0.00	0.05	0.00
Facilities Administrator	1.00	0.90	0.79
Legislative Affairs Manager	0.00	0.01	0.00
Management Analyst	1.00	1.00	1.00
Multimodal Services Director	0.00	0.29	0.30
Procurement Manager	0.14	0.20	0.11
Project Delivery Director	0.03	0.00	0.00
Public Affairs Manager	0.02	0.15	0.05
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.04	0.05	0.06
Senior Management Analyst	0.13	0.05	0.10
Senior Procurement Analyst	0.24	0.40	0.16
FTE	3.64	4.22	3.61

Department Budget Overview—Rail Operations

Department Description

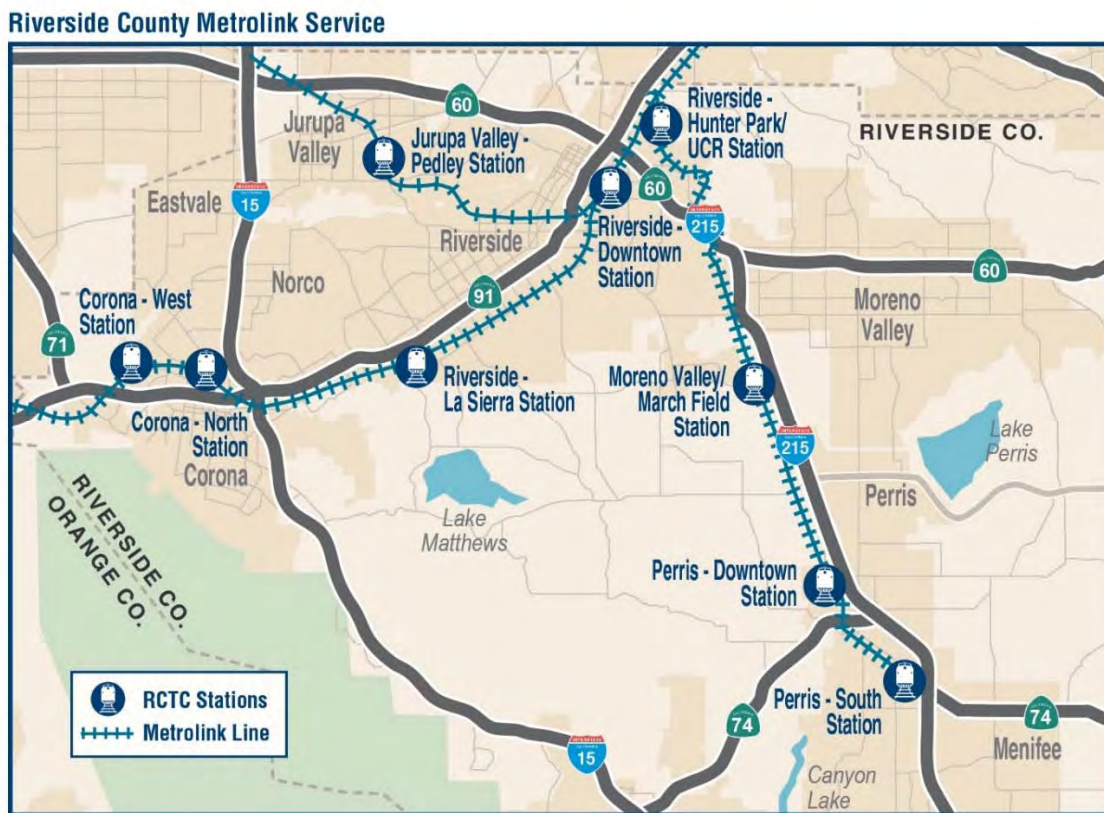
The Commission directs efforts in the areas of regional commuter rail, intercity passenger rail, high speed rail, and capital improvements to support enhanced passenger and freight rail service. The entire program includes elements of planning, programming, commuter and intercity rail development and 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, 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, LOSSAN, 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 technical assistance, 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 44). 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.

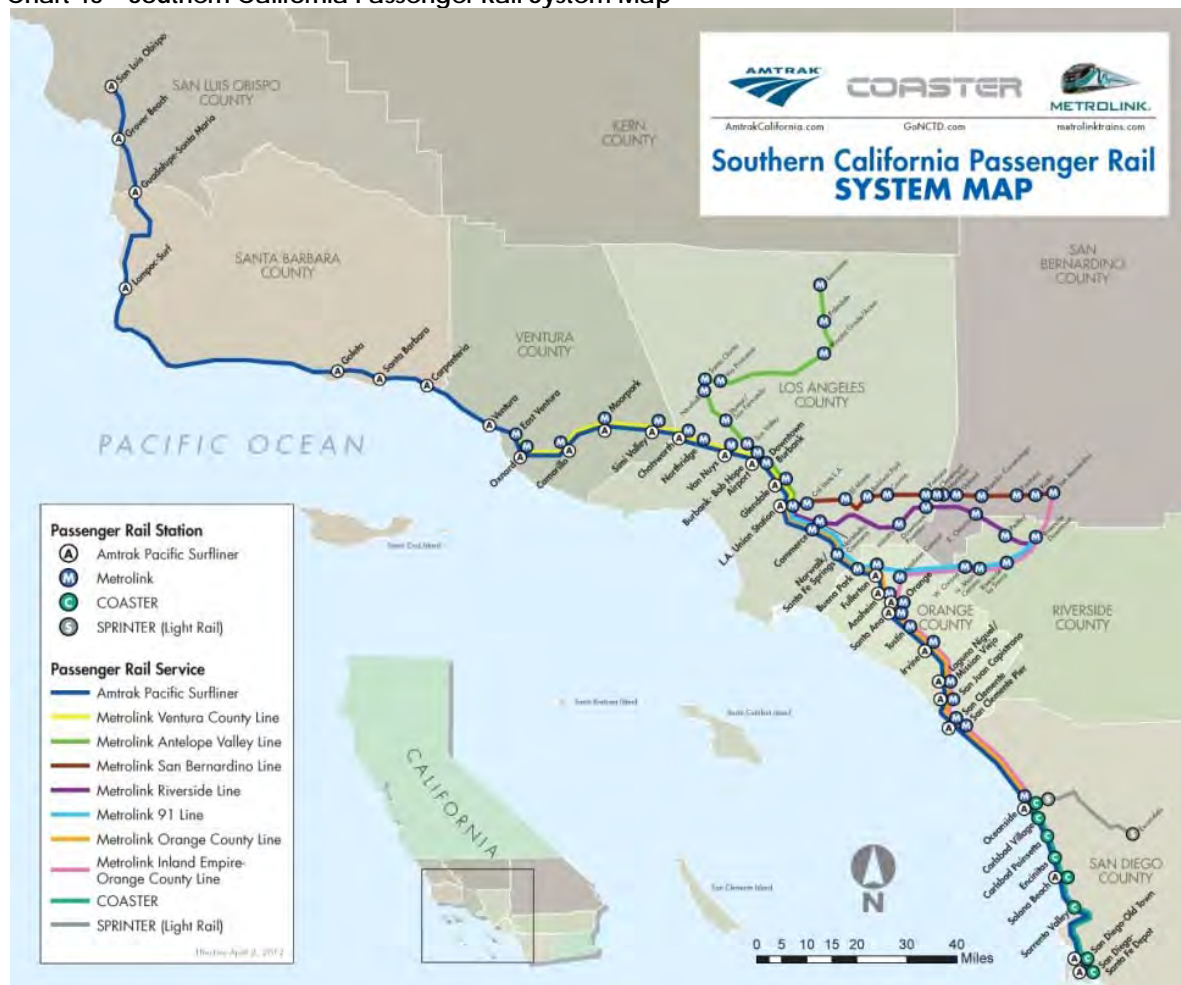
Chart 44 – Riverside County Metrolink Station Locations



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 45). 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 TAC that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

Chart 45 – Southern California Passenger Rail System Map



Key Assumptions for FY 2019/20

- The Commission and SCRRRA adopt Metrolink's preliminary FY 2019/20 budget. In the event that additional funds are needed during the budget year for Metrolink operations, staff will present a mid-year budget adjustment to the Commission for approval.
- Ridership and fare revenues will continue to grow slightly on the Riverside, IEOC, and 91/PVL lines.
- The 91/PVL extension will continue to grow ridership and provide additional options for the County's commuters. There is an ongoing fare discount available for all the new PVL stations.
- LOSSAN will continue to demonstrate its effectiveness with local control, and the Commission will be an active voting member in the process.

Accomplishments in FY 2018/19






- Expanded marketing efforts to establish a ridership base for the PVL and other routes serving Riverside County.
- Built out the Riverside – La Sierra station with additional bus bays and parking to allow for more commuter buses and park and ride opportunities.
- To promote use of Metrolink for more than the regular commute, provided several successful special trains programs including the Festival of Lights Program and expanded Angels and Rams sporting events trains.
- Actively participated as a voting member on the LOSSAN board.
- Worked closely with Metrolink to secure funds for the Riverside Downtown station improvements through the Southern California Optimized Rail Expansion program, known as SCORE, and a California State Transportation Agency Transit and Intercity Rail Capital Program grant.






Major Initiatives in FY 2019/20

Over the last 26 years, the Commission has invested more than \$140 million in capital improvements to develop stations and secure access to support the Commission's commuter rail services operations. The PVL and related projects added over \$250 million more to the Commission's investment in commuter rail.

Unlike the other SCRRA member agencies, the Commission owns and maintains the nine commuter rail stations and RDOCC serving the County. A general description of each of the Commission-owned rail station facilities is presented in Chart 46.

Chart 46 – Commission-Owned Rail Station Facilities

	Location	In Service Date	Size	Transit Services	Primary Features
	Riverside Downtown (P244001) 4066 Vine Street, Riverside	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans SunLine Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Jurupa Valley-Pedley (P244002) 6001 Pedley Road, Jurupa Valley	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)
	Riverside-La Sierra (P244003) 10901 Indiana Avenue, Riverside	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Corona-West (P244004) 155 South Auto Center Drive, Corona	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	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

	Location	In Service Date	Size	Transit Services	Primary Features
	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 now used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 62 summarizes the rail station maintenance costs.

Table 62 - Rail Station Maintenance Summary

	FY 17/18 Actual	FY 18/19 Budget	FY 18/19 Projected	FY 19/20 Budget
Equipment maintenance and repairs	\$ 261,092	\$ 495,400	\$ 265,900	\$ 440,400
Grounds maintenance and repairs	784,007	989,100	894,600	1,196,900
Utilities and support	398,582	527,600	413,300	484,700
Property management and operations	1,056,455	1,135,200	1,044,000	1,297,900
Security	2,143,931	2,351,600	2,163,200	2,449,200
Improvements	47,755	89,600	88,700	180,000
Total expenditures	\$ 4,691,822	\$ 5,588,500	\$ 4,869,700	\$ 6,049,100

In FY 2018/19, the Commission completed the parking lot and transit center expansion at the Riverside – La Sierra station. This major capital improvement increased park and ride opportunities and facilitated commuter bus operations at the station.

Department Goals—Rail Operations

RO1 – Improve utilization and increase efficiency of commuter rail lines serving the County.

(Policy Goals: Quality of Life, Responsible Partner)

Objectives:

- Support improved Metrolink system safety and security initiatives.
- Implement enhanced safety and security features at all stations.
- Work with Metrolink staff to increase patronage on the County lines, including the 91/PVL.
- Collaborate with Metrolink and member agencies to expand service on Metrolink lines with increased train frequencies. Current efforts include extending weekend service to Perris and implementing two new round trips from Perris to Los Angeles.
- Coordinate with Metrolink staff to develop future service plans that best meet the needs of the County's residents.
- Continue to monitor Metrolink's financial performance to ensure efficient and responsible use of the County's transportation funds. This includes multi-year budget planning and programming efforts to ensure fiscal sustainability.

RO2 – Maximize opportunities for public use of rail-related investment.

(Policy Goals: Quality of Life, Responsible Partner)

Objectives:

- Support transit operator efforts to expand availability and use of connecting transit in order to improve access and reduce demand on parking capacity; currently the Commission budgets for and reimburses transit operators costs associated with transfers.
- Explore track rights opportunities.
- Expand opportunities with the Commuter Assistance Program's park and ride operations for the designation of specific carpool/vanpool/buspool parking at commuter rail stations with available capacity.
- Increase opportunities for interline travel through coordination of schedules with LOSSAN and Amtrak intercity trains, such as the Sunset Limited, and other Metrolink lines, including encouraging joint ticketing options.

RO3 – Implement energy efficient systems and generate revenue to offset maintenance costs of rail properties.

(Policy Goals: Quality of Life, Operational Excellence)

Objectives:

- Explore potential for joint development opportunities at stations.
- Evaluate the installation of cell phone towers as a revenue source to offset operating costs, such as the completed Jurupa Valley – Pedley station cell tower project.
- Explore additional revenue potential at the rail stations.
- Assess alternative and emergency power systems.

Department Budget Overview – Rail Development

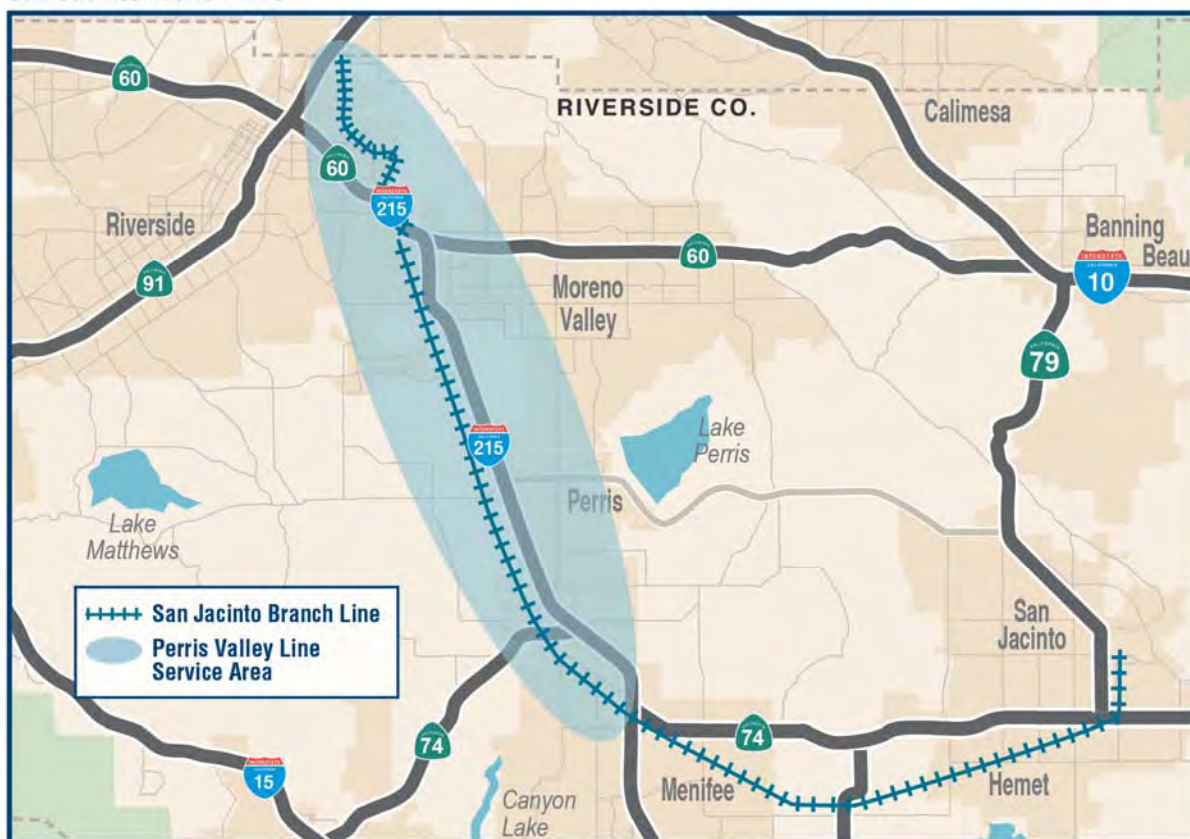
In order to expand passenger rail options throughout the County, the Commission conducts feasibility studies to assess the viability of commuter rail expansion. Previously the Commission approved a commuter rail feasibility study that examined the viability of extending Metrolink commuter rail service largely within existing rail right of way on the San Jacinto Branch Line (SJBL). Although the Commission recommended advanced study of extensions to Hemet/San Jacinto and Murrieta/Temecula, the next phase of Alternatives Analysis for these corridors will be pursued in future years. 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. Significant planning efforts are also underway to explore intercity passenger rail service to the Coachella Valley-San Geronio Pass corridor.

San Jacinto Branch Line

The Commission holds title to and manages the 38-mile SJBL (Chart 47) 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 47 – San Jacinto Branch Line

San Jacinto Branch Line



Perris Valley Line Project

The Commission substantially completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the

other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays; the FY 2019/20 Metrolink operating contributions include funding to initiate expanded weekday service and new weekend service. Currently there are 12 trains a day between Perris – South and Riverside Downtown with connections to IEOC and Riverside line trains as well.



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

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

In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a 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 will prepare the SDP and lead the environmental process needed for the NEPA documentation. This project is ongoing and incorporated in the FY 2019/20 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 48). 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 48 – 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.

Key Assumption for FY 2019/20

- Progress on the development of the Coachella Valley-San Geronio Pass corridor rail service will continue.

Accomplishments in FY 2018/19

- Continued Phase II efforts for the Coachella Valley-San Geronio Pass corridor rail project and related environmental process.
- Completed the environmental technical documents to prepare for the Administrative Draft of the Environmental Impact Report/Environmental Impact Statement for the Coachella Valley-San Geronio Pass corridor rail project.
- Made significant progress and completed operations modeling for the SDP.
- Submitted two grant proposals for Coachella Valley rail efforts under the SRA Program, resulting in a \$5.9 million SRA grant award for a special event train platform in the city of Indio to serve the music festival events and reduce congestion.

Major Initiatives in FY 2019/20

During FY 2019/20, the Commission will continue progress on the Coachella Valley-San Geronio Pass corridor rail project's SDP and environmental work. Additionally, the Commission will develop the "next generation" rail feasibility study to evaluate future growth opportunities for passenger rail service in the County. In addition, work is planned to construct the special events train platform in the city of Indio with the intent to run service to the festivals as soon as the infrastructure is completed.

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*)

Objectives:

- Build ridership on the 91/PVL through ongoing marketing and discounts.
- Explore passenger rail options and conduct detailed studies on the Coachella Valley-San Geronio Pass corridor.
- Monitor high speed rail plans and programs and look for opportunities for early investment that benefit existing passenger rail services.
- Evaluate future rail needs as part of the "next generation" rail feasibility study.

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*)

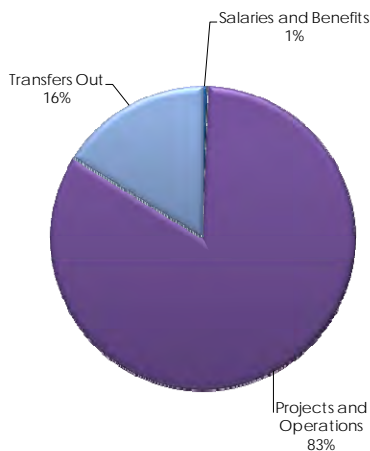
ID	Rail Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
RO1 RD1	Average daily ridership on existing commuter lines <ul style="list-style-type: none"> Riverside Line IEOC Line 91/PVL 	3,795 4,599 2,925	3,880 4,632 3,121	3,721 4,624 3,330	3,962 4,784 3,256
RO1	Farebox recovery ratio <ul style="list-style-type: none"> Riverside Line IEOC Line 91/PVL 	43.2% 30.0% 23.9%	48.7% 32.0% 27.9%	43.0% 31.9% 27.7%	43.7% 31.6% 26.5%

Public and Specialized Transit

Mission Statement:

Public and Specialized Transit coordinates the operation of all public transportation services within the County with a goal toward promoting compliance and improving mobility as well as program efficiency and effectiveness between transit operators. 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 49 – Public and Specialized Transit



Expenditures

Public and specialized transit uses are budgeted at \$194,224,800 for FY 2019/20, as presented in Table 63, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 99% increase in salaries and benefits reflects the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases.

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$90,300,000; bicycle and pedestrian facilities allocations to cities and the County of \$1,250,100; and planning and administration allocations to other agencies of \$740,000. STA/SGR disbursements of \$55,971,300 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley. The LTF, STA, and SGR transit allocations reflect the use of \$23,180,900, \$21,817,900, and \$2,950,100 in fund balances, respectively.

Measure A disbursements include \$2,720,000 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:

- \$950,000 for Western County Consolidated Transportation Service Agency allocations;
- \$2,500,000 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 RTA and SunLine, the major transit providers in the Western County and Coachella Valley, respectively.

LTF, STA, and SGR transfers out comprise:

- \$23,000,000 for rail operations;
- \$2,000,000 for grade separations;
- \$2,820,000 for planning;
- \$1,026,100 for administration;
- \$819,100 for station rehabilitation and improvement project; and
- \$450,000 for Coachella Valley rail operations and capital.

Transfers out of \$1,164,200 relate to administrative costs to the General fund.

Table 63 – Public and Specialized Transit Expenditure Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 391,700	\$ 450,200	\$ 462,000	\$ 895,100	\$ 444,900	99%
Professional Costs						
Legal Services	12,900	6,000	6,000	12,000	6,000	100%
Audit Services	-	100,000	100,000	70,000	(30,000)	-30%
Financial Advisory	15,300	16,000	15,400	16,000	-	0%
Professional Services - General	79,400	192,000	131,500	201,700	9,700	5%
Total Professional Costs	107,600	314,000	252,900	299,700	(14,300)	-5%
Support Costs	50,300	63,900	64,000	69,200	5,300	8%
Projects and Operations						
Special Studies	-	-	-	250,000	250,000	N/A
Operating and Capital Disbursements	90,683,100	180,911,000	124,584,600	161,431,400	(19,479,600)	-11%
Total Projects and Operations	90,683,100	180,911,000	124,584,600	161,681,400	(19,229,600)	-11%
Transfers Out	22,224,000	28,602,300	28,858,100	31,279,400	2,677,100	9%
TOTAL Public and Specialized Transit	\$ 113,456,700	\$ 210,341,400	\$ 154,221,600	\$ 194,224,800	\$ (16,116,600)	-8%

Public and Specialized Transit Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Accountant	0.02	0.02	0.06
Chief Financial Officer	0.05	0.03	0.15
Deputy Director of Finance	0.00	0.00	0.01
Deputy Executive Director	0.01	0.00	0.06
External Affairs Director	0.00	0.01	0.01
Management Analyst	1.00	1.00	1.00
Multimodal Services Director	0.00	0.31	0.30
Senior Administrative Assistant	0.09	0.14	0.04
Senior Management Analyst	0.01	0.00	0.02
Senior Procurement Analyst	0.00	0.00	0.12
Transit Manager	1.00	1.00	1.00
FTE	2.18	2.51	2.77

Department Budget Overview

Department Description

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 lower operating costs. To ensure that specialized transit allocations are expended in accordance with funding agreements, the Commission engages audit firms to perform certain agreed-upon procedures for the Measure A specialized transit funding recipients.

Public Transit

The Commission is responsible for short-range transit planning and programming within the County which includes the development of the countywide SRTPs for eight public transit operators consisting of:

- The cities of Banning, Beaumont, Corona, and Riverside;
- SCRRRA's Metrolink commuter rail;
- PVVTA;
- RTA; and
- SunLine.

The Commission assists in coordinating the annual development, review, and approval of the operator SRTPs as well as allocates Measure A, LTF, STA, and FTA transit funding resources to public transit programs. The Commission disburses LTF, STA including SB 1 SGR, and Measure A funds for public transit. The Commission is responsible for coordinating with SCAG the approval of the FTA Section 5307 Program of Projects annually. 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.

Since 2015, the Commission coordinates with Riverside County transit operators the preparation and submission of transit projects to Caltrans for award of LCTOP funds under CARB's Cap and Trade Program. The LCTOP funds support operating and capital transit projects that reduce carbon 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 supported projects such as the construction of RTA's UCR Mobility Hub, station upgrades for the Commission's PVL to encourage active transportation, and installation and operation of a solar energy system in Palo Verde Valley. Funds may also be used to increase service frequency on selected bus routes that operate in disadvantaged communities in the Coachella Valley and city of Beaumont. 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 2015 Call for Projects, which provided funding for a three-year term, ended in June 2018. Under the new 2018 Call for Projects, Measure A funds will be utilized by projects until June 30, 2021.

Key Assumptions for FY 2019/20

- LTF, STA, and Measure A budgeted disbursements are based on projected allocations but may be adjusted after the Commission approves actual allocations in July 2019 through an approved SRTP amendment.
- Fluctuating LTF and Measure A sales tax revenues will continue to require efforts to streamline operating expenses by all operators while maintaining efficiency and quality of service.
- The Commission will approve the use of STA funds for operating purposes beginning FY 2019/20. Staff will continue to review other funding formulas and transit policies for potential changes and Commission consideration.

Accomplishments in FY 2018/19

- Oversaw the first-year implementation of specialized transit services related to the 2018 Measure A Call for Projects funding allocation process.
- Received approval notification of 17 capital projects awarded to nine successful County recipients of FTA Section 5310 urbanized area program FY 2014/15, FY 2015/16 and FY 2016/17 funding, in addition to three capital projects from two small urban and rural agencies.
- Continued assisting successful County recipients to implement their respective operating and capital projects. Projects were derived from the locally-developed Coordinated Public Transit-Human Services Transportation Plan.
- Approved the allocation of FY 2018/19 SB 1 SGR program funds for eligible replacement and rehabilitation projects identified by transit operators following release of program funding and guidelines by Caltrans.
- Incorporated FY 2017/18 LCTOP formula funds with transit operating and capital funding sources for development of the FY 2018/19 SRTPs following the release of program funding from Caltrans.
- Worked closely with the transit operators to develop a comprehensive LRTP.
- Evaluated and recommended revisions to existing transit policies and funding formulas for LTF, STA, and Measure A to meet the demand of future transit needs.
- Developed a plan to restructure the Citizens Advisory Committee (CAC) to improve information sharing with public and social service providers, as well users of specialized transit service such as seniors and persons with disabilities.
- Kicked off a Pass Area Transit Provider Analysis to identify how the public transit needs can be more efficiently and effectively met between the three transit operators in the area.

Major Initiatives in FY 2019/20

In connection with its oversight and fiduciary role under TDA, the Commission will enhance resources and guidance available to the public transit operators, including:

- Develop a TDA Manual to better explain the Commission's role and process for allocations and reimbursements;
- Improve and revise the SRTP process to streamline the annual allocation submittals by the operators;
- Collaborate and work closely with operators on any funding formula or transit policy changes during this "transition year" to prepare for potential changes to be implemented beginning in FY 2020/21 or thereafter.

Further, the Commission will continue its oversight responsibilities related to the Western County specialized transit program with an emphasis on the:

- Evaluation of the existing Specialized Transit Call for Projects guidelines and eligibility requirements and possible recommendations for improvements to the program to strengthen the goals of increasing ridership and participation of travel training programs; and
- Continued administration and monitoring of approved specialized transit services under the 2018 Measure A Call for Projects.

The Commission will also continue to develop the CAC as an advisory body that more effectively distributes and promotes public and specialized transit information to various stakeholders.

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*)

Objectives:

- Produce and distribute public information materials as needed including press releases, flyers, brochures, marketing materials, and newspaper ads.
- Leverage the IE Commuter traveler information system in order to more fully market the availability of specialized transit programs.

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*)

Objectives:

- Monitor performance of specialized transit grant recipients through analysis of their monthly performance reports.
- Support the consolidated FTA Section 5310 grant processes to improve mobility for seniors, persons with disabilities and individuals of limited means by working with Caltrans, public operators, and social service agencies to ensure a competitive process statewide for the allocation of federal transportation dollars for social service programs.
- Provide technical assistance and program support to agencies offering specialized transit programs to ensure the maximum benefit of funding for improved mobility for seniors, persons with disabilities, and individuals of limited means.

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*)

Objectives:

- Review transit planning, resource allocation, and service implementation policy requirements including appropriate coordination of commuter rail, intercounty and intercity bus, local bus and paratransit, and social service transportation services to ensure convenient service for passengers.
- Implement recommendations resulting from the TDA-mandated triennial performance audits of the Commission and the seven County bus transit operators.
- Assure the ongoing effectiveness of the SRTP process and work with the County's eight transit operators to assure productivity and efficiency as well as compliance with the productivity improvement program.
- Coordinate regional transit connections among commuter rail, buses, and paratransit services to ensure convenient service for passengers.
- Monitor transit operators' quarterly capital grants reports.
- Monitor transit operators' performance through analysis of their quarterly performance reports using the TransTrack computer-based tracking program.
- Continue working with the transit operator partners in providing connecting bus services to the new PVL stations.

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*)

Objectives:

- Participate and influence intercounty discussions between Riverside, Orange, San Diego, and San Bernardino counties regarding the enhancement of intermodal options. This includes additional transit services (rail and express bus) and rideshare services.
- Regularly participate in meetings that focus on the coordination of transit services, such as the California Association for Coordinated Transportation, SunLine's Access Committee, RTA's Americans with Disabilities Act (ADA) Committee, the Riverside County Foundation on Aging Board of Directors, Riverside Regional Coalition, and the Commission's Citizens Advisory Committee/Social Service Transportation Advisory Council.
- Continue the development of a marketing and distribution network for communicating specialized transit mobility options to seniors, the disabled, and persons of limited means.

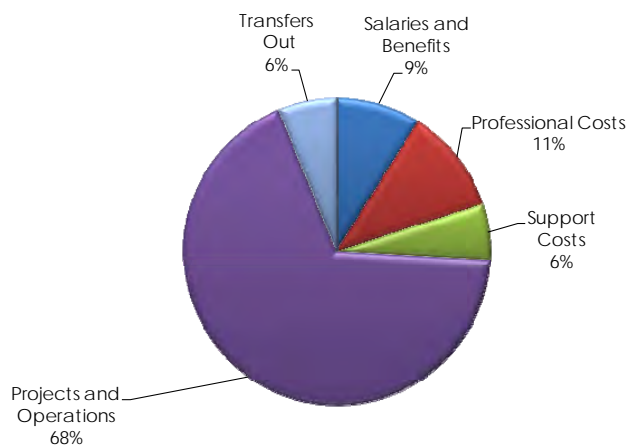
ID	Public and Specialized Transit Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
PST3	SRTPs submitted by operators and reviewed	9	9	9	9
PST3	SRTP amendments	3	3	3	4
PST2	Specialized Transit grants awarded/monitored	17	17	18	18
PST2	Specialized Transit site visits	0	0	18	9
PST1	Specialized Transit brochures distributed	N/A	N/A	3,500	3,500
PST3	Transit operator quarterly coordination meetings	N/A	N/A	16	32
PST4	Social service/partnering agencies monitored in database	N/A	N/A	412	416
PST4	Meetings attended with regional partners (i.e. Board meetings, CAC, SCAG working groups, workshops)	N/A	N/A	35	40

Commuter Assistance

Mission Statement:

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

Chart 50 – Commuter Assistance



Expenditures

Commuter Assistance expenditures total \$4,880,800, which represents a 21% decrease from last year's budget (Table 64) due to sunset of Route 200/205 start-up funds. Salaries and benefits of \$436,500 reflect a 51% increase due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$542,700 increased 16% over the prior year due to anticipated one-time expenditures for transitioning rideshare and vanpool systems to more regional-based system platforms. Support costs of \$285,800, which include mail and printing services, communications, and other office expenditures, decreased 21% due to reduced media outreach during transitioning rideshare and vanpool systems.

Projects and operations expenditures of \$3,313,300 consist of:

- Regional transportation consultant services totaling \$2,203,300 to manage and implement the program;
- Vanpool subsidies and commuter incentives valued at \$960,000; 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 \$302,500 for administrative costs and reflect a decrease of 82% due to funding for a transit incentive project in Western County in the prior year.

Table 64 – Commuter Assistance Uses Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 258,300	\$ 290,000	\$ 289,900	\$ 436,500	\$ 146,500	51%
Professional Costs						
Legal Services	29,800	31,000	4,000	31,000	-	0%
Financial Advisory	7,600	8,000	7,800	8,000	-	0%
Professional Services - General	455,100	427,400	375,800	503,700	76,300	18%
Total Professional Costs	492,500	466,400	387,600	542,700	76,300	16%
Support Costs	178,700	362,800	88,900	285,800	(77,000)	-21%
Projects and Operations						
Program Operations	2,498,000	3,383,900	2,610,200	3,313,300	(70,600)	-2%
Transfers Out	1,020,200	1,696,500	1,331,700	302,500	(1,394,000)	-82%
TOTAL Commuter Assistance	\$ 4,447,700	\$ 6,199,600	\$ 4,708,300	\$ 4,880,800	\$ (1,318,800)	-21%

Commuter Assistance Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Chief Financial Officer	0.01	0.01	0.00
Commuter and Motorist Assistance Manager	0.71	0.65	0.65
Deputy Executive Director	0.01	0.02	0.01
External Affairs Director	0.02	0.00	0.10
Management Analyst	0.56	0.60	0.55
Multimodal Services Director	0.00	0.28	0.00
Procurement Manager	0.01	0.00	0.04
Public Affairs Manager	0.00	0.05	0.01
Senior Administrative Assistant	0.06	0.00	0.00
Senior Management Analyst	0.05	0.02	0.05
FTE	1.43	1.63	1.41

Department Budget Overview

Department Description

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 these systems, the Commission's Commuter Assistance Program seeks to increase the awareness of all commute options and incentives available to commuter constituents and to increase consideration for alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, bicycling, or telecommuting.

The Commuter Assistance Program, through its IE Commuter brand seeks to influence driver behavior by nurturing a mode-shifting decision at both the employer and commuter fronts via the following methods:

- Partner with and serve as a resource to employers to implement employer-based rideshare programs and incentives at worksites throughout the region;
- Leverage regional campaigns, local outreach, employer events, and social media to increase the awareness and consideration for transportation alternatives;
- Provide both online access (IECommuter.org) and personal support (866-RIDESHARE) to disseminate custom commute information services to commuters or employers interested in rideshare;
- Incentivize commuters for beginning and then maintaining a mode-shift/rideshare arrangement; and
- Leverage technology to deliver easy-to-use online resources and tools to more efficiently serve employer partners, their employees, and other commuters.

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, Commuter Assistance helps improve the quality of life on the commuter front, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

Key Assumptions for FY 2019/20

- In partnership with regional county transportation partners, the Commission will transition from a locally-provided Inland Empire based rideshare and vanpool system to a regional platform solution.
- The Commission will continue to contract with a consulting firm to administer an Inland Empire Commuter Assistance Program (IE Commuter) and Western County Vanpool Program (VanClub).
- Maintaining its long-term partnership with the Commission, SBCTA will contract with the Commission to manage and implement a “sister” Commuter Assistance Program for its residents and employers in San Bernardino County.

Accomplishments in FY 2018/19

- Provided rideshare services, support, and/or incentives to more than 500 worksites in Riverside County (133 employers) netting an estimated reduction of 14.1 million miles driven and 7.6 tons of emissions over a twelve-month period (based on survey data).
- Continued to grow the Commission’s new vanpool subsidy program (VanClub), which compliments transit options and provides an attractive commute option for commuters traveling to worksites in Western Riverside County.
- Enhanced the IE Commuter rideshare system with a website refresh including a new design and on-line resources and tools for employers to more effectively manage employee commuters and market rideshare within their organizations.
- Garnered 7,836 participant pledges to rideshare as part of IE Commuter’s 2018 “It’s Your Life, Enjoy the Ride” Rideshare Week campaign – resulting in an estimated reduction of 195,488 miles driven and 245,380 pounds of emissions.
- Launched a new incentive, “Rideshare Spotlight”, providing regular ridesharing commuters who log their trips in IE Commuter with opportunities to win monthly prizes and share their rideshare stories and to also serve as testimonials for alternative commutes.
- Continued leases for park and ride facilities at the following locations:

City	Location
Corona	Canyon Community Church of the Nazarene
	Living Truth Christian Fellowship
	Corona Friends Church
	Tom’s Farms
Lake Elsinore	Lake Elsinore Market
	Lake Elsinore Outlets
	Shepherd of Life
Murrieta	Mulligan’s Family Fun Center
	Promise Lutheran Church
Temecula	Orchard Christian Fellowship
	St. Thomas of Canterbury
	United Methodist Church

Major Initiatives in FY 2019/20

A cornerstone of the Commuter Assistance Program is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways, commuter rail, and public bus. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2019/20 are described below.

- *Regionalize the Rideshare 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. Transitioning to a regional system will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes. This approach will also net additional cost savings for the Commission.
- *Maximize Employer Partnerships:* Given that the highest percentage of rideshare arrangements is formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the core Western County rideshare program is a testament to the significance of employer partnerships. However, the prior economic downturn created a corporate culture of doing more with less. Many employer transportation coordinators (ETCs) feel spread too thin to commit to offering a rideshare program. Delivery of in person/worksite rideshare support value-added services and tools to make the ETC's job easier is a critical motivation to continue rideshare partnerships and development of new ones.
- *Expand with New Market Development:* The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. While this channel has historically proven to be efficient over the years, it results in a rather limited base of commuters compared to the broader universe of commuters available. Therefore, in addition to maximizing the number of employer partners and maximizing rideshare participation within those employers, a direct business-to-consumer strategy will continue to be phased in to expand the awareness and consideration of rideshare options.
- *Support Multimodal Travel:* In addition to ridematching, information services, and incentives to facilitate ridesharing, the Commuter Assistance Program also provides park and ride facilities to support ridesharing efforts. The last Caltrans park and ride facility in the County was built in 1999. The Commission leases park and ride spaces from property owners to supplement the network of park and ride spaces in the County. A continued focus for FY 2019/20 will be increasing the number of leased spaces and coordinating with ridesharers, transit/rail partners, and western Riverside County cities to identify areas where the lease program can help support car/vanpool arrangements and facilitate transit connections.

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)

Objectives:

- Leverage Commuter Assistance Program resources to support outreach and transportation demand management objectives of major Commission projects, including but not limited to, the Commission's VanClub program, Metrolink's 91/PVL service, and express lanes facilities.

- Continue to enhance the IE Commuter user experience with improvements in functionality and services offered through the website.
- Continue to offer short-term incentives for commuters to try a transportation mode other than driving alone.
- Continue to provide a rewards program for long-term ridesharers to encourage their continued use of alternative modes of transportation.
- Ensure the effectiveness of the Commuter Assistance Program through program analysis and regular assessments of program participation and cost/benefit.
- Increase participation and use of online tools and resources available on the IE Commuter website to employer partners.
- Optimize the number of leased park and ride spaces and address gaps in the system.

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)

Objectives:

- Continue to administer a “sister” Commuter Assistance Program in San Bernardino County on a contract basis, thus expanding the reach and effectiveness of commuter programs throughout the Inland Empire area.
- Continue to provide leadership with the ongoing operation, maintenance, and enhancement of the bi-county ridematching system with regional reach.
- Continue to explore opportunities and implement regional programs, systems, and/or outreach with neighboring rideshare agencies and transit partners.

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)

Objectives:

- Continue to grow and support on-line resources and tools for employers to more effectively manage and market their organizations’ rideshare programs.
- Provide program results to both commuter incentive participants and employer partners that translate individual or worksite rideshare participation into money saved, congestion reduced, and emissions reduced.
- Publicize the participation of local employers in the Commuter Assistance Program through various media channels.

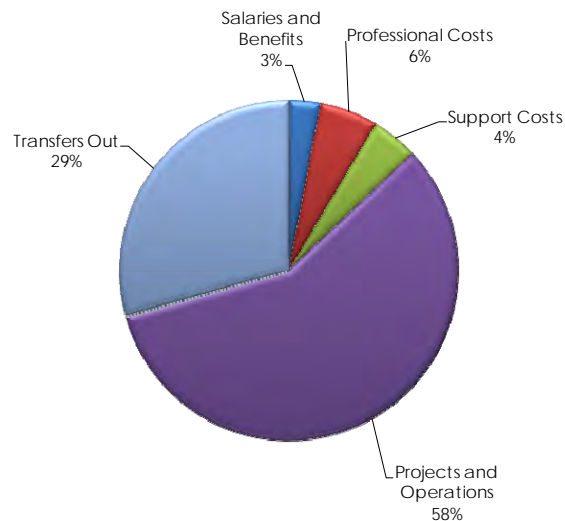
ID	Commuter Assistance Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
CA1	Number of one-way single occupant vehicle trips reduced as a result of Rideshare Incentives	171,000	232,548	247,350	260,100
CA2	Number of Rideshare Plus Rewards Members	1,700	2,039	2,250	2,500
CA2	Number of incoming 1-866-RIDESHARE telephone calls	5,340	5,340	5,200	5,200
C3	VanClub vanpools	N/A	49	75	90
	Number of services provided by IE Commuter to support employer trip reduction efforts at worksites:				
CA3	<ul style="list-style-type: none"> • Employer worksites requesting survey services 	177	152	155	160
CA3	<ul style="list-style-type: none"> • RideGuides produced 	12,100	35,080	36,000	37,000

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 51 – Motorist Assistance



Expenditures

Motorist Assistance expenditures and uses are budgeted at \$9,364,500, a decrease of 6% compared to the prior year budget (Table 65) due to reductions in transfers to FSP and incremental SB 1 FSP funding. Salaries and benefits reflect an increase of 42% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$522,000 reflect a decrease of 1%. Support costs of \$416,400 increased \$120,500, or 41%, due to anticipated one-time expenditures for call box upgrades and removals. Reimbursement from SBCTA for half of all locally-provided 511 system related expenditures is included in local revenues.

Program operations include \$4,000,000 in towing contract costs for the FSP program. Projects and operations costs increased 5% due to FSP expansion into south Riverside County and incremental grant funded weekend service. Transfers out represent SAFE matching funds of \$2,400,000 for FSP services and a \$348,200 allocation for administrative costs.

Table 65 – Motorist Assistance Uses Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 123,700	\$ 198,200	\$ 172,000	\$ 280,900	\$ 82,700	42%
Professional Costs						
Legal Services	15,500	30,500	29,000	44,500	14,000	46%
Professional Services - General	336,800	497,700	247,100	477,500	(20,200)	-4%
Total Professional Costs	352,300	528,200	276,100	522,000	(6,200)	-1%
Support Costs	291,000	295,900	160,600	416,400	120,500	41%
Projects and Operations						
Program Operations	2,848,900	5,161,800	3,517,100	5,397,000	235,200	5%
Transfers Out	1,293,400	3,820,500	3,820,500	2,748,200	(1,072,300)	-28%
TOTAL Motorist Assistance	\$ 4,909,300	\$ 10,004,600	\$ 7,946,300	\$ 9,364,500	\$ (640,100)	-6%

Motorist Assistance Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Commuter and Motorist Assistance Manager	0.29	0.35	0.35
External Affairs Director	0.00	0.08	0.00
Legislative Affairs Manager	0.04	0.05	0.00
Management Analyst	0.44	0.40	0.45
Multimodal Services Director	0.00	0.07	0.00
Procurement Manager	0.01	0.05	0.05
Public Affairs Manager	0.00	0.05	0.02
Senior Administrative Assistant	0.00	0.05	0.05
Senior Management Analyst	0.04	0.02	0.06
Senior Procurement Analyst	0.09	0.07	0.02
FTE	0.91	1.19	1.00

Department Budget Overview**Department Description**

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 clears debris in freeway lanes and assists stranded motorists on the most congested Riverside County freeways by towing, changing flat tires, and temporarily taping cooling system hoses 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.

Key Assumptions for FY 2019/20

- In partnership with regional county transportation partners, the Commission will transition from a locally-provided 511 system to a regional southern California 511 solution.
- The FSP will continue as long as state funding support is available.
- Tow truck contractor costs for the twelve existing FSP beats will be based on Commission-approved contracts.
- The call box upgrades and removals identified in the approved 2019 Call Box Optimization Plan will be fulfilled.
- The call box system program will continue to serve as a “safety-net” for stranded motorists in the County.

Accomplishments in FY 2018/19

- Expanded FSP service south along the I-15 and I-215 as a result of SB 1 funding. New service will benefit commuters traveling from and through Lake Elsinore, Wildomar, Menifee, Murrieta, and Temecula.
- Implemented incremental weekend FSP service within the SR-91 corridor in Riverside and along a segment of SR-60 in Moreno Valley.
- Provided special FSP service along the I-15 in the city of Lake Elsinore in response to heavy weekend traffic congestion caused by the 2019 Wildflower Super Bloom.
- Continued to achieve one of the highest benefit-to-cost ratio statewide for FSP in the latest statewide FSP Management Information System Report.
- Provided traveler information service through the locally-provided 511 system to support 17,000 monthly IE511.org web visits and 9,000 monthly 511 phone calls. To date, more than 66,000 users have downloaded the IE511 mobile application.
- Continued to coordinate with local transportation agencies to migrate the locally-provided 511 system to a regional traveler information system.

Major Initiatives in FY 2019/20

Since 2010, the Commission, along with its partner, SBCTA, has operated, maintained, and enhanced the 511 system which includes a website interface and an interactive voice response telephone system that serves Riverside and San Bernardino counties residents and commuters. While the system has served local commuters garnering thousands of monthly web visits and calls plus mobile application downloads, the program will transition to a regional and more cost effective 511 solution in partnership with local southern California transportation agencies.

Other initiatives will focus on long-term SAFE planning, system efficiencies, and evaluating and/or implementing new program services such as a mobile call box program. Staff will focus on maintaining a high benefit-to-cost ratio for FSP and maximize incremental SB 1 FSP funding to provide the greatest benefit.

Department Goal

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

Objectives:

- Reduce 511 costs and enhance access to real-time traveler information by transitioning to a regional 511 southern California solution.
- Maximize available FSP funding by continually evaluating opportunities to provide more efficient FSP coverage through changes in service days, service hours, or number of vehicles assigned to each beat.
- Review proposed construction projects with Commission, Caltrans, and local cities and coordinate the use of temporary construction tow service to mitigate congestion.
- Continue coordination with San Bernardino SAFE to monitor the operation of the call answering center contractor.

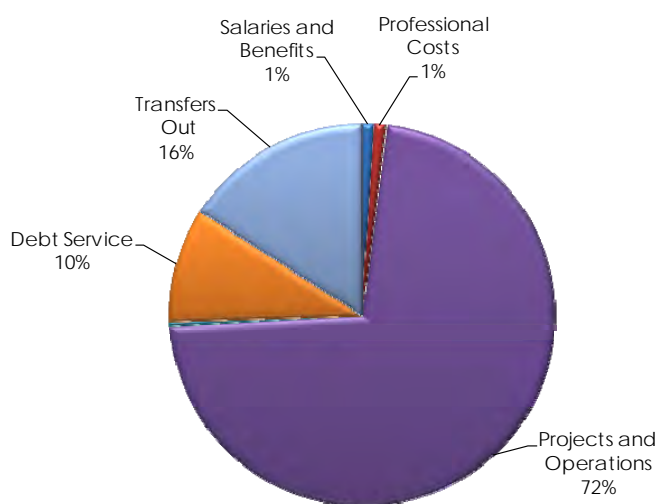
ID	Motorist Assistance Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
MA1	Number of call boxes	240	241	241	131
MA1	Number of call box calls	2,074	1,598	1,466	796
MA1	Number of vehicle assists	38,904	41,417	46,184	50,802
MA1	Number of 511 phone calls	162,000	142,287	108,000	92,000
MA1	Number of 511 web visits	425,000	286,260	205,000	225,000

Capital Project Development and Delivery

Mission Statement:

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

Chart 52 – Capital Project Development and Delivery



Expenditures

The budgeted expenditures and transfers out total \$721,120,400 to cover all of the Commission's major capital projects (Table 66). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflect an increase of 81% due the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs, and performance merit-based salary increases. Professional costs of \$6,833,600 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 \$1,336,900 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance.

General project costs of \$7,733,900 comprise program management provided by Bechtel Infrastructure (Bechtel) and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of \$21,586,000 relate to the I-15 Express Lanes—Southern Extension project; Mid County Parkway; the 71/91 connector project; the I-15/Railroad Canyon interchange (on behalf of the city of Lake Elsinore); grade separation projects; various commuter rail improvement and rehabilitation projects; and various Western County TUMF regional arterial projects.

Construction expenditures of \$150,248,000 primarily relate to the I-15 Express Lanes project; 15/91 Express Lanes connector project; the I-15/Limonite interchange; SR-60 truck lanes; the Pachappa underpass; I-215 Placentia Avenue interchange, Mid County Parkway's first construction package; Mid County Parkway Sweeney mitigation site; various Western County Measure A and TUMF regional arterial projects; Santa Ana River Trail; and rail improvement and rehabilitation projects.

Design-build costs of \$141,583,000 pertain to the I-15 Express Lanes project, the 15/91 Express Lanes connector project, 91 corridor operations project, and completion of the 91 Project.

Right of way expenditures of \$93,293,500 on significant projects include the 91 Project; 71/91 connector project; Mid County Parkway; Mid County Parkway – I-215/Placentia interchange; McKinley Avenue and Jurupa Avenue grade separation projects; I-15/Railroad Canyon interchange (on behalf of the city of Lake Elsinore); and various Western County TUMF regional arterial projects. Funding will also be provided for MSHCP land mitigation.

Local turnback payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to \$58,642,300. Disbursements to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise substantially all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Operating and capital disbursements of \$15,850,000 will be made for commuter rail capital projects.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are \$42,292,500. The Commission will make principal payments of \$27,245,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- \$6,000,000 in 1989 Measure A Western County highway fund to the 2009 Measure A County highway fund for the 91 Project completion;
- \$24,402,400 in sales tax revenue bond proceeds to fund the I-15 Express Lanes project;
- \$69,534,500 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- \$8,306,000 from Measure A, SB 132, and TUMF for the allocation of administrative costs to the General fund;
- \$3,000,000 from 2009 Measure A Western County highway fund to the Debt Service fund for the I-15 Express Lanes project TIFIA reserve;
- \$300,000 from 2009 Measure A Western County highway fund to the TUMF regional arterial fund for the SR-79 realignment project; and
- \$2,803,200 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements.

Table 66 – Capital Project Development and Delivery Uses Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 3,005,300	\$ 3,911,900	\$ 3,911,800	\$ 7,077,600	\$ 3,165,700	81%
Professional Costs						
Legal Services	4,625,700	4,228,200	3,591,200	3,400,300	(827,900)	-20%
Audit Services	7,300	27,000	29,000	35,000	8,000	30%
Financial Advisory	540,900	473,900	118,800	406,400	(67,500)	-14%
Professional Services - General	2,490,500	4,178,100	1,479,600	2,991,900	(1,186,200)	-28%
Total Professional Costs	7,664,400	8,907,200	5,218,600	6,833,600	(2,073,600)	-23%
Support Costs	429,800	1,185,100	1,016,000	1,336,900	151,800	13%
Projects and Operations						
Program Operations	9,619,300	7,584,300	6,193,100	7,733,900	149,600	2%
Engineering	8,030,400	33,717,900	12,967,300	21,586,000	(12,131,900)	-36%
Construction	21,408,500	117,498,700	73,007,200	150,248,000	32,749,300	28%
Design Build	123,999,200	183,908,300	146,305,000	141,583,000	(42,325,300)	-23%
Right of Way and Land	38,962,400	95,360,000	35,670,600	93,293,500	(2,066,500)	-2%
Local Streets and Roads	53,176,800	58,479,500	58,479,500	58,642,300	162,800	0%
Regional Arterials	15,736,400	30,547,000	25,000,000	30,000,000	(547,000)	-2%
Special Studies	-	50,000	35,000	-	(50,000)	-100%
Operating and Capital Disbursements	3,313,400	15,000,000	5,800,000	15,850,000	850,000	6%
Total Projects and Operations	274,246,400	542,145,700	363,457,700	518,936,700	(23,209,000)	-4%
Capital Outlay	2,177,200	7,224,800	6,336,700	3,052,000	(4,172,800)	-58%
Debt Service	656,868,900	69,555,700	65,085,700	69,537,500	(18,200)	0%
Transfers Out	282,693,700	126,704,100	108,636,800	114,346,100	(12,358,000)	-10%
TOTAL Capital Project Development and Delivery	\$ 1,227,085,700	\$ 759,634,500	\$ 553,663,300	\$ 721,120,400	\$ (38,514,100)	-5%

Capital Project Development and Delivery Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Capital Construction Manager	0.00	1.80	1.91
Capital Projects Manager	2.83	2.80	2.74
Chief Financial Officer	0.24	0.27	0.21
Deputy Director of Finance	0.04	0.06	0.02
Deputy Executive Director	0.10	0.08	0.17
Executive Director	0.15	0.25	0.17
External Affairs Director	0.11	0.12	0.07
Facilities Administrator	0.00	0.00	0.19
Financial Analyst	0.00	0.00	0.50
IT Administrator	0.00	0.03	0.00
Legislative Affairs Manager	0.01	0.05	0.04
Management Analyst	1.00	1.00	0.05
Planning and Programming Director	0.05	0.09	0.18
Planning and Programming Manager	0.00	0.02	0.07
Procurement Manager	0.51	0.48	0.54
Project Delivery Director	0.95	1.00	0.96
Public Affairs Manager	0.31	0.50	0.42
Right of Way Manager	1.00	0.98	0.99
Senior Administrative Assistant	0.16	0.35	0.12
Senior Financial Analyst	0.05	0.10	0.15
Senior Management Analyst	2.09	2.12	3.30
Senior Procurement Analyst	0.28	0.16	0.47
Toll Operations Manager	0.62	0.70	0.60
Toll Program Director	0.75	0.65	0.59
Toll Project Manager	0.98	1.00	1.00
Toll Senior Management Analyst	0.01	0.30	0.65
Toll Technology Manager	0.62	0.60	0.60
FTE	12.86	15.51	16.71

Department Budget Overview

Department Description

The primary responsibility of Capital Projects is the development and delivery of major highway and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway and regional arterial projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 70% of the Commission's FY 2019/20 budgeted expenditures originates in this department managed by the Toll Program and Project Delivery Directors responsible for the capital program.

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

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

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

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

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2019/20 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 program management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

Right of Way Acquisition and Support Services

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

Way Management Division supervises and manages right of way services and related support for individual projects that are included in the Capital Projects Department budget.

Property Management

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

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

Since 1990, the Commission acquired property assets in the course of rail and highway project implementation. To date the rail properties number over 225 parcels. The Commission acquired approximately 500 parcels for the SR-74 widening project (Segments 1 and 2) and transferred to Caltrans most of these parcels, which were related to Segment 1. The Commission has closed or is in escrow for 23 of the 26 excess SR-74 parcels. In addition, properties have been acquired for SR-91 HOV lanes, Mid County Parkway, SR-79 realignment, I-215/Placentia interchange, 60/215 east junction HOV connectors, and I-15/Railroad Canyon Interchange.

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; the Commission acquired 98 parcels through escrow and 97 parcels through eminent domain actions. The remaining 2 parcels acquired through condemnation actions are in active litigation. The Commission acquired fee and permanent easement rights that are in the process of being transferred primarily to Caltrans, the County, and the city of Corona.

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. In connection with the 2013 TIFIA Loan for the 91 Project, the Commission is required to establish a \$20 million TIFIA debt service reserve by June 30, 2019. The Commission used proceeds from the sales of excess properties related to the 91 Project through June 2019 to fund the reserve in addition to surplus revenues from the RCTC 91 Express Lanes.

Long-Term Strategic Planning

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

Project development activities for these projects have been ongoing, including an update and reprioritization in January 2010 in response to the economic downturn. Since 2010, 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. For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the Mid County Parkway, SR-79 realignment and the SR-60 truck lanes. Right of way acquisition for the first construction package of the Mid County Parkway is proceeding and acquisitions for the remainder of Mid County Parkway will be considered for extraordinary acquisitions on a pay-as-you-go basis. Project costs and anticipated funding for these projects are updated annually, and a status update has been included in each of the annual Commission workshops since 2011.

The Commission's Future Funding Initiatives ad hoc committee is developing a recommendation to update the capital project delivery plan for the second ten-year period of the 2009 Measure A, as required by the 2009 Measure A. 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 in operation since June 2016. The Commission develops other rail capital projects in coordination with SCRRA or based on a rail station plan that is updated periodically. Station operation costs are included in the Rail Department (Section 5.2).

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 and I-215 corridor improvement project (south segment completed in 2013 and central segment completed fall 2016), being the most advanced.

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.

Key Assumptions for FY 2019/20

- The Commission will continue its emphasis on the closeout of the 1989 Measure A Western County highway projects, including Pachappa underpass and SR-91 HOV projects.
- The Western County Highway Delivery Plan, as updated for 2019-2029, will serve as the basis for defining capital project selection and prioritization.
- In connection with agreements for the advancement of 2009 Measure A funds with CVAG and cities participating in the Commission's debt programs, the Commission will deduct annual principal and interest payments for these loans from each agency's respective disbursements based on the terms of the loan agreements.
- The Commission will develop highway project costs based on engineers' estimates and scope agreements with Caltrans.
- The Commission will competitively bid construction projects to minimize costs and comply with public contracting law.
- The Commission will competitively procure design-build projects using a best value selection process to maximize value to the Commission.

- All projects will be built to required federal and state standards.
- Upon project completion, the Commission will transfer all highway projects, with the exception of tolled express lane facilities, to Caltrans; operation and maintenance of these facilities is the responsibility of Caltrans. The Commission will operate and maintain tolled express lane facilities, when completed, for the term agreed to by Caltrans and the Commission. Toll operations costs are included in Section 5.4 of this document.
- The Commission will develop strategies to implement innovative financing structures including public toll facilities.
- Construction of the Mid County Parkway will proceed based on construction packages carefully scoped to provide maximum immediate public benefit while also matching funding availability.
- The Planning and Programming Department administers the Western County TUMF regional arterial projects approved by the Commission in 2004; however, Capital Projects will continue project development of the I-15/Railroad Canyon Road interchange project on behalf of the city of Lake Elsinore.

Accomplishments in FY 2018/19

- Continued implementation of the Western County Highway Delivery Plan.
- Completed work on right of way acquisition, railroad agreement work, and design for the Pachappa underpass project.
- Completed 91 Project construction work, including submittal of the final Financial Plan annual update related to project completion, and obtained upgrades from two rating agencies related to the Commission's toll revenue bond ratings.
- Continued environmental study and preliminary engineering work and commenced final design work for the 91 corridor operations project authorized by the Commission in 2018.
- Continued right of way acquisition and performed utility relocations for the 71/91 connector project; submitted an application to the federal Infrastructure for Rebuilding America grant program for project construction funding.
- Continued to advance the development of the I-15 Express Lanes project in numerous areas:
 - Significantly advanced final design of the civil and toll improvements and continued construction;
 - Completed final design and construction of the toll Regional Operations Center; and
 - Reaffirmed the Commission's toll revenue bond ratings.
- Continued environmental study and preliminary engineering work for the 15/91 Express Lanes connector project and commenced a design-build procurement for the final design and construction of the civil improvements.
- Awarded a professional services contract for the Project Approval/Environmental Document phase of the I-15 Express Lanes–Southern Extension project from Cajalco Road to SR-74.
- Completed the Next Generation Toll Feasibility Study and obtained Commission approval to start project development on three new express lanes corridors.
- Acquired most of the property required for environmental mitigation for the Mid County Parkway project and commenced required cultural and biological resource mitigation for the project.
- Continued final design for the I-215/Placentia interchange project, the first construction package of Mid County Parkway.
- Continued post environmental impact report/environmental impact statement closeout tasks including cultural and biological resource mitigation for the SR-79 realignment project.
- Completed construction and substantially completed closeout of the PVL project that began service in June 2016.
- Completed design and construction of the Riverside – La Sierra station parking lot expansion project.
- Commenced construction of the Riverside Downtown station pedestrian improvements project.

- Completed design, right of way acquisition, and construction of the PVL station pedestrian shelters.
- Completed environmental approval and commenced construction management of the Riverside Layover Facility.
- Completed procurement of on-call design and environmental services and construction management and construction support services for rail projects.
- Awarded construction contract of SR-60 truck lanes project.
- Completed construction (plant establishment) of the I-215 central widening project.
- Continued final design and right-of-way phases for the I-15/Railroad Canyon interchange project for the city of Lake Elsinore.
- Continued preliminary engineering and environmental clearance work for the Santa Ana River Trail project for the District.
- Commenced preliminary engineering and environmental clearance work for the Santa Ana River Trail-Green River golf course trail project for the District.
- Supported public outreach activities by providing graphics from the right of way project management database for Commission presentations to facilitate public understanding of project issues.
- Continued to declare property no longer needed for transportation purposes as surplus and sold 41 surplus properties.

Major Initiatives in FY 2019/20

FY 2019/20 will mark the eleventh year of the 2009 Measure A program as the Commission closes out the 1989 Measure A highway program and continues project activities related to the 2009 Measure A programs. The highway, rail, regional arterial, and local streets and roads programs represent the majority of the Capital Project funding allocations. All of the 1989 Measure A highway projects have been completed, except for the Pachappa underpass project, which is a portion removed from the SR-91 HOV lanes project and will begin construction in FY 2019/20. Various stages of project development work for projects included in the Western County Highway Delivery Plan such as the I-15 Express Lanes project will continue in FY 2019/20.

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2019/20 budget follow the Performance Measures and Results.

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*)

Objectives:

- Develop agreements with Caltrans and FHWA, as may be required, to finalize project scoping and cost issues for the STIP, toll, and Measure A funded highway projects in the County.
- Meet the project milestones identified in agreements between Commission, Caltrans, and the CTC.

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

Objective:

- Maintain and monitor goal for a minimum DBE participation in all federally-funded contracts.

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

Objective:

- Develop a strategy with Caltrans District 8 that would allow the Commission to advance specific projects identified in the Western County Highway Delivery Plan to take advantage of any unexpected state or federal funding which may become available through increased state or federal budget authorizations, federal stimulus, or potential loan programs to advance construction.

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

Objective:

- Work with Caltrans, the County, and the cities in the County to complete preliminary design and environmental clearance for Measure A projects that could be eligible to receive additional or early funding from various sources that could become available if a project is sufficiently developed.

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

Objective:

- Achieve closeout of completed highway construction projects.

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)*

Objectives:

- Complete closeout activities related to the PVL.
- Commence or continue construction of rail station capital improvements and rehabilitation projects.

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

Objectives:

- Acquire right of way for the following projects: Mid County Parkway, 71/91 connector project, Pachappa underpass, I-15/Railroad Canyon interchange, and I-215/Placentia interchange.
- Protect and maintain properties acquired for future projects.
- Dispose of Commission-approved excess land in a timely manner and in accordance with applicable regulations.

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

Objectives:

- Continue the assessment and evaluation of available innovative financing strategies through the Future Funding Initiatives ad hoc Committee and other means, including federal credit assistance.

Chart 53 – Location of FY 2019/20 Major Capital Projects within Riverside County

[GEOGRAPHICS TO INSERT MAP HERE]

1) SR-79	Continue preliminary engineering work for realignment between Gilman Springs Road and Domenigoni Parkway.
2) SR-91	(A) Commence construction of the Pachappa underpass. (B) Continue closeout activities for the 91 Project. (C) Continue design and right of way activities of the 71/91 connector project. (D) Continue design and advertise a construction contract for the 91 corridor operations project.
3) Mid County Parkway	(A) Continue design and right of way and begin construction related to the I-215/Placentia interchange. (B) Continue environmental permitting work and acquisition of property for environmental mitigation related to the entire length of the project.
4) I-15	(A) Continue design-build and toll services activities for the tolled express lanes from SR-60 to Cajalco Road in Corona. (B) Continue design-build and toll services development for the addition of the 15/91 Express Lanes connector. (C) Begin environmental studies and preliminary engineering for the I-15 Express Lanes—Southern Extension project.
5) SR-60 Truck Lanes	Begin construction of the safety improvements, including additional lanes.
6) Local Streets and Roads	Allocate Measure A revenues to each city and the County to improve, maintain, and repair high priority local streets and roads.
7) I-15/Railroad Canyon Interchange	Finalize design and right of way acquisition and begin construction for the modified interchange.
8) Santa Ana River Trail	Complete environmental and design phases and begin construction of a multi-use trail.
9) Next Generation Express Lanes	Start project development to develop express lanes in three new corridors.

ID	Capital Project Development & Delivery Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actual	FY 18/19 Estimated	FY 19/20 Projected
CAP1 CAP4	Project initiation (project study reports) and preliminary engineering (project reports and environmental documentation) contracts awarded	2	3	1	2
CAP1	Plans, specifications, and estimate contracts awarded	5	2	1	1
CAP6	Number of projects with active right of way acquisition	7	6	6	5
CAP1	Construction, design-build, and toll system awards	3	2	5	5
CAP6	License agreements managed	550	500	475	450
CAP6	Appraisal and appraisal reviews completed	85	80	75	60

Capital Projects Summary

The following is a summary of the capital projects included in the FY 2019/20 budget with costs generally categorized by preliminary engineering, final design, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

Western County Highway and Regional Arterial Projects

SR-60 Truck Lanes (P003029)

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

FY 2019/20 Cost	\$ 69,000,000	Construction/construction support
	\$ 680,300	Other project-related costs
Measure A Budget 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.

FY 2019/20 Cost	\$ 300,000	Preliminary engineering
	\$ 45,900	Other project-related costs
Measure A Budget Impact	Costs funded using TUMF regional arterial, 2009 Measure A highway, and federal funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

91 Project (P003028)

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

FY 2019/20 Cost	\$ 1,471,000	Construction
	\$ 16,722,000	Right of way acquisition/support services
	\$ 6,923,000	Design-build
	\$ 1,179,400	Other project-related costs
Measure A Budget Impact	Costs funded using 2009 Measure A highway and new corridor funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State Local Partnership Program funds, and 1989 Measure A contribution.	
Operating Budget Impact	Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Current estimates of annual operating and maintenance costs are \$19 million. Such costs are paid from the collection of toll revenues. Toll operating costs are included in Toll Operations, as discussed in Section 5.4.	

71/91 Connector Project (P003021)

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

FY 2019/20 Cost	\$ 2,500,000	Final design
	\$ 4,600,000	Right of way acquisition/support services
	\$ 275,700	Other project-related costs
Measure A Budget Impact	Costs for right of way acquisition and utility relocation work primarily funded using Congressionally-designated federal funding remaining from previous area projects. Other costs funded with 2009 Measure A highway funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

SR-91 HOV Lanes/Adams Street to 60/91/215 Interchange (P003005)

Construction of the project was completed in fall 2016. Project closeout has been completed except for right of way and utility relocation.

FY 2019/20 Cost	\$ 505,000	Right of way acquisition/support services, including utility relocation
	\$ 14,500	Other project-related costs
Measure A Budget Impact	Remaining right of way costs funded with CMAQ and 1989 Measure A highway funds. Caltrans is the lead agency.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

91 Corridor Operations Project (P623046)

Complete environmental approvals, final design, and advertise a construction contract for a westbound general purpose lane from the Green River Road on-ramp to SR-241 in Orange County. Project development activities began in May 2018, and construction is dependent on funding. The project cost is estimated at \$43,000,000, including contingency.

FY 2019/20 Cost	\$ 2,729,000	Design-build
	\$ 378,200	Other project-related costs
Measure A Budget Impact	Costs for environmental and final design work will be funded using surplus toll revenues. The Commission's authorizing legislation, SB 1316, requires that all RCTC 91 Express Lanes surplus revenue be spent for transportation purposes within the SR-91 corridor.	
Operating Budget Impact	Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission (Section 5.4), while all other state highway operations are the responsibility of Caltrans.	

I-15 Express Lanes Project (P003027)

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

FY 2019/20 Cost	\$ 7,984,000	Construction/support services
	\$ 328,000	Right of way/support services
	\$ 89,613,000	Design-build
	\$ 4,884,400	Other project-related costs
Measure A Budget Impact	Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission will fund a portion of design-build and toll system costs. Proceeds from sales tax revenues debt completed the project financing.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Preliminary estimates of annual operating and maintenance costs are \$14 million. Such costs will be paid from the collection of toll revenues.	

15/91 Express Lanes Connector (P003039)

Continue design and construction to add an express lanes connector between SR-91 and I-15 to the north. The project is using the design-build method of project delivery for some of the work through amendments to existing contracts related to the 91 Project (P003028) and the I-15 Express Lanes project (P003027), as permitted by AB 115 signed by the Governor in June 2017. The remaining work will be accomplished through a competitive design-build procurement that began March 2019. Project development activities began in May 2017, and lanes are expected to be open to traffic by 2023 or earlier. The estimated total project cost is \$210-230 million.

FY 2019/20 Cost	\$ 1,053,000	Construction
	\$ 495,000	Right of way/support services
	\$ 41,718,000	Design-build
	\$ 3,582,200	Other project-related costs
Measure A Budget Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues or potential federal grants for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

I-15 Express Lanes—Southern Extension (P003044)

Preliminary engineering and environmental studies commenced in May 2019 to add express lanes between SR-74 and Cajalco Road. The project seeks to extend express lanes south of the I-15 Express Lanes project (P003027) currently under construction. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development.

FY 2019/20 Cost	\$ 6,000,000	Preliminary engineering
	\$ 1,522,400	Other project-related costs
Measure A Budget Impact	All project development costs funded by Federal CMAQ and Measure A funds. CMAQ funds subsequently replaced STIP funds.	
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.	

Next Generation Express Lanes (P003047, P003048 & P003049)

In January 2019 the Commission approved starting the development of express lanes in three new corridors (SR-91 downtown Riverside, 60/215 Riverside-Moreno Valley, and SR-60 Jurupa-Riverside) through the development of Project Initiation Documents.

FY 2019/20 Cost	\$ 950,000	Preliminary engineering
	\$ 600,000	Design-Build
	\$ 309,700	Other project-related costs
Measure A Budget Impact	All project development costs funded by State STIP PPM and/or LTF planning funds.	
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 final design and right-of-way acquisition of Phase 1 for the city of Lake Elsinore. The estimated total project cost is \$35 million.

FY 2019/20 Cost	\$ 600,000	Final design
	\$ 5,500,000	Construction/construction support
	\$ 2,200,000	Right of way/support services
	\$ 469,500	Other project-related costs
Measure A Budget Impact	None; costs funded using TUMF, SB 1 Local Partnership Program, and STIP.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

I-215 Corridor Improvements/Scott Road to Nuevo Road (Central Segment) (P003023)

Project closeout has been completed. Project added one mixed flow lane in each direction. Preliminary engineering began in 2007 and was completed in 2011. Final design began in 2011 and was completed in December 2012; construction began in 2013 and was completed in 2016. The total project cost is estimated at \$120 million.

FY 2019/20 Cost	\$ 10,000	Construction/construction
	\$ 99,100	management/support services
		Other project-related costs
Measure A Budget Impact	Costs funded using CMIA, STIP-RIP, and 2009 Measure A highway funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

Mid County Parkway (P002302, P002324, P612317 & P612320)

Complete design and commence 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 2019/20 Cost	\$ 2,850,000	Preliminary engineering/final design
	\$ 18,200,000	Construction/construction management/support services
	\$ 24,050,000	Right of way acquisition/support services
	\$ 1,924,600	Other project-related costs
Measure A Budget Impact	Costs funded with TUMF CETAP funds and 2009 Measure A new corridor funds.	
Operating Budget Impact	N/A; responsibility for highway operations has not been determined.	

Pachappa Underpass (P003038)

Perform activities related to right of way and construction phases. Design was performed by Caltrans. Project will remove the Pachappa shoofly and construct the retaining wall, drainage, and track work for the permanent Pachappa underpass. The total project cost is estimated at \$18 million with an anticipated completion date in 2020.

FY 2019/20 Cost	\$	100,000	Engineering support services
	\$	15,900,000	Construction/construction management/support services
	\$	175,000	Right of way acquisition/support services
	\$	570,000	Other project-related costs
Measure A Budget Impact	Costs funded with federal earmarks, CMAQ, and SB 1 Local Partnership funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans and railroad operations are the responsibility of Union Pacific Railroad.		

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

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

FY 2019/20 Cost	\$	4,608,000	Preliminary engineering/final design
	\$	17,000,000	Construction
	\$	26,149,000	Right of way acquisition/support costs
	\$	38,300	Other project-related costs
Measure A Budget Impact	Costs funded using state SB 132 funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans; grade separation operations are the responsibility of the local jurisdiction.		

Santa Ana River Trail (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail project 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 2019/20 Cost	\$850,000	Preliminary engineering
	\$5,000,000	Construction/construction support services
	\$205,000	Right of way acquisition/support costs
	\$587,700	Other project-related costs
Measure A Budget Impact	None; costs will be funded by the District.	
Operating Budget Impact	N/A; operations are the responsibility of the District.	

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

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

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

FY 2019/20 Cost	\$ 1,243,700	Engineering/final design
	\$ 99,500	Right of way acquisition/support costs
	\$ 2,968,700	Other project-related costs
Measure A Budget Impact	Costs funded using primarily 1989 and 2009 Measure A highway funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

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

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

FY 2019/20 Cost	\$ 364,300	Engineering/material testing
	\$ 8,400,000	Construction
	\$ 12,360,000	Right of way acquisition/support costs
	\$ 163,000	Other project-related costs
Measure A Budget 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.	

MSHCP Land Acquisition in Western County (P002800)

Provide funding and support for the acquisition of land as mitigation for the cumulative and indirect impacts associated with construction of future highway projects as required by 2009 Measure A. The annual commitment through December 2019 is \$3 million.

FY 2019/20 Cost	\$ 3,000,000	Land acquisition
Measure A Budget Impact	Costs funded using 2009 Measure A highway funds.	
Operating Budget Impact	N/A; land mitigation operations are the responsibility of RCA.	

Rail Projects

Perris Valley Line and Other Rail Projects (P653823 & P004025)

Complete closeout of extension of commuter rail services to Perris. Project commenced in December 2007 when the Commission received approval from FTA to move into project development. Other rail projects include adding a fourth main track between the Riverside Downtown station to the connector to the SJBL branch line at Highgrove. Project was substantially completed in September 2016 for a total project cost of \$248.3 million, excluding other rail project costs. Revenue service commenced in June 2016.

FY 2019/20 Cost	\$ 30,000	Construction management/support services
	\$ 48,000	Other project-related costs
Measure A Budget Impact	Costs will be funded using FTA, CMAQ, Surface Transportation Program, STIP, and 1989 Measure A Western County and 2009 Measure A Western County rail funds as well as proceeds from sales of surplus properties.	
Operating Budget Impact	Rail service and capital operations will be the responsibility of Metrolink and will be funded by the Commission with LTF and STA based on an allocation determined by Metrolink. Annual operating costs for nine stations and the RDOCC approximate \$6.2 million and are included in Rail Operations as discussed in Section 5.2. Station operations costs will be funded by the Commission with 2009 Measure A Western County rail funds and property management revenues.	

Riverside Layover Facility (P653822)

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

FY 2019/20 Cost	\$ 170,000	Engineering support services
	\$ 5,700,000	Construction/construction management
	\$ 210,000	Right of way support costs
	\$ 550,100	Other project-related costs
Measure A Budget Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of SCRRA.	

Moreno Valley – March Field Station Upgrade (P004026)

Perform activities related to engineering and construction to add an additional platform and pedestrian overpass, 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 2019/20 Cost	\$ 900,000	Final design/engineering support services
	\$ 123,400	Other project-related costs
Measure A Budget 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 Station Track and Platform (P004027)

Begin 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 2019/20 Cost	\$ 1,000,000	Environmental engineering
	\$ 2,250,000	Right of way support costs
	\$ 212,500	Other project-related costs
Measure A Budget 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 & P004017)

Provide funding and support for station upgrades, improvements and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, and Jurupa Valley – Pedley stations. Improvements include solar lighting project, parking lot repaving and restriping, elevator modernization, HD camera replacement, fencing, passenger drop off areas, signage, station painting and ADA access improvements. Construction began in FY 2017/18 with completion anticipated in FY 2020/21.

FY 2019/20 Cost	\$ 2,640,000	Property improvements (capital outlay)
	\$ 15,142,400	Other project-related costs
Measure A Budget Impact	Costs funded using FTA, Proposition 1B security funds, 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 (P654199, P653826 & P652402)

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

FY 2019/20 Cost	\$ 150,000	Right of way support services
	\$ 4,016,900	Other project-related costs
Measure A Budget 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 who are responsible for operations in those areas.	

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

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

FY 2019/20 Cost	\$ 180,000	Property improvements (capital outlay)
	\$ 6,212,700	Other project-related costs
Measure A Budget Impact	Costs funded using 2009 Measure A Western County rail funds.	
Operating Budget Impact	Station maintenance is the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

Local Streets and Roads

Western County Area

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

FY 2019/20 Cost	\$	627,000	Banning
		1,000,000	Beaumont
		182,000	Calimesa
		197,000	Canyon Lake
		4,486,000	Corona
		1,436,000	Eastvale
		1,856,000	Hemet
		2,221,000	Jurupa Valley
		1,441,000	Lake Elsinore
		1,847,000	Menifee
		4,248,000	Moreno Valley
		2,577,000	Murrieta
		713,000	Norco
		2,003,000	Perris
		7,886,000	Riverside
		927,000	San Jacinto
		3,211,000	Temecula
		680,000	Wildomar
		5,920,000	Riverside County
		43,458,000	Total Western County
		(107,600)	Less: Allocation of administrative costs
	\$	43,350,400	Total Western County, net
Measure A Budget 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 2019/20 Cost	\$	1,537,000	Cathedral City
		628,000	Coachella
		507,000	Desert Hot Springs
		267,000	Indian Wells
		2,054,000	Indio
		1,590,000	La Quinta
		2,842,000	Palm Desert
		2,240,000	Palm Springs
		965,000	Rancho Mirage
		1,886,000	Riverside County
		14,516,000	Total Coachella Valley
		(107,600)	Less: Allocation of administrative costs
	\$	14,408,400	Total Coachella Valley, net
Measure A Budget 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.

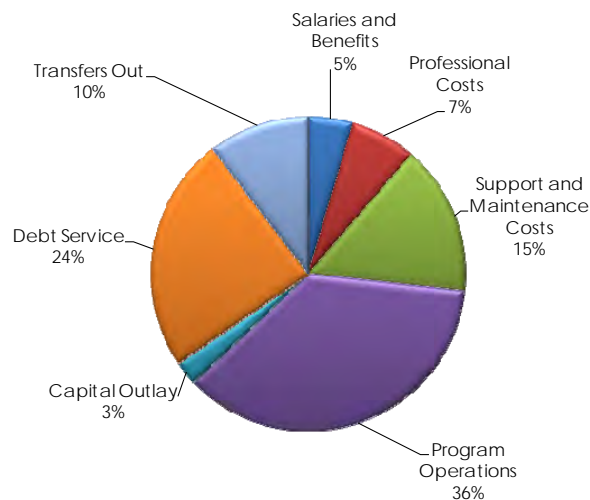
FY 2019/20 Cost	\$	782,000	Blythe
		208,000	Riverside County
		990,000	Total Palo Verde Valley
		(106,500)	Less: Allocation of administrative costs
	\$	883,500	Total Palo Verde Valley, net
Measure A Budget Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
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 54 – Toll Operations



Expenditures

Toll operations expenses of \$29,486,300 represent the third full year of operating expenses and debt service for the RCTC 91 Express Lanes (Table 67). The I-15 Express Lanes project capital expenditures are included in the Capital Project Development and Delivery Department. Approximately 52% of the expenses and other uses are comprised of operations, maintenance, and support costs. Salaries and benefits reflect an increase of 112% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability, the net allocation of FTEs affected by two new toll-related positions, and performance merit-based salary increases. Professional costs of \$1,990,000, or 7% of expenses and other uses, 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 \$4,543,300 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 \$10,670,200, or 36% of expenses and other uses, primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, system changes to comply with statewide technology requirements, and FSP services. Debt service includes a \$7,119,900 interest payment for the 2013 Toll Bonds. Transfers out comprise

\$2,359,000 of toll operations surplus revenues to fund the 91 corridor operations project and \$700,500 for the administrative cost allocation.

Table 67 – Toll Operations Uses Detail

	FY 17/18 Actual	FY 18/19 Revised Budget	FY 18/19 Projected	FY 19/20 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 510,300	\$ 638,000	\$ 638,000	\$ 1,353,400	\$ 715,400	112%
Professional Costs						
Legal Services	58,700	300,000	300,000	350,000	50,000	17%
Audit Services	-	47,000	47,000	47,000	-	0%
Financial Advisory	34,800	75,000	75,000	75,000	-	0%
Professional Services - General	721,900	1,929,000	1,928,000	1,518,000	(411,000)	-21%
Total Professional Costs	815,400	2,351,000	2,350,000	1,990,000	(361,000)	-15%
Support and Maintenance Costs	2,793,400	4,576,700	3,936,800	4,543,300	(33,400)	-1%
Projects and Operations						
Program Operations	6,661,400	8,786,100	8,507,900	10,670,200	1,884,100	21%
Capital Outlay	319,600	2,497,600	2,314,100	750,000	(1,747,600)	-70%
Debt Service	7,119,900	27,119,900	27,119,900	7,119,900	(20,000,000)	-74%
Transfers Out	749,600	6,307,200	3,948,200	3,059,500	(3,247,700)	-51%
TOTAL Toll Operations	\$ 18,969,600	\$ 52,276,500	\$ 48,814,900	\$ 29,486,300	\$ (22,790,200)	-44%

Toll Operations Staffing Summary

Position	FY 17/18	FY 18/19	FY 19/20
Chief Financial Officer	0.04	0.00	0.02
Deputy Director of Finance	0.06	0.03	0.03
Deputy Executive Director	0.06	0.10	0.02
Executive Director	0.01	0.00	0.02
External Affairs Director	0.00	0.02	0.00
Financial Analyst	0.00	0.00	0.50
IT Administrator	0.00	0.10	0.00
Procurement Manager	0.08	0.15	0.02
Right of Way Manager	0.00	0.00	0.00
Senior Financial Analyst	0.36	0.30	0.43
Senior Management Analyst	0.00	0.00	0.00
Senior Procurement Analyst	0.09	0.00	0.05
Toll Operations Manager	0.37	0.30	0.40
Toll Program Director	0.15	0.35	0.33
Toll Project Manager	0.00	0.00	0.00
Toll Senior Management Analyst	0.99	0.70	1.35
Toll Technology Manager	0.38	0.40	0.40
FTE	2.59	2.45	3.57

Department Budget Overview

Department Description

Express Lane Facility Planning History

In December 2006, the Commission adopted the Western Riverside County Delivery Plan that serves 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. This study is more fully described in the Capital Project Development and Delivery Department in Section 5.3.

First Express Lanes Project

In FY 2018/19, the Commission completed its second 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, which allows vehicles to use either or both sections of the 91 Express Lanes (Chart 55). 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 following the March 2017 opening of the express lanes, based on a toll facility agreement between the Commission and Caltrans.

Chart 55 – RCTC 91 Express Lanes



OCTA owns and operates the Orange County portion of the 91 Express Lanes. Under a cooperative agreement entered into in December 2011, the Commission and OCTA agreed on use of the same operator for the operation of the 91 Express Lanes. The joint operation of the 91 Express Lanes provides for cost sharing and a seamless customer experience.

Commission staff, as supported by the operator, operates and maintains the RCTC 91 Express Lanes from the existing Toll Operations Center and administrative offices in Anaheim and Customer Service Center in Corona. The operator's responsibilities for the RCTC 91 Express Lanes include processing of toll transactions, collection of revenue, opening and management of customer accounts, violation processing, traffic operations center management, customer service, financial management, reporting, maintenance of the Revenue and Account Management System and toll lane system, and maintenance of the Anaheim and Corona facilities.

Toll Operations provides direct oversight to the operator and administers contracts with the CHP performing toll enforcement, Caltrans performing road maintenance, and various maintenance contracts that fall outside of the operator's scope of work. Staff coordinates ongoing joint 91 Express Lanes marketing efforts with OCTA; the Commission utilizes a marketing services consultant and CTOC for planning and implementing marketing efforts related to the RCTC 91 Express Lanes and future 15 Express Lanes. Toll Operations prepares and/or distributes all required reports and provides support for the annual financial audit of 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 2013 Toll Bonds and 2013 TIFIA Loan. The Commission uses these revenues to pay for operation and maintenance expenses and debt service related to the 2013 Toll Bonds and 2013 TIFIA Loan as well as fund repair and rehabilitation reserves.

Future Express Lanes Projects

After securing the financing in July 2017, the Commission commenced design and construction of the I-15 Express Lanes project (Chart 56). A component of the project includes acquisition and development of a toll Regional Operations Center located in Corona for the 15 Express Lanes back office support, Toll Operations Center, and Customer Service Center. The Commission also is developing an express lanes connector to connect the RCTC 91 Express Lanes to the 15 Express Lanes north of the 15/91 interchange. Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, systems design, agency agreements, public outreach, toll Regional Operations Center development, creation of toll policies and business rules, and other support.

The costs for the development of the I-15 Express Lanes project, the 15/91 Express Lanes connector project, and the toll Regional Operations Center are included in the Capital Project Development and Delivery Department. The Commission's 15 Express Lanes are scheduled to open in 2020 with the 15/91 Express Lanes connector anticipated to open by the end of 2022, at which time the daily operations and maintenance and related costs will become part of the 15 Express Lanes and the responsibility of the Toll Operations Department. Under a toll facility agreement with Caltrans, similar to the RCTC 91 Express Lanes, the Commission will have the authority to charge tolls on the 15 Express Lanes for a 50-year period upon commencement of operations.

Chart 56 – Future 15 Express Lanes



State and Regional Toll Efforts

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

Key Assumptions for FY 2019/20

- Construction of the I-15 Express Lanes project will continue with the 15 Express Lanes to open in 2020.
- Tolerated express lane facilities, when completed, will be operated and maintained by the Commission for the term agreed to by Caltrans and the Commission.

- The Commission will estimate RCTC 91 Express Lanes toll revenues based on actual performance and the recent update to the investment grade traffic and revenue study.
- The Commission will estimate RCTC 91 Express Lanes toll operation costs based on actual expenses from past operations and anticipated improvements.
- The Commission will maintain a small Toll Operations staff and contract for a significant portion of toll operation services.
- The Commission will hire a new Senior Management Analyst to support overall Toll Operations and a Financial Analyst to support toll accounting activities in advance of the 15 Express Lanes opening.

Accomplishments in FY 2018/19

- Successfully operated the RCTC 91 Express Lanes in its second full fiscal year.
- Supported presentations to the rating agencies regarding the successful operation of the RCTC 91 Express Lanes.
- Transitioned the RCTC 91 Express Lanes lane system to allow for the processing of statewide 6c technology.
- Procured new 6c transponders.
- Participated in the CTOC efforts to establish a statewide plan for transition to the 6C transponder technology, express lanes signage, statewide clean air vehicle processing, statewide marketing, toll enforcement legislation, and advancement of toll collection technology related to clean air vehicles.
- Performed extensive coordination with the I-15 Express Lanes and 15/91 Express Lanes connector project's toll services provider and design-builder for the toll system design.
 - Developed Riverside Express Lanes brand name and logo.
 - Developed proposal documents with OCTA for the reprocurement of the 91 Express Lanes back office operator.
 - Relocated the 91 Express Lanes customer call center and walk-in center to the Commission-owned building in Corona.
 - Made improvements to the toll facility and maintenance building, providing occupancy to the 15 Express Lanes toll services provider who also operates the RCTC 91 Express Lanes lane system. The toll services provider is preparing for the installation of the 15 Express Lanes and operates the 91 Express Lanes lanes systems.

Major Initiatives in FY 2019/20

Toll Operations will manage the operations of the RCTC 91 Express Lanes in a manner that adheres to the RCTC 91 Express Lanes Toll Policy:

- Provide a safe, reliable, and predictable commute for 91 Express Lanes customers;
- Optimize vehicle throughput at free flow speeds;
- Pay debt service and maintain debt service coverage;
- Increase average vehicle occupancy;
- Balance capacity and demand to serve customers who pay tolls as well as carpoolers with three or more persons who are offered discounted tolls;
- Generate sufficient revenue to sustain the financial viability of the RCTC 91 Express Lanes;
- Ensure all covenants in the financing documents are met; and
- Provide net revenues for Riverside freeway/SR-91 corridor improvements, as allowable under SB 1316.

Monitoring and reporting on actual toll transactions and related toll revenues is a primary responsibility for Toll Operations. Actual transactions and revenue will be compared to projected revenue utilizing the Riverside County 91 Express Lanes Extension Investment Grade Study update prepared by Stantec Consulting Services Inc. (Stantec) and adopted by the Commission in December 2018. Toll Operations projected the FY 2019/20 budgeted toll revenue of \$36,138,300

based on actual performance to date for a nine month period; accordingly, the budgeted FY 2019/20 toll revenues are conservative compared to the revised Stantec estimates.

Toll Operations projected FY 2019/20 non-toll revenues using actual results since opening and considering OCTA and Commission-approved changes to the 91 Express Lanes transponders and account plans as a result of the 6c transponder technology transition. Such changes are not expected to significantly affect the budgeted non-toll revenues.

For the third full year of operations, the Engineer's Technical Report assumed costs of approximately \$15.3 million, whereas the FY 2019/20 budget is approximately \$20.0 million, including an internal administrative cost allocation. The FY 2019/20 budget amount is \$4.7 million, or 30.7% above Engineer's Technical Report projection and related to the following:

- The statewide transition to 6c transponder technology;
- Higher credit card fees due to higher transactions than originally estimated;
- Costs related to the reprocurement of the 91 Express Lanes customer service system and back office operation; and
- The relocation of the toll equipment on the existing direct connector due to the I-15 Express Lanes project.

In addition to monitoring toll revenues, Toll Operations will monitor and analyze these operation and maintenance costs during the fiscal year.

Toll Operations will also continue to support the design and development of the I-15 Express Lanes and 15/91 Express Lanes connector projects, which will consist of facility design with the design-builder and toll system design with the toll systems provider. Toll Operations will also support the development of new express lane corridors recently approved by the Commission in January 2019. Consultant, Commission staff, and other costs for these projects and new express lane corridors are included in the Capital Project Development and Delivery Department.

Toll Operations will also continue efforts in the area of environmental management and public outreach.

Toll Operations will manage the operations and maintenance activities for the new Regional Operations Center and Facilities and Maintenance Building in Corona.

Cash Flows from Toll Operations

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes. Information regarding the 2013 Toll Bonds and 2013 TIFIA Loan is included in Section 4, Commission Debt.

The Commission does not anticipate any deposits to the repair and rehabilitation fund nor does it expect any major repair and rehabilitation expenses permitted under the master indenture and 2013 TIFIA Loan agreement during the third full year of operations. The financial model for the 91 Project also did not assume such funding or expenses.

The projected cash flows for the RCTC 91 Express Lanes for the year ending June 30, 2020 are presented in Table 68. The cash balances at June 30, 2020 include surplus toll revenues.

Table 68 – RCTC 91 Express Lanes Projected Cash Flows FY 2019/20

<i>Cash balance at July 1, 2019, as projected</i>	\$ 63,721,600
<i>Cash flows from operating activities:</i>	
Sources of operating funds:	
Toll revenue	36,138,300
Non-toll revenue	5,731,100
Total sources of operating funds	<u>41,869,400</u>
Uses of funds for operations and maintenance:	
Salaries and benefits	1,353,400
Professional costs	1,990,000
Support and maintenance costs	4,543,300
Projects and operations	10,670,200
Capital outlay	750,000
Total uses of funds for operations and maintenance	<u>19,306,900</u>
Net cash provided by operations	<u>22,562,500</u>
<i>Cash flows from non-capital financing activities:</i>	
91 Corridor Operations project	(2,359,000)
Administrative allocation to General fund	(700,500)
Net cash used by non-capital financing activities	<u>(3,059,500)</u>
<i>Cash flows from capital and related financing activities:</i>	
Interest paid on 2013 Toll Bonds	(7,119,900)
Net cash used by capital and related financing activities	<u>(10,179,400)</u>
<i>Cash flows from investing activities:</i>	
Interest on investments	1,522,100
Net cash provided by investing activities	<u>1,522,100</u>
Net increase in cash	13,905,200
<i>Cash balance at June 30, 2020, as projected</i>	<u><u>\$ 77,626,800</u></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, FHWA, TIFIA, and bondholders. (Policy Goal: Operational Excellence)

Objectives:

- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and other performance indicators.
- Share certain express lane traffic information with Caltrans and other agencies as requested.
- Comply with continuing disclosure requirements to bondholders and TIFIA regarding express lanes development and operations.

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*)

Objectives:

- Support the development of the Commission’s toll capital projects in all areas of planning, financing, design, and construction.
- Provide opportunity for expansion of express bus services to employment centers, as this will contribute to congestion relief on impacted corridors.

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*)

Objectives:

- Coordinate with surrounding counties in their development of toll facilities in general and those toll facilities that impact the Commission’s toll operations in particular.
- Participate in CTOC to advance regional and statewide tolling initiatives, technology interoperability, and coordination among California toll agencies.

ID	Toll Operations Performance Measures and Results	FY 17/18 Estimated	FY 17/18 Actuals	FY 18/19 Estimated	FY 19/20 Projected
TO1	Toll transactions	10,776,000	14,518,302	14,490,100	13,286,800
TO1	Toll revenues	\$31,682,000	\$42,778,306	\$40,187,000	\$36,138,300
TO1	Non-toll revenues, excluding investment income	\$5,259,000	\$7,668,518	\$7,569,900	\$5,731,100

Community Profile

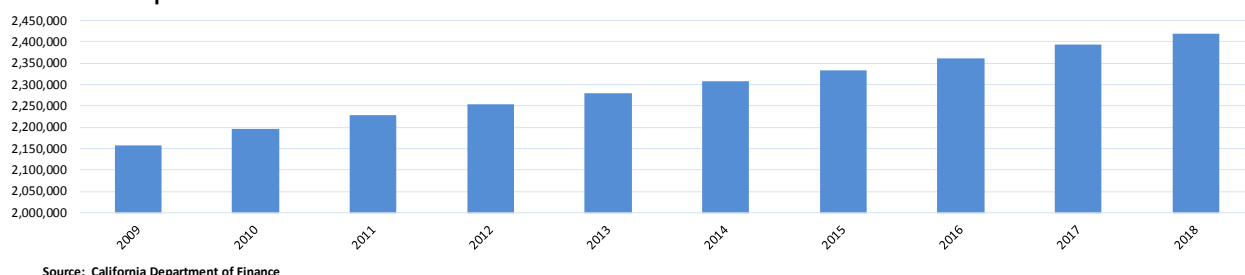
Riverside County is the fourth largest county in California, stretching westward nearly 200 miles from the Colorado River and comprising more than 7200 square miles that include 28 incorporated cities. The County can trace its beginning back to 1893 when voters approved the formation of a new county. The area was carved from parts of San Bernardino and San Diego counties.

Over its more than 126 years of existence, the County's economy has diversified and prospered. Originally, the County was a very agricultural area, known for a wide variety of crops grown on its fertile soils. The County remains a strong agricultural area, but it is increasingly becoming a leader in manufacturing, transportation, construction, and tourism.

Demographics

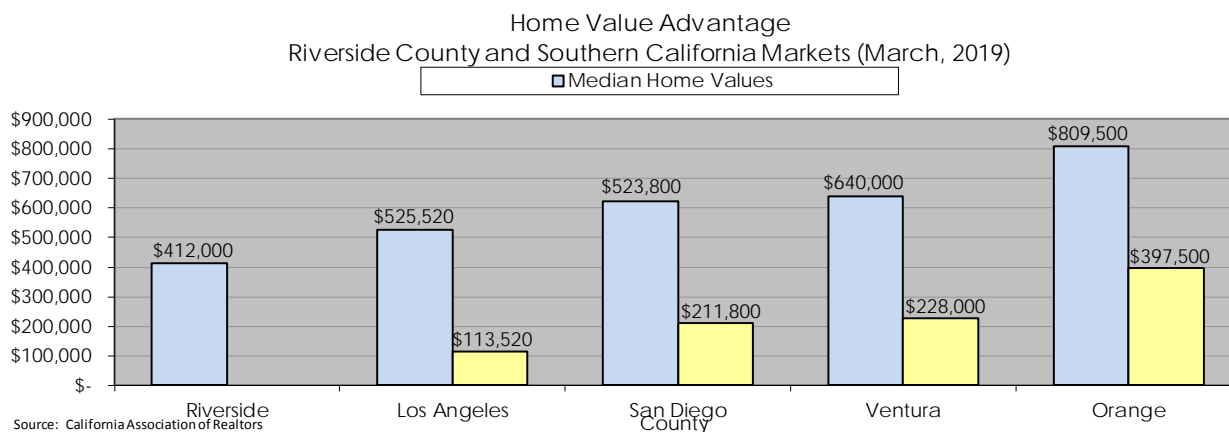
The success of the area has brought dramatic population growth to the County (Chart 57). Since the 1980's, the County has been one of the fastest growing counties in the State.

Chart 57 – Population – Last Ten Years



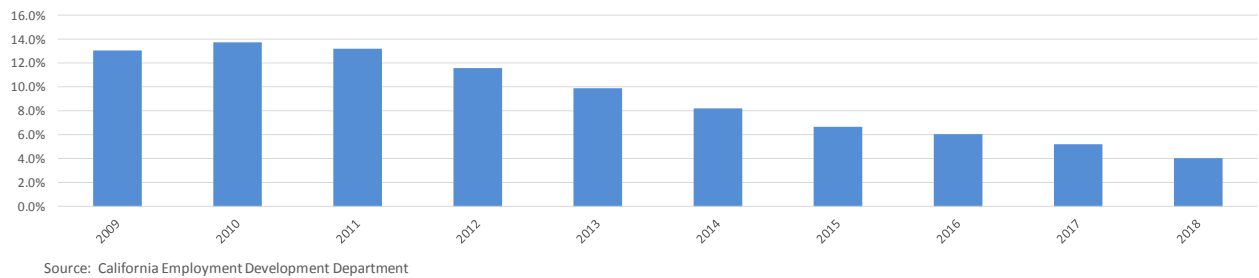
The available and affordable housing in the County has attracted many people to the County (Chart 58); however, housing is gradually recovering from a slowdown due to the effect of the subprime mortgages, ensuing credit crisis, and last recession.

Chart 58 – Home Price Advantage



During the growth period, jobs also increased as many firms relocated to the area and moved away from older communities. During the last recession, the County's unemployment rate rose to an all-time high; however, the unemployment rate has decreased significantly during the recovery period (Chart 59).

Chart 59 – Unemployment Rate (%) – Last Ten Years



The area is preparing for its future as well in supporting better education. The County is home to a number of colleges and universities including UCR. Riverside County's economy is benefitting from employment gains. Population migration to the Inland Empire has occurred due to the area's employment opportunities and a lower cost of living compared to the coastal counties. Although wage growth has been flat and centered on lower and moderate income, improvements in the local labor market with increased economic activity support stable sales tax revenue growth.

Statistical Information

Retail Sales

As a result of demographic changes and growth, retail sales (Chart 60 and Table 69) in the County have shown continued improvements following the last recession.

Chart 60 – Retail Sales (%) - \$34 Billion – 2017 Data

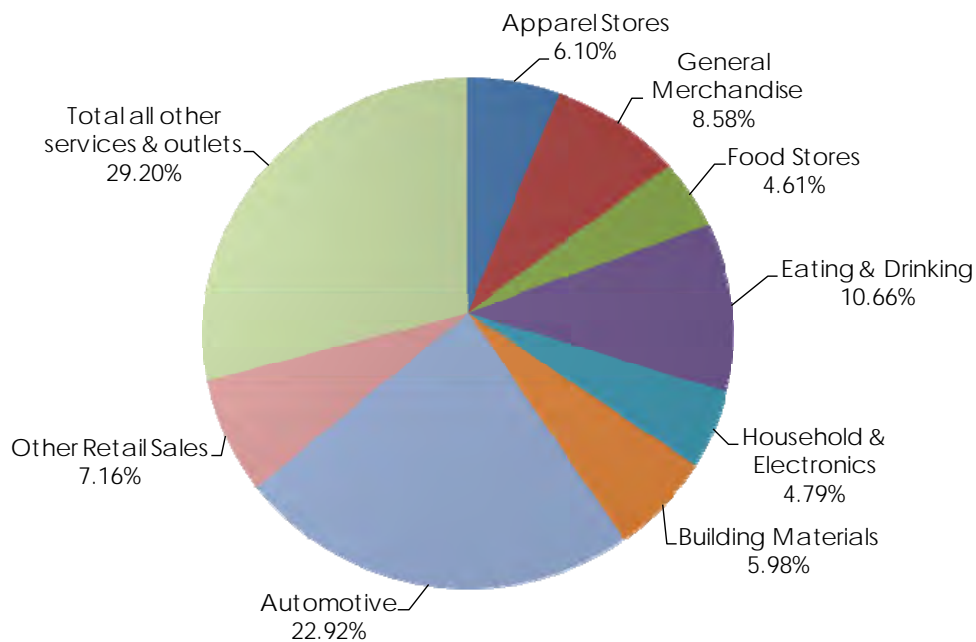


Table 69 –Riverside County Taxable Sales by Business Type (in 000's) – Last Five Years

	2017 ¹	2016	2015	2014	2013
Apparel Stores	\$ 2,199,512	\$ 2,190,228	\$ 2,136,727	\$ 1,989,623	\$ 1,771,603
General Merchandise	3,101,256	3,052,409	3,040,243	3,289,057	3,298,920
Food Stores	1,666,910	1,574,030	1,727,517	1,509,403	1,421,590
Eating & Drinking	3,852,674	3,648,980	3,384,494	3,093,862	2,836,388
Household & Electronics	1,730,702	1,386,985	1,135,234	1,030,454	996,484
Building Materials	2,161,593	1,965,101	1,826,293	1,706,183	1,535,178
Automotive	8,282,532	7,751,812	7,693,172	7,844,773	7,421,523
Other Retail Sales	2,586,770	2,452,591	2,338,039	2,182,987	1,781,754
Total all other services & outlets	10,550,866	10,209,008	9,629,185	9,389,345	9,002,027
	\$ 36,132,815	\$ 34,231,144	\$ 32,910,904	\$ 32,035,687	\$ 30,065,467

Source: State Board of Equalization

¹ Year represents most recent data available

The 2017 taxable sales generation by jurisdiction in the County, including ranking compared to 2006, is presented in Table 70.

Table 70 –Taxable Sales Generation by Jurisdiction in Riverside County for 2017¹

	Taxable Sales (in 000's)	% of Total ²	2017	2007
City of Riverside	\$ 5,534,294	15.3%	2	2
City of Corona	3,663,277	10.1%	3	3
City of Temecula	3,209,067	8.9%	4	4
City of Moreno Valley	1,652,123	4.6%	5	6
City of Palm Desert	1,624,653	4.5%	6	5
City of Murrieta	1,522,525	4.2%	7	7
City of Perris	1,462,211	4.0%	8	14
City of Palm Springs	1,149,888	3.2%	9	9
City of Hemet	1,042,103	2.9%	10	8
City of Indio	1,008,113	2.8%	11	12
City of Jurupa Valley	968,336	2.7%	12	N/A
City of Lake Elsinore	821,250	2.3%	13	13
City of Cathedral City	809,572	2.2%	14	11
City of La Quinta	751,449	2.1%	15	10
City of Eastvale	742,347	2.1%	16	N/A
City of Menifee	683,385	1.9%	17	N/A
City of Norco	603,813	1.7%	18	15
City of Rancho Mirage	485,920	1.3%	19	16
City of Beaumont	429,064	1.2%	20	18
City of Coachella	307,443	0.9%	21	17
City of San Jacinto	258,202	0.7%	22	21
City of Banning	226,170	0.6%	23	19
City of Blythe	152,961	0.4%	24	20
City of Wildomar	152,142	0.4%	25	N/A
City of Desert Hot Springs	138,947	0.4%	26	22
City of Indian Wells	102,766	0.3%	27	23
City of Calimesa	72,082	0.2%	28	24
City of Canyon Lake	20,912	0.1%	29	25
Incorporated	29,595,015	81.9%		
Unincorporated county area	6,537,798	18.1%	1	1
Countywide	\$ 36,132,814	100.0%		
California	\$ 672,486,581			

Source: California State Board of Equalization

¹ Year represents most recent data available² Subject to rounding differences

Measure A Sales Taxes

Measure A is a one-half of one cent transaction and use tax for transportation improvements in the County. The County had an 8.00% sales tax rate including the Measure A rate through December 2016. In January 2017, it increased 0.25% to 8.25% and in April 2018, it decreased 0.50% to 7.75% (Table 71).

Table 71 – Direct and Overlapping Sales Tax Rates – Last Five Years

Fiscal Year	Measure A Direct Rate	County of Riverside
2019	0.50%	7.75%
2018	0.50%	7.75%
2017	0.50%	8.25%
2016	0.50%	8.00%
2015	0.50%	8.00%

Source: Commission Finance Department and CDTFA

Since the end of the last recession, changes have occurred in the economic categories in which the Measure A sales tax was generated (Table 72). However, general retail and transportation continue to represent the two highest economic categories with approximately 53.5% of sales taxes generated in these categories through the fourth quarter of 2018. Transportation has decreased in recent years due to lower fuel prices offset by increases in new auto purchases.

Table 72 – Sales Tax by Economic Category

Economic Category	2015/4	2016/4	2017/4	2018/4
	% of Total	% of Total	% of Total	% of Total
General Retail	28.8%	28.9%	28.3%	28.9%
Transportation	25.9%	25.1%	25.3%	24.6%
Food Products	17.3%	17.7%	17.6%	17.8%
Business to Business	15.1%	15.3%	15.6%	16.3%
Construction	10.8%	10.8%	10.8%	10.8%
Miscellaneous	2.1%	2.2%	2.4%	1.6%
Total	100.0%	100.0%	100.0%	100.0%

Source: MuniServices, LLC

Each economic category consists of several economic segments, which provide additional information regarding economic activity in the County. In 2012 the top six economic segments consisted of service stations, department stores, auto sales–new, restaurants, building materials–wholesale, and miscellaneous retail. Over the next six calendar years, auto sales–new, restaurants, and department stores moved into the top three economic segments. The top six economic segments in 2018 with comparisons to previous years are presented in Table 73.

Table 73 – Sales Tax by Economic Segment

Top Six Economic Segments (Category)	2015/4	2016/4	2017/4	2018/4
	% of Total	% of Total	% of Total	% of Total
Auto Sales - New (Transportation)	11.7%	11.8%	11.5%	11.2%
Restaurants (Food Products)	11.0%	11.4%	11.5%	11.2%
Department Stores (General Retail)	10.4%	10.1%	9.9%	9.6%
Service Stations (Transportation)	8.5%	7.2%	7.7%	7.8%
Miscellaneous Retail (Miscellaneous)	7.2%	7.4%	7.4%	9.0%
Building Materials - Wholesale (Construction)	6.2%	6.1%	6.0%	6.6%

Source: MuniServices, LLC

Commission Facts

Programs and Services

Measure A: The Commission administers Measure A, the local half-cent sales tax for new transportation projects in the County. Under Measure A, funding is used to improve highways, commuter rail, regional arterials, local streets and roads, transit and specialized transportation services including commuter assistance, economic development, new corridors, and Commission administration. Measure A expires in 2039.

Transportation Development Act: The TDA is comprised of two elements: Local Transportation Fund and State Transit Assistance funding. The Commission administers the LTF one-quarter of one cent of the state sales tax on behalf of the County. STA is generated from the statewide sales tax on diesel fuel and SB 1 gas tax and is allocated by the State to the Commission on the basis of population and as a percentage of transit fare revenues. TDA funding is allocated primarily to bus and rail transit operators for transit operating and capital needs. Additionally, LTF funding is available for bicycle and pedestrian facilities, planning, and administration and allocated to the Commission and local jurisdictions in the County.

Highways: The Commission assists with the planning and funding for highway improvements. State highway maintenance is generally the responsibility of Caltrans; however, the Commission will be responsible for the operations and maintenance of toll facilities during a 50-year term upon commencement of toll operations for each facility.

Local Streets and Roads: The Commission administers funding to local jurisdictions to improve streets, intersections, signal coordination, and pavement. Local streets and roads maintenance is the responsibility of the local jurisdictions.

Commuter Rail: The Commission funds and oversees Metrolink rail services within the County. The Commission's three Metrolink lines are the Riverside, IEOC, and 91/Perris Valley Lines. The Commission owns and maintains nine Metrolink stations and an operations control center located at:

- Riverside Downtown operations control center, 4344 Vine Street, Riverside
- Perris—South, 1304 Case Road, Perris
- Perris—Downtown, 121 South C Street, Perris
- Moreno Valley/March Field, 14160 Meridian Parkway, Riverside
- Riverside—Hunter Park/UCR, 1101 Marlborough Avenue, Riverside
- Riverside Downtown station, 4066 Vine Street, Riverside
- Riverside—La Sierra station, 10901 Indiana Avenue, Riverside
- Jurupa Valley—Pedley station, 6001 Pedley Road, Riverside
- Corona—North Main station, 250 East Blaine Street, Corona
- Corona—West station, 155 South Auto Center Drive, Corona

Motorist Assistance: The Commission provides emergency call boxes and the 511 traveler information system through the SAFE and offers emergency towing services through the FSP.

Commuter Assistance: The Commission provides a variety of rideshare services both to employers and commuters. Through voluntary participation, commuters and employers receive a direct benefit from their sales tax dollars, and the entire region benefits from reduced traffic congestion and improved air quality.

Specialized Transit: The Commission maintains a strong commitment to assist in the mobility of those with specialized transit needs. Through its Specialized Transit Program, the Commission has

provided millions of dollars to public and nonprofit transit operators to assist in the provisions of special transit services to improve the mobility of seniors and persons with disabilities.

Tolled Expressed Lanes: In March 2017, the Commission opened its RCTC 91 Express Lanes, including a tolled direct connector from SR-91 to I-15 south, following the substantial completion of the 91 Project through the city of Corona. A second facility on I-15 from SR-60 to Cajalco Road in Corona is currently under construction with opening of the 15 Express Lanes expected in 2020. The Commission commenced project development for the 15/91 Express Lanes connector, a tolled direct connector from SR-91 to I-15 north; completion is expected prior to 2023. This connector's operations will be included in the 15 Express Lanes operations. In 2017, the Commission began preliminary engineering and environmental studies to add express lanes on I-15 between Cajalco Road and SR-74. In 2019, the Commission approved the start of project development for three new express lanes corridors.

Appendix A – Glossary of Acronyms

AB	- Assembly Bill
ADA	- Americans with Disabilities Act
ATP	- Active Transportation Program
BABs	- Build America Bonds
Bechtel	- Bechtel Infrastructure
BNSF	- BNSF Railway
Board	- Board of Commissioners for the Riverside County Transportation Commission
CABs	- Capitalized Appreciation Bonds
CAC	- Citizens Advisory Committee
CAFR	- Comprehensive Annual Financial Report
CALCOG	- California Association of Councils of Governments
California	- State of California
CalPERS	- California Public Employees Retirement System
Caltrans	- California Department of Transportation
Capital Projects	- Capital Projects Development and Delivery, a RCTC department
CARB	- California Air Resources Board
CCTV	- Closed-Circuit Television
CDTFA	- California Department of Tax and Fee Administration
CEQA	- California Environmental Quality Act
CETAP	- Community Environmental Transportation Acceptability Process
CHP	- California Highway Patrol
CHSRA	- California High Speed Rail Authority
CIBs	- Current Interest Bonds
CIP	- Capital Improvement Plan
CMA	- Congestion Management Agency
CMAQ*	- Congestion Mitigation and Air Quality
CMIA*	- Corridor Mobility Improvement Account (Proposition 1B funding category)
CMP	- Congestion Management Program
Commission	- Riverside County Transportation Commission
County	- County of Riverside
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
DMV	- Department of Motor Vehicles
EMMA	- Electronic Municipal Market Access system managed by the Municipal Securities Rulemaking Board
ERP	- Enterprise Resource Planning
ETC	- Employer Transportation Coordinators
FAST Act	- Fixing America's Surface Transportation Act
FHWA*	- Federal Highway Administration
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
HOV	- High Occupancy Vehicle (Carpool Lane)
HSIPR	- High Speed Intercity Passenger Rail
I	- Interstate
IE Commuter	- Inland Empire Commuter rideshare system
IEOC	- Inland Empire-Orange County Metrolink Service
Inland Empire	- Region covering Riverside and San Bernardino counties
LCTOP	- Low Carbon Transit Operations Programs
Limited Tax Bonds	- Indebtedness secured by a specified tax or group of taxes
LOSSAN	- Los Angeles-San Diego-San Luis Obispo, a rail corridor
L RTP	- Long Range Transportation Plan
LTF*	- Local Transportation Fund
MAAC	- Member Agency Advisory Committee
MARA	- 2009 Measure A Regional Arterial funding for Western County
MCP	- Mid County Parkway
Measure K	- Increase of sales tax revenue bonds debt limit to \$975 million approved by voters in November 2010
Metrolink	- Operating Name for SCRRA (see SCRRA)
MOE	- Maintenance of Effort
Moody's	- Moody's Investors Service
MOU	- Memorandum of Understanding
MPO	- Metropolitan Planning Organization
MSHCP	- Multi-Species Habitat Conservation Plan
MSRC	- Mobile Source Air Pollution Reduction Review Committee (AB2766)
NEPA	- National Environmental Policy Act
OA	- Obligation Authority
OCTA	- Orange County Transportation Authority
Operation Lifesaver	- Operation Lifesaver International, an education program regarding the importance of rail safety
Perris Valley Line	- Perris Valley Line Metrolink Extension Project
PPM	- Planning, Programming, and Monitoring
PVL	- Perris Valley Line Metrolink Extension Project
PV VTA	- Palo Verde Valley Transit Agency
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
RFA	- Request for Authorization
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	- 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 821	- State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	- San Bernardino County Transportation Authority
SBE	- Small Business Enterprise
SCAG	- Southern California Association of Governments
SCAQMD	- Southern California Air Quality Management District
SCRRA	- Southern California Regional Rail Authority
SCS	- Sustainable Communities Strategy
SDP	- Service Development Plan
SGR	- State of Good Repair (SB 1 Program)
SHCC	- Self-Help Counties Coalition
SHOPP	- State Highway Operations and Protection Program
SJBL	- San Jacinto Branch Line
SR	- State Route
SRA	- State Rail Account
SRTP	- Short Range Transit Plan
STA*	- State Transit Assistance
Stantec	- Stantec Consulting Services Inc.
State	- State of California
State Street Bank	- State Street Bank and Trust Company
STBG*	- Surface Transportation Block Grant (replaced STP)
STIP*	- State Transportation Improvement Program
SunLine	- SunLine Transit Agency
TAC	- Technical Advisory Committee
TAP	- Transportation Alternatives Program
TCEP	- Trade Corridor Enhancement Program
TCIF*	- Trade Corridors Improvement Fund (Proposition 1B funding category)
TDA*	- Transportation Development Act
TIFIA*	- Transportation Infrastructure Finance and Innovation Act
TIP	- Transportation Improvement Plan
TUMF*	- Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	- United States Department of Transportation
UCR	- University of California at Riverside
VanClub	- RCTC's vanpool subsidy program
Western County	- Western area of Riverside County
WRCOG	- Western Riverside Council of Governments
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
2010A Bonds	-	Sales Tax Revenue Bonds, Series A Tax-exempt issued in November 2010
2010B Bonds	-	Sales Tax Revenue Bonds, Series B Taxable issued in November 2010
2013 Sales Tax Bonds	-	Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	-	TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	-	Toll Revenue Bonds issued in July 2013 for the 91 Project
2016 Refunding Bonds	-	Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017A Bonds	-	Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	-	Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2017 TIFIA Loan	-	TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2018 Refunding Bonds	-	Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009

* Additional information provided in Funding Definitions.

Appendix B – Glossary of Funding Definitions

Federal Funding Sources

Transportation Infrastructure Finance and Innovation Act

The TIFIA program provides credit assistance for qualified projects of regional and national significance that are critical improvements to the nation's surface transportation system. It is designed to fill market gaps and leverage substantial private and non-federal co-investment by providing supplemental and subordinate capital. TIFIA credit assistance is often available on more advantageous terms than in the financial market making it possible to obtain financing, in the form of a secured loan, loan guarantee, and/or standby line of credit, for needed projects when it might not otherwise be possible.

Federal Transit Administration

Section 5307 formula funds made available to urbanized areas for operating subsidies, capital projects and planning. Operating match is up to 50% of the net operating cost; capital and planning match is 80% federal and 20% local.

Section 5309 discretionary funds generally provided to urbanized areas for funding new start rail projects, major bus fleet replacement, and transit facility construction. Matching ratios range from 50/50 to 80% federal and 20% local.

Section 5310 funds made available to states for providing capital support to private non-profit and, in certain circumstances, public transit operators. This is a state administered discretionary program providing funds on an 88.53% federal and 11.47% local basis.

Section 5311 funds provided to support rural transit operating subsidies and capital projects. Operating match is up to 50% of the net operating cost; capital match is 80% federal and 20% local.

Federal Highway Administration

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was approved by Congress to replace the former Federal Aid Urban/Federal Aid System funding programs. ISTEA was established as a six-year funding program and was reauthorized for another six years in 1997. This new transportation act was renamed as the Transportation Equity Act of the Twenty-first Century (TEA21) and was extended through August 10, 2005 when the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Nine short-term extensions of SAFETEA-LU were passed until July 2012 when Moving Ahead for Progress in the 21st Century (MAP-21) was enacted. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and became the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure. Under these programs the following fund sources are allocated to each county, and the Commission further allocates these funds based on federal provisions.

Surface Transportation Block Grant (formerly Surface Transportation Program)

Funds allocated by the Commission and administered by Caltrans that provide funding for local street and road improvements. Current matching rate is 88.53% federal and 11.47% local.

Congestion Mitigation and Air Quality

Funds allocated by the Commission for transportation related air quality improvement projects in air quality non-attainment areas. Current matching rate is 88.53% federal and 11.47% local. Safety projects can qualify for 100% of CMAQ funding.

American Recovery and Reinvestment Act of 2009

Commonly referred to as the Stimulus or The Recovery Act, ARRA is an economic stimulus package “intended to create jobs and promote investment and consumer spending” during the recent recession. It includes domestic spending in infrastructure with investment transportation, environmental protection, and other infrastructure providing long-term economic benefits. ARRA also created the Build America Bond program, which authorized state and local governments to issue in 2009 and 2010 such bonds as taxable bonds to finance capital expenditures for which would otherwise be financed with tax-exempt governmental bonds. State and local governments issuing BABs receive a direct federal subsidy payment for a portion of their borrowing costs on BABs equal to 35 to 45 percent of the total coupon interest paid to investors. The BAB program was intended to assist state and local governments finance capital projects at lower borrowing costs and to stimulate the economy and create jobs.

State Local Funding Sources

Transportation Development Act

The TDA is comprised of two elements: LTF and STA funds.

LTF funds are derived from 1/4 of one cent of the state sales tax and are returned to source. There are three areas of apportionment within Riverside County comprised of Western County, Coachella Valley, and Palo Verde Valley (Blythe). The Commission administers the LTF on behalf of the County of Riverside. Funds are provided for program administration, Southern California Association of Governments regional planning, local transportation planning, and transit services in Western County and the Coachella Valley. In the Palo Verde Valley, funds support transit services and local street and road improvements. Additionally, under SB 821, 2% of LTF funds are made available for bicycle and pedestrian projects.

STA funds are generated from the statewide sales tax on diesel fuel and are allocated by the state to the Commission based on population and as a percentage of transit fare revenue. The Commission has generally used these funds to support capital purchases and improvements as these funds have been subject to state budgetary actions.

State Transportation Improvement Program

The STIP consists of RIP and IIP funds. The RIP and IIP programs are mainly supported by Proposition 42 funding. The RIP component represents 75% of STIP funds available for capacity projects. Regional Transportation Planning Agencies are responsible for selection of projects proposed for RIP funds. The IIP component represents the remaining 25% of STIP funds available for capacity projects and Caltrans is responsible for the selection of IIP-funded projects. The Commission and Caltrans District 8 work closely in coordinating projects for these fund sources.

Senate Bill 1 (The Gas Tax) and Senate Bill 132

Commonly referred to as the Gas Tax, is the Road Repair and Accountability Act of 2017, SB 1 was approved by California’s Legislature and Governor in April 2017. The Gas Tax generates funds for our transportation infrastructure through increased gasoline taxes and annual vehicle fees. SB 1 provides support for state and local systems to meet four critical needs: road rehabilitation, congestion relief, trade corridor improvements, and improved transit/rail travel. It began providing funds to cities and counties in November 2017. In June 2018, California voters approved Proposition 69, which amended the State Constitution to prevent SB 1 funds from being diverted or borrowed for other purposes.

SB 132 was part of a package of legislation that passed with SB 1 and provided state funding for five major transportation projects in Riverside County. These projects included

in the Riverside County Transportation Efficiency Corridor would not be underway without this state funding. The projects are comprised of the Commission's 15/91 Express Lanes connector project; the County's I-15/Limonite Avenue interchange project with the cities of Eastvale and Jurupa Valley as its partners; the County's Jurupa Avenue grade separation project with the city of Jurupa Valley as its partner; the city of Corona's McKinley Avenue grade separation project; and the County's Hamner Bridge widening project with the city of Norco as its partner.

Cap and Trade

State legislation in 2006 requires GHG emissions in the State to be reduced. A key element of the GHG reduction program is the Cap and Trade Program in which entities regulated under the program can "trade" or buy and sell a portion of emission allowances issued by the CARB at auctions held during the year. The revenues generated for the State through these auctions are appropriated for infrastructure investments that include LCTOP and road programs, high speed rail projects, and transit and intercity rail projects.

Proposition 1B Program

In November 2006, the voters in California approved Proposition 1B, which will fund various transportation programs from bonds issued by the state of California. Programs to be funded include CMIA, transit capital, transit security, STIP supplement, goods movement (TCIF), State and Local Partnership Program funds, and cities and counties.

Local Funding Sources

Measure A

Measure A is a half-cent local retail transaction and use tax that was initially approved by the voters in November 1988 for 20 years (Ordinance 88-1) and extended in November 2002 for an additional 30 years (Ordinance 02-001), through June 2039, to help fund key transportation improvements in Riverside County. It provides funds to improve highways, regional arterials, and local streets and roads; to develop new transportation corridors; to expand commuter rail, public transit, specialized transportation services, and commuter programs; develop a program of economic incentives to attract commercial and industrial development and jobs; and support bond financing. These types of improvements are needed to maintain and improve the quality of life in the County, reduce current congestion, and provide adequate transportation facilities to accommodate reasonable growth. Since existing state and federal sources provide only a limited amount of funding for a limited number of projects, Measure A will cover the shortfall for key projects with a funding source that is under local control. It will use the revenue generated in Western County, Coachella Valley, and Palo Verde Valley to meet the unique transportation needs of each of those areas.

Transportation Uniform Mitigation Fee

The TUMF program was adopted by all local jurisdictions in the Western County area of Riverside County in July 2003. Under this program, which is administered by the WRCOG, fees are assessed on new residential and commercial development in Western County to ensure that new development pays its fair share toward providing the needed infrastructure improvements on the regional system of highways and arterials. In accordance with the extension of Measure A in 2002 and an amended MOU with WRCOG, the Commission shall receive 48.7% of the TUMF revenues to fund equally the regional arterial system and the development of new corridors.

Appendix C – Glossary of Program Terms

The following explanations of terms are presented to aid in understanding the various program terms used and discussed in the narrative.

Bicycle and Pedestrian

LTF provides revenues for the construction of bicycle and pedestrian facilities and related right-of-way costs.

Bond Financing

In order to accomplish the construction of the highway and rail projects and implementation of the local streets and roads and other programs identified in the Measure A TIP as soon as possible, some level of borrowing will be required. A portion of the revenues generated in the Western County will be made available for this purpose.

Commuter Assistance

The purpose of this program is to provide short-term incentives to encourage single occupant vehicle drivers to use alternate modes of transportation including carpools, vanpools, bus pools, public bus, commuter rail, walking, and bicycling.

Commuter Rail

Measure A provides operating and capital revenue for commuter rail service to Orange and Los Angeles counties. LTF provides revenue for commuter rail operations in Riverside County. These trains operate on existing railroad tracks parallel to major freeways. Commuter rail service provides a safe and reliable transit alternative to driving alone during the peak period. Plans to expand commuter rail service in Western Riverside County from Riverside to Perris via Moreno Valley are currently underway.

Economic Development

Measure A will be used to create an infrastructure improvement bank to improve existing interchanges, construct new interchanges, provide public transit linkages or stations, and make other improvements to the transportation system in Western County. These incentives are intended to attract commercial and industrial development and jobs to locate within the Western County area.

Highways

Measure A provides revenues to widen existing highways, expand interchanges, and improve remote freeways. These improvements are needed to control traffic congestion in Western County and improve access and safety in Coachella Valley. Costs of these improvements will be covered by funds from state and federal sources. Measure A revenue will be used to supplement—not replace—these other sources and to accelerate work on projects deferred for lack of funding.

Local Streets and Roads

Measure A provides revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads. The County and local cities are required to supplement those expenditures with other previously dedicated revenue sources to maintain road improvements at a level equal to or greater than the base year amount. LTF provides revenue for local street and road improvements in the Palo Verde Valley.

Metrolink

The Commission's commuter rail program is part of the regional network operated by SCRRA operating under the name of Metrolink, a five-county joint powers agency composed of the transportation commissions of Los Angeles, San Bernardino, Orange,

Riverside, and Ventura. The purpose of this agency is to manage the operation and maintenance of commuter rail in the five-county metropolitan area.

Motorist Assistance

The Motorist Assistance program has three elements. The FSP is a special team of tow trucks that travel on selected Riverside County freeways during peak commute hours to assist drivers when their cars break down. Another element is the call box system, which installation and operation is made possible with revenue provided by the public. Call boxes are being provided by the Commission, which serves as the County's SAFE. The third element is the 511 traveler information system. One dollar per year from every motor vehicle registration pays for the call boxes and their operation and maintenance, 511 operations, and matching funds for FSP.

New Corridors

Four new transportation corridors were identified through the CETAP. Measure A and TUMF funds will be used for environmental clearance, right of way, and construction of these new corridors.

Public Transit

The Commission is the agency responsible for short-range transportation planning and programming and coordinating the operation of all public transportation service within the County. The Commission allocates and disburses TDA as well as Measure A funds to the transit operators for operating and capital purposes.

Regional Arterials

Measure A funds generated within the Western County and Coachella Valley areas are used for major regional road projects. The system is to be implemented with a mix of funding required from new development under a Transportation Uniform Mitigation Fee to be paid by developers from new development and from Measure A funds returned to the Western County and Coachella Valley areas. The Transportation Uniform Mitigation Fee schedule shall be established in order to generate at least the equivalent of Measure A funding toward the regional arterial system.

Specialized Transit

Measure A provides public transit revenues to improve transportation services for seniors, persons with disabilities and commuters. For seniors and persons with disabilities, it provides dial-a-ride cab service at night for emergency purposes, guarantees half-price bus fares, and assists centers with their transit programs. For commuters, it improves express bus service and expands ridesharing programs. In the Coachella Valley, revenues also are available for bus replacement and local bus service.

Transportation Improvement Plan

This plan also acts as the County's expenditure plan and was prepared by the Commission for the proposed 1/2% local retail transaction and use tax for transportation purposes to be collected. This was proposed by the Commission as a means to fill the funding shortfall to implement needed highway, regional arterial, economic development incentives, and new corridors; local street and road programs; commuter rail projects and operations; public bus transit and specialized transportation improvements; commuter assistance programs; and bond financing.

Appendix D – Glossary of General Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting, and budgeting.

Accountability

The state of being obliged to explain one's actions, to justify what one does. Accountability requires a government to answer to its citizenry to justify the raising of public resources and the purposes for which they are used.

Accounting System

The methods and records established to identify, assemble, analyze, classify, record, and report a government's transactions and to maintain accountability for the related assets and liabilities.

Accrual Basis of Accounting

The accounting of the financial effects of transactions, events, and interfund activities when they occur, regardless of when cash is received or paid.

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries, and confirmations with third parties.

Balanced Budget

The identification of revenues and other financing sources as well as available fund balances to fund operating and capital expenditures and other financing uses on an annual basis.

Basis of Accounting

A term used to refer to when the effects of transactions or events are recognized for financial reporting purposes. For example, the timing of recognition can be when the transaction or event occurs (accrual basis) or when cash is received or paid (cash basis).

Bond

A written promise to pay a specified sum of money (face or principal amount) at a specified date or dates in the future (maturity date), together with periodic interest at a specified rate. Bonds are primarily used to finance capital projects.

Budget

A plan of financial activity for a specified period indicating all planned revenues and expenditures for the budget period. Annual budgets are usually required by law and are essential to sound financial management. The Commission prepares an annual budget that is applicable to a single fiscal year.

Budgetary Control

The control or management of a government in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Capital Outlay

Expenditures resulting in the acquisition of or addition to the government's capital assets or assets to be transferred to Caltrans, such as highway projects.

Capital Project

A long-term strategic project requiring relatively large sums of revenues, accumulated reserves, and/or financing to acquire, develop, construct, improve, and/or maintain a capital asset such as land, buildings, and infrastructure.

Capital Projects Fund

A governmental fund type created to account for financial resources to be used for the acquisition or construction of major capital projects. The Commission has two capital projects funds for Commercial Paper and Sales Tax Bonds to account for debt proceeds from 2009 Measure A commercial paper notes and sales tax revenue bonds related to highway, commuter rail, regional arterial, and local streets and roads projects.

Commercial Paper

An unsecured short-term promissory note issued primarily by corporations with maturities ranging from two to 270 days. The credit risk of almost all commercial paper is rated by a rating service.

Comprehensive Annual Financial Report

A financial report that encompasses all funds of the government. In the financial section of the CAFR are the basic financial statements and required supplementary information as well as combining and individual fund financial statements, as necessary. The CAFR also contains introductory information and statistical data.

Current Financial Resources Measurement Focus

A measurement focus that reports on the near-term or current inflows, outflows, and balances of spendable financial resources. This focus is unique to accounting and financial reporting for state and local governments and is used for reporting the financial position and results of operations of governmental funds.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants, and notes.

Debt Coverage Ratio

The ratio of pledged revenues to related debt service for a given year.

Debt Limit

The maximum amount of outstanding gross or net debt legally permitted.

Debt Proceeds

The difference between the face amount of debt and the issuance discount or the sum of the face amount and the issuance premium. Debt proceeds differ from cash receipts to the extent issuance costs, such as underwriters' fees, are withheld by the underwriter.

Debt Service Fund

A governmental fund type created to account for the accumulation of resources for and payment of general long-term debt principal and interest. The Commission has one debt service fund for its sales tax revenue bonds.

Economic Resources Measurement Focus

A measurement focus that reports on all inflows, outflows, and balances affecting or reflecting the entity's net position. This focus is used for proprietary funds as well as for government-wide financial reporting.

Enterprise Fund

A proprietary fund type created to account for the toll and non-toll revenues earned on the Commission's express lanes. These revenues are restricted to pay operations and maintenance costs, repair and rehabilitation costs, debt service, and other in accordance with the toll bond indenture.

Expenditures

Represents decreases in net financial resources on the transfer of property or services for acquiring an asset, service, or settling a loss.

Financial Advisor

In the context of the issuance of debt, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit

An audit made to provide independent assurance whether the financial statements of a government are presented fairly in conformity with generally accepted accounting principles.

Financial Resources

Resources that are or will become available for spending and include cash, resources ordinarily expected to be converted to cash such as receivables, inventory, and prepaid assets.

Fiscal Year

For the Commission, the 12-month period that begins July 1 and ends June 30 of the designated fiscal or operating year for accounting and budgeting purposes.

Fund

A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities, and residual equities or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance

The excess of a governmental fund's assets over its liabilities.

Fund Type

Any one of eleven classifications into which all funds are categorized in governmental accounting. Governmental fund types include general, special revenue, debt service, capital projects, and permanent funds. Proprietary fund types include enterprise and internal service funds. Fiduciary fund types include pension trust, investment trust, and private-purpose trust funds and agency funds.

GASB 68

Statement No. 68, *Accounting and Financial Reporting for Pensions*, issued by the Governmental Accounting Standards Board implemented by the Commission in FY 2014/15. GASB 48 requires reporting the net pension liability of the plan on the accrual accounting-based financial statements and enhancing the notes to the financial statements to provide a more comprehensive picture of the pension obligation and costs.

General Fund

The governmental fund type used to account for all financial resources, except those required to be accounted for in another fund.

General Ledger

A record containing the accounts needed to reflect the financial position and the results of operations of a government. In double-entry bookkeeping, debit balances equal the credit balances in the general ledger.

Generally Accepted Accounting Principles (GAAP)

Minimum standards and guidelines for financial accounting and reporting. GAAP encompasses the conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements. The GASB is the primary authoritative accounting and financial reporting standard-setting body on the application of GAAP to state and local governments.

Generally Accepted Auditing Standards (GAAS)

Rules and procedures established by the American Institute of Certified Public Accountants (AICPA) for the conduct of a financial audit. There are ten basic GAAS, classified into three broad categories: general standards, standards of fieldwork, and standards of reporting. The Auditing Standards Board of the AICPA publishes Statements on Auditing Standards (SAS) and related interpretations to comment and expand upon these basic standards.

Generally Accepted Government Auditing Standards (GAGAS)

Standards established by the General Accounting Office (GAO) in its publication, *Government Auditing Standards*, for the conduct and reporting of both financial and performance audits in the public sector. GAGAS set forth general standards applicable to both types of audits and separate standards of fieldwork and reporting for financial and performance audits. The GAGAS standards of fieldwork and reporting for financial audits incorporate and build upon GAAS.

Governmental Funds

Funds generally used to account for tax-supported activities. The Commission's governmental funds are comprised of general, special revenue, debt service, and capital projects funds.

Grant

A contribution by a government or other organization to support a particular function or program.

Independent Auditor

An auditor meeting the independence criteria set forth in GAAS and GAGAS.

Internal Control

Policies and procedures established to provide reasonable assurance that specific government objectives will be achieved.

Legal Level of Budgetary Control

The level at which a government's management may not reallocate resources without special approval from the legislative body.

Loans Receivable

An asset account reflecting amounts loaned to individuals or organizations external to the Commission, including notes taken as security for such loans.

Measurement Focus

The objective of a measurement that is what is being expressed in reporting a government's financial performance and position. A particular measurement focus considers not only which resources are measured (financial or economic), but also when the effects of transactions or events involving those resources are recognized (basis of accounting). The measurement focus of the Commission's government-wide and fiduciary fund financial statements is economic resources, whereas the measurement focus of governmental fund financial statements is current financial resources.

Modified Accrual Basis

The accrual basis of accounting adapted to the governmental funds' measurement focus according to which revenues and other financial resource increments (e.g., bond issue proceeds) are recognized when they become susceptible to accrual, that is when they become both "measurable" and "available to finance expenditures of the current period." Expenditures are recognized when the fund liability is incurred except for unmatured interest on general long-term debt and certain similar accrued obligations when due. The Commission's governmental funds are accounted for using the modified accrual basis of accounting.

Other Financing Sources

Amounts classified separately from revenues to avoid distorting revenue trends that represent an increase in current financial resources. Other financing sources generally include general long-term debt proceeds, amounts equal to the present value of minimum lease payments arising from capital leases, proceeds from the sale of capital assets, and transfers in.

Other Financing Uses

Amounts classified separately from expenditures to avoid distorting expenditure trends and represent a decrease in current financial resources. Other financing uses generally include transfers out and the amount of refunding bond proceeds deposited with the escrow agent.

Overhead

Indirect costs that cannot be specifically associated with a given service, program, or department and thus, cannot be clearly associated with a particular functional category.

Principal

In the context of bonds other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations, or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on the functions or activities of a government rather than to specific items of cost or to specific departments.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Refunding Bonds

Bonds issued to retire bonds already outstanding. The proceeds of refunding bonds may be used to repay the previously issued debt (current refunding) or to be placed with an escrow agent and invested until used to pay principal and interest on old debt at a future date (advance refunding).

Reimbursement Grant

A grant for which a potential recipient must first incur qualifying expenditures to be eligible.

Restricted Fund Balance

Those portions of fund balance which are restricted for specific purposes by third parties or enabling legislation.

Special Revenue Fund

A governmental fund type used to account for the proceeds of specific revenue sources (other than major capital projects) that are legally restricted to expenditure for specified purposes. The Commission maintains special revenue funds for Measure A Western County, Coachella Valley, and Palo Verde Valley; Local Transportation Fund; State Transit Assistance; State of Good Repair; Transportation Uniform Mitigation Fee; Freeway Service Patrol; Service Authority for Freeway Emergencies; Coachella Valley/San Geronio Pass; SB 132; and Other Agency Projects.

Transfers

All interfund transfers representing flows of assets between funds of the government without equivalent flows of assets in return and without a requirement for repayments.

Trustee

A fiduciary holding property on behalf of another.

Appendix E – Salary Schedule Effective 7/4/2019

Department/Position	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
ADMINISTRATION					
Clerk of the Board	1.0	45	\$ 8,205	\$ 11,077	E
Deputy Clerk of the Board	1.0	32	\$ 5,973	\$ 8,064	NE
Human Resources Administrator	1.0	45	\$ 8,205	\$ 11,077	E
I.T. Administrator	1.0	45	\$ 8,205	\$ 11,077	E
Records Technician	1.0	17	\$ 4,144	\$ 5,595	NE
Senior Administrative Assistant	1.0	25	\$ 5,037	\$ 6,800	NE
Senior Office Assistant	1.0	13	\$ 3,759	\$ 5,074	NE
<i>Administration Subtotal:</i>	7.0				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	5.0	53	\$ 9,973	\$ 13,464	E
Facilities Administrator	1.0	45	\$ 8,205	\$ 11,077	E
Project Delivery Director	1.0	67	\$ 14,034	\$ 18,945	E
Right of Way Manager	1.0	53	\$ 9,973	\$ 13,464	E
Senior Management Analyst	3.0	43	\$ 7,814	\$ 10,549	E
<i>Capital Project Development and Delivery Subtotal:</i>	11.0				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1.0	75	\$ 17,058	\$ 23,028	E
Executive Director	1.0	83	\$ 20,734	\$ 27,991	E
<i>Executive Management Subtotal:</i>	2.0				
FINANCE					
Accountant	1.0	33	\$ 6,123	\$ 8,266	E
Accounting Assistant	2.0	17	\$ 4,144	\$ 5,595	NE
Accounting Supervisor	1.0	44	\$ 8,005	\$ 10,807	E
Accounting Technician	2.0	25	\$ 5,037	\$ 6,800	NE
Chief Financial Officer	1.0	67	\$ 14,034	\$ 18,945	E
Deputy Director of Finance	1.0	57	\$ 10,996	\$ 14,844	E
Financial Analyst	1.0	35	\$ 6,429	\$ 8,679	E
Procurement Manager	1.0	53	\$ 9,973	\$ 13,464	E
Senior Financial Analyst	1.0	43	\$ 7,814	\$ 10,549	E
Senior Procurement Analyst	1.0	43	\$ 7,814	\$ 10,549	E
<i>Finance Subtotal:</i>	12.0				
External Affairs					
External Affairs Director	1.0	63	\$ 12,729	\$ 17,184	E
Legislative Affairs Manager	1.0	51	\$ 9,498	\$ 12,823	E
Public Affairs Manager	1.0	51	\$ 9,498	\$ 12,823	E
Senior Administrative Assistant	1.0	25	\$ 5,037	\$ 6,800	NE
Senior Management Analyst	1.0	43	\$ 7,814	\$ 10,549	E
<i>External Affairs Subtotal:</i>	5.0				
MULTIMODAL SERVICES					
Commuter and Motorist Assistance Manager	1.0	51	\$ 9,498	\$ 12,823	E
Management Analyst	2.0	35	\$ 6,429	\$ 8,679	E
Multimodal Services Director	1.0	63	\$ 12,729	\$ 17,184	E
Transit Manager	1.0	51	\$ 9,498	\$ 12,823	E
<i>Multimodal Services Subtotal:</i>	5.0				
PLANNING AND PROGRAMMING SERVICES					
Management Analyst	1.0	35	\$ 6,429	\$ 8,679	E
Planning and Programming Director	1.0	63	\$ 12,729	\$ 17,184	E
Planning and Programming Manager	1.0	51	\$ 9,498	\$ 12,823	E
Senior Management Analyst	1.0	43	\$ 7,814	\$ 10,549	E
<i>Planning and Programming Services Subtotal:</i>	4.0				
RAIL MAINTENANCE AND OPERATIONS					
Rail Manager	1.0	51	\$ 9,498	\$ 12,823	E
Management Analyst	1.0	35	\$ 6,429	\$ 8,679	E
<i>Rail Maintenance and Operations Subtotal:</i>	2.0				
TOLL OPERATIONS					
Senior Management Analyst	2.0	43	\$ 7,814	\$ 10,549	E
Toll Operations Manager	1.0	63	\$ 12,729	\$ 17,184	E
Toll Program Director	1.0	71	\$ 15,472	\$ 20,887	E
Toll Project Manager	1.0	65	\$ 13,365	\$ 18,043	E
Toll Technology Manager	1.0	53	\$ 9,973	\$ 13,464	E
<i>Toll Operations Subtotal:</i>	6.0				
TOTAL AUTHORIZED POSITIONS					
Administration	7.0				
Capital Project Development and Delivery	11.0				
Executive Management	2.0				
Finance	12.0				
External Affairs	5.0				
Multimodal Services	5.0				
Planning and Programming Services	4.0				
Rail Maintenance and Operations	2.0				
Toll Operations	6.0				
<i>Total Authorized Positions</i>	54.0				

AGENDA ITEM 8

PUBLIC HEARING

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amended and Restated Ordinance of Riverside County Transportation Commission Relating to the Administration of Tolls and the Enforcement of Toll Violations for the Riverside County Transportation Commission Express Lanes

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Conduct a public hearing; and
- 2) Adopt Ordinance No. 19-001, *“An Amended and Restated Ordinance of the Riverside County Transportation Commission Relating to the Administration of Tolls and the Enforcement of Toll Violations for the Riverside County Transportation Commission Express Lanes”*, including approval of the toll evasion penalties and fees for a violation set forth in Schedule A of the Ordinance.

BACKGROUND INFORMATION:

In June 2016, the Commission adopted Ordinance 16-001 establishing the administrative procedures and penalties for the enforcement of toll violations on the 91 Express Lanes (Original Ordinance). The purpose of this Amended and Restated Ordinance No. 19-001 (Amended Ordinance) is to correct a minor typographical error in the definition of Violation, to update the penalty amounts in Schedule A and to expand the ordinance to include future Commission-operated Express Lanes.

The Commission currently operates the Riverside segment of the 91 Express Lanes and will operate the 15 Express Lanes in the near future. California Vehicle Code (CVC) 23302, et seq., establishes that it is unlawful for a person to evade payment of a toll on a toll highway and provides that such acts are subject to civil penalties. CVC 40250, et seq., provides for the enforcement of civil penalties for violations of CVC 23302.5 and any ordinance enacted by local authorities pursuant to civil administrative procedures set for in Article 4 of Chapter 1 of Division 17 of the Code.

The ordinance sets forth the administrative procedures and penalties to ensure compliance with the state statute and to ensure fairness in the treatment of toll violators. The ordinance establishes administrative procedures for the issuance of toll evasion violation notices, the processing of contested violations, the escalation of delinquent violations to allowable collection methods, and the termination of the process in accordance with the statutes, all in accordance with state law.

DISCUSSION:

The Commission has been processing toll evasion violations in accordance with the Original Ordinance since March 2017. During that time two items included in the Original Ordinance have been noted for amendment: (i) correction of a minor typographical error in the definition of Violation, and (ii) a desired change in the amount of Penalties applied once a toll evasion violation becomes eligible for collection action.

The definition of Violation in the Original Ordinance contains a minor typographical error and inadvertently references an incorrect section of the ordinance. This minor error has been corrected in the Amended Ordinance. This correction is intended to be effective as of the date of adoption of the Original Ordinance.

The Original Ordinance includes Schedule A, a Schedule of Penalties. The schedule includes escalating Penalties for delinquent toll evasion violations. Note that the term “Penalties” as defined in the ordinance includes penalties and administrative fees. The amount of the Penalties for a single toll violation increases if a customer incurs multiple violations within a twelve-month period. After analyzing the collection results for the Commission’s 91 Express Lanes toll evasion violations and having discussions with the other California Toll Operators, staff believes that the reduction of the Penalties for repeat violators would increase the rate of collection or resolution, reduce collection costs and improve customer service. The table below illustrates the current and proposed Penalty schedule.

	Current	Proposed
Initial Penalty	\$25	\$25
Delinquent Penalty (+ 60 days)	\$30	\$30
Collection Fee (+90 days)	\$25	Up to \$25
Collection Assessment:		
One Violation	\$20	Up to \$20
Two Violations	\$70	regardless of
Three Violations	\$120	quantity

Currently when a violator incurs three or more violations in a 12-month period the violation can escalate to \$200 in penalties. The violator would owe \$600 for three violations. The revised schedule would cap that amount at \$100 per violation or \$300 for three violations. The amount

of Penalties for a motorist with three toll violations can reach levels, which may be difficult to pay resulting in unpaid violations and extensive collection efforts by the Commission staff and its contractors. This issue escalates if additional violations are incurred. It is important to point out that if a customer makes one full-length trip on the 91 Express Lanes without payment of the required tolls they will receive a violation from OCTA and a violation from RCTC, resulting in two violations for a single trip.

As proposed under the Amended Ordinance, the Penalties set forth in Schedule A are not-to-exceed amounts. The intent is to provide flexibility in the use of Penalties on the Commission's separately operated toll facilities by allowing for Penalties less than the amounts shown in Schedule A to be applied. However, Penalty amounts will be assessed consistently on a Commission toll facility in accordance with the business rules for the toll facility, and as approved by the Executive Director. For example, the 91 Express Lanes may charge a \$25 collection fee and a \$20 collection assessment while the 15 Express Lanes may charge no collection fee or collection assessment. This flexibility is being requested as the two facilities have different Contractors with varying approaches to collections. In addition, the 91 Express Lanes in Riverside County are being operated cooperatively with the 91 Express Lanes in Orange County.

The Amended Ordinance includes a new Schedule A, Schedule of Penalties and Fees, that provides for the inclusion of two fees: a non-sufficient funds check fee and a Department of Motor Vehicles Registration Lien Fee.

The Original Ordinance failed to include a fee for checks returned by the bank as unpaid. A \$25 non-sufficient fund check fee has been added to the amended schedule to cover the Commission's bank charge for such payments.

At the time of the Original Ordinance, the 91 Express Lanes contractor did not utilize the Department of Motor Vehicles (DMV) registration lien program for the collection of delinquent violations. The contractor for the 15 Express Lanes and the future 91 Express Lanes contractor will utilize the DMV program. The DMV charges a fee for each toll evasion violation notice attached to a vehicle registration. The current fee is \$3. The DMV collection program is an effective low cost solution for the recovery of unpaid toll evasion violations. It is being proposed that Schedule A include a DMV fee of \$3 for violations placed on a vehicle registration by the DMV. The fee would be adjusted if the DMV increases or decreases it to match the amount paid by the Commission.

The Original Ordinance and proposed Amended Ordinance provide for the Commission's Executive Director to amend the Penalty amounts from time to time provided that any amended Penalty amounts do not exceed the amounts set forth in the CVC. Any amendments to the Penalties shall be posted on the Express Lanes and Commission websites 90 days in advance of the enactment.

The Original Ordinance has been amended, under the Amended Ordinance, to include the 15 Express Lanes and any future RCTC operated Express Lanes. The Original Ordinance will be superseded by the Amended Ordinance, if and once adopted by the Commission.

Adopt Ordinance No. 19-001 for enforcement of toll violations for the Riverside Express Lanes will allow the Commission to continue to process toll evasion violations for motorists who use the 91 Express Lanes but fail to pay the toll at the time of travel, and to process such toll evasion violations for motorists who use any of the other Riverside Express Lanes. The maintenance and establishment of a toll enforcement program is critical to the protection of toll revenue and ensures compliance with statute and fairness in the treatment of violators.

If adopted, the Additional Collection Agency Assignment Fees included in Schedule A of the Ordinance, which are currently applicable under the Original Ordinance, would no longer be applied to transactions occurring after January 1, 2020. This timeframe is to allow for coordination of the phasing out of these fees with the toll contractor and OCTA.

Financial Impact

The Commission recognizes violation revenues upon receipt of payments from customers. Unpaid violation fees are recorded as an accounts receivable and corresponding unearned revenues liability. The fiscal impact related to the adoption of the revised violation fees and expected reduction in collection costs is conservatively estimated to be revenue neutral and possibly revenue positive. Therefore, staff does not anticipate any impact on the ability to pay operations and maintenance expenses, debt service, or major repair and rehabilitation expenses.

RECOMMENDATION:

Staff recommends the Committee approve the Ordinance No. 19-001, including the penalty and fee schedule, and forward to the Commission for final action.

Attachment: RCTC Ordinance No. 19-001

ORDINANCE NO. 19-001
AN AMENDED AND RESTATED
ORDINANCE OF
THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
RELATING TO
THE ADMINISTRATION OF TOLLS AND
THE ENFORCEMENT OF TOLL VIOLATIONS FOR THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION EXPRESS LANES

WHEREAS, Section 130244 (c) of the Public Utilities Code authorizes the Riverside County Transportation Commission (“Commission”) to collect tolls on the Riverside County portion of State Highway Route 91 Express Lanes (“91 Express Lanes”); and

WHEREAS, Section 149.8 of the Streets and Highways Code authorizes the Commission to collect tolls on the Interstate 15 Express Lanes within Riverside County (“15 Express Lanes”), once completed and placed into operation; and

WHEREAS, the 91 Express Lanes and the 15 Express Lanes and any other toll lanes operated by the Commission are collectively referred to in this Ordinance as the “Riverside Express Lanes”; and

WHEREAS, Section 23302.5 of the California Vehicle Code (“Code”) provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and provides that such acts are subject to civil penalties; and

WHEREAS, Section 40250, et seq., of Chapter 1 of Division 17 of the Code provides for enforcement of civil penalties for violation of Code Section 23302.5 and any ordinance enacted by local authorities pursuant to civil administrative procedures set forth in Article 4 of Chapter 1 of Division 17 of the Code; and

WHEREAS, the Riverside Express Lanes, which are owned, maintained and operated by Commission constitutes a “toll highway” for the purposes of section 23302.5 of the Code; and

WHEREAS, the Commission deems it necessary to establish penalties for passing through the Riverside Express Lanes without payment of the proper toll, pursuant to section 23302.5 and 40250, et. seq., of the Code and to establish the procedures for issuing of violation notices and enforcement of penalties, consistent with sections 40250, et seq., of the Code; and

WHEREAS, this Ordinance No. 19-001 (“Ordinance”) is intended to amend and restate, in its entirety, Ordinance No. 16-001, which was adopted by the Commission on June 8, 2016 (“Original Ordinance”), and governed administration of tolls and enforcement of toll policies for the 91 Express Lanes; and

WHEREAS, the purpose of this Ordinance is to expand the toll administration and enforcement provisions to cover the Riverside Express Lanes, and to correct a Scrivener's error in the definition of "Violation" included in the Original Ordinance; and

WHEREAS, as of the effective date of this Ordinance, Ordinance No. 16-001 shall have no further force or effect, and this Ordinance will be retroactive to June 8, 2016 as applies to correction of the Scrivener's error in the Original Ordinance.

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE COMMISSION DOES HEREBY ORDAIN THAT AMENDED AND RESTATED ORDINANCE NO. 19-001 RELATING TO THE ADMINISTRATION OF TOLLS AND THE ENFORCEMENT OF TOLL VIOLATIONS FOR THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION IS AS FOLLOWS:

Section 1. Definitions

The following terms shall have the meanings as set forth below:

- a) "Code" shall mean the California Vehicle Code.
- b) "Commission" shall mean the Riverside County Transportation Commission.
- c) "Department" shall mean the California Department of Motor Vehicles or other state's department of motor vehicles.
- d) "Due Date" shall mean the date specified in the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation, as applicable, by which payment of the Penalty or affidavit of non-liability or written explanation of the contest must be received by the Processing Agency, which date shall provide no less than the minimum time required by the relevant Code section for such receipt.
- e) "Motorists" shall mean and include the Registered Owner, rentee, lessee and driver of a Vehicle.
- f) "Notice of Delinquent Toll Evasion Violation" shall mean the written notice provided to the Registered Owner of a Vehicle when the payment of the Penalty or completion of an affidavit of non-liability or written explanation of contest has not been returned by the due date.
- g) "Notice of Toll Evasion Violation" shall mean the written notice provided to the Registered Owner of a Vehicle which has committed a Violation.

- h) "Processing Agency" shall mean the entity under contract with the Commission, which may be a private vendor or another public agency, as provided in Code Section 40252, for the processing of the Notice of Toll Evasion and Notice of Delinquent Toll Evasions.
- i) "Registered Owner" shall mean a person registered by the Department as the owner of a Vehicle or a person registered as the owner of the Vehicle by the appropriate agency or authority of another state, the District of Columbia, or a territory or possession of the United States
- j) "Repeat Violator" shall mean any Registered Owner for whom more than five violations have been issued within the preceding 12-month period.
- k) "Riverside Express Lanes" shall mean the 91 Express Lanes, the I-15 Express Lanes and any other toll lanes in the future constructed and operated by the Commission in accordance with its legal authority
- l) "Toll" shall mean the monetary charges established by the Commission for use of the Riverside Express Lanes.
- m) "Toll Enforcement Officer" shall mean any member of the California Highway Patrol or any employee or contractor of Commission whose duties include the enforcement of the payment of tolls.
- n) "Toll Evasion Penalty" or "Penalty" shall mean, but is not limited to, any penalty, late payment penalty, administrative fee, fine, assessment, and costs of collection as provided by law.
- o) "Transponder" shall mean a FasTrak electronic device issued by any of the California toll operators that meets the specifications of California Code of Regulations Title 21 and is used to pay Toll(s) electronically.
- p) "Vehicle" shall mean any vehicle as defined in California Vehicle Code Section 670.
- q) "Violation" shall mean the commission of any activity proscribed in Section 3(a) hereof.

Section 2 Payment of Proper Toll

- a) All Vehicles travelling on the Riverside Express Lanes shall have a Transponder located in or on the Vehicle in a location so as to be visible for the purpose of enforcement at all times when the Vehicle is located on the Riverside Express Lanes as prescribed by Code

Section 23302 (a)(2), unless otherwise permitted by the operating policies of the Commission, .

- b) The Transponder shall be associated with an account with a balance sufficient to pay the Toll amount as prescribed by Code Section 23302 (a)(1).
- c) Vehicles qualifying for a carpool discount shall pass through the designated carpool lane to receive any available carpool discount.
- d) Vehicles using the designated carpool lane or declaring carpool occupancy utilizing technology implemented or approved by the Commission without the qualifying number of vehicle occupants will be subject to payment of the full price Toll charge and may be subject to a Penalty.

Section 3 Liability for Failure to Pay Toll

- a) No person shall cause a Vehicle to pass through or attempt to pass through the Riverside Express Lanes without payment of the proper Toll for the Vehicle.
- b) Except as provided herein, the Registered Owner(s), driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for the Penalties imposed under this Ordinance, unless the Registered Owner can show that the Vehicle was used without the express or implied consent of the Registered Owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee.
- c) The driver, rentee or lessee of a Vehicle who is not the owner of the Vehicle may contest the Notice of Toll Evasion Violation in accordance with this Ordinance.
- d) Any Motorists assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation, pursuant to Section 23302.5 subdivision (a) of the Code.

Section 4 Penalties and Processing of Violation(s)

- a) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Schedule of Penalties, attached hereto as Schedule A and incorporated by reference herein. The Schedule of Penalties, as prescribed under Schedule A, may be amended from time to time by the Commission's Executive Director provided they do not exceed the amounts set forth in Code Section 40258(a). Any increases to the Penalties shall be posted on the applicable Riverside Express Lanes website and the Commission website 90 days in advance of enactment. If the Executive Director determines it is in the best interest of the Commission, Penalties in amounts less than specified in Schedule A may be implemented for any portion of the Riverside Express Lanes or categories of Penalties may not be applied, all in accordance with documented Commission business rules.
- b) If a Vehicle is found by automated devices, by visual observation, or otherwise, to have evaded Tolls on the Riverside Express Lanes, the Commission or the Processing Agency

shall, within 21 days of the Violation, deliver by first-class mail a Notice of Toll Evasion Violation to the Registered Owner at the address as shown on the record of the Department. If accurate information concerning the identity and address of the Registered Owner is not available to the Processing Agency within 21 days of the Violation, the Processing Agency shall have an additional 45 calendar days to obtain such information and forward the Notice of Toll Evasion. Where the Registered Owner is a Repeat Violator, the Processing Agency shall forward the Notice of Toll Evasion Violation within 90 calendar days of the Violation.

- c) The Processing Agency shall use its best efforts to obtain accurate information concerning the identity and address of the Registered Owner for the purpose of forwarding a Notice of Toll Evasion Violation.
- d) Toll evasion Penalties shall be collected as civil penalties.

Section 5 Notice of Toll Evasion Violation

- a) The Notice of Toll Evasion Violation shall contain (1) the date, approximate time and location of the alleged violation, (2) the section of the Code allegedly violated, (3) the Vehicle license plate number, and if practicable, the make and registration expiration date of the Vehicle (4) the Penalty due for the Violation, (5) the procedure to follow for payment of the amount due, including the address of the person authorized to receive payments (6) a statement in bold that payments may be sent through the mail (7) the Due Date for payment, contesting the Notice or submission of the affidavit of non-liability and (8) a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision pursuant to Code section 40255 and 40256.
- b) The Notice of Toll Evasion Violation shall contain, or be accompanied with, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the issuing agency, as further specified below.

Section 6 Basis for Non-Liability; Return of Affidavit of Non-Liability

- a) If the affidavit of non-liability is returned to the Processing Agency by the Due Date set forth in the Notice of Toll Evasion Violation together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle evidenced by a stolen vehicle police report, and if the Processing Agency is satisfied that the Registered Owner is not responsible for the Violation, the Processing Agency shall terminate proceedings against the originally served Registered Owner and proceed against the unauthorized driver at the time of the Violation.

- b) If the affidavit of non-liability is returned to the Processing Agency by the Due Date set forth in the Notice of Toll Evasion Violation with proof that the Registered Owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence establishing that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department of either of the foregoing, then the Processing Agency shall terminate proceedings against the originally served Registered Owner and proceed against the new owner of the Vehicle.
- c) If the affidavit of non-liability is returned to the Processing Agency by the Due Date on the Notice of Toll Evasion Violation together with proof of an executed written rental agreement or lease between a bona fide renting or leasing company and its customer that identifies the rentee or lessee and provides the driver's license number, name and address of the rentee or lessee, the Processing Agency shall serve or mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Toll Evasion Violation.

Section 7 Dismissal of Notice of Toll Evasion Violation

- a) If, after a copy of a Notice of Toll Evasion Violation has been sent to the Motorist, the Processing Agency determines that due to failure of proof of apparent Violation the Notice of Toll Evasion Violation should be dismissed, the Processing Agency shall cancel the Notice of Toll Evasion Violation, and the Motorist shall be notified by first-class mail.
- b) Under no circumstances shall a personal relationship with any law enforcement officer, public official, law enforcement agency, processing agency or toll operations agency or entity be ground for dismissal of the Violation.
- c) If non-liability has been established pursuant to an affidavit of non-liability as detailed in Section 6 of this Ordinance, proceedings against the party found not liable shall terminate, unless otherwise specified in Section 6 above.
- d) If the description of the Vehicle in the Notice of Toll Evasion Violation does not match the corresponding information on the registration card for that Vehicle, or other information provided by the Department, the Processing Agency may, on written request of the Motorists, cancel the Notice of Toll Evasion Violation without the necessity of appearance by that person.
- e) If the full amount of the Penalty is received by the person authorized to receive it by the Due Date, and there is no contest as to that Violation, proceedings under this Ordinance shall terminate.

Section 8 Notice of Delinquent Toll Evasion Violation; Failure to Pay Penalties

- a) If payment of the Penalty is not received by the Processing Agency by the Due Date on the Notice of Toll Evasion Violation, and proceedings hereunder have not otherwise been terminated, the Processing Agency shall deliver by first-class mail to the Registered Owner a Notice of Delinquent Toll Evasion Violation.
- b) The Processing Agency shall provide to the Registered Owner, upon request, a photostatic copy of the original Notice of Toll Evasion Violation Notice or an electronically produced facsimile of the original Notice of the Toll Evasion Violation within 15 days of a request. The Commission may charge a fee sufficient to recover the actual cost of providing the copy, not to exceed \$2. Until the Processing Agency complies with the request for a copy of the original Notice of Toll Evasion Violation, the Processing Agency may not proceed to collection of the Penalty due.
- c) The Notice of Delinquent Toll Evasion Violation shall contain information required to be contained in the original Notice of Toll Evasion Violation and additionally, shall contain a notice to the Registered Owner that, unless the Registered Owner pays the Penalty, contests the Violation pursuant to the procedure set forth in the Notice of Delinquent Toll Evasion Violation, or completes and returns to the Processing Agency an affidavit of non-liability, as provided with the Notice of Delinquent Toll Evasion Violation, within the Due Date set forth in the Notice of Delinquent Toll Evasion Violation: (1) the Penalty shall be considered a debt due and owing to the Commission, (2) the renewal of the Vehicle registration shall be contingent upon compliance with the Notice of Delinquent Toll Evasion Violation at the Commission's election and (3) the Commission may seek recovery of the debt in any lawful manner, as provided for in section 13 below.
- d) The Notice of Delinquent Toll Evasion Violation shall contain, or be accompanied with, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency. Non-liability may be established pursuant to an affidavit of non-liability returned to the Processing Agency by the Due Date set forth in the Notice of Delinquent Toll Evasion Violation, on any basis set forth in Section 6 of this Ordinance.
- e) If a rentee or lessee identified by a bona fide renting or leasing company in the affidavit of non-liability, in accordance with the requirements in Section 6(c) above, is forwarded the Notice of Delinquent Toll Evasion Violation, and the rentee or lessee does not pay the Penalty, contest the Violation pursuant to the procedure set forth in the Notice of Delinquent Toll Evasion Violation, or complete and return to the Processing Agency an affidavit of non-liability, as provided with the Notice of Delinquent Toll Evasion Violation, within the Due Date set forth in the Notice of Delinquent Toll Evasion Violation, the Penalty shall be considered a debt due and owing the Commission and the Commission may seek recovery in any lawful manner, as provided for in section 13 below.

Section 9 Payment After Notice of Delinquent Toll Evasion Violation

- a) Unless paragraph (b) below applies, if a Motorist who was mailed a Notice of Delinquent Toll Evasion Violation pursuant to section 8, or any other person who presents the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation, deposits the Penalty due with a person authorized to receive it, then the Processing Agency shall terminate all proceedings where the amount deposited satisfies the amount due. If the Registered Owner, by appearance or by mail, makes payment to the Processing Agency by the Due Date set forth in the Notice of Delinquent Toll Evasion Violation, the Penalty shall consist of the amount of the Penalty set forth in the notice, without any additional administrative fees or charges.
- b) If the Notice of Delinquent Toll Evasion Violation has been filed with the Department pursuant to subdivision (a) of Code section 40267 or a civil judgment has been entered pursuant to Code section 40267(b) and payment of the Penalty together with the administrative fee of the Department and the administrative service fee of the Processing Agency for costs of service and any applicable assessment is received, the Processing Agency shall immediately transmit the payment information to the Department in the manner prescribed by the Department, and terminate proceeding on the Notice of Delinquent Toll Evasion Violation.

Section 10 Contest of Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation

- a) A person may contest a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation by the Due Date set forth in the applicable notice.
- b) The Processing Agency shall establish and implement a fair and impartial investigation process to investigate the circumstance of the notice with respect to the contestant's written explanation of reasons for contesting a Violation. The Processing Agency shall investigate with its own records and staff the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the Violation. If based upon the results of that investigation, the Processing Agency is satisfied that the Violation did not occur or that the Registered Owner was not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and make an adequate record of the reasons for cancelling the notice. The Processing Agency shall mail the results of the investigation to the person who contested the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation.
- c) A person who contests a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and is not satisfied with the results of the investigation may, within 15

days of the mailing of the results of the investigation, deposit the amount determined pursuant to paragraph (d) below, and request an administrative review. An administrative review shall be held within 90 calendar days following the receipt of the request for an administrative review accompanied by the required deposit amount. The person requesting the administrative review may request one continuance, not to exceed 21 calendar days. The person requesting the administrative review shall indicate to the Processing Agency his or her election for a review by mail or personal conference.

- d) The deposit for requesting an administrative review shall be as follows:
 - 1) Except as provided herein, an individual seeking an administrative review shall deposit the full amount of the Penalty due at the time of the request.
 - 2) For Violations arising out of the same set of operative facts and belonging to the same Registered Owner, the maximum amount of the Penalty to be deposited shall be a) \$250 or b) \$250 plus 10 percent of Penalty above \$1,000, whichever is greater.
 - 3) Individuals unable to pay the required deposit may apply for a hardship exception.
- e) If the person requesting an administrative review is a minor, that person shall be permitted to appear at an administrative review or admit responsibility for a Violation without the necessity of the appointment of a guardian. The Processing Agency may proceed against that person in the same manner as if that person were an adult.
- f) As evidence of the Violation, the Processing Agency shall produce the Notice of Toll Evasion Violation or a copy thereof, information received from the Department identifying the Registered Owner of the Vehicle, and a statement under penalty of perjury from the person authorized to issue a notice of Violation that the Tolls or other charges and any applicable fee were not paid in accordance with the Commission's policies. This documentation in proper form shall be prima facie evidence of the Violation.

Section 11 Hearing Officers; Administrative Reviews

- a) The Commission's Executive Director shall designate a hearing officer or reviewer to conduct administrative reviews. The hearing officer shall demonstrate the qualifications, training and objectivity necessary to perform fair and impartial reviews. The hearing officer's employment, performance evaluation, compensation and benefits shall not be directly or indirectly linked to the outcome of reviews or the revenue generated by such reviews.
- b) Reviews shall be conducted in accordance with the written procedures established by the Processing Agency, which shall ensure fair and impartial review of contested Toll evasion Violations. The hearing officer's final decision may be delivered personally or by first-class mail.

- c) If a notice of appeal to the California Superior Court is not filed within the period set forth in section 12, the decision of the hearing officer shall be deemed final.

Section 12 Appeal to Superior Court

A person who requests an administrative review and is not satisfied with the results of the review, may within 20 days after the mailing of the administrative review final decision, seek review by filing an appeal to the California Superior Court. The matter shall be heard de novo, except that the contents of the Processing Agency's file in the case on appeal shall be received in evidence. For the purpose of computing the 20-day period, Section 1013 of the Code of Civil Procedure shall be applicable. The Processing Agency shall admit into evidence as prima facie evidence of the facts stated therein, a copy of the Notice of Toll Evasion Violation and/or Delinquent Toll Evasion Violation. A copy of the notice of appeal shall be served in person or by first-class mail upon the Processing Agency by the contestant. The fee for filing the notice of appeal shall be the amount specified in Section 40256 of the Code. If the appellant prevails this fee, together with any deposit of the Penalty made by the contestant, shall be promptly refunded by the Processing Agency in accordance with the judgment of the court.

Section 13 Collection of Unpaid Penalties

If payment is not received within the time periods set forth herein, and no contest has been timely filed, or has been resolved in favor of Commission, Commission and the Processing Agency are authorized to proceed under one or more of the following options for the collection of unpaid Penalties:

- a) Transmit an itemization of unpaid Penalties to the Department for collection with the registration of the Vehicle. Commission shall pay the fees assessed by the Department associated with the recording of the Notice of Delinquent Toll Evasion Violation and may charge the amount of the fee to the Motorist.
- b) If more than four hundred dollars (\$400) in unpaid Penalties have been accrued by any person or Registered Owner, Commission may file proof of that fact with the Superior Court with the same effect as a civil judgment. Execution may be levied and other measures may be taken for the collection of the judgement as are authorized for the collection of any unpaid civil judgment entered against a defendant in an action on a debt. The court may assess costs against a judgment debtor to be paid upon satisfaction of the judgment. The Processing Agency shall mail a notice by first-class mail to the person or Registered Owner indicating that a judgment shall be entered for the unpaid Penalties, fees and costs and that after 30 days from the date of the mailing of the notice, the judgment shall have the same effect as an entry of judgment against a judgement debtor. The person or Registered Owner shall also be notified at that time that execution may be

levied against his or her assets, liens may be placed against his or her property, his or her wages may be garnished, and other steps may be taken to satisfy the judgment amount. The notice shall include all information required by Code section 40267. The filing fee and any costs of the collection shall be added to the judgment amount.

- c) If the Processing Agency has determined that registration of the Vehicle has not been renewed for 60 days beyond the renewal date, and the Penalty has not been collected by the Department pursuant to section 4770 of the Code, file proof of unpaid Penalties with the court with the same effect as a civil judgment as provided above, except that if the amount of the unpaid Penalty is not more than four hundred dollars (\$400), the filing fee shall be collectible by the court from the debtor.
- d) Contract with a collection agency to collect the outstanding tolls and Penalty amounts.
- e) Submit a request to the California State Controller for an offset of unpaid Penalty amounts owing by a Motorist against any amount owing the person or entity by a claim for a refund from the Franchise Tax Board under Personal Income Tax Law or the Bank and Corporation Law or from winnings in the California State Lottery, as authorized by California Government Code section 12419.10. Commission shall provide a notice of intent to request an offset by first-class mail to the Motorist 30 days prior to the request date, or within such time as required by law.
- f) Pursue such other remedies and enforcement procedures that are authorized under laws of the State of California.

Section 14 Termination of Proceedings

The Commission and/or the Processing Agency shall terminate proceedings on the Notice of Delinquent Toll Evasion Violation:

- a) Upon receipt of collected Penalties and administrative fees remitted by the Department under Section 4772 for that Notice of Delinquent Toll Evasion Violation.
- b) If the Notice of Delinquent Toll Evasion Violation was returned to the Processing Agency pursuant to section 4774 and five years have elapsed since the date of the Violation.
- c) The Processing Agency received information, which it verified, that the Penalty has been paid to the Department pursuant to Section 4772.
- d) If the Registered Owner of the Vehicle provides proof to the Processing Agency that he or she was not the registered owner on the date of the toll evasion violation.

- e) This section does not limit or impair the ability or the right of the Commission to pursue the collection of delinquent Penalties from the person who was the Registered Owner or lessee of the Vehicle on the date of the alleged Violation.

Section 15 Confidentiality

Any information obtained through the use of automated devices during the enforcement of Violations hereunder shall not be used for any purpose other than to identify and obtain the mailing address information of the Toll evasion violator in order to facilitate the serving of Notices of Toll Evasion Violations and Notices of Delinquent Toll Evasion Violations.

Section 16 Other Notices

Nothing herein shall prohibit the Commission or the Processing Agency from establishing informal methods of notifying Motorists of Violations and from collecting Tolls and Penalties for Violations through such means.

Section 17 Implementation

The Executive Director of the Commission is hereby authorized and directed to develop procedures, forms, documents and directives which may be necessary to implement the terms of this Ordinance and may delegate his/her duties and obligation under this Ordinance to the Toll Program Manager.

Section 18 Severability

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

**ORDINANCE NO. 19-001
AN AMENDED AND RESTATED
ORDINANCE OF
THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
RELATING TO
THE ADMINISTRATION OF TOLLS AND
THE ENFORCEMENT OF TOLL VIOLATIONS FOR THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION EXPRESS LANES**

ADOPTED BY THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION ON
_____ 2019

Chuck Washington, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

Schedule "A"

Schedule of Penalties and Fees

Description	Amount
Notice of Toll Evasion Violation (NTEV) Penalty	\$25.00
Notice of Delinquent Toll Evasion Violation (NDTEV) Penalty	\$30.00
Collection Agency Assignment Fee	\$25.00
Collection Demand Notice Fee	\$20.00
DMV Registration Hold Administrative Fee	\$3.00
Non-Sufficient Fund Check Administrative Fee	\$25.00

The following fees shall only apply on the 91 Express Lanes for the period from adoption of the Ordinance through no later than December 31, 2019. Following such date, these fees shall no longer be applied.

Additional Collection Agency Assignment Fees	Amount
Second violation in one year	\$70.00
Third and additional violations in one year	\$120.00

AGENDA ITEM 9A

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Appropriations Limit for Fiscal Year 2019/20

STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 19-010, *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”*, for Fiscal Year 2019/20.

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. 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 2019/20 Appropriations Limit, which was posted in the *Press Enterprise*, and the *Desert Sun*.

Attachments:

- 1) Resolution No. 19-010
- 2) California Per Capita Income and Population, Riverside County – California Department of Finance

RESOLUTION NO. 19-010**“RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ESTABLISHING THE ANNUAL APPROPRIATIONS LIMIT”**

WHEREAS, Article XIIIB of the California Constitution places an annual limitation upon appropriations from proceeds of taxes by each local government of the State of California; and

WHEREAS, in 1988, pursuant to Article XIIIB, section 4 of the California Constitution, the Riverside County Transportation Commission established its appropriations limit at \$75 million for fiscal year 1988-1989 under ordinance No. 88-1; and

WHEREAS, Section 7910 of the California Government Code implements Article XIIIB of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make the documentation used in determining the appropriations limit available to the public fifteen days prior to adoption of the resolution establishing the appropriations limit; and

WHEREAS, in accordance with Senate Constitutional Amendment No. 1 approved by the voters of the State effective June 6, 1990, beginning with fiscal year 1990-1991 and for each fiscal year thereafter, the Commission's Board of Commissioners is required to select either the percentage change in California per capita personal income or the percentage change in the local assessment roll due to the addition of local non-residential construction, and either the population change within the Commission or the population change within Riverside County, as the two factors to be applied in calculating the appropriations limit for each fiscal year; and

WHEREAS, this Board wishes to select, as factors in determining the Commission's appropriation limit for fiscal year 2019-2020 the percentage change in California per capita personal income and also the population change within Riverside County; and

WHEREAS, this Commission has documented its calculations of the Commission's appropriations limit for fiscal year 2019-2020 and said calculations have been made available to the public at least fifteen days prior to the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission as follows:

1. For fiscal year 2019-2020, 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 fiscal year 2019-2020 are hereby established and determined to be \$487,698,077.

3. A copy of the documentation used in the determination of the appropriations limit for fiscal year 2019-2020 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 12th day of June, 2019.

Chuck Washington, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2019/20 APPROPRIATIONS LIMIT

2018/19	Appropriations Limit	\$ 464,186,785
<hr/>			
	2019/20 adjustment		
	Change in California per capita personal income		3.85%
	Per capita cost of living converted to a ratio:		1.0385
	Change in population, Riverside County		1.17%
	Population converted to a ratio:		1.0117
	Calculation of factor for FY 2019/20:		
	Per capita cost of living ratio		1.0385
	Population ratio	⊗	1.0117
	FY 2019/20 factor		<hr/> 1.0506505
	2018/19 Appropriations Limit		\$ 464,186,785
	FY 2019/20 factor	⊗	<hr/> 1.0506505
2019/20	Appropriations Limit	\$ 487,698,077

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



May 2019

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2019, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2019-20. 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 2019-20 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, 2019.**

Please Note: The prior year's city population estimates may be revised.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

KEELY BOSLER

Director

By:

Vivek Viswanathan
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 2019-20 appropriation limit is:

Per Capita Personal Income	
Fiscal Year (FY)	Percentage change over prior year
2019-20	3.85

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2019-20 appropriation limit.

2019-20:

Per Capita Cost of Living Change = 3.85 percent
Population Change = 0.47 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.85 + 100}{100} = 1.0385$

Population converted to a ratio: $\frac{0.47 + 100}{100} = 1.0047$

Calculation of factor for FY 2019-20: $1.0385 \times 1.0047 = 1.0434$

Fiscal Year 2019-20

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2018 to January 1, 2019 and Total Population, January 1, 2019

County City	<u>Percent Change</u>	<u>--- Population Minus Exclusions ---</u>		<u>Total Population</u>
	2018-2019	1-1-18	1-1-19	1-1-2019
Riverside				
Banning	0.30	30,950	31,044	31,044
Beaumont	3.99	46,545	48,401	48,401
Blythe	0.40	13,827	13,882	19,428
Calimesa	0.87	9,080	9,159	9,159
Canyon Lake	0.64	11,213	11,285	11,285
Cathedral City	0.81	54,419	54,859	54,907
Coachella	1.25	45,777	46,351	46,351
Corona	0.65	167,013	168,101	168,101
Desert Hot Springs	0.51	29,102	29,251	29,251
Eastvale	0.54	65,725	66,078	66,078
Hemet	0.39	84,423	84,754	84,754
Indian Wells	1.04	5,389	5,445	5,445
Indio	1.37	88,194	89,406	89,406
Jurupa Valley	1.58	104,661	106,318	106,318
Lake Elsinore	1.14	62,096	62,804	62,949
La Quinta	0.83	41,753	42,098	42,098
Menifee	2.95	90,775	93,452	93,452
Moreno Valley	1.09	206,046	208,297	208,297
Murrieta	0.99	116,970	118,125	118,125
Norco	0.33	23,886	23,966	26,386
Palm Desert	0.61	53,298	53,625	53,625
Palm Springs	0.71	48,390	48,733	48,733
Perris	0.93	76,260	76,971	76,971
Rancho Mirage	1.05	18,297	18,489	18,489
Riverside	0.56	326,211	328,042	328,101
San Jacinto	2.67	47,607	48,878	48,878
Temecula	0.51	113,248	113,826	113,826
Wildomar	1.21	35,635	36,066	36,066
Unincorporated	1.83	386,738	393,833	394,200
County Total	1.17	2,403,528	2,431,539	2,440,124

*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 9B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Megan Kavand, Senior Financial Analyst Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Investment Report

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2019.

BACKGROUND INFORMATION:

Prior to Fiscal Year 2013/14, the Commission's quarterly investment reports reflected investments primarily concentrated in the Riverside County Pooled Investment Fund. Other investments included the state Local Agency Investment Fund and mutual funds. As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission determined it would be prudent to engage an investment manager for the bond proceeds and other required funds. Additionally, the Commission desired to engage an investment manager to provide investment advisory and management services related to the Commission's operating funds.

In May 2013, following a competitive procurement, the Commission awarded two investment management services agreements to Logan Circle Partners, L.P. (Logan) for the 91 Project's proceeds generated from the issuance of sales tax revenue bonds and toll revenue bonds and to Payden & Rygel Investment Management (Payden & Rygel) for Commission operating funds. At its April 2017 meeting and based on a competitive procurement, the Commission awarded an investment management services agreement to Logan related to the issuance of the sales tax revenue bonds for the I-15 ELP.

Commencing in July 2013, Logan invested the 91 Project debt proceeds and subsequent 91 Project equity contributions in separate accounts of the Short-Term Actively Managed Program (STAMP). Consistent with financing expectations, the Commission expended substantially all of the 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. The Commission authorized Payden & Rygel to make

specific investments for the Commission's operating funds beginning with the third quarter of FY 2014/15.

In July 2017, the I-15 ELP project and 91 Project completion financing (2017 Financing) was completed and sales tax bond proceeds approximating \$154.6 million were received. Logan invested the 2017 Financing debt proceeds in accounts of a separate STAMP portfolio during the first quarter of FY 2017/18.

The quarterly investment report for the third quarter of FY 2018/19, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, and available operating cash. The quarterly investment report includes the following information:

- Investment Portfolio Report;
- 91 CIP STAMP Portfolio by Investment Category;
- 91 CIP STAMP Portfolio by Account;
- 91 CIP STAMP Portfolio Transaction Report by Account;
- 91 CIP STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 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;
- Logan Circle Partners, L.P. Short Duration First Quarter 2019 Review;
- Payden & Rygel Operating Portfolio by Investment Category;
- Payden & Rygel Operating Portfolio Transaction Report;
- Payden & Rygel Operating Portfolio First Quarter 2019 Review; and
- County of Riverside Investment Report for the Quarter Ended March 31, 2019.

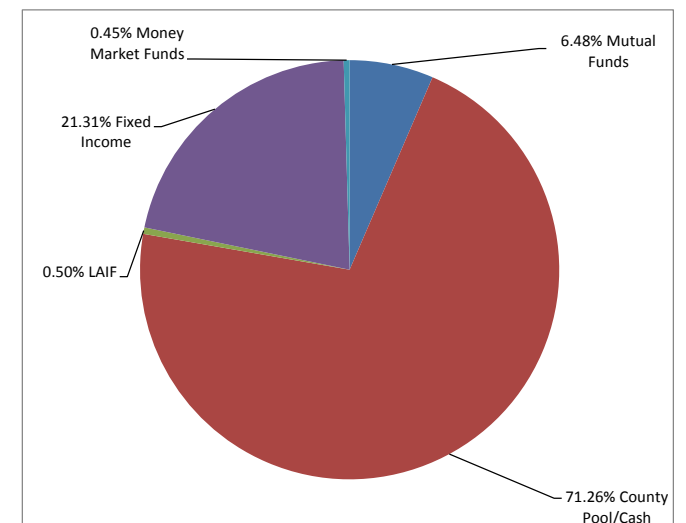
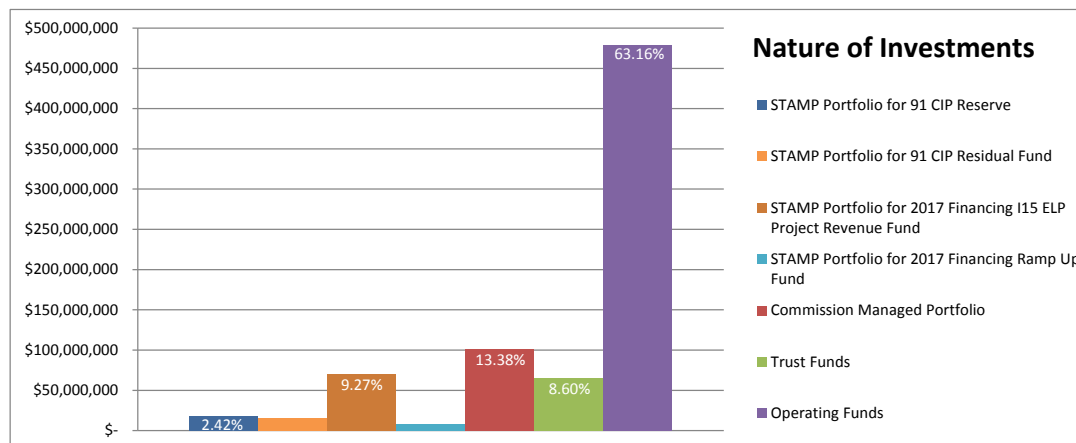
The Commission's investments were in full compliance with the Commission's Investment Policy adopted March 13, 2019, and investments securities permitted under the indenture for the Commission's sales tax revenue bonds and the master indentures for the Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

Attachments:

- 1) Investment Portfolio Report
- 2) 91 CIP STAMP Portfolio by Investment Category
- 3) 91 CIP STAMP Portfolio by Account
- 4) 91 CIP STAMP Portfolio Transaction Report by Account
- 5) 91 CIP STAMP Portfolio Summary of Investments
- 6) 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of Investments
- 7) 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of investments
- 8) 2017 Financing STAMP Portfolio by Investment Category
- 9) 2017 Financing STAMP Portfolio by Account
- 10) 2017 Financing STAMP Portfolio Transaction Report by Account
- 11) 2017 Financing STAMP Portfolio Summary of Investments
- 12) 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of Investments
- 13) 2017 Financing STAMP Portfolio Ramp Up Fund Summary of Investments
- 14) Payden & Rygel Operating Portfolio by Investment Category
- 15) Payden & Rygel Operating Portfolio Transaction Report
- 16) Logan Circle Partners, L.P. Short Duration Quarterly Review
- 17) Payden & Rygel Operating Portfolio Quarterly Review
- 18) County of Riverside Investment Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: March 31, 2019

	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	12,694,241	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	462,249,557	Aaa-bf/AAA-V1	N/A				2.33%			
Local Agency Investment Fund (LAIF)	3,776,980	N/A	N/A				N/A			
Subtotal Operating Funds	478,720,778									
FUNDS HELD IN TRUST										
County Treasurer's Pooled Investment Fund:										
Local Transportation Fund	65,175,941	Aaa-bf/AAA-V1	N/A				2.33%			
Subtotal Funds Held in Trust	65,175,941									
COMMISSION MANAGED PORTFOLIO										
US Bank Payden & Rygel Operating	52,305,826					See attached report for details				
First American Government Obligation Fund	49,090,086	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	101,395,911									
STAMP PORTFOLIO for 91 CIP										
Series A & Series B Reserve Fund	18,329,421					See attached report for details				
Residual Fund Required Retained Balance	15,954,206					See attached report for details				
Subtotal STAMP Portfolio - 91 CIP	34,283,627									
STAMP PORTFOLIO for 2017 Financing										
Sales Tax I15 ELP Project Revenue Fund	70,229,147					See attached report for details				
Sales Tax Revenue Fund	-					See attached report for details				
Ramp Up Fund	8,113,617					See attached report for details				
Subtotal STAMP Portfolio - 2017 Financing	78,342,765									
TOTAL All Cash and Investments	\$ 757,919,022									



91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2019

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Net Total				Summarized Credit Rating
										Base Market Value	Unrealized Gain/Loss	Coupon	Yield	
256350023	LC-Sr Lien Reserve Fund-1	3137EADB2	Agency	Federal Home Loan Mortgage Corporation	01/13/2022	---	950,000.00	942,921.50	---	952,641.00	2,933.67	2.375	2.271	AAA
256350023	LC-Sr Lien Reserve Fund-1	3135GOD75	Agency	Federal National Mortgage Association Fannie Mae	06/22/2020	05/06/2015	600,000.00	593,490.00	---	593,544.00	(4,847.10)	1.500	2.392	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137EADR7	Agency	Federal Home Loan Mortgage Corporation	05/01/2020	05/15/2015	475,000.00	471,527.75	---	469,618.25	(4,600.48)	1.375	2.435	AAA
256350023	LC-Sr Lien Reserve Fund-1	3134G9V38	Agency	Federal Home Loan Mortgage Corporation	07/27/2021	08/28/2018	250,000.00	245,225.00	04/27/2019	248,007.50	1,816.72	1.500	2.488	AAA
256350021	LC-RCTC 2013 Residual Fund	3134GTB11	Agency	Freddie Mac	04/01/2021	03/29/2019	500,000.00	499,950.00	07/01/2019	499,850.50	(99.50)	2.600	2.615	AAA
256350023	LC-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association Fannie Mae	04/25/2022	07/03/2013	297,427.94	282,556.54	---	296,321.51	3,601.69	2.482	2.683	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137ASNH3	Agency CMO	Federal Home Loan Mortgage Corporation	09/25/2021	07/03/2013	65,400.50	63,911.11	---	64,908.69	(204.84)	1.459	2.735	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2022	---	379,000.00	366,344.03	---	377,294.50	3,117.58	2.396	2.506	AAA
256350023	LC-Sr Lien Reserve Fund-1	31395E2P5	Agency CMO	Federal Home Loan Mortgage Corporation	08/15/2019	07/09/2013	614.15	649.75	---	615.29	(0.03)	4.500	2.143	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377J289	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	07/05/2013	50,685.56	50,685.56	---	49,995.26	(235.66)	3.500	2.698	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2039	---	109,096.81	111,273.39	---	109,320.46	(1,098.39)	3.000	2.875	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	07/20/2041	07/05/2013	124,151.99	124,170.70	---	123,744.77	(288.96)	2.500	2.584	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378CR16	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2040	05/22/2014	49,785.78	48,074.39	---	49,009.12	654.76	2.000	2.936	AAA
256350023	LC-Sr Lien Reserve Fund-1	38376GB33	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/16/2044	01/23/2015	121,298.66	124,508.87	---	121,405.41	(428.58)	3.500	2.953	AAA
256350023	LC-Sr Lien Reserve Fund-1	38376TS21	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/16/2039	01/26/2015	75,911.23	79,308.26	---	76,528.39	(1,699.41)	3.000	2.641	AAA
256350023	LC-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	---	215,317.36	220,733.87	---	222,717.82	1,426.33	4.000	2.840	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377RS29	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	06/16/2039	---	52,008.43	53,640.92	---	52,692.35	(79.84)	4.500	2.486	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	412,537.50	(23,890.59)	2.273	4.179	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137AJMF8	Agency CMO	Federal Home Loan Mortgage Corporation	10/25/2021	08/05/2015	29,504.48	30,525.61	---	29,718.09	(167.55)	2.968	2.569	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Federal Home Loan Mortgage Corporation	05/25/2022	---	282,110.00	278,085.13	---	280,741.77	1,916.80	2.373	2.499	AAA
256350023	LC-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2046	11/28/2016	140,090.48	144,014.11	---	140,926.82	(2,564.05)	3.000	2.876	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Federal Home Loan Mortgage Corporation	09/25/2022	09/29/2017	140,000.00	142,089.06	---	140,018.20	(1,380.10)	2.573	2.529	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137AFSP4	Agency CMO	Federal Home Loan Mortgage Corporation	01/15/2021	---	95,520.93	95,531.73	---	95,249.65	(228.58)	2.500	2.673	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378CDK0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/20/2035	03/16/2018	20,407.50	20,303.16	---	20,423.22	(27.23)	3.000	2.688	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377LQ18	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/20/2037	---	19,277.95	19,284.84	---	19,275.06	17.63	3.000	2.537	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378AWX5	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/20/2036	03/28/2018	83,258.93	83,707.74	---	83,443.76	(78.08)	3.000	2.649	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378DDC6	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2038	06/20/2018	121,034.84	121,852.77	---	121,293.85	(221.48)	3.500	2.968	AAA
256350023	LC-Sr Lien Reserve Fund-1	31398Q1P2	Agency CMO	Federal Home Loan Mortgage Corporation	05/15/2038	06/26/2018	73,933.37	75,380.27	---	74,915.94	173.56	4.500	2.597	AAA
256350023	LC-Sr Lien Reserve Fund-1	38375KCX8	Agency CMO	Government National Mortgage Association	01/20/2037	09/18/2018	23,608.97	23,782.35	---	23,645.09	(1.00)	5.500	3.010	AAA
256350023	LC-Sr Lien Reserve Fund-1	38379HLE3	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	05/20/2043	10/18/2018	114,481.79	114,320.80	---	116,604.28	2,310.69	3.500	2.657	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377F2N0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	06/20/2038	09/28/2018	5,121.76	5,112.96	---	5,116.43	5.35	3.000	2.638	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/16/2041	11/23/2018	153,956.37	148,399.52	---	151,194.39	2,648.52	2.250	2.839	AAA
256350023	LC-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	11/21/2018	87,261.84	85,080.29	---	85,949.43	795.43	2.500	3.132	AAA
256350023	LC-Sr Lien Reserve Fund-1	3136ASKR6	Agency CMO	Federal National Mortgage Association Fannie Mae	10/25/2022	01/25/2019	84,397.02	83,236.56	---	83,436.58	175.01	1.750	2.817	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	09/16/2027	03/08/2019	18,553.70	17,589.95	---	17,904.50	317.37	1.250	2.746	AAA
256350023	LC-Sr Lien Reserve Fund-1	38375CBH2	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/16/2035	03/19/2019	61,888.83	61,511.70	---	61,501.41	6.03	1.250	3.233	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137BSA60	Agency CMO	Federal Home Loan Mortgage Corporation	10/15/2028	03/20/2019	27,269.96	26,963.18	---	27,071.16	112.84	2.500	2.808	AAA
256350023	LC-Sr Lien Reserve Fund-1	3137BH4D1	Agency CMO	Federal Home Loan Mortgage Corporation	12/15/2042	03/20/2019	49,079.91	50,690.35	---	51,321.39	591.36	4.500	2.799	AAA
256350021	LC-RCTC 2013 Residual Fund	3137A1LC5	Agency CMO	Federal Home Loan Mortgage Corporation	08/15/2020	01/17/2018	9,020.41	8,990.82	---	8,974.95	(23.38)	2.000	3.054	AAA
256350021	LC-RCTC 2013 Residual Fund	3137AFSP4	Agency CMO	Federal Home Loan Mortgage Corporation	01/15/2021	01/30/2018	34,146.86	34,232.23	---	34,049.88	(140.79)	2.500	2.673	AAA
256350021	LC-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/20/2035	01/30/2018	36,733.51	37,072.14	---	36,761.79	(141.81)	3.000	2.688	AAA
256350021	LC-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/20/2036	01/30/2018	27,752.98	28,021.83	---	27,814.59	(103.40)	3.000	2.649	AAA
256350021	LC-RCTC 2013 Residual Fund	3137APPS3	Agency CMO	Federal Home Loan Mortgage Corporation	10/25/2020	05/18/2018	8,730.65	8,623.21	---	8,667.70	9.50	1.781	2.738	AAA
256350021	LC-RCTC 2013 Residual Fund	3137A1N90	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2020	06/26/2018	65,000.00	65,594.14	---	65,359.45	64.21	3.331	2.829	AAA
256350021	LC-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association Fannie Mae	06/25/2023	10/10/2018	184,812.26	188,537.38	---	188,321.84	637.09	4.500	2.669	AAA
256350021	LC-RCTC 2013 Residual Fund	3136ASKR6	Agency CMO	Federal National Mortgage Association Fannie Mae	10/25/2022	01/25/2019	129,646.03	127,863.39	---	128,170.66	268.84	1.750	2.817	AAA
256350021	LC-RCTC 2013 Residual Fund	31358TPC7	Agency CMO	Federal National Mortgage Association Fannie Mae	02/25/2023	02/11/2019	123,448.86	123,824.12	---	123,838.65	27.52	3.336	3.133	AAA
256350021	LC-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2021	03/15/2019	206,000.00	209,846.41	---	210,505.22	716.22	3.989	2.755	AAA
256350021	LC-RCTC 2013 Residual Fund	38375CBH2	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/16/2035	03/19/2019	108,571.24	107,909.64	---	107,891.58	10.58	1.250	3.233	AAA
256350023	LC-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association Fannie Mae	01/01/2030	---	140,040.97	146,756.42	---	146,303.60	(96.43)	4.500	3.112	AAA
256350023	LC-Sr Lien Reserve Fund-1	31381PEB0	Agency MBS	Federal National Mortgage Association Fannie Mae	11/01/2020	09/26/2014	249,705.30	262,931.88	---	252,566.92	105.77	3.370	2.327	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	02/16/2037	12/11/2014	110,478.14	109,943.02	---	107,711.77	(2,535.54)	1.705	3.696	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	113,750.56	110,164.74	---	105,683.37	(6,061.32)	1.826	4.302	AAA
256350023	LC-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/16/2046	---	425,000.00	415,829.11	---	393,078.25	(25,408.01)	2.811	3.942	

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2019

Source Account	Account	Identifier	Security Type	Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Net Total				Summarized
											Unrealized	Gain/Loss	Coupon	Yield	
256350021	LC-RCTC 2013 Residual Fund	02582JGN4	Asset Backed		American Express Credit Account Master Trust	05/15/2019	01/16/2018	100,000.00	100,351.56	---	100,041.00	(34.37)	2.854	2.555	AAA
256350021	LC-RCTC 2013 Residual Fund	161571FK5	Asset Backed		Chase Issuance Trust	08/15/2019	01/25/2018	115,000.00	113,827.54	---	114,557.25	(157.41)	1.580	2.619	AAA
256350021	LC-RCTC 2013 Residual Fund	65479AAD4	Asset Backed		Nissan Auto Lease Trust 2017-A	04/15/2020	01/25/2018	43,987.89	43,786.84	---	43,913.99	(38.87)	1.910	2.714	AAA
256350021	LC-RCTC 2013 Residual Fund	055657AC4	Asset Backed		Bmw Vehicle Lease Trust 2017-1	05/20/2020	01/29/2018	63,230.09	63,042.38	---	63,128.92	(69.41)	1.980	2.792	AAA
256350021	LC-RCTC 2013 Residual Fund	05522RCV8	Asset Backed		BA Credit Card Trust	05/15/2019	06/29/2018	100,000.00	100,214.84	---	100,040.00	(10.42)	2.874	2.583	AAA
256350021	LC-RCTC 2013 Residual Fund	65478DAD9	Asset Backed		Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	85,000.00	84,561.72	---	85,072.25	364.68	2.650	2.604	AAA
256350021	LC-RCTC 2013 Residual Fund	02587AAJ3	Asset Backed		American Express Credit Account Master Trust	02/18/2020	06/29/2018	100,000.00	98,515.63	---	99,392.00	203.76	1.930	2.639	AAA
256350021	LC-RCTC 2013 Residual Fund	65478HAD0	Asset Backed		NAROT 17-C	04/18/2022	09/25/2018	70,000.00	68,908.98	---	69,629.00	417.52	2.120	2.546	AAA
256350021	LC-RCTC 2013 Residual Fund	05584PAD9	Asset Backed		BMW Vehicle Lease Trust 2017-2	02/20/2020	10/11/2018	150,000.00	148,652.34	---	149,430.00	140.10	2.070	2.830	AAA
256350021	LC-RCTC 2013 Residual Fund	43814TAD4	Asset Backed		Honda Auto Receivables 2007-1 Owner Trust	06/21/2023	10/11/2018	200,000.00	196,375.00	---	198,316.00	1,294.47	2.050	2.481	AAA
256350021	LC-RCTC 2013 Residual Fund	47789JAB2	Asset Backed		John Deere Owner Trust 2019	10/15/2021	03/05/2019	105,000.00	104,995.21	---	105,179.55	184.24	2.850	2.706	AAA
256350021	LC-RCTC 2013 Residual Fund	55379WGM2	CD		MUFG Bank, Ltd.	04/08/2019	03/19/2019	300,000.00	299,997.45	---	300,009.00	9.89	2.540	2.375	AAA
256350021	LC-RCTC 2013 Residual Fund	86958JL72	CD		Svenska Handelsbanken AB	04/03/2019	03/18/2019	300,000.00	300,003.99	---	300,003.00	2.50	2.555	2.419	AAA
256350023	LC-Sr Lien Reserve Fund-1	62888VAA6	CMO		NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	109,702.84	109,741.42	---	109,915.67	178.42	2.931	3.156	AAA
256350021	LC-RCTC 2013 Residual Fund	62888VAA6	CMO		NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	84,155.60	84,185.19	---	84,318.86	136.87	2.931	3.156	AAA
256350021	LC-RCTC 2013 Residual Fund	62888UAB6	CMO		NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	177,428.66	177,692.04	---	177,577.70	(108.60)	2.983	2.802	AAA
256350021	LC-RCTC 2013 Residual Fund	13607RAB6	Corporate		Canadian Imperial Bank of Commerce	09/06/2019	---	200,000.00	197,801.00	---	199,104.00	(71.79)	1.600	2.636	AA
256350021	LC-RCTC 2013 Residual Fund	46625HKA7	Corporate		JPMorgan Chase & Co.	01/23/2020	01/25/2018	100,000.00	99,577.00	12/23/2019	99,635.00	(189.54)	2.250	2.703	A
256350021	LC-RCTC 2013 Residual Fund	38141EA58	Corporate		The Goldman Sachs Group, Inc.	03/15/2020	---	200,000.00	208,651.00	---	204,660.00	78.05	5.375	2.898	A
256350021	LC-RCTC 2013 Residual Fund	06406HCU1	Corporate		The Bank of New York Mellon Corporation	05/15/2019	01/25/2018	100,000.00	99,974.00	04/15/2019	99,934.00	(63.68)	2.200	2.696	A
256350021	LC-RCTC 2013 Residual Fund	06051GFN4	Corporate		Bank of America Corporation	04/21/2020	01/25/2018	100,000.00	99,537.00	---	99,472.00	(306.48)	2.250	2.758	A
256350021	LC-RCTC 2013 Residual Fund	86787FA56	Corporate		SunTrust Bank	01/31/2020	01/25/2018	100,000.00	100,644.00	12/31/2019	100,304.00	52.28	3.274	2.757	A
256350021	LC-RCTC 2013 Residual Fund	780082AC7	Corporate		Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	198,578.00	959.63	2.100	2.573	AAA
256350021	LC-RCTC 2013 Residual Fund	61747WAF6	Corporate		Morgan Stanley	01/25/2021	01/29/2018	100,000.00	108,369.00	---	105,017.00	(162.75)	5.750	2.901	A
256350021	LC-RCTC 2013 Residual Fund	06416CAC2	Corporate		The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	197,046.00	1,438.33	1.875	2.611	AAA
256350021	LC-RCTC 2013 Residual Fund	254010AC5	Corporate		Dignity Health	11/01/2019	03/15/2018	24,000.00	23,897.52	---	23,988.24	25.56	2.637	2.719	A
256350021	LC-RCTC 2013 Residual Fund	369550BA5	Corporate		General Dynamics Corporation	05/11/2020	---	225,000.00	224,409.50	---	225,744.75	1,149.45	2.875	2.571	A
256350021	LC-RCTC 2013 Residual Fund	31677QBH4	Corporate		Fifth Third Bank	04/25/2019	06/29/2018	200,000.00	199,518.00	---	199,964.00	3.04	2.375	2.598	A
256350021	LC-RCTC 2013 Residual Fund	17275RBB6	Corporate		Cisco Systems, Inc.	09/20/2019	06/29/2018	150,000.00	147,883.50	---	149,172.00	(6.23)	1.400	2.575	AA
256350021	LC-RCTC 2013 Residual Fund	40428HPN6	Corporate		HSBC USA Inc.	11/13/2019	06/29/2018	100,000.00	99,140.00	---	99,747.00	139.37	2.375	2.785	AA
256350021	LC-RCTC 2013 Residual Fund	89114QAS7	Corporate		The Toronto-Dominion Bank	07/02/2019	---	200,000.00	199,006.00	---	199,746.00	42.88	2.125	2.607	AA
256350021	LC-RCTC 2013 Residual Fund	06367TPX2	Corporate		Bank of Montreal	12/12/2019	---	200,000.00	197,898.00	---	199,362.00	494.78	2.100	2.559	AA
256350021	LC-RCTC 2013 Residual Fund	375558BB8	Corporate		Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	134,821.80	961.80	2.550	2.644	A
256350021	LC-RCTC 2013 Residual Fund	46625HH52	Corporate		JPMorgan Chase & Co.	07/22/2020	---	140,000.00	142,963.00	---	143,141.60	1,032.20	4.400	2.648	A
256350021	LC-RCTC 2013 Residual Fund	025880EE5	Corporate		American Express Credit Corporation	03/03/2020	---	160,000.00	157,949.40	02/01/2020	159,257.60	552.76	2.200	2.709	A
256350021	LC-RCTC 2013 Residual Fund	69353RFC7	Corporate		PNC Bank, National Association	05/19/2020	10/10/2018	250,000.00	245,222.50	04/19/2020	248,395.00	1,791.73	2.000	2.574	A
256350021	LC-RCTC 2013 Residual Fund	06051GEC9	Corporate		Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	207,032.00	1,290.89	5.625	2.753	A
256350021	LC-RCTC 2013 Residual Fund	06406FAB9	Corporate		The Bank of New York Mellon Corporation	05/03/2021	10/11/2018	200,000.00	193,708.00	04/03/2021	197,408.00	2,597.43	2.050	2.690	A
256350021	LC-RCTC 2013 Residual Fund	55279HAN0	Corporate		Manufacturers and Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	247,952.50	1,951.43	2.050	2.656	A
256350021	LC-RCTC 2013 Residual Fund	90331HNP4	Corporate		U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	252,347.50	2,844.11	3.150	2.663	AA
256350021	LC-RCTC 2013 Residual Fund	49327MP28	Corporate		KeyBank National Association	08/22/2019	10/11/2018	250,000.00	247,367.50	---	248,927.50	151.67	1.600	2.687	A
256350021	LC-RCTC 2013 Residual Fund	69350BR81	CP		PPG Industries, Inc.	04/08/2019	03/08/2019	250,000.00	249,425.21	---	249,877.50	7.29	0.000	1.970	AA
256350021	LC-RCTC 2013 Residual Fund	50000ER89	CP		Koch Industries, Inc.	04/08/2019	03/14/2019	250,000.00	249,572.92	---	249,877.50	(2.92)	0.000	1.970	AAA
256350021	LC-RCTC 2013 Residual Fund	74456DRB3	CP		Public Service Electric and Gas Company	04/11/2019	03/15/2019	320,000.00	319,349.60	---	319,776.00	16.89	0.000	2.112	AAA
256350021	LC-RCTC 2013 Residual Fund	43357MR51	CP		Hitachi Capital America Corp.	04/05/2019	03/15/2019	275,000.00	274,558.85	---	274,923.00	7.03	0.000	1.687	AA
256350021	LC-RCTC 2013 Residual Fund	07247MRA5	CP		Bayerische Landesbank	04/10/2019	---	580,000.00	579,400.84	---	579,634.00	5.10	0.000	2.073	AAA
256350021	LC-RCTC 2013 Residual Fund	CCYUSD	Currency		UNITED STATES OF AMERICA	03/31/2019	---	0.00	(499,986.11)	---	(499,986.11)	0.00	0.000	0.000	AAA
256350021	LC-RCTC 2013 Residual Fund	CCYUSD	Currency		UNITED STATES OF AMERICA	03/31/2019	---	0.00	101,471.13	---	101,471.13	0.00	0.000	0.000	AAA
256350023	LC-Sr Lien Reserve Fund-1	31846V401	MM Fund		First American Funds, Inc.	03/31/2019	03/25/2019	0.00	31,570.50	---	31,570.50	0.00	1.940	1.890	AAA
256350021	LC-RCTC 2013 Residual Fund	31846V401	MM Fund		First American Funds, Inc.	03/31/2019	---	0.00	544,875.30	---	544,875.30	0.00	1.940	1.890	AAA
256350021	LC-RCTC 2013 Residual Fund	459058GK3	Non-US Gov		International Bank for Reconstruction and Development	08/21/2020	---	315,000.00	315,116.40	---	314,952.75	(141.15)	2.650	2.699	AAA
256350023	LC-Sr Lien Reserve Fund-1	912828SA9	TIPS		Treasury, United States Department of	01/15/2022	---	461,500.75	463,803.40	---	457,794.90	(5,149.86)	0.125	0.413	AAA
256350023	LC-Sr Lien Reserve Fund-1	912828V49	TIPS		Treasury, United States Department of	01/15/2027	---	291,751.60	290,408.75	---	289,087.91	(1,577.34)	0.375	0.494	AAA
256350023	LC-Sr Lien Reserve Fund-1	912828UH1	TIPS		Treasury, United States Department of	01/15/2023	02/05/2018	190,827.00	188,328.92	---	188,643.94	(260.82)	0.125	0.428	AAA
256350021	LC-RCTC 2013 Residual Fund	912828UH1	TIPS		Treasury, United States Department of	01/15/2023	---	98,139.60	96,269.28	---					

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2019

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	LC-RCTC 2013 Residual Fund	3134GTB1	Agency	Freddie Mac	04/01/2021	03/29/2019	500,000.00	499,950.00	07/01/2019	499,850.50	(99.50)	2.600	2.615	AAA
256350021	LC-RCTC 2013 Residual Fund	3137A1LC5	Agency CMO	Federal Home Loan Mortgage Corporation	08/15/2020	01/17/2018	9,020.41	8,990.82	---	8,974.95	(25.38)	2.000	3.054	AAA
256350021	LC-RCTC 2013 Residual Fund	3137A1B84	Agency CMO	Federal Home Loan Mortgage Corporation	01/15/2021	01/30/2018	34,146.86	34,232.23	---	34,049.88	(140.79)	2.500	2.673	AAA
256350021	LC-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/20/2035	01/30/2018	36,733.51	37,072.14	---	36,761.79	(141.81)	3.000	2.688	AAA
256350021	LC-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/20/2036	01/30/2018	27,752.98	28,021.83	---	27,814.59	(103.40)	3.000	2.649	AAA
256350021	LC-RCTC 2013 Residual Fund	3137APP53	Agency CMO	Federal Home Loan Mortgage Corporation	10/25/2020	05/18/2018	8,730.65	8,623.21	---	8,667.70	9.50	1.781	2.738	AAA
256350021	LC-RCTC 2013 Residual Fund	3137A1N90	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2020	06/26/2018	65,000.00	65,594.14	---	65,359.45	64.21	3.531	2.829	AAA
256350021	LC-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association Fannie Mae	06/25/2023	10/10/2018	184,812.26	188,537.38	---	188,321.84	637.09	4.500	2.669	AAA
256350021	LC-RCTC 2013 Residual Fund	3136ASKR6	Agency CMO	Federal National Mortgage Association Fannie Mae	10/25/2022	01/25/2019	129,646.03	127,863.39	---	128,170.66	268.84	1.750	2.817	AAA
256350021	LC-RCTC 2013 Residual Fund	31358PIC7	Agency CMO	Federal National Mortgage Association Fannie Mae	02/25/2023	02/11/2019	123,444.86	123,824.12	---	123,838.65	27.52	3.336	3.133	AAA
256350021	LC-RCTC 2013 Residual Fund	3137ABF19	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2021	03/15/2019	206,000.00	209,846.41	---	210,055.22	716.22	3.989	2.755	AAA
256350021	LC-RCTC 2013 Residual Fund	38375CBH2	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/16/2035	03/19/2019	108,571.24	107,909.64	---	107,891.58	10.58	1.250	3.233	AAA
256350021	LC-RCTC 2013 Residual Fund	31416BVR6	Agency MBS	Federal National Mortgage Association, Inc.	12/01/2020	01/17/2018	29,077.92	29,732.18	---	29,730.72	327.03	5.000	0.338	AAA
256350021	LC-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Federal Home Loan Mortgage Corporation	09/25/2022	01/25/2018	16,665.95	16,421.17	---	16,457.79	(13.65)	1.785	2.485	AAA
256350021	LC-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Federal Home Loan Mortgage Corporation	02/25/2022	01/25/2018	29,137.40	28,736.77	---	28,773.77	(52.35)	1.749	2.536	AAA
256350021	LC-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Federal Home Loan Mortgage Corporation	04/25/2022	01/30/2018	34,239.70	33,517.45	---	33,722.68	34.60	1.583	2.495	AAA
256350021	LC-RCTC 2013 Residual Fund	3137B2GW4	Agency MBS	Federal Home Loan Mortgage Corporation	03/25/2020	06/29/2018	96,966.50	96,337.73	---	96,581.55	19.42	2.313	2.638	AAA
256350021	LC-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association Fannie Mae	08/01/2021	11/02/2018	61,184.90	62,093.11	---	62,508.94	558.23	3.840	2.710	AAA
256350021	LC-RCTC 2013 Residual Fund	31381RL16	Agency MBS	Federal National Mortgage Association Fannie Mae	07/01/2021	11/02/2018	53,015.00	53,801.95	---	54,396.57	724.16	3.840	2.366	AAA
256350021	LC-RCTC 2013 Residual Fund	31381QB54	Agency MBS	Federal National Mortgage Association Fannie Mae	03/01/2021	11/07/2018	100,389.86	102,468.24	---	103,788.06	1,693.48	4.410	2.111	AAA
256350021	LC-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association Fannie Mae	07/01/2021	12/19/2018	91,921.10	89,422.01	---	90,609.39	904.31	1.870	2.651	AAA
256350021	LC-RCTC 2013 Residual Fund	31381SVJ8	Agency MBS	Federal National Mortgage Association Fannie Mae	11/01/2021	02/22/2019	86,114.26	86,544.84	---	87,382.72	852.61	3.330	2.659	AAA
256350021	LC-RCTC 2013 Residual Fund	3138L1W62	Agency MBS	Federal National Mortgage Association Fannie Mae	12/01/2022	02/21/2019	127,093.34	126,338.73	---	126,671.39	325.57	2.500	2.577	AAA
256350021	LC-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association Fannie Mae	06/25/2021	03/15/2019	169,516.61	171,953.41	---	172,742.51	830.13	3.763	2.652	AAA
256350021	LC-RCTC 2013 Residual Fund	02582JGN4	Asset Backed	American Express Credit Account Master Trust	05/15/2019	01/16/2018	100,000.00	100,351.56	---	100,041.00	(34.37)	2.854	2.555	AAA
256350021	LC-RCTC 2013 Residual Fund	161571FK5	Asset Backed	Chase Issuance Trust	08/15/2019	01/25/2018	115,000.00	113,827.54	---	114,557.25	(157.41)	1.580	2.619	AAA
256350021	LC-RCTC 2013 Residual Fund	65479AAD4	Asset Backed	Nissan Auto Lease Trust 2017-A	04/15/2020	01/25/2018	43,987.89	43,786.84	---	43,913.99	(38.87)	1.910	2.714	AAA
256350021	LC-RCTC 2013 Residual Fund	05565FAC4	Asset Backed	Bmw Vehicle Lease Trust 2017-1	05/20/2020	01/29/2018	63,230.09	63,042.38	---	63,128.92	(69.41)	1.980	2.792	AAA
256350021	LC-RCTC 2013 Residual Fund	05522RCV8	Asset Backed	BA Credit Card Trust	05/15/2019	06/29/2018	100,000.00	100,214.84	---	100,040.00	(10.42)	2.874	2.583	AAA
256350021	LC-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	85,000.00	84,561.72	---	85,072.25	364.68	2.650	2.604	AAA
256350021	LC-RCTC 2013 Residual Fund	02587AAJ3	Asset Backed	American Express Credit Account Master Trust	02/18/2020	06/29/2018	100,000.00	98,515.63	---	99,392.00	203.76	1.930	2.639	AAA
256350021	LC-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	NAROT 17-C	04/18/2022	09/25/2018	70,000.00	68,908.98	---	69,629.00	417.52	2.120	2.546	AAA
256350021	LC-RCTC 2013 Residual Fund	05584PAD9	Asset Backed	BMW Vehicle Lease Trust 2017-2	02/20/2020	10/11/2018	150,000.00	148,652.34	---	149,430.00	140.10	2.070	2.830	AAA
256350021	LC-RCTC 2013 Residual Fund	43814TAD4	Asset Backed	Honda Auto Receivables 2007-1 Owner Trust	06/21/2023	10/11/2018	200,000.00	196,375.00	---	198,316.00	1,294.47	2.050	2.481	AAA
256350021	LC-RCTC 2013 Residual Fund	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/08/2019	105,000.00	104,995.21	---	105,179.55	184.24	2.850	2.706	AAA
256350021	LC-RCTC 2013 Residual Fund	55379WCM2	CD	MUTG Bank, Ltd.	04/08/2019	03/19/2019	300,000.00	299,997.45	---	300,000.00	9.89	2.540	2.375	AAA
256350021	LC-RCTC 2013 Residual Fund	86958L72	CD	Svenska Handelsbanken AB	04/03/2019	03/18/2019	300,000.00	300,003.99	---	300,003.99	2.50	2.555	2.419	AAA
256350021	LC-RCTC 2013 Residual Fund	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	84,155.60	84,185.19	---	84,318.86	136.87	2.931	3.156	AAA
256350021	LC-RCTC 2013 Residual Fund	62888VAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	177,628.66	177,692.04	---	177,577.70	(108.60)	2.983	2.802	AAA
256350021	LC-RCTC 2013 Residual Fund	13607RAB6	Corporate	Canadian Imperial Bank of Commerce	09/06/2019	---	200,000.00	197,801.00	---	199,104.00	(71.79)	1.600	2.636	AA
256350021	LC-RCTC 2013 Residual Fund	46625HKA7	Corporate	JPMorgan Chase & Co.	01/23/2020	01/25/2018	100,000.00	99,577.00	12/23/2019	99,635.00	(189.54)	2.250	2.703	A
256350021	LC-RCTC 2013 Residual Fund	38141EA58	Corporate	The Goldman Sachs Group, Inc.	03/15/2020	---	200,000.00	208,651.00	---	204,660.00	78.05	5.375	2.898	A
256350021	LC-RCTC 2013 Residual Fund	06406HCU1	Corporate	The Bank of New York Mellon Corporation	05/15/2019	01/25/2018	100,000.00	99,974.00	04/15/2019	99,934.00	(63.68)	2.200	2.696	A
256350021	LC-RCTC 2013 Residual Fund	06051GFN4	Corporate	Bank of America Corporation	04/21/2020	01/25/2018	100,000.00	99,537.00	---	99,472.00	(306.48)	2.250	2.758	A
256350021	LC-RCTC 2013 Residual Fund	86787EAS6	Corporate	SunTrust Bank	01/31/2020	01/25/2018	100,000.00	100,644.00	12/31/2019	100,304.00	52.28	3.274	2.757	A
256350021	LC-RCTC 2013 Residual Fund	780082AC7	Corporate	Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	198,578.00	959.63	2.100	2.573	AAA
256350021	LC-RCTC 2013 Residual Fund	61747WAF6	Corporate	Morgan Stanley	01/25/2021	01/29/2018	100,000.00	108,369.00	---	105,017.00	(162.75)	5.750	2.901	A
256350021	LC-RCTC 2013 Residual Fund	06416CAC2	Corporate	The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	197,046.00	1,438.33	1.875	2.611	AAA
256350021	LC-RCTC 2013 Residual Fund	254010AC5	Corporate	Dignity Health	11/01/2019	03/15/2018	24,000.00	23,897.52	---	23,988.24	25.56	2.637	2.719	A
256350021	LC-RCTC 2013 Residual Fund	369550BA5	Corporate	General Dynamics Corporation	05/11/2020	---	225,000.00	224,409.50	---	225,744.75	1,149.45	2.875	2.571	A
256350021	LC-RCTC 2013 Residual Fund	31677QBB4	Corporate	Fifth Third Bank	04/25/2019	06/29/2018	200,000.00	199,518.00	---	199,964.00	3.04	2.375	2.598	A
256350021	LC-RCTC 2013 Residual Fund	17275RKB6	Corporate	Cisco Systems, Inc.	09/20/2019	06/29/2018	150,000.00	147,883.50	---	149,172.00	(6.23)	1.400	2.575	AA
256350021	LC-RCTC 2013 Residual Fund	40428HPN6	Corporate	HSBC USA Inc.	11/13/2019	06/29/2018	100,000.00	99,140.00	---	99,740.00	139.37	2.375	2.785	A
256350021	LC-RCTC 2013 Residual Fund	89114QAS7	Corporate	The Toronto-Dominion Bank	07/02/2019	---	200,000.00	199,006.00	---	199,746.00	42.88	2.125	2.607	AA
256350021	LC-RCTC 2013 Residual Fund	06367TPX2	Corporate	Bank of Montreal	12/12/2019	---	200,000.00	197,898.00	---	199,362.00	494.78	2.100	2.559	AA
256350021	LC-RCTC 2013 Residual Fund	375558BB8	Corporate	Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	134,821.80	961.80	2.550	2.644	A
256350021	LC-RCTC 2013 Residual Fund	44625HH52	Corporate	JPMorgan Chase & Co.	07/22/2020	---	140,000.00	142,963.00	---	143,141.60	1,032.20	4.400	2.648	A
256350021	LC-RCTC 2013 Residual Fund	0258M0EE5	Corporate	American Express Credit Corporation	03/03/2020	---	160,000.00	157,949.40	02/01/2020	159,257.60	552.76	2.200	2.709	A
256350021	LC-RCTC 2013 Residual Fund	69353RF7	Corporate	PNC Bank, National Association	05/19/2020	10/10/2018	250,000.00	245,222.50	04/19/2020	248,395.00	1,791.73	2.000	2.574	A
256350021	LC-RCTC 2013 Residual Fund	06051GEC9	Corporate	Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	207,032.00	1,290.89	5.625	2.753	A
256350021	LC-RCTC 2013 Residual Fund	06406HAB9	Corporate	The Bank of New York Mellon Corporation	05/03/2021	10/11/2018	200,000.00	193,708.00	04/03/2021	197,408.00	2,597.43	2.050	2.690	A
256350021	LC-RCTC 2013 Residual Fund	55279HIA0	Corporate	Manufacturers and Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	247,952.50	1,951.43	2.050	2.656	A
256350021	LC-RCTC 2013 Residual Fund	90331HNP4	Corporate	U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	252,347.50	2,844.11	3.150	2.663	AA
256350021	LC-RCTC 2013 Residual Fund	49327MP8	Corporate	KeyBank National Association	08/22/2019	10/11/2018	250,000.00	247,367.50	---	248,927.50	151.67	1.600	2.687	A
256350021	LC-RCTC 2013 Residual Fund	69350BR81	CP	PPG Industries, Inc.	04/08/2019	03/08/2019	250,000.00	249,425.21	---	249,877.50	7.29	0.000	1.970	AAA
256350021	LC-RCTC 2013 Residual Fund	50000ER89	CP	Koch Industries, Inc.	04/08/2019	03/14/2019	250,000.00	249,572.92	---	249,877.50	(2.92)	0.000	1.970	AAA
256350021	LC													

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2019

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	LC-RCTC 2013 Residual Fund	65886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	06/29/2018	100,000.00	100,000.00	---	100,000.00	0.00	2.390	2.390	AA
							15,820,292.17	15,885,547.84		15,954,206.21	41,389.66			
256350023	LC-Sr Lien Reserve Fund-I	3137EADB2	Agency	Federal Home Loan Mortgage Corporation	01/13/2022	---	950,000.00	942,921.50	---	952,641.00	2,933.67	2.375	2.271	AAA
256350023	LC-Sr Lien Reserve Fund-I	3135G0D75	Agency	Federal National Mortgage Association Fannie Mae	06/22/2020	05/06/2015	600,000.00	593,490.00	---	593,544.00	(4,847.10)	1.500	2.392	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137EADR7	Agency	Federal Home Loan Mortgage Corporation	05/01/2020	05/15/2015	475,000.00	471,527.75	---	469,618.25	(4,600.48)	1.375	2.435	AAA
256350023	LC-Sr Lien Reserve Fund-I	3134G9V38	Agency	Federal Home Loan Mortgage Corporation	07/27/2021	08/28/2018	250,000.00	245,225.00	04/27/2019	248,007.50	1,816.72	1.500	2.488	AAA
256350023	LC-Sr Lien Reserve Fund-I	3136A72D3	Agency CMO	Federal National Mortgage Association Fannie Mae	04/25/2022	07/03/2013	297,427.94	282,556.54	---	296,321.51	3,601.69	2.482	2.683	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137ASNH3	Agency CMO	Federal Home Loan Mortgage Corporation	09/25/2021	07/03/2013	65,400.50	63,911.11	---	64,908.69	(204.84)	1.459	2.735	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137AUP63	Agency CMO	Federal Home Loan Mortgage Corporation	06/25/2022	---	379,000.00	366,244.03	---	377,294.50	3,117.58	2.396	2.506	AAA
256350023	LC-Sr Lien Reserve Fund-I	31395ZP5	Agency CMO	Federal Home Loan Mortgage Corporation	08/15/2019	07/09/2013	614.15	649.75	---	615.29	(0.03)	4.500	0.143	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377ZJ89	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	07/05/2013	49,181.31	50,685.56	---	49,959.26	(235.66)	3.500	2.698	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377RVK8	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2039	---	109,096.81	111,273.39	---	109,320.46	(1,098.39)	3.000	2.875	AAA
256350023	LC-Sr Lien Reserve Fund-I	383787AF7	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	07/20/2041	07/05/2013	124,151.99	124,170.70	---	123,744.77	(288.96)	2.500	2.584	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378CR76	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2040	05/22/2014	49,785.78	48,074.39	---	49,009.12	654.76	2.000	2.496	AAA
256350023	LC-Sr Lien Reserve Fund-I	38376GB33	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/16/2044	01/23/2015	121,298.66	124,508.87	---	121,405.41	(428.58)	3.500	2.953	AAA
256350023	LC-Sr Lien Reserve Fund-I	38376T521	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/16/2039	01/26/2015	75,911.23	79,308.26	---	76,528.39	(1,699.41)	3.000	2.641	AAA
256350023	LC-Sr Lien Reserve Fund-I	38376WA62	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	---	215,317.36	220,733.87	---	222,717.82	1,426.33	4.000	2.840	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377RS29	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	06/16/2039	---	52,008.43	53,640.92	---	52,692.35	(79.84)	4.500	2.486	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	412,537.50	(23,890.59)	2.273	4.179	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137AJMF8	Agency CMO	Federal Home Loan Mortgage Corporation	10/25/2021	08/05/2015	29,504.48	30,525.61	---	29,718.09	(167.55)	2.968	2.569	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137ATRW4	Agency CMO	Federal Home Loan Mortgage Corporation	05/25/2022	---	282,110.00	278,085.13	---	280,741.77	1,916.80	2.373	2.499	AAA
256350023	LC-Sr Lien Reserve Fund-I	38380AZ34	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2046	11/28/2016	140,090.48	144,014.11	---	140,926.82	(2,564.05)	3.000	2.876	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137AXHP1	Agency CMO	Federal Home Loan Mortgage Corporation	09/25/2022	09/29/2017	140,000.00	142,089.06	---	140,018.20	(1,380.10)	2.573	2.529	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137ASF4	Agency CMO	Federal Home Loan Mortgage Corporation	01/15/2021	---	95,520.93	95,531.73	---	95,249.65	(228.58)	2.500	2.673	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378CDK0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/20/2035	03/16/2018	20,407.50	20,503.16	---	20,423.22	(27.23)	3.000	2.688	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377LQ78	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/20/2037	---	19,277.95	19,284.84	---	19,275.06	17.63	3.000	2.537	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378AWX3	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/20/2036	03/28/2018	83,258.93	83,707.74	---	83,443.76	(78.08)	3.000	2.649	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378DDC6	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2038	06/20/2018	121,034.84	121,852.77	---	121,293.85	(221.48)	3.500	2.968	AAA
256350023	LC-Sr Lien Reserve Fund-I	313980T22	Agency CMO	Federal Home Loan Mortgage Corporation	05/15/2038	06/26/2018	73,933.37	75,380.27	---	74,915.94	(173.56)	4.500	2.597	AAA
256350023	LC-Sr Lien Reserve Fund-I	38375KCX8	Agency CMO	Government National Mortgage Association	01/20/2037	09/18/2018	23,608.97	23,782.35	---	23,645.09	(1.00)	5.500	3.010	AAA
256350023	LC-Sr Lien Reserve Fund-I	38379HLE3	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	05/20/2043	10/18/2018	114,481.79	114,320.80	---	116,604.28	2,310.69	3.500	2.657	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377F2N0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	06/20/2038	09/28/2018	5,121.76	5,112.96	---	5,116.43	5.35	3.000	2.638	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378VC45	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/16/2041	11/23/2018	153,956.37	148,399.52	---	151,194.39	2,648.52	2.250	2.839	AAA
256350023	LC-Sr Lien Reserve Fund-I	38377M59	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	11/21/2018	87,261.84	85,080.29	---	85,949.43	795.43	2.500	3.132	AAA
256350023	LC-Sr Lien Reserve Fund-I	3136ASKB6	Agency CMO	Federal National Mortgage Association Fannie Mae	10/25/2022	01/25/2019	84,397.02	83,236.56	---	83,436.58	(175.01)	1.750	2.817	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378HX14	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	09/16/2027	03/08/2019	18,553.70	17,589.95	---	17,904.50	317.37	1.250	2.746	AAA
256350023	LC-Sr Lien Reserve Fund-I	38375CBH2	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/16/2035	03/19/2019	61,888.83	61,511.70	---	61,501.41	6.03	1.250	3.233	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137B5A60	Agency CMO	Federal Home Loan Mortgage Corporation	10/15/2028	03/20/2019	27,269.96	26,963.18	---	27,071.16	112.84	2.500	2.808	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137B4HD1	Agency CMO	Federal Home Loan Mortgage Corporation	12/15/2042	03/20/2019	49,079.91	50,690.35	---	51,321.39	591.36	4.500	2.799	AAA
256350023	LC-Sr Lien Reserve Fund-I	31417YKF3	Agency MBS	Federal National Mortgage Association Fannie Mae	01/01/2030	---	140,040.97	146,756.42	---	146,303.60	(96.43)	4.500	3.112	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381PEB0	Agency MBS	Federal National Mortgage Association Fannie Mae	11/01/2020	09/26/2014	249,705.30	262,931.88	---	252,566.92	105.77	3.370	2.327	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378XW4	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	02/16/2037	12/11/2014	110,478.14	109,943.02	---	107,711.77	(2,535.54)	1.705	3.696	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	113,750.56	110,164.74	---	105,683.37	(6,061.32)	1.826	4.302	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378KSL4	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/16/2046	---	425,000.00	415,829.11	---	397,078.25	(25,408.01)	2.811	3.942	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378KRS0	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	07/16/2043	05/08/2015	450,000.00	434,460.94	---	423,288.00	(18,202.30)	2.389	4.001	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378KP62	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	05/16/2055	05/14/2015	273,662.41	277,040.43	---	263,495.85	(12,895.32)	2.500	3.362	AAA
256350023	LC-Sr Lien Reserve Fund-I	38378KWU9	Agency MBS	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	11/16/2041	---	127,611.14	121,714.12	---	120,010.62	(3,395.50)	1.400	4.341	AAA
256350023	LC-Sr Lien Reserve Fund-I	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	150,707.79	146,857.67	---	142,568.06	(6,391.80)	2.129	3.713	AAA
256350023	LC-Sr Lien Reserve Fund-I	3138L3G08	Agency MBS	Federal National Mortgage Association Fannie Mae	06/01/2020	11/12/2015	100,000.00	99,875.00	---	99,124.00	(715.14)	2.010	2.634	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381Q6B7	Agency MBS	Federal National Mortgage Association Fannie Mae	06/01/2021	07/15/2016	182,849.06	202,791.04	---	188,707.54	(3,153.60)	4.295	2.659	AAA
256350023	LC-Sr Lien Reserve Fund-I	3136A7MN9	Agency MBS	Federal National Mortgage Association Fannie Mae	05/25/2022	08/29/2016	296,697.20	305,180.89	---	294,216.81	(6,451.41)	2.349	2.771	AAA
256350023	LC-Sr Lien Reserve Fund-I	3137B1U75	Agency MBS	Federal Home Loan Mortgage Corporation	01/25/2023	08/29/2016	380,000.00	394,917.97	---	377,195.60	(10,929.79)	2.522	2.724	AAA
256350023	LC-Sr Lien Reserve Fund-I	3138EJPZ5	Agency MBS	Federal National Mortgage Association Fannie Mae	07/01/2022	08/29/2016	271,393.00	288,259.65	---	273,754.12	(7,099.39)	2.973	2.649	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381T4E7	Agency MBS	Federal National Mortgage Association Fannie Mae	03/01/2022	10/25/2016	259,774.53	271,413.66	---	260,418.77	(4,922.37)	2.670	2.547	AAA
256350023	LC-Sr Lien Reserve Fund-I	36202P2H8	Agency MBS	Ginnie Mae II	01/20/2027	---	167,094.31	172,226.18	---	169,106.12	(2,461.50)	3.000	2.525	AAA
256350023	LC-Sr Lien Reserve Fund-I	3136AHAE0	Agency MBS	Federal National Mortgage Association Fannie Mae	04/25/2023	10/28/2016	116,056.23	118,558.69	---	116,620.26	(1,299.05)	2.636	2.460	AAA
256350023	LC-Sr Lien Reserve Fund-I	3138EKXL4	Agency MBS	Federal National Mortgage Association Fannie Mae	03/01/2023	---	275,566.65	271,649.60	---	274,566.34	2,068.39	2.350	2.455	AAA
256350023	LC-Sr Lien Reserve Fund-I	3136AC7J4	Agency MBS	Federal National Mortgage Association Fannie Mae	03/25/2023	02/21/2018	50,814.85	49,979.19	---	50,720.33	558.84	2.523	2.765	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381S777	Agency MBS	Federal National Mortgage Association Fannie Mae	09/01/2021	08/29/2018	130,000.00	132,747.27	---	133,251.30	1,107.86	3.770	2.641	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381JAE8	Agency MBS	Federal National Mortgage Association Fannie Mae	12/01/2020	09/13/2018	19,352.42	19,253.49	---	19,352.23	99.16	3.630	2.293	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381N7G2	Agency MBS	Federal National Mortgage Association Fannie Mae	10/01/2020	09/25/2018	18,113.56	18,180.08	---	18,242.17	34.24	3.270	2.558	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381QBS4	Agency MBS	Federal National Mortgage Association Fannie Mae	03/01/2021	11/07/2018	130,943.29	133,654.23	---	135,375.72	2,208.88	4.410	2.111	AAA
256350023	LC-Sr Lien Reserve Fund-I	3138L1W62	Agency MBS	Federal National Mortgage Association Fannie Mae	12/01/2022	02/21/2019	166,198.99	165,212.18	---	165,647.21	425.74	2.500	2.577	AAA
256350023	LC-Sr Lien Reserve Fund-I	31381SV18	Agency MBS	Federal National Mortgage Association Fannie Mae	11/01/2021	02/22/2019	107,642.83	108,181.05	---	109,228.41	1,065.75	3.330	2.659	AAA
256350023	LC-Sr Lien Reserve Fund-I	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	109,702.84	109,741.42	---	109,915.67	178.42	2.931	3.156	AAA
256350023	LC-Sr Lien Reserve Fund-I	31846V401	MM Fund	First American Funds, Inc.	03/31/2019	03/25/2019	0.00	31,570.50	---	31,570.50	0.00	1.940	1.890	AAA
256350023	LC-Sr Lien Reserve Fund-I	912828SA9	TIPS	Treasury, United States Department of	01/15/2022	---	461,500.75	463,803.40	---	457,794.90	(5,149.86)	0.125	0.413	AAA
256350023	LC-Sr Lien Reserve Fund-I	912828V49	TIPS	Treasury, United States Department of										

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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 ccretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	LC-RCTC 2013 Residual Fund	912828SA9	UNITED STATES TREASURY	195,204.84	-	-	-	-	-	(701.57)	4,058.37	198,561.64	52.53
256350021	LC-RCTC 2013 Residual Fund	61747WAF6	MORGAN STANLEY	104,265.00	-	-	-	-	-	(686.77)	1,438.77	105,017.00	1,054.17
256350021	LC-RCTC 2013 Residual Fund	38141EA58	GOLDMAN SACHS GROUP INC	102,236.00	-	-	-	-	-	(664.78)	758.78	102,330.00	238.89
256350021	LC-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	103,378.00	-	-	-	-	-	(559.92)	697.92	103,516.00	1,406.25
256350021	LC-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	103,378.00	-	-	-	-	-	(558.70)	696.70	103,516.00	1,406.25
256350021	LC-RCTC 2013 Residual Fund	38141EA58	GOLDMAN SACHS GROUP INC	102,236.00	-	-	-	-	-	(502.12)	596.12	102,330.00	238.89
256350021	LC-RCTC 2013 Residual Fund	31397LUK3	FNR 0845C DB	203,890.00	-	-	-	(15,187.74)	(245.12)	(318.95)	183.65	188,321.84	693.05
256350021	LC-RCTC 2013 Residual Fund	46625HHS2	JPMORGAN CHASE & CO	101,809.00	-	-	-	-	-	(273.48)	708.48	102,244.00	843.33
256350021	LC-RCTC 2013 Residual Fund	31381QBS4	FN 467250	103,984.15	-	-	-	(578.37)	(10.67)	(241.81)	634.75	103,788.06	368.93
256350021	LC-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	63,486.48	-	-	-	-	-	(226.86)	1,418.30	64,677.92	17.17
256350021	LC-RCTC 2013 Residual Fund	02582JGN4	AMXCA 141 A	100,065.00	-	-	-	-	-	(146.27)	122.27	100,041.00	134.76
256350021	LC-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	31,743.24	-	-	-	-	-	(131.00)	726.72	32,338.96	8.59
256350021	LC-RCTC 2013 Residual Fund	46625HHS2	JPMORGAN CHASE & CO	40,723.60	-	-	-	-	-	(116.30)	290.30	40,897.60	337.33
256350021	LC-RCTC 2013 Residual Fund	3137A1N90	FHMS K008 A2	65,336.05	-	-	-	-	-	(100.27)	123.67	65,359.45	191.26
256350021	LC-RCTC 2013 Residual Fund	05522RCV8	BACCT 161 A	100,065.00	-	-	-	-	-	(97.74)	72.74	100,040.00	135.70
256350021	LC-RCTC 2013 Residual Fund	31416BVR6	FN 995324	39,465.37	-	-	-	(9,711.34)	(127.30)	(93.01)	197.00	29,730.72	121.16
256350021	LC-RCTC 2013 Residual Fund	31381RZ23	FN 468861	62,813.00	-	-	-	(344.60)	(4.61)	(90.66)	135.81	62,508.94	202.32
256350021	LC-RCTC 2013 Residual Fund	86787EAS6	SUNTRUST BANK	99,904.00	-	-	-	-	-	(82.68)	482.68	100,304.00	545.73
256350021	LC-RCTC 2013 Residual Fund	31381RLLE	FN 468431	54,617.69	-	-	-	(278.35)	(3.71)	(82.62)	143.56	54,396.57	175.30
256350021	LC-RCTC 2013 Residual Fund	31381PTG3	FN 466851	67,409.94	-	-	-	(66,257.07)	(502.18)	(65.70)	(584.99)	-	-
256350021	LC-RCTC 2013 Residual Fund	3137ABFH9	FHMS KAIV A2	-	209,846.41	-	-	-	-	(57.41)	716.22	210,505.22	684.78
256350021	LC-RCTC 2013 Residual Fund	31397UPF0	FNA 11M1 A3	-	171,953.41	-	-	-	-	(41.03)	830.13	172,742.51	531.58
256350021	LC-RCTC 2013 Residual Fund	38378CDK0	GNR 1169G AK	42,240.45	-	-	-	(5,532.30)	(28.29)	(32.29)	114.23	36,761.79	91.83
256350021	LC-RCTC 2013 Residual Fund	38375CBH2	GNR 1257F LD	-	107,909.64	-	-	-	-	(28.63)	10.58	107,891.58	113.10
256350021	LC-RCTC 2013 Residual Fund	89114QBF4	TORONTO-DOMINION BANK	50,013.00	-	-	(50,000.00)	-	-	(21.14)	8.14	-	-
256350021	LC-RCTC 2013 Residual Fund	38378AWK5	GNR 11157E QA	30,695.08	-	-	-	(2,930.44)	(18.55)	(19.28)	87.78	27,814.59	69.38
256350021	LC-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	344,820.60	-	-	-	-	-	(18.12)	(123.33)	344,679.15	1,412.76
256350021	LC-RCTC 2013 Residual Fund	31381SV18	FN 469617	-	86,753.17	-	-	(207.30)	(1.03)	(14.72)	852.61	87,382.72	246.93
256350021	LC-RCTC 2013 Residual Fund	313581PC7	FNR 9395 F	-	130,590.04	-	-	(6,745.20)	(20.84)	(12.87)	27.52	123,838.65	68.72
256350021	LC-RCTC 2013 Residual Fund	45905GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	219,927.40	-	-	-	-	-	(10.50)	50.10	219,967.00	625.96
256350021	LC-RCTC 2013 Residual Fund	3137A5FP4	FHR 3791F DA	37,692.88	-	-	-	(3,764.77)	(5.24)	(6.87)	133.87	34,049.88	71.14
256350021	LC-RCTC 2013 Residual Fund	62888UAB6	NGN 10R2 2A	-	177,692.04	-	-	-	-	(5.74)	(108.60)	177,577.70	382.27
256350021	LC-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	299,844.00	-	-	-	-	-	(5.64)	(117.36)	299,721.00	1,228.49
256350021	LC-RCTC 2013 Residual Fund	86958JL72	Svenska Handelsbanken AB	-	300,003.99	-	-	-	-	(3.49)	2.50	300,003.00	5,748.75
256350021	LC-RCTC 2013 Residual Fund	62888VAA6	NGN 10R1 1A	-	89,472.79	-	-	(5,285.74)	(1.77)	(3.29)	136.87	84,318.86	173.60
256350021	LC-RCTC 2013 Residual Fund	45905GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	14,995.05	-	-	-	-	-	(0.74)	3.44	14,997.75	42.68
256350021	LC-RCTC 2013 Residual Fund	45905GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	65,031.20	-	-	-	-	(0.72)	(40.23)	64,990.25	184.94
256350021	LC-RCTC 2013 Residual Fund	05531FAQ6	BB&T CORP	99,939.00	-	-	(100,000.00)	-	-	(0.31)	61.31	-	-
256350021	LC-RCTC 2013 Residual Fund	31846V401	FIRST AMER.GVT OBLG D	32,883.29	7,031,081.51	(6,519,089.50)	-	-	-	-	-	544,875.30	-
256350021	LC-RCTC 2013 Residual Fund	CCYUSD	Payable	-	-	-	-	-	-	-	-	(499,986.11)	-
256350021	LC-RCTC 2013 Residual Fund	CCYUSD	Receivable	-	-	-	-	-	-	-	-	101,471.13	-
256350021	LC-RCTC 2013 Residual Fund	56052PH21	MAINE ST HSG AUTH MTG PUR	100,000.00	-	-	-	-	-	-	-	100,000.00	900.58
256350021	LC-RCTC 2013 Residual Fund	65886DZ66	NORTH DAKOTA ST HSG FIN AGY MTG REV	100,000.00	-	-	-	-	-	-	-	100,000.00	598.29
256350021	LC-RCTC 2013 Residual Fund	45905GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	14,995.05	-	-	-	-	-	-	2.70	14,997.75	42.68
256350021	LC-RCTC 2013 Residual Fund	3134GSKT1	FEDERAL HOME LOAN MORTGAGE CORP	100,032.00	-	-	(100,000.00)	-	-	-	(32.00)	-	-
256350021	LC-RCTC 2013 Residual Fund	3134GTB11	FEDERAL HOME LOAN MORTGAGE CORP	-	499,950.00	-	-	-	-	-	(99.50)	499,850.50	36.11
256350021	LC-RCTC 2013 Residual Fund	477891AB2	JDOT 2019 A2	-	104,995.21	-	-	-	-	0.10	184.24	105,179.55	149.63
256350021	LC-RCTC 2013 Residual Fund	55379WGM2	MUFG Bank, Ltd.	-	299,997.45	-	-	-	-	1.66	9.89	300,009.00	5,693.83
256350021	LC-RCTC 2013 Residual Fund	912828SH9	UNITED STATES TREASURY	549,169.50	-	-	-	-	-	1.99	36.51	549,208.00	2,254.06
256350021	LC-RCTC 2013 Residual Fund	3137A1LC5	FHR 3710F AB	12,534.45	-	-	-	(3,591.85)	9.15	2.21	21.00	8,974.95	15.03
256350021	LC-RCTC 2013 Residual Fund	20030NCP4	COMCAST CORP	100,383.00	-	(100,813.20)	-	-	850.23	4.72	(424.75)	-	-
256350021	LC-RCTC 2013 Residual Fund	06406HCUI	BANK OF NEW YORK MELLON CORP	99,769.00	-	-	-	-	-	4.75	160.25	99,934.00	831.11
256350021	LC-RCTC 2013 Residual Fund	31381LW62	FN AM1568	-	126,566.80	-	-	(229.44)	1.39	7.07	325.57	126,671.39	273.60
256350021	LC-RCTC 2013 Residual Fund	3137APP53	FHMS K018 A1	10,395.43	-	-	-	(1,768.09)	15.12	8.11	17.13	8,667.70	12.96
256350021	LC-RCTC 2013 Residual Fund	3137BIUF7	FHMS K027 A1	17,565.95	-	-	-	(1,218.35)	14.64	10.50	85.04	16,457.79	24.79
256350021	LC-RCTC 2013 Residual Fund	369550BA5	GENERAL DYNAMICS CORP	25,017.25	-	-	-	-	-	10.92	54.58	25,082.75	279.51
256350021	LC-RCTC 2013 Residual Fund	61746BDM5	MORGAN STANLEY	99,959.00	-	-	(100,000.00)	-	-	-	14.58	26.42	-
256350021	LC-RCTC 2013 Residual Fund	254010AC5	DIGNITY HEALTH	23,859.84	-	-	-	-	-	15.72	112.68	23,988.24	263.70
256350021	LC-RCTC 2013 Residual Fund	3137AXH66	FHMS K024 A1	31,009.09	-	-	-	(2,416.30)	26.46	17.79	136.63	28,773.77	42.47
256350021	LC-RCTC 2013 Residual Fund	808513AW5	CHARLES SCHWAB CORP	-	-	(151,138.50)	-	-	1,392.59	19.25	(1,005.34)	-	-
256350021	LC-RCTC 2013 Residual Fund	912828SH9	UNITED STATES TREASURY	150,732.00	399,686.75	-	-	-	-	22.59	(285.34)	399,424.00	1,639.32
256350021	LC-RCTC 2013 Residual Fund	65477XAE4	NALT 16B A4	38,863.04	-	-	-	(38,910.91)	18.86	23.09	5.91	-	-
256350021	LC-RCTC 2013 Residual Fund	055657AC4	BMWLT 171 A3	93,240.60	-	-	-	(30,361.48)	19.07	24.00	206.73	63,128.92	38.25
256350021	LC-RCTC 2013 Residual Fund	65479AAD4	NALT 17A A3	49,750.50	-	-	-	(6,012.11)	5.22	33.22	137.15	43,913.99	37.34
256350021	LC-RCTC 2013 Residual Fund	3137AWQG3	FHMS K023 A1	36,157.48	-	-	-	(2,668.12)	44.55	34.84	153.92	33,722.68	45.17
256350021	LC-RCTC 2013 Residual Fund	71112KN49	The Peoples Gas Light and Coke Company	149,977.50	-	-	(150,000.00)	-	-	35.00	(12.50)	-	-
256350021	LC-RCTC 2013 Residual Fund	3136A5KR6	FNR 1231G AD	-	139,060.41	-	-	(11,353.12)	158.88	35.65	268.84	128,170.66	189.07
256350021	LC-RCTC 2013 Residual Fund	0258M0EE5	AMERICAN EXPRESS CREDIT CORP	19,785.00	-	-	-	-	-	40.25	81.95	19,907.20	34.22
256350021	LC-RCTC 2013 Residual Fund	0258M0EE5	AMERICAN EXPRESS CREDIT CORP	19,785.00	-	-	-	-	-	40.52	81.68	19,907.20	34.22
256350021	LC-RCTC 2013 Residual Fund	0258M0EE5	AMERICAN EXPRESS CREDIT CORP	19,785.00	-	-	-	-	-	40.70	81.50	19,907.20	34.22
256350021	LC-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	34,716.85	-	-	-	-	-	47.16	189.79	34,953.80	74.38
256350021	LC-RCTC 2013 Residual Fund	06051GFN4	BANK OF AMERICA CORP	98,931.00	-	-	-	-	-	51.02	489.98	99,472.00	1,000.00
256350021	LC-RCTC 2013 Residual Fund	46625HKA7	JPMORGAN CHASE & CO	99,004.00	-	-	-	-	-	52.94	578.06	99,635.00	425.00
256350021	LC-RCTC 2013 Residual Fund	65478DAD9	NAROT 18A A3	84,595.40	-	-	-	-	-	55.00	421.85	85,072.25	100.11
256350021	LC-RCTC 2013 Residual Fund	90331BNP4	US BANK NA	250,230.00	-	-	-	-	-	57.08	2,840.42	252,347.50	3,390.63
256350021	LC-RCTC 2013 Residual Fund	02360SN46	Ameren Corporation	274,958.75	-	-	(275,000.00)	-	-	63.71	(22.46)	-	-
256350021	LC-RCTC 2013 Residual Fund	912828UF5	UNITED STATES TREASURY	29,558.10	-	-	-	-	-	66.77	85.63	29,710.50	84.84
256350021	LC-RCTC 2013 Residual Fund	3137B2GW4	FHMS K713 A2	96,808.87	-	-	-	(555.26)	2.60	76.93	248.40	96,581.55	186.90
256350021	LC-RCTC 2013 Residual Fund	64587BQE5	New Jersey Natural Gas Company	-	149,922.71	-	(150,000.00)	-	-	77.29	-	-	-
256350021	LC-RCTC 2013 Residual Fund	369550BA5	GENERAL DYNAMICS CORP	200,138.00	-	-	-	-	-	77.85	446.15	200,662.00	2,236.11
256350021	LC-RCTC 2013 Residual Fund	07274MRA5	Bayerische Landesbank	-	279,742.17	-	-	-	-	79.33	2.10	279,823.60	-
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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
256350021	LC-RCTC 2013 Residual Fund	21688AAN2	COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	249,085.00	-	(250,390.00)	-	-	2,128.59	141.82	(965.42)	-	-
256350021	LC-RCTC 2013 Residual Fund	46107QK3	Interstate Power and Light Company	-	274,857.23	-	(275,000.00)	-	-	142.77	-	-	-
256350021	LC-RCTC 2013 Residual Fund	89114QAS7	TORONTO-DOMINION BANK	99,625.00	-	-	-	-	-	143.25	104.75	99,873.00	525.35
256350021	LC-RCTC 2013 Residual Fund	31677QB4	FIFTH THIRD BANK	199,588.00	-	-	-	-	-	146.40	229.60	199,964.00	2,058.33
256350021	LC-RCTC 2013 Residual Fund	89114QAS7	TORONTO-DOMINION BANK	99,625.00	-	-	-	-	-	147.10	100.90	99,873.00	525.35
256350021	LC-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	99,191.00	-	-	-	-	-	147.36	529.64	99,868.00	212.50
256350021	LC-RCTC 2013 Residual Fund	07274MRA5	Bayerische Landesbank	-	299,658.67	-	-	-	-	149.33	3.00	299,811.00	-
256350021	LC-RCTC 2013 Residual Fund	23337UP45	DTE Gas Company	-	299,848.33	-	(300,000.00)	-	-	151.67	-	-	-
256350021	LC-RCTC 2013 Residual Fund	46107QK5	Interstate Power and Light Company	-	299,844.25	-	(300,000.00)	-	-	155.75	-	-	-
256350021	LC-RCTC 2013 Residual Fund	40428IPN6	HSBC USA INC (NEW)	99,363.00	-	-	-	-	-	156.44	227.56	99,747.00	910.42
256350021	LC-RCTC 2013 Residual Fund	65478HAD0	NAROT 17C A3	69,127.10	-	-	-	-	-	160.59	341.31	69,629.00	65.96
256350021	LC-RCTC 2013 Residual Fund	13607RAB6	CANADIAN IMPERIAL BANK OF COMMERCE	99,098.00	-	-	-	-	-	170.57	283.43	99,552.00	111.11
256350021	LC-RCTC 2013 Residual Fund	69511KPC0	PacificCorp	-	174,818.29	-	(175,000.00)	-	-	181.71	-	-	-
256350021	LC-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	97,638.00	-	-	-	-	-	186.82	698.18	98,523.00	807.29
256350021	LC-RCTC 2013 Residual Fund	161571FK5	CHAIT 124 A	114,063.90	-	-	-	-	-	190.95	302.40	114,557.25	80.76
256350021	LC-RCTC 2013 Residual Fund	063671PX2	BANK OF MONTREAL	99,051.00	-	-	-	-	-	197.43	432.57	99,681.00	635.83
256350021	LC-RCTC 2013 Residual Fund	063671PX2	BANK OF MONTREAL	99,051.00	-	-	-	-	-	199.78	430.22	99,681.00	635.83
256350021	LC-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	97,359.00	-	-	-	-	-	213.03	794.97	98,367.00	4.78
256350021	LC-RCTC 2013 Residual Fund	0258M0EE5	AMERICAN EXPRESS CREDIT CORP	98,925.00	-	-	-	-	-	220.43	390.57	99,536.00	171.11
256350021	LC-RCTC 2013 Residual Fund	23336KNR9	DTE Electric Company	-	274,777.33	-	(275,000.00)	-	-	222.67	-	-	-
256350021	LC-RCTC 2013 Residual Fund	02587AAJ3	AMXCA 171 A	98,817.00	-	-	-	-	-	227.08	347.92	99,392.00	85.78
256350021	LC-RCTC 2013 Residual Fund	67021KQJ6	NSTAR Electric Company	-	274,756.70	-	(275,000.00)	-	-	243.30	-	-	-
256350021	LC-RCTC 2013 Residual Fund	36164QMS4	GE CAPITAL INTERNATIONAL FUNDING CO	193,012.00	-	(195,526.00)	-	-	(1,130.18)	259.07	3,385.12	-	-
256350021	LC-RCTC 2013 Residual Fund	313812GH4	FN AM1999	90,496.36	-	-	-	(600.56)	15.68	264.26	433.66	90,609.39	148.02
256350021	LC-RCTC 2013 Residual Fund	780082AC7	ROYAL BANK OF CANADA	98,613.00	-	-	-	-	-	269.50	406.50	99,289.00	974.17
256350021	LC-RCTC 2013 Residual Fund	23337UN55	DTE Gas Company	274,758.00	-	-	(275,000.00)	-	-	270.95	(28.95)	-	-
256350021	LC-RCTC 2013 Residual Fund	912828VA5	UNITED STATES TREASURY	68,681.90	-	-	-	-	-	273.17	98.53	69,053.60	330.66
256350021	LC-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	262,962.15	-	-	-	-	-	295.54	841.31	264,099.00	933.36
256350021	LC-RCTC 2013 Residual Fund	13607RAB6	CANADIAN IMPERIAL BANK OF COMMERCE	99,098.00	-	-	-	-	-	300.45	153.55	99,552.00	111.11
256350021	LC-RCTC 2013 Residual Fund	50000ER89	Koch Industries, Inc.	-	249,572.92	-	-	-	-	307.50	(2.92)	249,877.50	-
256350021	LC-RCTC 2013 Residual Fund	74456DPB5	Public Service Electric and Gas Company	-	149,682.75	-	(150,000.00)	-	-	317.25	-	-	-
256350021	LC-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	97,638.00	-	-	-	-	-	319.18	565.82	98,523.00	807.29
256350021	LC-RCTC 2013 Residual Fund	05584PAD9	BMWLT 172 A3	148,885.50	-	-	-	-	-	323.74	220.76	149,430.00	94.88
256350021	LC-RCTC 2013 Residual Fund	438141AD4	HAROT 171 A4	197,362.00	-	-	-	-	-	348.56	605.44	198,316.00	113.89
256350021	LC-RCTC 2013 Residual Fund	43357MR51	Hitachi Capital America Corp.	-	274,558.85	-	-	-	-	357.12	7.03	274,923.00	-
256350021	LC-RCTC 2013 Residual Fund	92780KQR2	Virginia Electric and Power Company	-	199,614.33	-	(200,000.00)	-	-	385.67	-	-	-
256350021	LC-RCTC 2013 Residual Fund	92780KPT9	Virginia Electric and Power Company	-	249,590.56	-	(250,000.00)	-	-	409.44	-	-	-
256350021	LC-RCTC 2013 Residual Fund	74456DRB3	Public Service Electric and Gas Company	-	319,349.60	-	-	-	-	409.51	16.89	319,776.00	-
256350021	LC-RCTC 2013 Residual Fund	12755RBQ6	CISCO SYSTEMS INC	148,654.50	-	-	-	-	-	431.34	86.16	149,172.00	64.17
256350021	LC-RCTC 2013 Residual Fund	69350BR81	PPG Industries, Inc.	-	249,425.21	-	-	-	-	445.00	7.29	249,877.50	-
256350021	LC-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	456,945.60	-	-	-	-	-	471.93	1,073.67	458,491.20	850.00
256350021	LC-RCTC 2013 Residual Fund	912828VA5	UNITED STATES TREASURY	132,457.95	-	-	-	-	-	487.17	229.68	133,174.80	637.71
256350021	LC-RCTC 2013 Residual Fund	74456DQD0	Public Service Electric and Gas Company	-	199,495.83	-	(200,000.00)	-	-	504.17	-	-	-
256350021	LC-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	282,808.35	-	-	-	-	-	535.75	686.90	284,031.00	1,003.80
256350021	LC-RCTC 2013 Residual Fund	43357MNR7	Hitachi Capital America Corp.	274,538.00	-	-	(275,000.00)	-	-	550.00	(88.00)	-	-
256350021	LC-RCTC 2013 Residual Fund	43357MQK9	Hitachi Capital America Corp.	-	274,422.50	-	(275,000.00)	-	-	577.50	-	-	-
256350021	LC-RCTC 2013 Residual Fund	06406FAB9	BANK OF NEW YORK MELLON CORP	195,206.00	-	-	-	-	-	593.60	1,608.40	197,408.00	1,685.56
256350021	LC-RCTC 2013 Residual Fund	43357MPE4	Hitachi Capital America Corp.	-	274,353.75	-	(275,000.00)	-	-	646.25	-	-	-
256350021	LC-RCTC 2013 Residual Fund	912828VA5	UNITED STATES TREASURY	196,234.00	-	-	-	-	-	664.58	397.42	197,296.00	944.75
256350021	LC-RCTC 2013 Residual Fund	55279HAN0	MANUFACTURERS AND TRADERS TRUST CO	245,075.00	-	-	-	-	-	697.25	2,180.25	247,952.50	626.39
256350021	LC-RCTC 2013 Residual Fund	69353RFC7	PNC BANK NA	246,110.00	-	-	-	-	-	729.92	1,555.08	248,395.00	1,833.33
256350021	LC-RCTC 2013 Residual Fund	26055BQL1	The Dow Chemical Company	-	274,264.76	-	(275,000.00)	-	-	735.24	-	-	-
256350021	LC-RCTC 2013 Residual Fund	49327M2P8	KEYBANK NA	247,775.00	-	-	-	-	-	758.52	393.98	248,927.50	433.33
256350021	LC-RCTC 2013 Residual Fund	912828UF5	UNITED STATES TREASURY	231,538.45	-	-	-	-	-	776.56	417.24	232,732.25	664.59
256350021	LC-RCTC 2013 Residual Fund	26055BPP4	The Dow Chemical Company	-	299,216.25	-	(300,000.00)	-	-	783.75	-	-	-
256350021	LC-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	546,348.00	-	-	-	-	-	988.36	859.64	548,196.00	1,016.30
256350021	LC-RCTC 2013 Residual Fund	912828UF5	UNITED STATES TREASURY	275,875.60	-	-	-	-	-	1,109.29	313.11	277,298.00	791.85
256350021	LC-RCTC 2013 Residual Fund	912828VA5	UNITED STATES TREASURY	470,961.60	-	-	-	-	-	1,964.14	584.66	473,510.40	2,267.40
				13,813,940.77	15,282,363.81	(7,316,875.20)	(5,275,000.00)	(216,508.81)	3,152.12	19,171.67	42,476.82	15,954,206.21	65,235.10
256350023	LC-Sr Lien Reserve Fund-I	912828SA9	UNITED STATES TREASURY	271,117.84	-	-	-	-	-	(1,365.84)	6,028.07	275,780.06	72.96
256350023	LC-Sr Lien Reserve Fund-I	912828VA9	UNITED STATES TREASURY	223,719.87	-	-	-	-	-	(1,045.89)	9,628.80	232,302.78	184.58
256350023	LC-Sr Lien Reserve Fund-I	31381Q6B7	FN 468066	189,516.46	-	-	-	(895.97)	(47.38)	(1,035.72)	1,170.16	188,707.54	676.26
256350023	LC-Sr Lien Reserve Fund-I	912828SA9	UNITED STATES TREASURY	178,937.77	-	-	-	-	-	(915.89)	3,992.96	182,014.84	48.15
256350023	LC-Sr Lien Reserve Fund-I	3138JPZ5	FN AL2239	273,297.35	-	-	-	(1,718.63)	(63.04)	(807.68)	3,046.13	273,754.12	694.79
256350023	LC-Sr Lien Reserve Fund-I	912828XB1	UNITED STATES TREASURY	1,167,756.00	-	-	-	-	-	(765.11)	20,493.11	1,187,484.00	9,650.55
256350023	LC-Sr Lien Reserve Fund-I	912828UH1	UNITED STATES TREASURY	185,168.90	-	-	-	-	-	(764.19)	4,239.23	188,643.94	50.08
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	724,386.30	-	-	-	-	-	(667.95)	3,799.65	727,518.00	2,571.13
256350023	LC-Sr Lien Reserve Fund-I	3137BIU75	FHMS KS01 A2	374,585.00	-	-	-	-	-	(665.88)	3,276.48	377,195.60	798.63
256350023	LC-Sr Lien Reserve Fund-I	912828G38	UNITED STATES TREASURY	1,326,739.50	-	-	-	-	-	(600.27)	21,228.27	1,347,367.50	11,495.51
256350023	LC-Sr Lien Reserve Fund-I	31381T4E7	FN 470721	260,067.34	-	-	-	(1,694.28)	(38.33)	(512.23)	2,596.27	260,418.77	597.26
256350023	LC-Sr Lien Reserve Fund-I	31381PEB0	FN 466430	253,207.06	-	-	-	(1,258.15)	(15.40)	(491.52)	1,124.93	252,566.92	724.63
256350023	LC-Sr Lien Reserve Fund-I	3136A7MN9	FNA 12M8 A2	295,512.00	-	-	-	(3,302.80)	(45.90)	(451.04)	2,504.55	294,216.81	580.88
256350023	LC-Sr Lien Reserve Fund-I	3137EADB2	FREDDIE MAC	199,204.00	-	-	-	-	-	(346.61)	1,698.61	200,556.00	1,029.17
256350023	LC-Sr Lien Reserve Fund-I	31381QB54	FN 467360	135,631.49	-	-	-	(754.40)	(13.91)	(315.40)	827.94	135,375.72	481.22
256350023	LC-Sr Lien Reserve Fund-I	912828V49	UNITED STATES TREASURY	54,687.08	-	-	-	-	-	(281.06)	2,379.10	56,785.12	45.12
256350023	LC-Sr Lien Reserve Fund-I	31381RST7	FN 468958	132,672.80	-	-	-	-	-	(279.36)	857.86	133,251.30	422.03
256350023	LC-Sr Lien Reserve Fund-I	3137EADB2	FREDDIE MAC	199,204.00	-	-	-	-	-	(265.13)	1,617.13	200,556.00	1,029.17
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	233,192.85	-	-	-	-	-	(260.27)	1,268.42	234,201.00	827.69
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	99,231.00	-	-	-	-	-	(244.50)	673.50	99,660.00	352.21
256350023	LC-Sr Lien Reserve Fund-I	3136AHAE0	FNA 13M14 APT	116,059.35	-	-	-	(425.95)	(7.30)	(185.08)	1,179.25	116,620.26	254.94
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	143,884.95	-	-	-	-	-	(175.87)	797.92	144,507.00	510.70
256350023	LC-Sr Lien Reserve Fund-I	912828VV9	UNITED STATES TREASURY	99,336.00	-	-							

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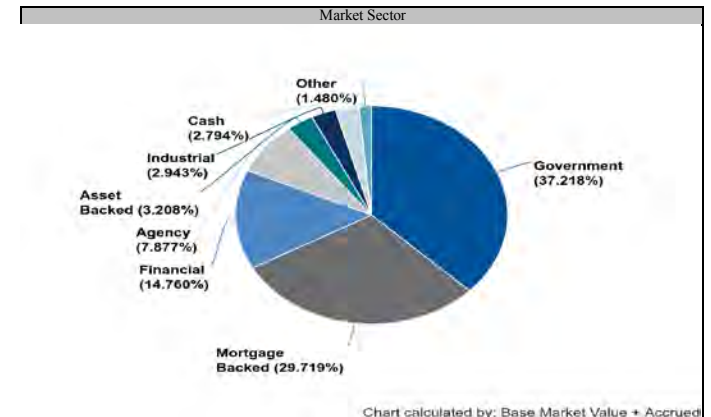
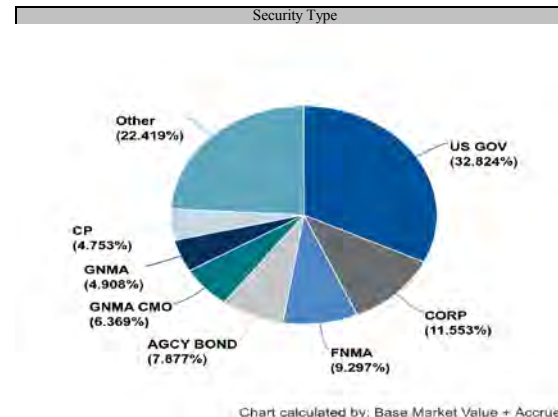
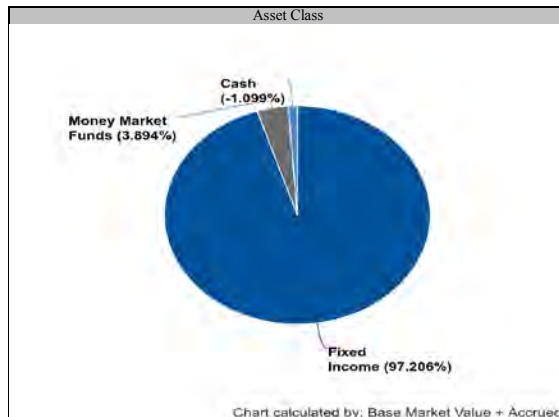
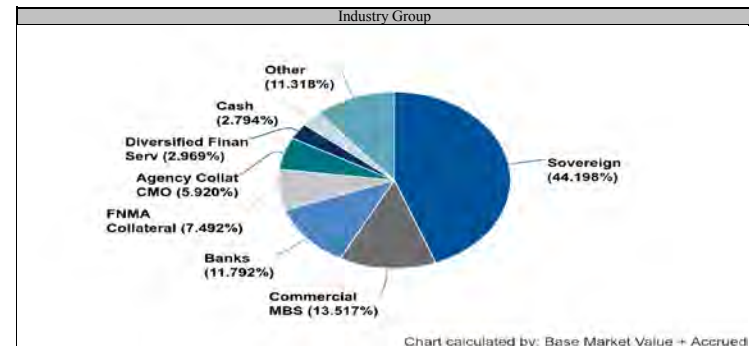
Quarter ended March 31, 2019

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 ccretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	LC-Sr Lien Reserve Fund-I	38378DDC6	GNR 1216E GB	139,361.86	-	-	-	(18,014.17)	(81.35)	(113.60)	141.12	121,293.85	353.02
256350023	LC-Sr Lien Reserve Fund-I	38377RSZ9	GNR 10162D PQ	47,373.72	-	-	-	(5,270.28)	(79.00)	(110.63)	117.04	42,030.86	155.57
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	114,115.65	-	-	-	-	-	(107.60)	600.95	114,609.00	405.04
256350023	LC-Sr Lien Reserve Fund-I	31371AUPE3	FHMS K021 A2	141,858.72	-	-	-	-	-	(100.30)	1,593.58	143,352.00	287.52
256350023	LC-Sr Lien Reserve Fund-I	38375KXC8	GNR 0726C MA	37,669.86	-	-	-	(13,941.48)	(45.56)	(86.07)	48.34	23,645.09	108.21
256350023	LC-Sr Lien Reserve Fund-I	3837615Z1	GNR 104A PD	80,275.42	-	-	-	(4,630.79)	(144.02)	(68.69)	1,096.47	76,528.39	189.78
256350023	LC-Sr Lien Reserve Fund-I	31417YKF3	FN MA0293	74,376.26	-	-	-	(3,336.76)	(167.62)	(56.59)	511.11	71,326.38	256.02
256350023	LC-Sr Lien Reserve Fund-I	38377RSZ9	GNR 10162D PQ	12,016.75	-	-	-	(1,336.85)	(32.45)	(44.45)	58.50	10,661.49	39.46
256350023	LC-Sr Lien Reserve Fund-I	31381PTG3	FN 466851	44,939.97	-	-	-	(44,171.38)	(334.79)	(43.16)	(389.99)	-	-
256350023	LC-Sr Lien Reserve Fund-I	912828B58	UNITED STATES TREASURY	49,615.50	-	-	-	-	-	(43.35)	257.85	49,830.00	176.11
256350023	LC-Sr Lien Reserve Fund-I	31371AJMF8	FHMS K016 A2	29,714.87	-	-	-	(163.52)	(2.26)	(43.13)	212.13	29,718.09	72.96
256350023	LC-Sr Lien Reserve Fund-I	38378AWX5	GNR 11157E QA	92,085.24	-	-	-	(8,791.34)	(30.41)	(41.65)	221.92	83,443.76	208.15
256350023	LC-Sr Lien Reserve Fund-I	38376WA62	GNR 1015C PD	163,184.47	(159,046.85)	-	-	-	-	(29.62)	(4,108.00)	-	-
256350023	LC-Sr Lien Reserve Fund-I	38378CRT6	GNR 1213E EG	50,486.75	-	-	-	(2,109.40)	58.96	(27.21)	600.02	49,009.12	82.98
256350023	LC-Sr Lien Reserve Fund-I	38376GB33	GNR 116 BA	126,149.17	-	-	-	(4,991.95)	(20.76)	(26.85)	295.80	121,405.41	353.79
256350023	LC-Sr Lien Reserve Fund-I	31381N7G2	FN 466295	18,296.42	-	-	-	(103.98)	(0.63)	(24.26)	74.62	18,242.17	51.00
256350023	LC-Sr Lien Reserve Fund-I	38377RVRK8	GNR 10166F GP	34,817.15	-	-	-	(1,772.31)	(45.61)	(20.33)	185.74	33,164.63	82.74
256350023	LC-Sr Lien Reserve Fund-I	31381SVJ8	FN 469617	-	108,441.47	-	-	(259.12)	(1.30)	(18.40)	1,065.75	109,228.41	308.67
256350023	LC-Sr Lien Reserve Fund-I	31381NJA8	FN FN0004	22,740.54	-	-	-	(3,379.67)	(37.84)	(17.22)	46.41	19,352.23	59.50
256350023	LC-Sr Lien Reserve Fund-I	38377RVRK8	GNR 10166F GP	58,028.58	-	-	-	(2,953.86)	(42.01)	(16.97)	258.66	55,274.39	137.90
256350023	LC-Sr Lien Reserve Fund-I	38375CBH2	GNR 1257F LD	-	61,511.70	-	-	-	-	(16.32)	6.03	61,501.41	64.47
256350023	LC-Sr Lien Reserve Fund-I	38379HLE3	GNR 14184H WK	125,042.20	-	-	-	(8,654.26)	13.04	(16.05)	219.36	116,604.28	333.91
256350023	LC-Sr Lien Reserve Fund-I	38378CDK0	GNR 11169G AK	23,466.91	-	-	-	(3,073.50)	(7.53)	(11.92)	49.26	20,423.22	51.02
256350023	LC-Sr Lien Reserve Fund-I	3137ASFP4	FHR 3791E DA	63,052.31	-	-	-	(6,297.68)	(8.76)	(11.49)	223.94	56,958.33	119.00
256350023	LC-Sr Lien Reserve Fund-I	38390AZ34	GNR 16147C DA	144,613.27	-	-	-	(5,265.57)	(128.03)	(9.74)	1,716.89	140,926.82	350.23
256350023	LC-Sr Lien Reserve Fund-I	38376WA62	GNR 1015C PD	39,689.25	-	-	-	(2,103.96)	(134.51)	(7.69)	(289.05)	37,154.04	119.73
256350023	LC-Sr Lien Reserve Fund-I	38376WA62	GNR 1015C PD	38,807.26	-	-	-	(2,057.20)	(68.48)	(5.62)	(347.57)	36,328.39	117.07
256350023	LC-Sr Lien Reserve Fund-I	3137BSA60	FHR 4257G EK	-	26,963.18	-	-	-	-	(4.86)	112.84	27,071.16	56.81
256350023	LC-Sr Lien Reserve Fund-I	36202F2H8	GZ 005276	33,984.77	-	-	-	(1,788.93)	(1.38)	(4.65)	370.98	32,560.80	80.43
256350023	LC-Sr Lien Reserve Fund-I	38377LQ78	GNR 10128D KE	20,298.98	-	-	-	(5,601.55)	4.49	(4.53)	3.93	14,701.32	36.76
256350023	LC-Sr Lien Reserve Fund-I	62888VA66	NGN 10R1 1A	-	116,634.18	-	-	(6,890.34)	(2.31)	(4.29)	178.42	109,915.67	226.30
256350023	LC-Sr Lien Reserve Fund-I	31395ZP5	FHR 2835G MD	3,204.99	-	-	-	(2,591.23)	(7.92)	(3.85)	13.30	615.29	2.30
256350023	LC-Sr Lien Reserve Fund-I	38378HXH4	GNR 12119 KB	-	17,589.95	-	-	-	-	(2.82)	317.37	17,904.50	19.33
256350023	LC-Sr Lien Reserve Fund-I	3138L33G8	FN AM3498	98,638.00	-	-	-	-	-	(2.67)	488.67	99,124.00	173.08
256350023	LC-Sr Lien Reserve Fund-I	383781AF7	GNR 1371A GA	129,312.64	-	-	-	(6,635.94)	6.26	(1.56)	1,063.37	123,744.77	258.65
256350023	LC-Sr Lien Reserve Fund-I	38377LQ78	GNR 10128D KE	6,315.24	-	-	-	(1,742.70)	2.09	(0.73)	(0.15)	4,573.74	11.44
256350023	LC-Sr Lien Reserve Fund-I	38377F2N0	GNR 1073E LN	9,116.10	-	-	-	(4,004.02)	7.83	(0.13)	(3.34)	5,116.43	12.80
256350023	LC-Sr Lien Reserve Fund-I	31846V401	FIRST AMER.GVT OBLG D	132,050.10	546,454.59	(646,934.19)	-	-	-	-	-	31,570.50	-
256350023	LC-Sr Lien Reserve Fund-I	3134G8TK1	FEDERAL HOME LOAN MORTGAGE CORP	200,064.00	-	-	(200,000.00)	-	-	-	(64.00)	-	-
256350023	LC-Sr Lien Reserve Fund-I	31371ATRW4	FHMS K020 A2	123,166.25	-	-	-	-	-	0.24	1,227.26	124,393.75	247.19
256350023	LC-Sr Lien Reserve Fund-I	3137ASFP4	FHR 3791E DA	42,388.11	-	-	-	(4,233.73)	12.94	4.62	119.38	38,291.31	80.00
256350023	LC-Sr Lien Reserve Fund-I	38378KXW4	GNR 13105 A	108,770.13	-	-	-	(1,685.61)	3.55	5.16	107,711.77	156.97	
256350023	LC-Sr Lien Reserve Fund-I	38377RVRK8	GNR 10166F GP	21,921.90	-	-	-	(1,115.90)	16.14	6.30	53.00	20,881.43	52.10
256350023	LC-Sr Lien Reserve Fund-I	38378KWL9	GNR 1396 A	14,259.45	-	-	-	(130.62)	1.29	6.52	(17.75)	14,118.90	17.52
256350023	LC-Sr Lien Reserve Fund-I	31417YKF3	FN MA0293	-	75,794.21	-	-	(1,023.80)	(42.63)	8.35	241.08	74,977.22	269.13
256350023	LC-Sr Lien Reserve Fund-I	3138L1W62	FN AM1568	-	165,510.43	-	-	(300.03)	1.82	9.25	425.74	165,647.21	357.79
256350023	LC-Sr Lien Reserve Fund-I	38376WA62	GNR 1015C PD	-	155,376.36	-	-	(8,450.90)	(147.80)	11.38	2,446.35	149,235.39	480.92
256350023	LC-Sr Lien Reserve Fund-I	38378XP62	GNR 14166 PL	282,997.21	-	-	-	(18,258.85)	(182.37)	14.15	(1,074.30)	263,495.85	570.13
256350023	LC-Sr Lien Reserve Fund-I	3136ASKR6	FNR 1231G AD	-	90,525.60	-	-	(7,390.66)	103.43	23.20	175.01	83,436.58	123.08
256350023	LC-Sr Lien Reserve Fund-I	38378KWL9	GNR 1396 A	53,472.95	-	-	-	(489.82)	5.91	23.56	(66.73)	52,945.87	65.68
256350023	LC-Sr Lien Reserve Fund-I	38377WL77	GNR 1194A AB	13,375.58	-	-	-	(13,399.83)	30.75	24.64	(31.15)	-	-
256350023	LC-Sr Lien Reserve Fund-I	38378KSL4	GNR 1374 AL	208,233.00	-	-	-	-	-	28.77	(161.52)	208,100.25	526.98
256350023	LC-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	14,780.19	-	-	-	(91.06)	3.13	34.45	114.72	14,841.42	30.14
256350023	LC-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	18,475.23	-	-	-	(113.82)	3.24	34.96	152.17	18,551.78	37.68
256350023	LC-Sr Lien Reserve Fund-I	912828L99	UNITED STATES TREASURY	146,953.50	-	-	-	-	-	38.03	740.47	147,732.00	866.02
256350023	LC-Sr Lien Reserve Fund-I	3137B4HD1	FHR 4247A AK	-	50,690.35	-	-	-	-	39.69	591.36	51,321.39	184.05
256350023	LC-Sr Lien Reserve Fund-I	3136AC7J4	FNA 13M6 2A	50,732.27	-	-	-	(300.27)	4.01	41.21	243.11	50,720.33	106.84
256350023	LC-Sr Lien Reserve Fund-I	3137ASN13	FHMS K019 A1	81,420.48	-	-	-	(16,839.10)	81.84	52.60	64,908.69	79.52	
256350023	LC-Sr Lien Reserve Fund-I	38378M6A2	GNR 1312A AB	106,433.29	-	-	-	(671.40)	12.08	59.13	(151.74)	106,683.37	173.09
256350023	LC-Sr Lien Reserve Fund-I	38377JZ89	GNR 10117A GK	52,417.81	-	-	-	(2,682.59)	(52.88)	64.79	248.14	49,995.26	143.45
256350023	LC-Sr Lien Reserve Fund-I	38377JMS9	GNR 10111F PE	90,027.52	-	-	-	(4,749.44)	117.66	81.08	472.62	85,949.43	181.80
256350023	LC-Sr Lien Reserve Fund-I	38378KSL4	GNR 1374 AL	185,096.00	-	-	-	-	-	85.55	(203.55)	184,978.00	468.42
256350023	LC-Sr Lien Reserve Fund-I	38379KDN5	GNR 1529 AD	151,565.50	-	-	-	(11,713.98)	143.38	99.16	2,474.00	142,568.06	267.36
256350023	LC-Sr Lien Reserve Fund-I	38378B7F0	GNR 1333 B	184,226.00	-	-	-	-	-	102.30	(978.30)	183,350.00	378.83
256350023	LC-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	240,178.04	-	-	-	(1,479.69)	13.13	108.00	2,353.66	241,173.14	489.82
256350023	LC-Sr Lien Reserve Fund-I	912828XB1	UNITED STATES TREASURY	145,969.50	-	-	-	-	-	175.49	2,290.51	148,435.50	1,206.32
256350023	LC-Sr Lien Reserve Fund-I	3137EAD7R	FREDDIE MAC	467,666.00	-	-	-	-	-	177.49	1,774.76	469,618.25	2,721.35
256350023	LC-Sr Lien Reserve Fund-I	38378VC45	GNR 13116D MA	155,305.22	-	-	-	(5,384.97)	194.26	190.61	889.28	151,194.39	288.67
256350023	LC-Sr Lien Reserve Fund-I	912828L57	UNITED STATES TREASURY	535,474.50	-	-	-	-	-	204.37	5,339.63	541,018.50	26.30
256350023	LC-Sr Lien Reserve Fund-I	31371ATRW4	FHMS K020 A2	154,805.20	-	-	-	-	-	224.35	1,318.47	156,348.02	310.69
256350023	LC-Sr Lien Reserve Fund-I	38378KRS0	GNR 1378 AG	423,904.50	-	-	-	-	-	271.92	(888.42)	423,288.00	895.72
256350023	LC-Sr Lien Reserve Fund-I	38378KWL9	GNR 1396 A	53,472.94	-	-	-	(489.82)	31.71	286.64	(355.61)	52,945.86	65.68
256350023	LC-Sr Lien Reserve Fund-I	38378B7F0	GNR 1333 B	230,282.50	-	-	-	-	-	303.43	(1,398.43)	229,187.50	473.54
256350023	LC-Sr Lien Reserve Fund-I	3135G0D75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	591,222.00	-	-	-	-	-	321.27	2,000.73	593,544.00	2,475.00
256350023	LC-Sr Lien Reserve Fund-I	313469V38	FEDERAL HOME LOAN MORTGAGE CORP	247,230.00	-	-	-	-	-	404.28	373.22	248,007.50	666.67
256350023	LC-Sr Lien Reserve Fund-I	912828L57	UNITED STATES TREASURY	827,551.50	-	-	-	-	-	404.98	8,163.02	836,119.50	40.64
256350023	LC-Sr Lien Reserve Fund-I	3136A72D3	FNA 12M9 A2	313,565.57	-	-	-	(19,247.39)	319.16	410.29	1,273.88	296,321.51	615.18
256350023	LC-Sr Lien Reserve Fund-I	31371AUPE3	FHMS K021 A2	231,505.55	-	-	-	-	-	417.69	2,019.26	233,942.50	469.22
256350023	LC-Sr Lien Reserve Fund-I	3137EAD7R	FREDDIE MAC	547,811.00	-	-	-	-	-	626.83	3,091.17	551,299.00	2,830.21
256350023	LC-Sr Lien Reserve Fund-I	912828L99	UNITED STATES TREASURY	1,077,659.00	-	-	-	-	-	693.81	5,015.19	1,083,368.00	6,350.83
				18,102,441.									

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2019

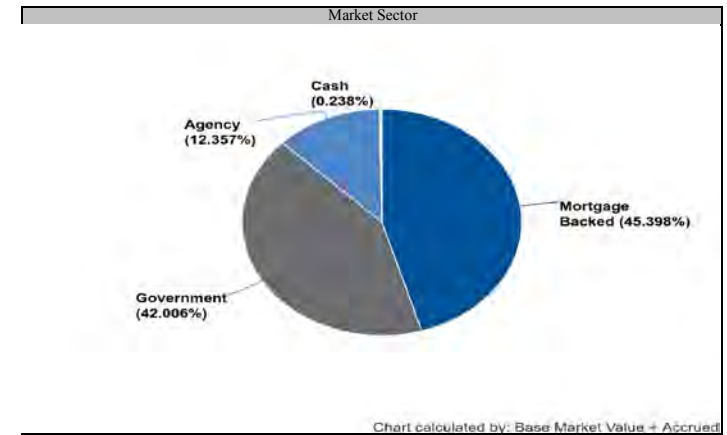
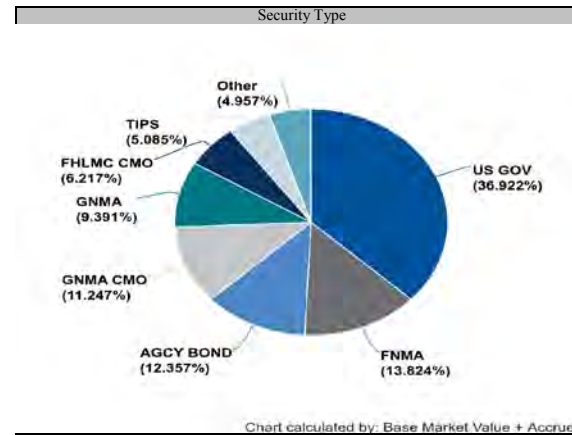
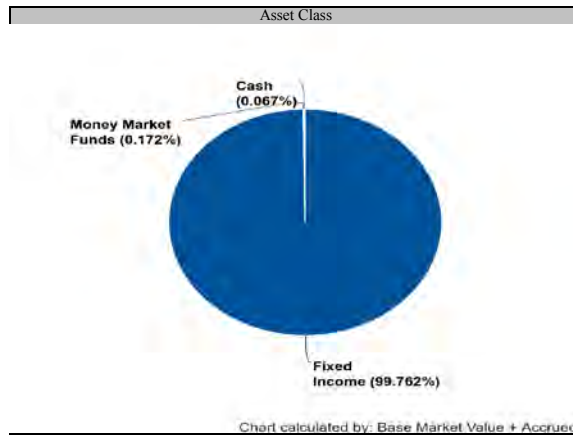
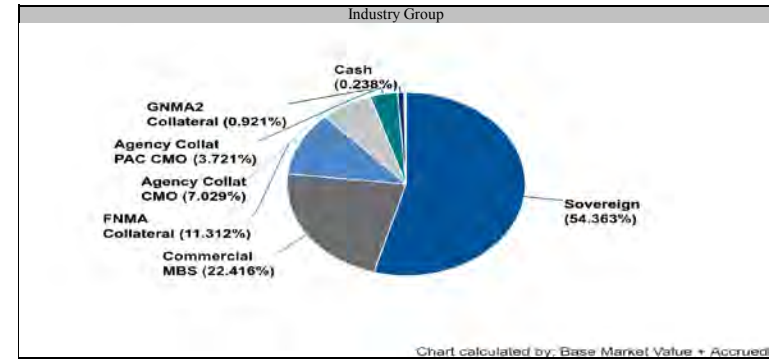
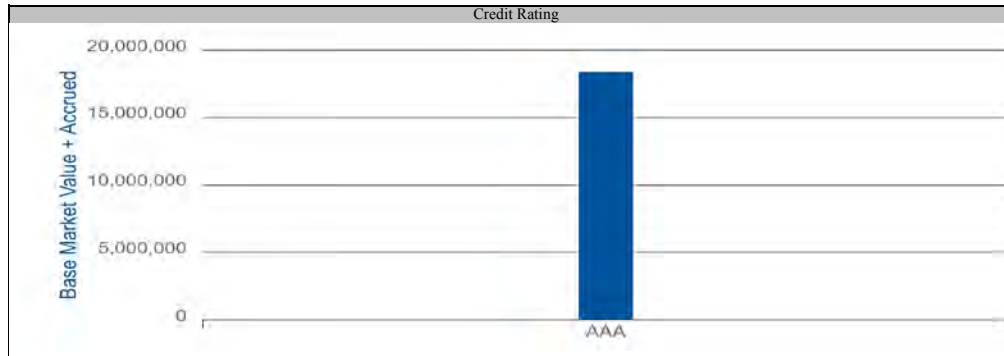
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
				31,916,382.14	16,538,808.98	(7,963,809.39)	(5,475,000.00)	(536,267.38)	1,890.99	11,190.29	188,946.66	34,283,627.31	130,584.54

91 CIP STAMP Portfolio Summary of Investments for quarter ended March 31, 2019



*Negative cash reflects securities in transit at month end

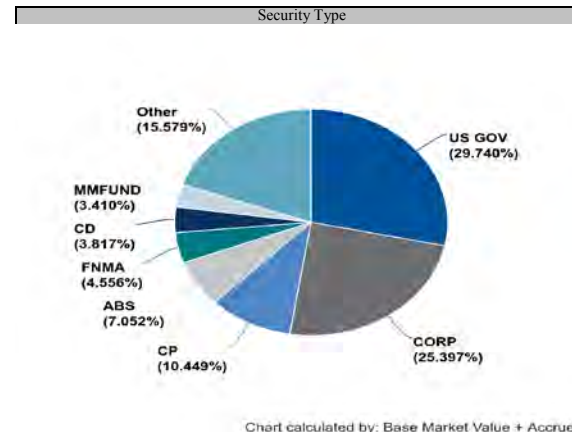
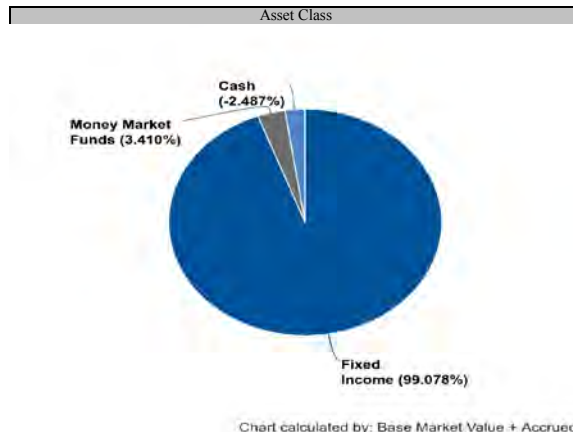
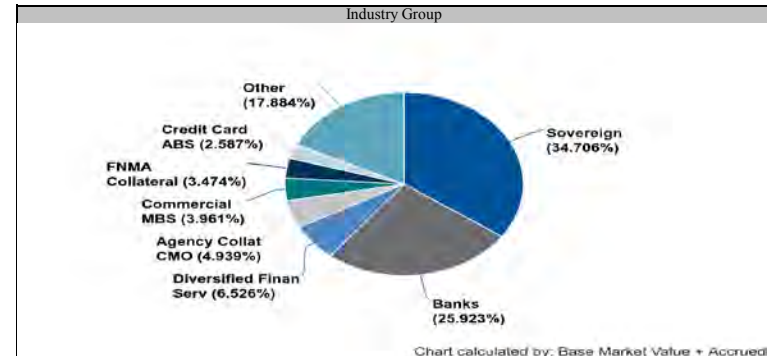
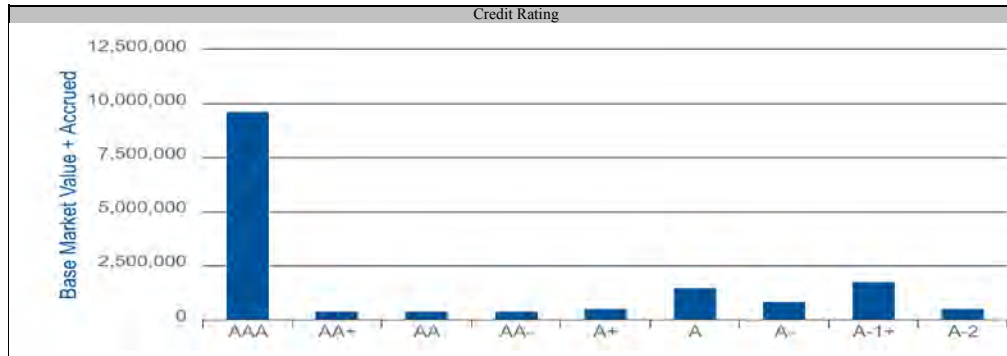
91 CIP STAMP Portfolio
Series A & Series B Reserve Fund Summary of Investments for quarter ended March 31, 2019



*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, 2019



*Negative cash reflects securities in transit at month end

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2019

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	Compon Yield	Summarized Credit Rating	
240907004	LC-RTCT Toll Revenue - I-15	3130ABQH2	Agency	Federal Home Loan Banks Office of Finance	07/05/2019	03/22/2019	1,500,000.00	1,500,112.50	---	1,499,925.00	(179.78)	2.632	2,474	AAA
240907004	LC-RTCT Toll Revenue - I-15	3135G0U68	Agency	Federal National Mortgage Association Fannie Mae	10/30/2019	10/25/2018	375,000.00	375,000.00	---	375,075.00	75.00	2.470	2,436	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3130ACEJ7	Agency	Federal Home Loan Banks Office of Finance	05/28/2020	07/03/2018	350,000.00	350,150.50	---	350,756.00	609.26	2.625	2,434	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3134GTBJ1	Agency	Freddie Mac	04/01/2021	03/29/2019	125,000.00	124,987.50	07/01/2019	124,962.63	(24.88)	2.600	2,615	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Federal Home Loan Mortgage Corporation	07/25/2021	11/29/2018	100,000.00	100,179.69	---	101,252.00	1,094.87	3.230	2,545	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Federal Home Loan Mortgage Corporation	10/25/2021	11/29/2018	98,348.26	98,021.71	---	99,060.30	1,024.32	2.968	2,569	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	75,517.48	77,405.42	---	77,198.50	162.52	4.000	2,800	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38375JC72	Agency CMO	Government National Mortgage Association	12/16/2037	01/31/2018	14,402.73	14,447.74	---	14,412.67	1.92	5.305	3,530	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Federal Home Loan Mortgage Corporation	05/25/2022	09/26/2018	100,000.00	97,238.28	---	99,515.00	1,923.08	2.373	2,499	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Federal Home Loan Mortgage Corporation	01/25/2022	02/27/2018	30,442.74	29,575.78	---	29,993.10	73.10	1.573	2,509	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31397QWZ7	Agency CMO	Federal National Mortgage Association Fannie Mae	09/25/2029	09/28/2018	64,566.75	65,131.71	---	65,036.15	105.85	4.000	2,858	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	09/16/2027	03/08/2019	8,433.51	7,995.44	---	8,138.42	144.26	1.250	2,746	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38375KXC8	Agency CMO	Government National Mortgage Association	01/20/2037	09/18/2018	77,572.33	78,142.00	---	77,691.02	(3.29)	5.500	3,010	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association Fannie Mae	04/25/2023	12/05/2017	459,471.94	499,850.73	---	474,781.55	(16,145.96)	5.500	3,123	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38377F2N0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	06/20/2038	09/28/2018	25,608.80	25,564.78	---	25,582.17	26.75	3.000	2,638	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Federal Home Loan Mortgage Corporation	02/15/2029	01/31/2018	118,698.69	117,214.95	---	117,413.18	69.44	2.000	2,571	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31397SE83	Agency CMO	Federal National Mortgage Association Fannie Mae	02/25/2039	01/30/2018	7,807.40	7,851.32	---	7,794.21	(7.25)	4.000	2,818	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31375FFP4	Agency CMO	Federal Home Loan Mortgage Corporation	01/15/2021	01/30/2018	58,560.97	58,706.97	---	58,394.26	(241.46)	2.500	2,673	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38375CBH2	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	07/18/2035	03/19/2019	27,481.32	27,313.86	---	27,309.25	(2.68)	1.250	3,233	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31398N2K9	Agency CMO	Federal National Mortgage Association Fannie Mae	11/25/2025	01/31/2018	1,636.68	1,642.82	---	1,633.05	(4.29)	3.500	3,471	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38378CDK0	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	03/20/2035	01/30/2018	85,711.52	86,501.67	---	85,777.52	(330.89)	3.000	2,688	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38378AWX5	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	01/20/2036	01/30/2018	138,764.88	140,109.16	---	139,072.93	(517.03)	3.000	2,649	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38378DDC6	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	04/20/2038	06/20/2018	72,620.90	73,111.66	---	72,776.31	(132.89)	3.500	2,698	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38376PJ35	Agency CMO	Government National Mortgage Association	05/16/2037	10/30/2018	54,490.62	54,677.93	---	54,530.40	(5.04)	4.000	3,124	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38379HLE3	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	05/20/2043	10/18/2018	81,772.71	81,657.72	---	83,288.78	1,650.49	3.500	2,657	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	12/16/2041	11/23/2018	69,014.93	66,523.92	---	67,776.80	1,187.27	2.250	2,839	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	The Government National Mortgage Association Guaranteed REMIC Pass-Through Securities	10/20/2039	11/21/2018	39,204.58	38,224.48	---	38,614.95	357.35	2.500	3,132	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Federal Home Loan Mortgage Corporation	03/15/2039	03/14/2019	46,742.70	46,078.08	---	46,606.68	526.22	2.834	2,958	AAA
240907004	LC-RTCT Toll Revenue - I-15	3137BZG04	Agency MBS	Federal Home Loan Mortgage Corporation	03/25/2020	06/29/2018	581,799.01	578,799.01	---	579,489.27	(116.54)	2.313	2,638	AAA
240907004	LC-RTCT Toll Revenue - I-15	36225B5Y0	Agency MBS	Government National Mortgage Association	06/15/2019	12/21/2017	224.50	222.00	---	221.65	(0.35)	5.500	2,272	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31283K5N4	Agency MBS	Federal Home Loan Mortgage Corporation	08/01/2020	12/05/2017	405,093.05	414,217.36	---	411,141.08	(7,291.32)	5.000	2,185	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	13,833.92	13,708.69	---	13,833.92	159.24	4.000	2,472	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3138NJA8E	Agency MBS	Federal National Mortgage Association Fannie Mae	12/01/2020	09/13/2018	33,837.19	34,228.44	---	34,403.96	176.29	3.630	2,293	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31381N7G2	Agency MBS	Federal National Mortgage Association Fannie Mae	10/01/2020	09/25/2018	36,227.13	36,360.16	---	36,484.35	68.50	3.270	2,558	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31381RL66	Agency MBS	Federal National Mortgage Association Fannie Mae	07/01/2021	11/02/2018	45,702.58	46,380.99	---	46,893.59	624.27	3.840	2,366	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31381SV18	Agency MBS	Federal National Mortgage Association Fannie Mae	11/01/2021	02/22/2019	43,057.13	43,272.42	---	43,431.97	426.30	3.330	2,659	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association Fannie Mae	03/25/2023	02/21/2018	42,345.71	41,649.32	---	42,266.94	465.70	2.523	2,765	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137BIU75	Agency MBS	Federal Home Loan Mortgage Corporation	01/25/2023	02/27/2018	120,000.00	117,965.63	---	119,114.40	(709.27)	2.522	2,724	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137BM3W8	Agency MBS	Federal Home Loan Mortgage Corporation	09/25/2022	09/26/2018	85,206.22	84,477.27	---	85,206.64	677.18	2.738	2,741	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137AXH66	Agency MBS	Federal Home Loan Mortgage Corporation	02/25/2022	01/25/2018	69,481.50	68,526.13	---	68,614.37	(124.83)	1.749	2,536	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31418ASD1	Agency MBS	Federal National Mortgage Association, Inc.	04/01/2023	01/31/2018	68,445.51	67,780.78	---	67,659.07	(187.72)	2.000	2,625	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association Fannie Mae	07/25/2022	09/26/2018	94,125.11	92,718.45	---	93,903.91	999.55	2.509	2,620	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Federal Home Loan Mortgage Corporation	09/25/2022	01/25/2018	35,712.75	35,188.22	---	35,266.70	(29.25)	1.785	2,485	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	28,071.27	28,737.98	---	28,896.01	229.88	4.000	2,626	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association Fannie Mae	11/25/2022	02/27/2018	69,692.85	67,550.35	---	68,804.27	723.83	2.184	2,734	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association Fannie Mae	03/01/2021	11/07/2018	56,742.10	57,916.84	---	58,662.82	957.18	4.410	2,111	AAA
240907004	LC-RTCT Toll Revenue - I-15	02582JGN4	Asset Backed	American Express Credit Account Master Trust	05/15/2019	---	467,000.00	468,062.31	---	467,191.47	(75.16)	2.854	2,555	AAA
240907004	LC-RTCT Toll Revenue - I-15	65478AAD5	Asset Backed	Nissan Auto Receivables 2015-C Owner Trust	05/15/2020	12/21/2017	85,485.36	85,201.52	---	85,375.08	(64.13)	1.370	2,911	AAA
240907004	LC-RTCT Toll Revenue - I-15	09263RCV8	Asset Backed	BA Credit Card Trust	05/15/2019	06/29/2018	751,601.33	751,601.33	---	751,601.33	(78.15)	2.874	2,583	AAA
240907004	LC-RTCT Toll Revenue - I-15	161571HC1	Asset Backed	Chase Issuance Trust	06/17/2019	---	763,000.00	758,373.05	---	760,993.31	(1,466.31)	1.370	2,602	AAA
240907004	LC-RTCT Toll Revenue - I-15	161571HU6	Asset Backed	Chase Issuance Trust	01/15/2020	03/23/2018	---	500,000.00	---	500,680.00	(583.66)	2.784	2,630	AAA
240907004	LC-RTCT Toll Revenue - I-15	02587AAJ3	Asset Backed	American Express Credit Account Master Trust	02/18/2020	06/29/2018	650,048.00	640,351.56	---	646,048.00	1,324.44	1.930	2,639	AAA
240907004	LC-RTCT Toll Revenue - I-15	58769DAD2	Asset Backed	Mercedes-Benz Auto Lease Trust 2017-A	03/16/2020	07/27/2017	655,554.84	656,195.03	---	654,446.95	(1,147.04)	1.790	2,946	AAA
240907004	LC-RTCT Toll Revenue - I-15	65479AAD4	Asset Backed	Nissan Auto Lease Trust 2017-A	04/15/2020	01/25/2018	747,794.06	744,376.40	---	746,537.06	(660.71)	1.910	2,714	AAA
240907004	LC-RTCT Toll Revenue - I-15	65478GAC4	Asset Backed	Nissan Auto Receivables 2017-B Owner Trust	05/15/2020	06/29/2018	127,991.76	127,966.77	---	127,991.76	(47.30)	2.584	2,705	AAA
240907004	LC-RTCT Toll Revenue - I-15	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	600,000.00	596,906.25	---	600,510.00	2,574.24	2.650	2,604	AAA
240907004	LC-RTCT Toll Revenue - I-15	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	530,000.00	529,975.83	---	530,906.30	929.95	2.850	2,706	AAA
240907004	LC-RTCT Toll Revenue - I-15	60700A5L4	CD	Mizuho Bank, Ltd.	04/09/2019	03/13/2019	1,500,000.00	1,500,267.11	---	1,500,150.00	70.86	2.760	2,385	AAA
240907004	LC-RTCT Toll Revenue - I-15	86958LJ72	CD	Svenska Handelsbanken AB	04/03/2019	03/18/2019	1,500,019.94	1,500,019.94	---	1,500,015.00	(12.51)	2.555	2,419	AAA
240907004	LC-RTCT Toll Revenue - I-15	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	422,280.83	422,429.30	---	423,100.06	686.83	2.931	3,156	AAA
240907004	LC-RTCT Toll Revenue - I-15	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	266,143.00	266,538.06	---	266,366.56	(162.90)	2.983	2,802	AAA
240907020	RTCT I-15 Prj RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	---	85,658.39	85,792.70	---	85,824.56	84.70	2.931	3,156	AAA
240907004	LC-RTCT Toll Revenue - I-15	46625HHL7	Corporate	JPMorgan Chase & Co.	04/23/2020	07/25/2017	1,000,000.00	1,075,520.00	---	1,001,940.00	(766.10)	6.300	3,294	A
240907004	LC-RTCT Toll Revenue - I-15	38141EA58	Corporate	The Goldman Sachs Group, Inc.	03/15/2020	07/26/2017	500,000.00	540,800.00	---	511,650.00	(3,579.91)	5.375	2,898	A
240907004	LC-RTCT Toll Revenue - I-15	172967HM6	Corporate	Citigroup Inc.	04/08/2019	07/25/2017	1,000,000.00	1,010,110.00	---	999,960.00	(158.31)	2.550	2,678	A
240907004	LC-RTCT Toll Revenue - I-15	31677QBB4	Corporate	Fifth Third Bank	04/25/2019	06/29/20								

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2019

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	LC-RCTC Toll Revenue - I-15	92780KR34	CP	Virginia Electric and Power Company	04/03/2019	03/20/2019	1,500,000.00	1,498,477.50	---	1,499,790.00	7.50	0.000	1.264	AAA
240907004	LC-RCTC Toll Revenue - I-15	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2019	---	0.00	(4,990,454.17)	---	(4,990,454.17)	0.00	0.000	0.000	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2019	---	0.00	(250,391.58)	---	(250,391.58)	0.00	0.000	0.000	AAA
240907004	LC-RCTC Toll Revenue - I-15	31846V203	MM Fund	First American Funds, Inc.	03/31/2019	---	0.00	5,124,203.43	---	5,124,203.43	0.00	2.090	2.040	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc.	03/31/2019	---	0.00	140,244.92	---	140,244.92	0.00	2.090	2.040	AAA
240907004	LC-RCTC Toll Revenue - I-15	70914PPD8	Muni	Pennsylvania, Commonwealth of	07/15/2019	09/18/2018	305,000.00	308,080.50	---	306,189.50	90.78	4.050	2.693	AA
240907004	LC-RCTC Toll Revenue - I-15	392274A89	Muni	Greater Orlando Aviation Authority	10/01/2019	07/26/2017	700,000.00	724,094.00	---	702,800.00	(2,905.29)	3.483	2.681	AA
240907004	LC-RCTC Toll Revenue - I-15	64972HV66	Muni	New York City Transitional Finance Authority	07/15/2019	10/17/2018	665,000.00	664,507.90	---	665,678.30	874.77	2.900	2.536	AA
240907004	LC-RCTC Toll Revenue - I-15	4590580K3	Non-US Gov	International Bank for Reconstruction and Development	08/21/2020	---	1,510,000.00	1,510,367.00	---	1,509,773.50	(492.79)	2.850	2.699	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828SA9	TIPS	Treasury, United States Department of	01/15/2022	---	322,494.50	320,133.48	---	319,904.87	(929.82)	0.125	0.413	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	TIPS	Treasury, United States Department of	01/15/2023	02/05/2018	81,783.00	80,712.39	---	80,847.40	(111.78)	0.125	0.428	AAA
240907004	LC-RCTC Toll Revenue - I-15	912828UF5	US Gov	Treasury, United States Department of	12/31/2019	06/29/2018	3,700,000.00	3,627,156.25	---	3,664,295.00	881.05	1.125	2.418	AAA
240907004	LC-RCTC Toll Revenue - I-15	9128282T6	US Gov	Treasury, United States Department of	08/31/2019	03/26/2019	2,000,000.00	1,989,687.50	---	1,989,680.00	(271.92)	1.250	2.485	AAA
240907004	LC-RCTC Toll Revenue - I-15	912828Y53	US Gov	Treasury, United States Department of	07/31/2020	---	6,050,000.00	6,051,328.49	---	6,044,373.50	(6,588.15)	2.468	2.577	AAA
240907004	LC-RCTC Toll Revenue - I-15	9128285H9	US Gov	Treasury, United States Department of	10/31/2020	12/06/2018	5,300,000.00	5,299,852.27	---	5,292,368.00	(7,508.75)	2.470	2.604	AAA
240907004	LC-RCTC Toll Revenue - I-15	912796U20	US Gov	Treasury, United States Department of	04/30/2019	03/29/2019	5,000,000.00	4,990,454.17	---	4,990,350.00	(104.17)	0.000	2.212	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UF5	US Gov	Treasury, United States Department of	12/31/2019	---	435,000.00	426,695.70	---	430,802.25	(398.82)	1.125	2.418	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	US Gov	Treasury, United States Department of	04/30/2020	---	665,000.00	648,627.54	---	656,009.20	988.08	1.125	2.390	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828V99	US Gov	Treasury, United States Department of	08/31/2020	---	775,000.00	766,685.54	---	772,458.00	3,234.49	2.125	2.360	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	US Gov	Treasury, United States Department of	01/31/2021	07/05/2018	320,000.00	316,212.50	---	318,912.00	1,638.84	2.125	2.314	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828F62	US Gov	Treasury, United States Department of	10/31/2019	02/20/2019	700,000.00	695,132.81	---	696,087.00	193.40	1.500	2.462	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	US Gov	Treasury, United States Department of	07/31/2020	---	525,000.00	525,025.13	---	524,511.75	(484.90)	2.468	2.577	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	US Gov	Treasury, United States Department of	10/31/2020	12/06/2018	550,000.00	549,984.67	---	549,208.00	(779.21)	2.470	2.604	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912796UV9	US Gov	Treasury, United States Department of	04/02/2019	02/27/2019	175,000.00	174,671.97	---	174,987.75	(0.53)	0.000	0.639	AAA
240907004	LC-RCTC Toll Revenue - I-15	64986U4H7	VRDN	New York State Housing Finance Agency	11/01/2048	07/02/2018	1,400,000.00	1,400,000.00	04/15/2019	1,400,000.00	0.00	2.420	2.420	AA
							78,441,324.12	78,510,501.28		78,342,764.65	(87,212.51)			

2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2019

Source	Account	Identifier	Security Type	Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total	Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	LC-RCTC Toll Revenue - I-15	3130ABQ012	Agency		Federal Home Loan Banks Office of Finance	07/05/2019	03/22/2019	1,500,000.00	1,500,112.50	--	1,499,925.00		(179.78)	2.632	2.474	AAA
240907004	LC-RCTC Toll Revenue - I-15	3135G0U68	Agency		Federal National Mortgage Association Fannie Mae	10/30/2019	10/25/2018	375,000.00	375,000.00	--	375,075.00		75.00	2.470	2.436	AAA
240907004	LC-RCTC Toll Revenue - I-15	3137BDGW4	Agency MBS		Federal Home Loan Mortgage Corporation	03/25/2020	06/29/2018	581,799.01	578,026.41	--	579,489.27		116.54	2.313	2.638	AAA
240907004	LC-RCTC Toll Revenue - I-15	36225B5Y0	Agency MBS		Government National Mortgage Association	06/15/2019	12/21/2017	222.00	224.50	--	221.65		(0.35)	5.500	4.272	AAA
240907004	LC-RCTC Toll Revenue - I-15	02582JGN4	Asset Backed		American Express Credit Account Master Trust	05/15/2019	--	467,000.00	468,062.31	--	467,191.47		(75.16)	2.854	2.555	AAA
240907004	LC-RCTC Toll Revenue - I-15	65478AAD5	Asset Backed		Nissan Auto Receivables 2015-C Owner Trust	05/15/2020	12/21/2017	85,485.36	85,201.52	--	85,375.08		(64.13)	1.370	2.911	AAA
240907004	LC-RCTC Toll Revenue - I-15	05522RCV8	Asset Backed		BA Credit Card Trust	05/15/2019	06/29/2018	750,000.00	751,611.33	--	750,300.00		(78.15)	2.874	2.583	AAA
240907004	LC-RCTC Toll Revenue - I-15	161571HC1	Asset Backed		Chase Issuance Trust	06/17/2019	--	763,000.00	758,373.05	--	760,993.31		(1,466.31)	1.370	2.602	AAA
240907004	LC-RCTC Toll Revenue - I-15	161571H16	Asset Backed		Chase Issuance Trust	01/15/2020	03/23/2018	500,000.00	501,347.66	--	500,680.00		(583.66)	2.784	2.630	AAA
240907004	LC-RCTC Toll Revenue - I-15	02587AAJ3	Asset Backed		American Express Credit Account Master Trust	02/18/2020	06/29/2018	650,000.00	640,351.56	--	646,048.00		1,324.44	1.930	2.639	AAA
240907004	LC-RCTC Toll Revenue - I-15	58769DAD2	Asset Backed		Mercedes-Benz Auto Lease Trust 2017-A	03/16/2020	07/27/2017	655,554.84	656,195.03	--	654,446.95		(1,147.04)	1.790	2.946	AAA
240907004	LC-RCTC Toll Revenue - I-15	65479AAD4	Asset Backed		Nissan Auto Lease Trust 2017-A	04/15/2020	01/25/2018	747,794.06	744,376.40	--	746,537.76		(660.71)	1.910	2.714	AAA
240907004	LC-RCTC Toll Revenue - I-15	65478GAC4	Asset Backed		Nissan Auto Receivables 2017-B Owner Trust	05/15/2020	06/29/2018	127,991.76	127,966.77	--	127,991.76		(47.30)	2.584	2.705	AAA
240907004	LC-RCTC Toll Revenue - I-15	65478ADAD9	Asset Backed		Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	600,000.00	596,906.25	--	600,510.00		2,574.24	2.650	2.604	AAA
240907004	LC-RCTC Toll Revenue - I-15	47898JAB2	Asset Backed		John Deere Owner Trust 2019	10/15/2021	03/05/2019	530,000.00	529,975.83	--	530,906.30		929.95	2.850	2.706	AAA
240907004	LC-RCTC Toll Revenue - I-15	60700ASL4	CD		Mizuho Bank, Ltd.	04/09/2019	03/13/2019	1,500,000.00	1,500,267.11	--	1,500,150.00		70.86	2.760	2.385	AAA
240907004	LC-RCTC Toll Revenue - I-15	86958JL72	CD		Svenska Handelsbanken AB	04/03/2019	03/18/2019	1,500,000.00	1,500,019.94	--	1,500,015.00		12.51	2.555	2.419	AAA
240907004	LC-RCTC Toll Revenue - I-15	62888VAA6	CMO		NCUA Guaranteed Notes Trust 2011-R1	10/07/2020	01/22/2019	422,280.83	422,429.30	--	423,100.00		686.83	2.931	3.156	AAA
240907004	LC-RCTC Toll Revenue - I-15	62888UAB6	CMO		NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	266,143.00	266,538.06	--	266,366.56		(162.90)	2.983	2.802	AAA
240907004	LC-RCTC Toll Revenue - I-15	46625HHL7	Corporate		JPMorgan Chase & Co.	04/23/2019	07/25/2017	1,000,000.00	1,075,520.00	--	1,001,940.00		(766.10)	6.300	3.294	A
240907004	LC-RCTC Toll Revenue - I-15	3814IEAS8	Corporate		The Goldman Sachs Group, Inc.	03/15/2020	07/26/2017	500,000.00	540,800.00	--	511,650.00		(3,579.91)	5.375	2.898	A
240907004	LC-RCTC Toll Revenue - I-15	172967H16	Corporate		Citigroup Inc.	01/10/2020	07/25/2017	1,000,000.00	1,010,110.00	--	999,960.00		(138.11)	2.550	2.678	A
240907004	LC-RCTC Toll Revenue - I-15	31677QB84	Corporate		Fifth Third Bank	04/25/2019	06/29/2018	1,000,000.00	997,590.00	--	999,820.00		(15.20)	2.375	2.598	A
240907004	LC-RCTC Toll Revenue - I-15	22546OAN7	Corporate		Credit Suisse AG	05/28/2019	07/26/2017	1,000,000.00	1,009,340.00	--	999,490.00		(1,336.23)	2.300	2.592	A
240907004	LC-RCTC Toll Revenue - I-15	89114QA57	Corporate		The Toronto-Dominion Bank	07/02/2019	07/27/2017	1,000,000.00	1,007,670.00	--	998,730.00		(2,310.71)	2.125	2.607	AA
240907004	LC-RCTC Toll Revenue - I-15	90261XHE5	Corporate		UBS AG	08/14/2019	07/25/2017	850,000.00	857,505.50	--	849,133.00		(2,277.33)	2.375	2.642	AA
240907004	LC-RCTC Toll Revenue - I-15	06416CAA6	Corporate		The Bank of Nova Scotia	09/11/2019	10/04/2018	1,525,000.00	1,514,645.25	--	1,521,477.25		1,473.17	2.125	2.642	AAA
240907004	LC-RCTC Toll Revenue - I-15	40428HPN6	Corporate		HSBC USA Inc.	11/13/2019	07/26/2017	1,000,000.00	1,010,720.00	--	997,470.00		(5,497.71)	2.375	2.785	A
240907004	LC-RCTC Toll Revenue - I-15	17501QA0B7	Corporate		Citizens Bank National Association	12/04/2019	07/26/2017	1,000,000.00	1,008,450.00	11/04/2019	997,580.00		(4,700.14)	2.450	2.809	A
240907004	LC-RCTC Toll Revenue - I-15	46625SHK7	Corporate		JPMorgan Chase & Co.	01/23/2020	07/25/2017	500,000.00	503,005.00	12/23/2019	498,175.00		(2,764.44)	2.250	2.703	A
240907004	LC-RCTC Toll Revenue - I-15	61747YDW2	Corporate		Morgan Stanley	01/27/2020	07/25/2017	500,000.00	506,130.00	--	499,440.00		(2,640.83)	2.650	2.785	A
240907004	LC-RCTC Toll Revenue - I-15	780082AA1	Corporate		Royal Bank of Canada	02/05/2020	07/26/2017	1,500,000.00	1,497,390.00	--	1,490,355.00		(8,742.55)	1.875	2.643	AAA
240907004	LC-RCTC Toll Revenue - I-15	172967J11	Corporate		Citigroup Inc.	02/18/2020	07/25/2017	500,000.00	503,600.00	--	498,060.00		(3,221.90)	2.400	2.845	A
240907004	LC-RCTC Toll Revenue - I-15	06051GFN4	Corporate		Bank of America Corporation	04/21/2020	12/04/2017	1,000,000.00	997,850.00	--	994,720.00		(4,316.00)	2.250	2.758	A
240907004	LC-RCTC Toll Revenue - I-15	07330NAL9	Corporate		Branch Banking and Trust Company	05/10/2019	07/27/2017	1,000,000.00	995,340.00	04/10/2019	998,720.00		(990.97)	1.450	2.563	A
240907004	LC-RCTC Toll Revenue - I-15	49327M2P9	Corporate		KeyBank National Association	08/22/2019	07/24/2017	1,000,000.00	995,550.00	--	998,710.00		(4,145.06)	1.600	2.687	A
240907004	LC-RCTC Toll Revenue - I-15	24422ETJ8	Corporate		John Deere Capital Corporation	10/09/2019	07/26/2017	1,125,000.00	1,114,650.00	--	1,116,652.50		(5,821.58)	1.250	2.675	A
240907004	LC-RCTC Toll Revenue - I-15	17275RBG6	Corporate		Cisco Systems, Inc.	09/20/2019	06/29/2018	1,050,000.00	1,035,184.50	--	1,044,204.00		(43.60)	1.400	2.575	AA
240907004	LC-RCTC Toll Revenue - I-15	06367TPX2	Corporate		Bank of Montreal	12/12/2019	07/26/2017	1,000,000.00	1,005,160.00	--	996,810.00		(4,753.24)	2.100	2.559	AA
240907004	LC-RCTC Toll Revenue - I-15	14912L6Y2	Corporate		Caterpillar Financial Services Corporation	01/10/2020	07/26/2017	1,000,000.00	1,008,020.00	--	995,690.00		(6,920.44)	2.100	2.659	A
240907004	LC-RCTC Toll Revenue - I-15	0258M0EE5	Corporate		American Express Credit Corporation	03/03/2020	07/25/2017	500,000.00	503,990.00	02/01/2020	497,680.00		(3,683.32)	2.200	2.709	A
240907004	LC-RCTC Toll Revenue - I-15	375558BQ5	Corporate		Gilead Sciences, Inc.	09/20/2019	--	1,495,000.00	1,496,206.00	--	1,495,627.90		160.71	2.883	2.782	A
240907004	LC-RCTC Toll Revenue - I-15	07274MBAS	CP		Bayerische Landesbank	04/10/2019	--	2,320,000.00	2,317,625.03	--	2,318,538.40		20.15	0.000	2.073	AAA
240907004	LC-RCTC Toll Revenue - I-15	69350BR81	CP		PPG Industries, Inc.	04/08/2019	03/08/2019	1,500,000.00	1,496,551.25	--	1,499,265.00		43.75	0.000	1.970	AA
240907004	LC-RCTC Toll Revenue - I-15	50000ER89	CP		Koch Industries, Inc.	04/08/2019	03/14/2019	1,500,000.00	1,497,437.51	--	1,499,265.00		(17.50)	0.000	1.970	AAA
240907004	LC-RCTC Toll Revenue - I-15	74456DRB3	CP		Public Service Electric and Gas Company	04/11/2019	03/15/2019	1,500,000.00	1,496,951.25	--	1,498,950.00		79.17	0.000	2.112	AAA
240907004	LC-RCTC Toll Revenue - I-15	43357MR51	CP		Hitachi Capital America Corp.	04/05/2019	03/15/2019	1,200,000.00	1,198,075.00	--	1,199,664.00		30.67	0.000	1.687	AA
240907004	LC-RCTC Toll Revenue - I-15	92780KR34	CP		Virginia Electric and Power Company	04/03/2019	03/20/2019	1,500,000.00	1,498,477.50	--	1,499,790.00		7.50	0.000	1.264	AAA
240907004	LC-RCTC Toll Revenue - I-15	CCYUSD	Currency		UNITED STATES OF AMERICA	03/31/2019	--	0.00	(4,990,454.17)	--	(4,990,454.17)		0.00	0.000	0.000	AAA
240907004	LC-RCTC Toll Revenue - I-15	31846V203	MM Fund		First American Funds, Inc.	03/31/2019	--	0.00	5,124,203.43	--	5,124,203.43		0.00	2.090	2.040	AAA
240907004	LC-RCTC Toll Revenue - I-15	70914PPD8	Muni		Pennsylvania, Commonwealth of	07/15/2019	09/18/2018	305,000.00	308,080.50	--	306,189.50		90.78	4.050	2.693	AA
240907004	LC-RCTC Toll Revenue - I-15	392274A89	Muni		Greater Orlando Aviation Authority	10/01/2019	07/26/2017	700,000.00	724,094.00	--	720,000.00		(2,905.29)	3.483	2.681	AA
240907004	LC-RCTC Toll Revenue - I-15	64972HV66	Muni		New York City Transitional Finance Authority	07/15/2019	10/17/2018	665,000.00	664,507.90	--	665,678.30		874.77	2.900	2.536	AA

2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2019

Source	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
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	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38375CBH2	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	03/16/2035	03/19/2019	27,481.32	27,313.86	---	---	27,309.29	2.68	1.250	3.233	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31398N2K9	Agency CMO	Federal National Mortgage Association	Fannie Mae	11/25/2025	01/31/2018	1,636.68	1,642.82	---	---	1,633.05	(4.29)	3.500	3.471	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38378CDK0	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	03/20/2035	01/30/2018	85,711.52	86,501.67	---	---	85,777.52	(330.89)	3.000	2.688	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38378AWX5	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	01/20/2036	01/30/2018	138,764.88	140,109.16	---	---	139,072.93	(517.63)	3.000	2.649	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38378DDC6	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	04/20/2038	06/20/2018	72,620.90	73,111.66	---	---	72,776.31	(132.89)	3.500	2.968	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38376PJ35	Agency CMO	Government National Mortgage Association		05/16/2037	10/30/2018	54,490.62	54,677.93	---	---	54,530.40	(5.04)	4.000	3.124	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38379HLE3	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	05/20/2043	10/18/2018	81,772.71	81,657.72	---	---	83,288.78	1,650.49	3.500	2.657	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38378VC45	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	12/16/2041	11/23/2018	69,014.93	66,523.92	---	---	67,776.80	1,187.27	2.250	2.839	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	38377JM59	Agency CMO	The Government National Mortgage Association	Guaranteed REMIC Pass-Through Securities	10/20/2039	11/21/2018	39,204.58	38,224.48	---	---	38,614.95	357.35	2.500	3.132	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3137ARBX3	Agency CMO	Federal Home Loan Mortgage Corporation		03/15/2039	03/14/2019	46,742.70	46,078.08	---	---	46,606.68	526.22	2.834	2.958	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31283KSN4	Agency MBS	Federal Home Loan Mortgage Corporation		08/01/2020	12/05/2017	405,093.05	414,217.36	---	---	411,141.08	(7,291.32)	5.000	2.185	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association		12/15/2024	05/23/2018	13,415.23	13,708.69	---	---	13,833.92	1,590.24	4.000	2.472	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381NJA8	Agency MBS	Federal National Mortgage Association	Fannie Mae	12/01/2020	09/13/2018	33,837.19	34,228.44	---	---	34,403.96	176.29	3.630	2.293	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381N7G2	Agency MBS	Federal National Mortgage Association	Fannie Mae	10/01/2020	09/25/2018	36,227.13	36,360.16	---	---	36,484.35	68.50	3.270	2.558	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381RL16	Agency MBS	Federal National Mortgage Association	Fannie Mae	07/01/2021	11/02/2018	45,702.58	46,380.99	---	---	46,893.59	624.27	3.840	2.366	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381SVJ8	Agency MBS	Federal National Mortgage Association	Fannie Mae	11/01/2021	02/22/2019	43,057.13	43,272.42	---	---	43,691.37	426.30	3.330	2.659	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association	Fannie Mae	03/25/2023	02/21/2018	42,345.71	41,649.32	---	---	42,266.94	465.70	2.523	2.765	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3137B1U75	Agency MBS	Federal Home Loan Mortgage Corporation		01/25/2023	02/27/2018	120,000.00	117,965.63	---	---	119,114.40	709.27	2.522	2.724	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3137B3NW4	Agency MBS	Federal Home Loan Mortgage Corporation		09/25/2022	09/26/2018	95,296.22	94,477.27	---	---	95,206.64	677.18	2.778	2.741	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3137AXH6	Agency MBS	Federal Home Loan Mortgage Corporation		02/25/2022	01/25/2018	69,481.50	68,526.13	---	---	68,614.37	1,124.83	1.749	2.536	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381ASD1	Agency MBS	Federal National Mortgage Association	Inc.	04/01/2023	01/31/2018	68,445.51	67,780.78	---	---	67,659.07	(60.00)	2.000	2.622	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	Fannie Mae	07/25/2022	09/26/2018	94,125.11	92,718.45	---	---	93,903.91	999.55	2.509	2.620	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3137B1UF7	Agency MBS	Federal Home Loan Mortgage Corporation		09/25/2022	01/25/2018	35,712.75	35,188.22	---	---	35,266.70	(29.25)	1.785	2.485	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association		05/15/2025	05/23/2018	28,071.27	28,737.99	---	---	28,896.01	229.88	4.000	2.626	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	Fannie Mae	11/25/2022	02/27/2018	69,692.85	67,550.35	---	---	68,804.27	723.83	2.184	2.734	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association	Fannie Mae	03/01/2021	11/07/2018	56,742.10	57,916.84	---	---	58,662.82	957.18	4.410	2.111	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2011-R1		10/07/2020	---	85,658.39	85,792.70	---	---	85,824.56	84.70	2.931	3.156	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	CCTV1SD	Agency MBS	UNITED STATES OF AMERICA		03/31/2019	---	0.00	(250,391.58)	---	---	(250,391.58)	0.00	0.000	0.000	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc.		03/31/2019	---	0.00	140,244.92	---	---	140,244.92	0.00	2.090	2.040	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828SA9	TIPS	Treasury, United States Department of		01/15/2022	---	322,494.50	320,133.48	---	---	319,904.37	(929.82)	0.125	0.413	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828UH1	TIPS	Treasury, United States Department of		01/15/2023	02/05/2018	81,783.00	80,712.39	---	---	80,847.40	(111.78)	0.125	0.428	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828UF5	US Gov	Treasury, United States Department of		12/31/2019	---	435,000.00	426,695.70	---	---	430,802.25	(398.82)	1.125	2.418	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828VA5	US Gov	Treasury, United States Department of		04/30/2020	---	665,000.00	648,627.54	---	---	665,009.20	988.08	1.125	2.390	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828VV9	US Gov	Treasury, United States Department of		08/31/2020	---	775,000.00	766,685.54	---	---	772,458.00	3,234.49	2.125	2.360	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828B58	US Gov	Treasury, United States Department of		01/31/2021	07/05/2018	320,000.00	316,216.50	---	---	318,912.00	1,638.84	2.125	2.314	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828V22	US Gov	Treasury, United States Department of		10/31/2019	02/20/2019	700,000.00	698,087.81	---	---	698,087.81	1,500	2.000	2.462	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828Y33	US Gov	Treasury, United States Department of		07/31/2021	---	525,000.00	525,025.13	---	---	525,117.75	(484.90)	2.125	2.577	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912828S19	US Gov	Treasury, United States Department of		10/31/2020	12/06/2018	550,000.00	549,984.67	---	---	549,208.00	(779.21)	2.470	2.604	AAA	
240907020	RCTC 1-15 Pn RAMP UP RESERVE	912796UV9	US Gov	Treasury, United States Department of		04/02/2019	02/27/2019	175,000.00	174,687.97	---	---	174,987.75	(0.53)	0.000	0.639	AAA	
								8,224,053.26	8,108,694.63			8,113,617.37	(6,385.05)				
								78,441,324.12	78,510,501.28			78,342,764.65	(87,212.51)				
Total																	



2017 Financing STAMP Portfolio Transaction Report by Account Quarter ended March 31, 2019

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	LC-RCTC Toll Revenue - I-15	46625HIL7	JPMORGAN CHASE & CO	1,069,780.00	-	-	-	-	-	(11,670.39)	3,230.39	1,001,840.00	27,650.00
240907004	LC-RCTC Toll Revenue - I-15	3814IEA58	GOLDMAN SACHS GROUP INC	511,180.00	-	-	-	-	-	(3,901.86)	4,371.86	511,650.00	1,194.44
240907004	LC-RCTC Toll Revenue - I-15	392274A89	GREATER ORLANDO AVIATION AUTH ORLANDO FLA ARPT FAC	392,274.00	-	-	-	-	-	(2,795.60)	702.80	702,800.00	12,190.50
240907004	LC-RCTC Toll Revenue - I-15	172967H1M6	CTIGROUP INC	998,570.00	-	-	-	-	-	(1,521.18)	2,911.18	999,960.00	12,254.17
240907004	LC-RCTC Toll Revenue - I-15	22546QAN7	CREDIT SUISSE AG (NEW YORK BRANCH)	997,040.00	-	-	-	-	-	(1,304.58)	3,754.58	999,490.00	7,858.33
240907004	LC-RCTC Toll Revenue - I-15	40428HPN6	HSBC USA INC (NEW)	993,630.00	-	-	-	-	-	(1,188.62)	5,028.62	997,470.00	9,104.17
240907004	LC-RCTC Toll Revenue - I-15	89114QAS7	TORONTO-DOMINION BANK	996,250.00	-	-	-	-	-	(1,017.81)	3,497.81	998,730.00	5,253.47
240907004	LC-RCTC Toll Revenue - I-15	17401QAB7	CITIZENS BANK NA	992,910.00	-	-	-	-	-	(947.20)	5,617.20	997,580.00	7,962.50
240907004	LC-RCTC Toll Revenue - I-15	70914PPD8	PENNSYLVANIA (COMMONWEALTH OF)	307,000.80	-	-	-	-	-	(937.24)	125.94	306,189.50	2,607.75
240907004	LC-RCTC Toll Revenue - I-15	90261XHE5	UBS AG (STAMFORD BRANCH)	846,557.50	-	-	-	-	-	(928.41)	3,503.91	849,133.00	2,635.59
240907004	LC-RCTC Toll Revenue - I-15	0258M0DK2	AMERICAN EXPRESS CREDIT CORP	998,370.00	-	-	(1,000,000.00)	-	-	(865.42)	2,495.42	-	-
240907004	LC-RCTC Toll Revenue - I-15	14912L6Y2	CATERPILLAR FINANCIAL SERVICES CORP	990,240.00	-	-	-	-	-	(829.30)	6,279.30	995,690.00	4,725.00
240907004	LC-RCTC Toll Revenue - I-15	05522RCV8	BACCT 161 A	750,487.50	-	-	-	-	-	(733.06)	545.56	750,300.00	1,017.79
240907004	LC-RCTC Toll Revenue - I-15	61747YDW2	MORGAN STANLEY	496,245.00	-	-	-	-	-	(619.57)	3,814.57	499,440.00	2,355.56
240907004	LC-RCTC Toll Revenue - I-15	06367TPX2	BANK OF MONTREAL	990,510.00	-	-	-	-	-	(550.21)	6,850.21	996,810.00	6,358.33
240907004	LC-RCTC Toll Revenue - I-15	0258M0EE5	AMERICAN EXPRESS CREDIT CORP	494,625.00	-	-	-	-	-	(400.40)	3,455.40	497,680.00	855.56
240907004	LC-RCTC Toll Revenue - I-15	61746BDM5	MORGAN STANLEY	999,590.00	-	-	(1,000,000.00)	-	-	(391.94)	801.94	-	-
240907004	LC-RCTC Toll Revenue - I-15	02582JGN4	AMXCA 141 A	252,163.80	-	-	-	-	-	(368.61)	308.13	252,103.32	339.60
240907004	LC-RCTC Toll Revenue - I-15	172967J1I	CTIGROUP INC	495,460.00	-	-	-	-	-	(353.33)	2,953.33	498,060.00	1,433.33
240907004	LC-RCTC Toll Revenue - I-15	161571HJ6	CHIAFT 171 A	500,245.00	-	-	-	-	-	(328.56)	763.56	500,680.00	657.27
240907004	LC-RCTC Toll Revenue - I-15	46625HKA7	JPMORGAN CHASE & CO	495,020.00	-	-	-	-	-	(317.25)	3,472.25	498,175.00	2,125.00
240907004	LC-RCTC Toll Revenue - I-15	05522RCQ9	BACCT 141 A	1,100,077.00	-	-	-	(1,100,000.00)	-	(263.36)	186.36	-	-
240907004	LC-RCTC Toll Revenue - I-15	912828Y53	UNITED STATES TREASURY	4,197,816.00	-	-	-	-	-	(253.42)	(1,468.58)	4,196,094.00	17,198.82
240907004	LC-RCTC Toll Revenue - I-15	375558BQ5	GILEAD SCIENCES INC	899,064.00	-	-	-	-	-	(244.46)	1,558.46	900,378.00	912.60
240907004	LC-RCTC Toll Revenue - I-15	69353REV6	PNC BANK NA	998,260.00	-	-	(1,000,000.00)	-	-	(190.72)	1,930.72	-	-
240907004	LC-RCTC Toll Revenue - I-15	60700ASL4	Mizuho Bank, Ltd.	-	1,500,267.11	-	-	-	-	(187.97)	70.86	1,500,150.00	9,430.00
240907004	LC-RCTC Toll Revenue - I-15	86565BQD6	Sumitomo Mitsui Banking Corporation	-	1,500,100.17	-	(1,500,000.00)	-	-	(100.17)	-	-	-
240907004	LC-RCTC Toll Revenue - I-15	02582JGN4	AMXCA 141 A	-	215,176.37	-	-	-	-	(99.68)	11.46	215,088.15	289.73
240907004	LC-RCTC Toll Revenue - I-15	718172BF5	PHILIP MORRIS INTERNATIONAL INC	999,550.00	-	-	(1,000,000.00)	-	-	(81.43)	531.43	-	-
240907004	LC-RCTC Toll Revenue - I-15	58769DAD2	MBALT 17A A3	962,105.00	-	-	-	(309,445.16)	(26.88)	(54.74)	1,868.73	654,446.92	521.53
240907004	LC-RCTC Toll Revenue - I-15	65478GAC4	NAROT 17B A2B	257,078.66	-	-	-	(129,086.90)	(57.03)	(27.20)	84.24	127,991.76	156.16
240907004	LC-RCTC Toll Revenue - I-15	912828Y53	UNITED STATES TREASURY	449,766.00	-	-	-	-	-	(24.74)	(159.76)	449,581.50	1,842.73
240907004	LC-RCTC Toll Revenue - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	499,835.00	-	-	-	-	-	(23.75)	113.75	499,925.00	1,422.64
240907004	LC-RCTC Toll Revenue - I-15	86958JL72	Svenska Handelsbanken AB	-	1,500,019.94	-	-	-	-	(17.45)	12.51	1,500,015.00	28,743.75
240907004	LC-RCTC Toll Revenue - I-15	3136AKZAO	FNA 14M10 AS2	203,964.52	-	-	-	(205,263.83)	326.98	(16.71)	989.04	-	-
240907004	LC-RCTC Toll Revenue - I-15	62888VAA6	NGN 10R1 1A	-	448,961.70	-	-	(26,523.09)	(8.88)	(16.51)	686.83	423,100.06	871.12
240907004	LC-RCTC Toll Revenue - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	299,901.00	-	-	-	-	-	(14.32)	68.32	299,955.00	853.58
240907004	LC-RCTC Toll Revenue - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	184,938.95	-	-	-	-	-	(9.11)	42.41	184,972.25	526.38
240907004	LC-RCTC Toll Revenue - I-15	62888UAB6	NGN 10R2 2A	-	266,538.06	-	-	-	-	(8.60)	(162.90)	266,366.56	573.40
240907004	LC-RCTC Toll Revenue - I-15	3130ABQH2	FEDERAL HOME LOAN BANKS	-	1,500,112.50	-	-	-	-	(7.72)	(179.78)	1,499,925.00	9,431.33
240907004	LC-RCTC Toll Revenue - I-15	36225BSY0	GN 781P63	1,061.83	-	-	-	(840.47)	(1.47)	(1.62)	3.39	221.65	1.02
240907004	LC-RCTC Toll Revenue - I-15	31397QAO8	FNR 10155B JA	39,470.06	-	-	-	(39,535.29)	(0.88)	(0.85)	66.96	-	-
240907004	LC-RCTC Toll Revenue - I-15	31846V203	FIRST AMER.GVT OBLG Y	2,384,289.16	77,845,261.81	(75,105,347.54)	-	-	-	-	-	5,124,203.43	-
240907004	LC-RCTC Toll Revenue - I-15	CYCSUD	Payable	-	-	-	-	-	-	-	-	(4,990,454.17)	-
240907004	LC-RCTC Toll Revenue - I-15	64986U4H7	NEW YORK ST HSG FIN AGY REV	1,400,000.00	-	-	-	-	-	-	-	1,400,000.00	2,670.36
240907004	LC-RCTC Toll Revenue - I-15	43814LAC3	HAROT 154 A3	0.00	-	-	-	-	(0.00)	-	0.00	-	-
240907004	LC-RCTC Toll Revenue - I-15	58768MAC5	MBALT 16B A3	46,972.31	-	-	-	(46,995.80)	(0.01)	-	23.50	-	-
240907004	LC-RCTC Toll Revenue - I-15	375558BQ5	GILEAD SCIENCES INC	594,381.20	-	-	-	-	-	-	868.70	595,249.90	603.33
240907004	LC-RCTC Toll Revenue - I-15	355185PP0	FRANKLIN WIS	374,902.50	-	-	(375,000.00)	-	-	-	97.50	-	-
240907004	LC-RCTC Toll Revenue - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	524,826.75	-	-	-	-	-	-	94.50	524,921.25	1,493.77
240907004	LC-RCTC Toll Revenue - I-15	313560L68	FEDERAL NATIONAL MORTGAGE ASSOCIATION	374,958.75	-	-	-	-	-	-	116.25	375,075.00	1,542.08
240907004	LC-RCTC Toll Revenue - I-15	459058GM9	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	800,000.00	-	(800,000.00)	-	-	-	-	-	-
240907004	LC-RCTC Toll Revenue - I-15	912796LZ0	UNITED STATES TREASURY	-	4,990,454.17	-	-	-	-	-	(104.17)	4,990,350.00	-
240907004	LC-RCTC Toll Revenue - I-15	477891AB2	JDOT 2019 A2	-	529,975.83	-	-	-	-	0.52	929.95	530,906.30	755.25
240907004	LC-RCTC Toll Revenue - I-15	58768MAC5	MBALT 16B A3	27,901.55	-	-	-	(27,915.51)	(0.00)	5.61	8.35	-	-
240907004	LC-RCTC Toll Revenue - I-15	9128285H9	UNITED STATES TREASURY	5,291,997.00	-	-	-	-	-	19.16	351.84	5,292,368.00	21,720.94
240907004	LC-RCTC Toll Revenue - I-15	064159HC3	BANK OF NOVA SCOTIA	399,848.00	-	-	(400,000.00)	-	-	-	19.46	132.54	-
240907004	LC-RCTC Toll Revenue - I-15	05582XAD4	BMWLT 162 A3	277,609.50	-	-	-	(278,023.76)	0.01	28.74	385.51	-	-
240907004	LC-RCTC Toll Revenue - I-15	89114QBE7	TORONTO-DOMINION BANK	369,781.70	-	-	(370,000.00)	-	-	-	31.01	187.29	-
240907004	LC-RCTC Toll Revenue - I-15	161571HIC1	CHIAFT 162 A	12,902.24	-	-	-	-	-	-	39.21	24.36	7.92
240907004	LC-RCTC Toll Revenue - I-15	912828Y53	UNITED STATES TREASURY	-	1,399,404.08	-	-	-	-	-	52.45	12,965.81	5,732.94
240907004	LC-RCTC Toll Revenue - I-15	61746BDM5	MORGAN STANLEY	499,795.00	-	-	(500,000.00)	-	-	-	72.89	132.11	-
240907004	LC-RCTC Toll Revenue - I-15	65478AAD5	NAROT 15C A3	207,616.55	-	-	-	(122,793.52)	111.50	89.26	351.29	85,375.08	52.05
240907004	LC-RCTC Toll Revenue - I-15	14912EN29	Caterpillar Financial Services Corporation	1,500,000.00	-	-	(1,500,000.00)	-	-	-	103.33	-	-
240907004	LC-RCTC Toll Revenue - I-15	78355BN24	Ryder System, Inc.	1,500,000.00	-	-	(1,500,000.00)	-	-	-	116.67	-	-
240907004	LC-RCTC Toll Revenue - I-15	64972HVV6	NEW YORK N Y CITY TRANSITIONAL FIN AUTH BLDG AID R	664,753.95	-	-	-	-	-	-	168.40	755.95	665,678.30
240907004	LC-RCTC Toll Revenue - I-15	97665SNU0	Wisconsin Electric Power Company	-	864,814.03	-	(865,000.00)	-	-	-	185.97	-	-
240907004	LC-RCTC Toll Revenue - I-15	65477XAE4	NALT 16B A4	349,767.40	-	-	(350,198.15)	169.74	-	-	53.20	-	-
240907004	LC-RCTC Toll Revenue - I-15	06051GFN4	BANK OF AMERICA CORP	989,310.00	-	-	-	-	-	-	222.20	994,720.00	10,000.00
240907004	LC-RCTC Toll Revenue - I-15	780082AA1	ROYAL BANK OF CANADA	1,484,370.00	-	-	-	-	-	-	260.41	5,724.59	4,375.00
240907004	LC-RCTC Toll Revenue - I-15	912828T16	UNITED STATES TREASURY	-	1,989,687.50	-	-	-	-	-	264.42	1,989,680.00	2,173.91
240907004	LC-RCTC Toll Revenue - I-15	07274MRA5	Bayerische Landesbank	-	1,218,876.59	-	-	-	-	-	345.66	9.15	1,219,231.40
240907004	LC-RCTC Toll Revenue - I-15	02360SN46	Ameron Corporation	1,499,775.00	-	-	(1,500,000.00)	-	-	-	347.50	-	-
240907004	LC-RCTC Toll Revenue - I-15	65478DAD9	NAROT 18A A3	597,144.00	-	-	-	-	-	-	388.23	2,977.77	600,510.00
240907004	LC-RCTC Toll Revenue - I-15	69511KPK2	PacificCorp	-	1,499,571.66	-	(1,500,000.00)	-	-	-	428.34	-	-
240907004	LC-RCTC Toll Revenue - I-15	3137BZGW4	FHMS K713 A2	580,853.25	-	-	-	(3,331.54)	15.60	461.54	1,490.42	579,489.27	1,121.42
240907004	LC-RCTC Toll Revenue - I-15	49327M2P8	KEYBANK NA	991,100.00	-	-	-	-	-	-	542.65	995,710.00	1,733.33
240907004	LC-RCTC Toll Revenue - I-15	07274MRA5	Bayerische Landesbank	-	1,098,748.44	-	-	-	-	-	547.56	1,099,307.00	-
240907004	LC-RCTC Toll Revenue - I-15	65479AAD4	NALT 17A A3	845,578.50	-	-	(102,205.95)	88.89	-	-	564.81	746,537.76	634.79
240907004	LC-RCTC Toll Revenue - I-15	161571HIC1	CHIAFT 162 A	744,360.00	-	-	-	-	-	-	601.95	3,065.55	456.67
240907004	LC-RCTC Toll Revenue - I-15	07274MNB6	Bayerische Landesbank	1,499,445.00	-	-	(1,500,000.00)	-	-	-	(85.00)	-	-
240907004	LC-RCTC Toll Revenue - I-15	46107KQ86	Interstate Power and Light Company	-	1,249,355.90	-	(1,250,000.00)	-	-	-	644.10	-	-
240907004	LC-RCTC Toll Revenue - I-												

2017 Financing STAMP Portfolio Transaction Report by Account

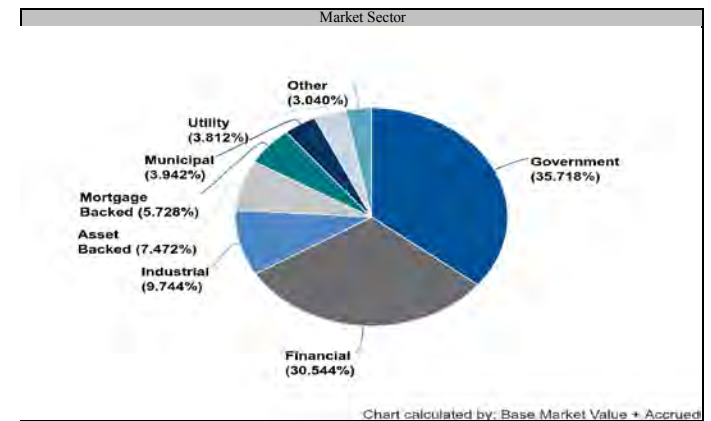
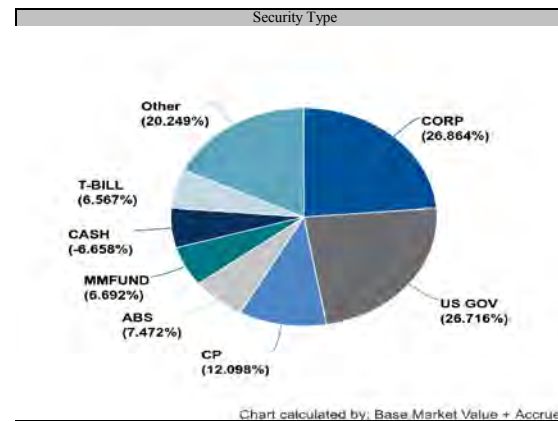
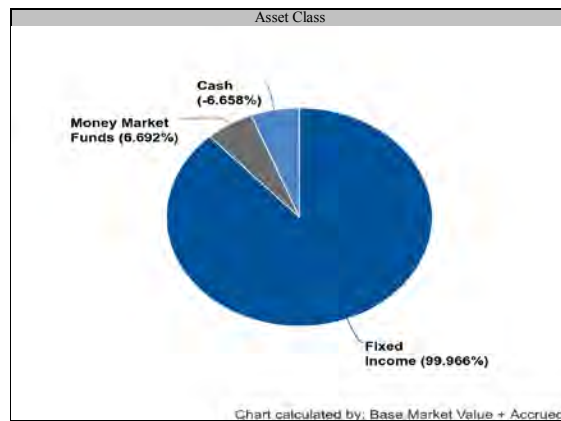
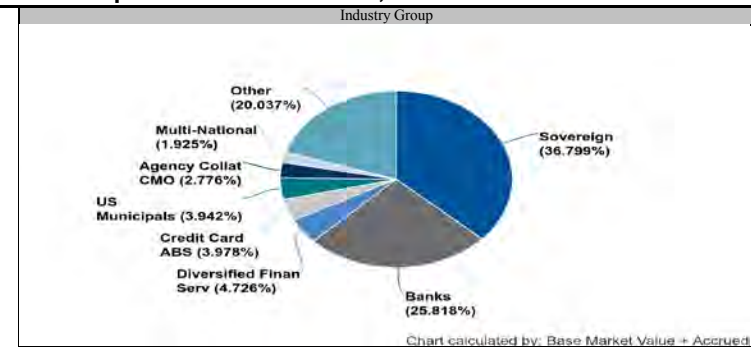
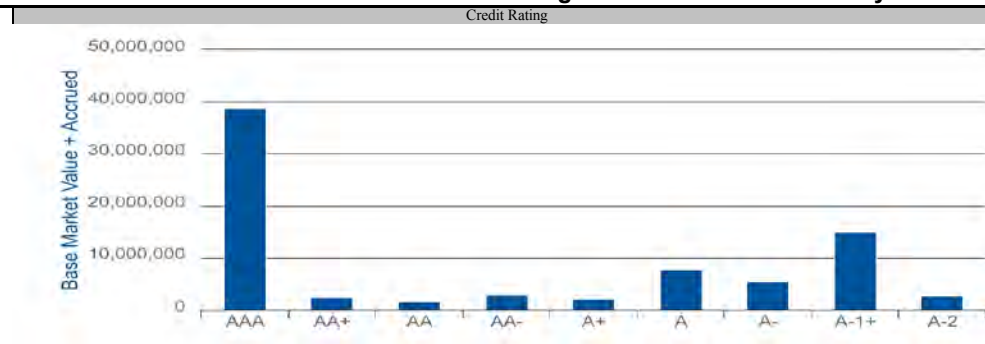
Quarter ended March 31, 2019

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	LC-RTCT Toll Revenue - I-15	64587BQJ5	New Jersey Natural Gas Company	-	1,499,227.08	-	(1,500,000.00)	-	-	772.92	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	46107QKN3	Interstate Power and Light Company	-	1,499,221.25	-	(1,500,000.00)	-	-	778.75	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	46107QKV5	Interstate Power and Light Company	-	1,499,221.25	-	(1,500,000.00)	-	-	778.75	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	67021KP86	NSTAR Electric Company	-	1,499,200.01	-	(1,500,000.00)	-	-	799.99	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	63743DN98	National Rural Utilities Cooperative Finance Corp	1,499,235.00	-	-	(1,500,000.00)	-	-	816.67	(51.67)	-	-
240907004	LC-RTCT Toll Revenue - I-15	976841N80	Wisconsin Public Service Corporation	1,499,340.00	-	-	(1,500,000.00)	-	-	816.67	(156.67)	-	-
240907004	LC-RTCT Toll Revenue - I-15	26055BQN7	The Dow Chemical Company	-	1,499,140.00	-	(1,500,000.00)	-	-	860.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	23337UQ69	DTE Gas Company	-	1,399,097.00	-	(1,400,000.00)	-	-	903.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	64587BN99	New Jersey Natural Gas Company	1,499,235.00	-	-	(1,500,000.00)	-	-	933.33	(168.33)	-	-
240907004	LC-RTCT Toll Revenue - I-15	93884FN99	Washington Gas Light Company	1,499,235.00	-	-	(1,500,000.00)	-	-	950.00	(185.00)	-	-
240907004	LC-RTCT Toll Revenue - I-15	71112KQD6	The Peoples Gas Light And Coke Company	-	1,499,043.75	-	(1,500,000.00)	-	-	956.25	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	67021KNJ4	NSTAR Electric Company	-	1,498,975.00	-	(1,500,000.00)	-	-	1,025.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	50000ENB6	Koch Industries, Inc.	1,499,010.00	-	-	(1,500,000.00)	-	-	1,029.16	(39.16)	-	-
240907004	LC-RTCT Toll Revenue - I-15	976841P13	Wisconsin Public Service Corporation	-	698,897.50	-	(700,000.00)	-	-	1,102.50	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	24422ETJ8	JOHN DEERE CAPITAL CORP	1,109,441.25	-	-	-	-	-	1,186.91	6,024.34	1,116,652.50	6,718.75
240907004	LC-RTCT Toll Revenue - I-15	50000EQ49	Koch Industries, Inc.	-	1,498,785.00	-	(1,500,000.00)	-	-	1,215.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	67021KPL7	NSTAR Electric Company	-	1,498,780.01	-	(1,500,000.00)	-	-	1,219.99	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	92780KR34	Virginia Electric and Power Company	-	1,498,477.50	-	-	-	-	1,305.00	7.50	1,499,790.00	-
240907004	LC-RTCT Toll Revenue - I-15	64587BNU2	New Jersey Natural Gas Company	-	1,498,650.00	-	(1,500,000.00)	-	-	1,350.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	71112KQ53	The Peoples Gas Light And Coke Company	-	1,498,591.67	-	(1,500,000.00)	-	-	1,408.33	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	02587AAJ3	AMXCA 171 A	642,310.50	-	-	-	-	-	1,476.00	2,261.50	646,048.00	557.56
240907004	LC-RTCT Toll Revenue - I-15	69511KPC0	PacificCorp	-	1,498,442.51	-	(1,500,000.00)	-	-	1,557.49	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	43357MR51	Hitachi Capital America Corp.	-	1,198,075.00	-	-	-	-	1,558.33	30.67	1,199,664.00	-
240907004	LC-RTCT Toll Revenue - I-15	69511KNV0	PacificCorp	-	1,498,425.00	-	(1,500,000.00)	-	-	1,575.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	313384AY5	FEDERAL HOME LOAN BANKS	-	1,498,420.01	-	(1,500,000.00)	-	-	1,579.99	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	64587BP89	New Jersey Natural Gas Company	-	1,498,419.17	-	(1,500,000.00)	-	-	1,580.83	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	34108BNF8	Florida Power & Light Company	1,498,575.00	-	-	(1,500,000.00)	-	-	1,604.17	(179.17)	-	-
240907004	LC-RTCT Toll Revenue - I-15	71112KPK1	The Peoples Gas Light And Coke Company	-	1,498,362.50	-	(1,500,000.00)	-	-	1,637.50	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	50000ER89	Koch Industries, Inc.	-	1,497,437.51	-	-	-	-	1,844.99	(17.50)	1,499,265.00	-
240907004	LC-RTCT Toll Revenue - I-15	74456DRB3	Public Service Electric and Gas Company	-	1,496,951.25	-	-	-	-	1,919.58	79.17	1,498,950.00	-
240907004	LC-RTCT Toll Revenue - I-15	91282BP53	UNITED STATES TREASURY	1,097,866.00	-	-	(1,100,000.00)	-	-	1,975.63	158.37	-	-
240907004	LC-RTCT Toll Revenue - I-15	74456DP41	Public Service Electric and Gas Company	-	997,977.78	-	(1,000,000.00)	-	-	2,022.22	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	976841QL8	Wisconsin Public Service Corporation	-	1,497,957.50	-	(1,500,000.00)	-	-	2,042.50	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	23337UNV7	DTE Gas Company	-	1,497,816.66	-	(1,500,000.00)	-	-	2,183.34	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	93884FQ81	Washington Gas Light Company	-	1,497,708.33	-	(1,500,000.00)	-	-	2,291.67	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	92780KQ10	Virginia Electric and Power Company	-	1,497,672.50	-	(1,500,000.00)	-	-	2,327.50	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	69372BNQ9	PACCAR Financial Corp.	1,497,585.00	-	-	(1,500,000.00)	-	-	2,386.25	28.75	-	-
240907004	LC-RTCT Toll Revenue - I-15	63873KPF8	Natixis	-	997,410.00	-	(1,000,000.00)	-	-	2,590.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	69350BR81	PPG Industries, Inc.	-	1,496,551.25	-	-	-	-	2,670.00	43.75	1,499,265.00	-
240907004	LC-RTCT Toll Revenue - I-15	06416CAA6	BANK OF NOVA SCOTIA	1,517,085.25	-	-	-	-	-	2,770.10	1,621.90	1,521,477.25	1,800.35
240907004	LC-RTCT Toll Revenue - I-15	34108BP13	Florida Power & Light Company	-	1,497,096.66	-	(1,500,000.00)	-	-	2,903.34	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	73355BQU9	Ryder System, Inc.	-	1,497,030.00	-	(1,500,000.00)	-	-	2,970.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	43357MNR7	Hitachi Capital America Corp.	1,497,480.00	-	-	(1,500,000.00)	-	-	3,000.00	(480.00)	-	-
240907004	LC-RTCT Toll Revenue - I-15	17275RBG6	CISCO SYSTEMS INC	1,040,581.50	-	-	-	-	-	3,019.35	603.15	1,044,204.00	449.17
240907004	LC-RTCT Toll Revenue - I-15	69350BQT6	PPG Industries, Inc.	-	1,496,908.34	-	(1,500,000.00)	-	-	3,091.66	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	43357MQK9	Hitachi Capital America Corp.	-	1,496,850.00	-	(1,500,000.00)	-	-	3,150.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	43357MPE4	Hitachi Capital America Corp.	-	1,396,710.00	-	(1,400,000.00)	-	-	3,290.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	26055BQD9	The Dow Chemical Company	-	1,496,562.50	-	(1,500,000.00)	-	-	3,437.50	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	43357MPR5	Hitachi Capital America Corp.	-	1,496,240.00	-	(1,500,000.00)	-	-	3,760.00	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	34108BQD0	Florida Power & Light Company	-	1,496,203.33	-	(1,500,000.00)	-	-	3,796.67	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	26055BPB4	The Dow Chemical Company	-	1,496,081.25	-	(1,500,000.00)	-	-	3,918.75	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	912796XJ3	UNITED STATES TREASURY	-	4,494,628.13	-	(4,500,000.00)	-	-	5,371.87	-	-	-
240907004	LC-RTCT Toll Revenue - I-15	91282LUF5	UNITED STATES TREASURY	3,645,499.00	-	-	-	-	-	12,051.04	6,744.96	3,664,295.00	10,463.74
				75,980,096.44	168,140,126.15	(75,105,347.54)	(91,270,000.00)	(2,742,158.97)	617.55	93,789.19	122,478.63	70,229,147.28	281,450.81
240907020	RTCT I-15 Pj RAMP UP RESERVE	31283KSN4	FH GI1753	529,710.34	-	-	-	(114,842.50)	(4,367.90)	(3,304.91)	3,946.05	411,141.08	1,687.89
240907020	RTCT I-15 Pj RAMP UP RESERVE	31392J6N4	FNR 0323B EQ	524,828.76	-	-	-	(48,423.58)	(3,457.83)	(2,085.18)	3,919.37	474,781.55	2,105.91
240907020	RTCT I-15 Pj RAMP UP RESERVE	38377GTCT1	GNR 1125C AB	40,024.32	-	-	-	(40,051.13)	(1,427.62)	(1,483.33)	2,937.77	-	-
240907020	RTCT I-15 Pj RAMP UP RESERVE	912828SA9	UNITED STATES TREASURY	162,670.70	-	-	-	-	-	(728.17)	3,525.50	165,468.04	43.78
240907020	RTCT I-15 Pj RAMP UP RESERVE	912828JH1	UNITED STATES TREASURY	79,358.10	-	-	-	-	-	(327.51)	1,816.81	80,847.40	21.46
240907020	RTCT I-15 Pj RAMP UP RESERVE	912828SA9	UNITED STATES TREASURY	75,912.99	-	-	-	-	-	(318.04)	1,623.47	77,218.42	20.43
240907020	RTCT I-15 Pj RAMP UP RESERVE	912828SA9	UNITED STATES TREASURY	75,912.99	-	-	-	-	-	(312.06)	1,617.49	77,218.42	20.43
240907020	RTCT I-15 Pj RAMP UP RESERVE	38375KXC8	GNR 0726C MA	123,772.40	-	-	-	(45,807.72)	(149.69)	(282.79)	77,691.02	355.54	-
240907020	RTCT I-15 Pj RAMP UP RESERVE	31381QB54	FN 467260	58,773.65	-	-	-	(326.91)	(6.03)	(136.67)	358.77	58,662.82	208.53
240907020	RTCT I-15 Pj RAMP UP RESERVE	383742C76	GNR 0832B PA	81,909.01	-	-	-	(4,859.53)	(103.86)	(121.74)	374.63	77,198.50	251.72
240907020	RTCT I-15 Pj RAMP UP RESERVE	38376PJ35	GNR 09116C NH	81,475.53	-	-	-	(26,873.44)	(57.49)	(107.65)	93.44	54,530.40	181.64
240907020	RTCT I-15 Pj RAMP UP RESERVE	38378AWX5	GNR 11157E QA	153,475.40	-	-	-	(14,652.23)	(92.73)	(96.38)	438.88	139,072.93	346.91
240907020	RTCT I-15 Pj RAMP UP RESERVE	31397QWZ7	FNR 1115F VB	74,495.58	-	-	-	(9,411.73)	(61.14)	(83.88)	97.32	65,036.15	215.22
240907020	RTCT I-15 Pj RAMP UP RESERVE	38378CDK0	GNR 11169G AK	98,561.05	-	-	-	(12,908.70)	(66.53)	(75.35)	266.53	85,777.52	214.28
240907020	RTCT I-15 Pj RAMP UP RESERVE	31381LL16	FN 468431	47,084.21	-	-	-	(239.96)	(3.20)	(71.22)	123.76	46,893.59	151.12
240907020	RTCT I-15 Pj RAMP UP RESERVE	38378DCB6	GNR 1216E GB	83,617.12	-	-	-	(10,808.50)	(68.81)	(84.67)	72,776.31	211.81	-
240907020	RTCT I-15 Pj RAMP UP RESERVE	3137B84S3	FHR 4305A CT	127,756.13	-	-	-	(11,024.04)	118.42	(63.67)	626.34	117,413.18	197.83
240907020	RTCT I-15 Pj RAMP UP RESERVE	31381NTG2	FN 466295	36,592.86	-	-	-	(207.96)	(1.26)	(48.52)	149.24	36,484.35	102.01
240907020	RTCT I-15 Pj RAMP UP RESERVE	31381PTG3	FN 466851	44,939.97	-	-	-	(44,171.38)	(334.79)	(43.80)	(389.99)	-	-
240907020	RTCT I-15 Pj RAMP UP RESERVE	31381JEA8	FN FN0004	40,427.63	-	-	-	(6,008.30)	(67.27)	(30.61)	82.51	34,403.96	105.77
240907020	RTCT I-15 Pj RAMP UP RESERVE	3620ARB67	GN 737261	30,534.81	-	-	-	(1,739.44)	(37.87)	(24.67)	163.19	28,896.01	93.57
240907020	RTCT I-15 Pj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	399,792.00	-	-	-	-	-	(21.01)	(142.99)	399,628.00	1,637.98
240907020	RTCT I-15 Pj RAMP UP RESERVE	3130AECJ7	FEDERAL HOME LOAN BANKS	350,504.00	-	-	-	-	-	(20.43)	272.43	350,756.00	3,139.06
240907020	RTCT I-15 Pj RAMP UP RESERVE	3137AH6C7	FHMS K015 A2	100,681.00	-	-	-	-	-	(17.20)	588.20	101,252.00	269.17
240907020	RTCT I-15 Pj RAMP UP RESERVE	3137ASFP4	FHR 3791E DA	64,641.87	-	-	-	(6,456.45)	(8.97)	(11.78)	229.59	58,394.26	122.00
240907020	RTCT I-15 Pj RAMP UP RESERVE	3620A9WV9	GN 723460	14,690.85	-	-	-	(905.99)	(18.04)	(13.71)	78.81	13,833.92	44.72
240907020	RTCT I-15 Pj RAMP UP RESERVE	38379HLE3	GNR 14184I WK	89,315.86	-	-	-	(6,181.62)	9.32	(11.47)	156.68	83,288.78	238.50
240907020	RTCT I-15 Pj RAMP UP RESERVE	62888VA66	NGN 1081 I A	41,0									

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2019

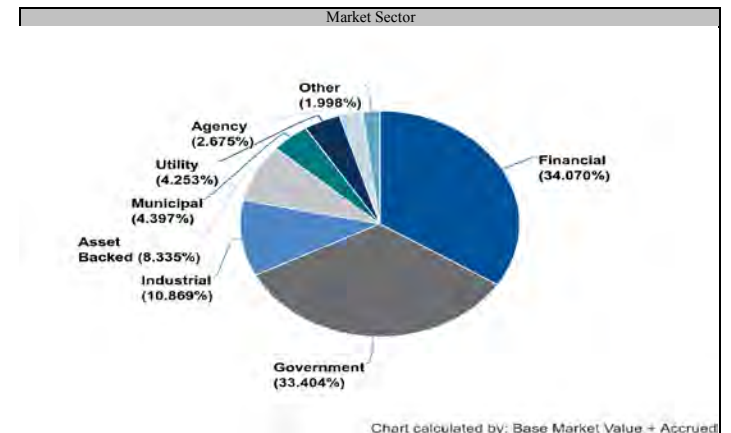
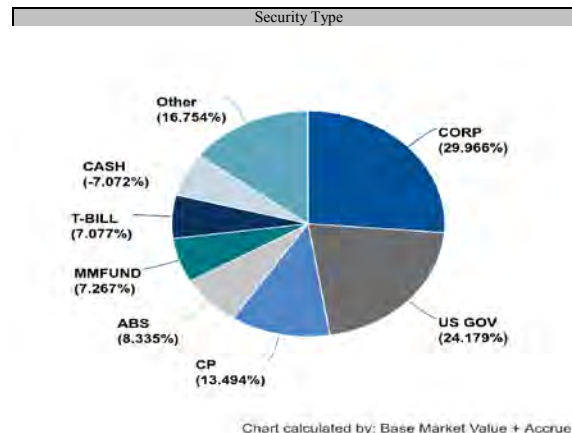
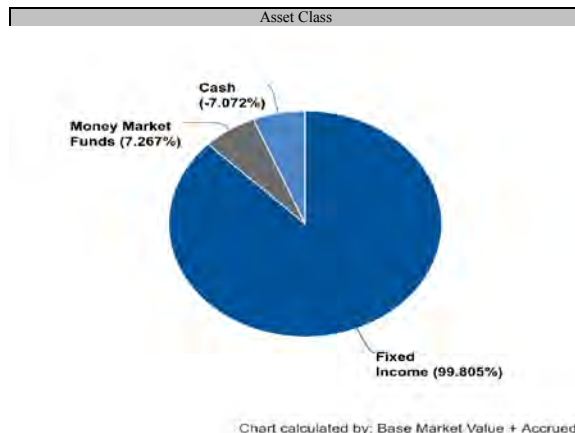
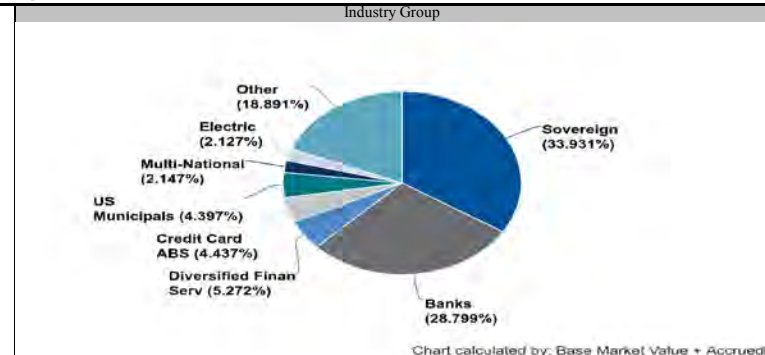
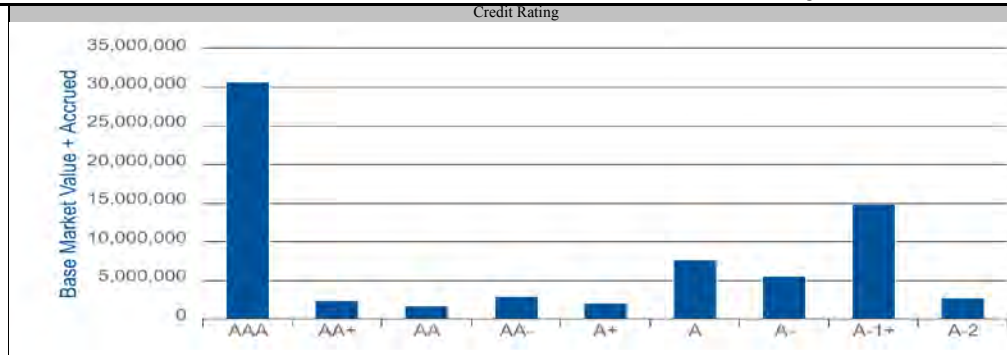
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Acretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	31846V203	FIRST AMER GVT OBLG Y	31,320.09	1,513,972.23	(1,405,047.40)	-	-	-	-	-	140,244.92	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	CCYUSD	Payable	-	-	-	-	-	-	-	-	(250,391.58)	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	-	124,882.95	-	-	-	-	-	0.80	124,883.75	511.87
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3134G5TK1	FEDERAL HOME LOAN MORTGAGE CORP	150,048.00	-	-	(150,000.00)	-	-	-	(48.00)	-	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3134GTB1J	FEDERAL HOME LOAN MORTGAGE CORP	-	124,987.50	-	-	-	-	-	(24.88)	124,962.63	9.03
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	31418ASD1	FN MA1415	1,161.91	-	-	-	(110.76)	1.14	0.46	4.44	1,057.17	1.78
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	31397SE83	PNR 1136C PA	12,824.03	-	-	-	(5,035.13)	1.12	0.88	3.31	7,794.21	26.02
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828S19	UNITED STATES TREASURY	549,169.50	-	-	-	-	-	1.99	36.51	549,208.00	2,254.06
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137ARBX3	FHR 4061C CF	-	46,078.08	-	-	-	-	2.38	526.22	46,606.68	58.87
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	38377WL77	GNR 1194A AB	5,981.27	-	-	-	(5,992.11)	13.75	11.02	(13.93)	-	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137AJMF8	FHMS K016 A2	-	98,564.96	-	-	(545.06)	1.77	14.31	1,024.32	99,060.30	243.22
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137B3NW4	FHMS K031 A1	101,311.06	-	-	-	(6,529.05)	53.01	21.86	349.77	95,206.64	220.61
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137B1U17	FHMS K027 A1	37,641.33	-	-	-	(2,610.74)	31.37	22.50	182.24	35,266.70	53.12
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	31418ASD1	FN MA1415	73,200.18	-	-	-	(6,978.11)	62.23	23.61	293.98	66,601.90	112.29
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137AJMF8	FHMS K016 A2	-	(99,668.24)	-	-	99,049.56	-	-	612.21	-	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3136ACT74	FNA 13M6 2A	42,276.89	-	-	-	(250.23)	3.35	34.34	202.59	42,266.94	89.03
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	38377JM59	GNR 10111F PE	40,447.13	-	-	-	(2,133.80)	52.85	36.42	212.34	38,614.95	81.68
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137ASR97	FHMS K020 A1	32,267.70	-	-	-	(2,476.09)	44.39	37.99	119.11	29,993.10	39.91
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137AXHN6	FHMS K024 A1	73,944.76	-	-	-	(5,761.96)	63.34	42.42	325.82	68,614.37	101.27
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	38378VC45	GNR 13116D MA	69,619.58	-	-	-	(2,413.94)	87.07	85.44	398.64	67,776.80	129.40
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3136AMM48	FNA 15M4B AV2	96,728.46	-	-	-	(3,334.31)	44.01	87.84	377.91	93,903.91	196.80
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3136A9F60	FNA 12M17 A2	71,107.79	-	-	-	(2,736.05)	66.90	98.05	267.59	68,804.27	126.84
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137B1U75	FHMS K801 A2	118,290.00	-	-	-	-	-	10.0	721.61	119,114.40	252.20
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3130AAMQ8	FEDERAL HOME LOAN BANKS	224,885.25	-	-	(225,000.00)	-	-	-	128.23	(13.48)	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	3137ATRW4	FHMS K020 A2	98,533.00	-	-	-	-	-	177.52	804.48	99,515.00	197.75
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828P53	UNITED STATES TREASURY	-	349,781.25	-	(350,000.00)	-	-	-	218.75	-	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912796UV8	UNITED STATES TREASURY	-	174,671.97	-	-	-	-	-	316.31	(0.53)	174,987.75
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828BV5	UNITED STATES TREASURY	317,539.20	-	-	-	-	-	358.34	1,014.46	318,912.00	1,127.07
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828P53	UNITED STATES TREASURY	239,534.40	-	-	(240,000.00)	-	-	-	431.05	34.55	-
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828UV5	UNITED STATES TREASURY	187,201.30	-	-	-	-	-	453.89	511.31	188,166.50	537.33
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828V19	UNITED STATES TREASURY	471,846.00	-	-	-	-	-	487.32	1,108.68	473,442.00	877.72
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828V19	UNITED STATES TREASURY	298,008.00	-	-	-	-	-	501.56	506.44	299,016.00	554.35
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	161,893.05	-	-	-	-	-	595.42	162,769.20	280.73	779.42
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828F62	UNITED STATES TREASURY	-	695,132.81	-	-	-	-	-	760.79	696,087.00	4,408.84
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828UF5	UNITED STATES TREASURY	241,391.15	-	-	-	-	-	-	446.63	242,635.75	692.87
240907020	RCTC I-15 Pj1 RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	490,585.00	-	-	-	-	-	1,661.46	993.54	493,240.00	2,361.88
				8,038,371.76	3,158,216.71	(1,405,047.40)	(965,000.00)	(485,810.35)	(9,630.27)	(2,404.13)	35,312.64	8,113,617.37	28,502.56
				84,018,468.20	171,298,342.86	(76,510,394.94)	(92,235,000.00)	(3,227,969.32)	(9,012.72)	91,385.06	157,791.26	78,342,764.65	309,953.37

2017 Financing STAMP Portfolio Summary of Investments for quarter ended March 31, 2019



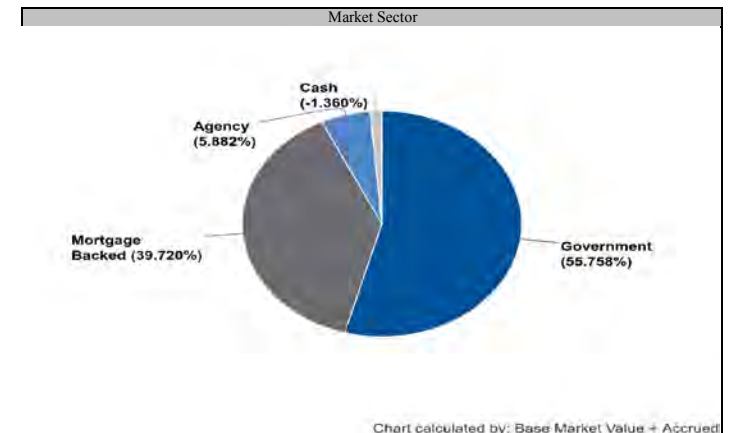
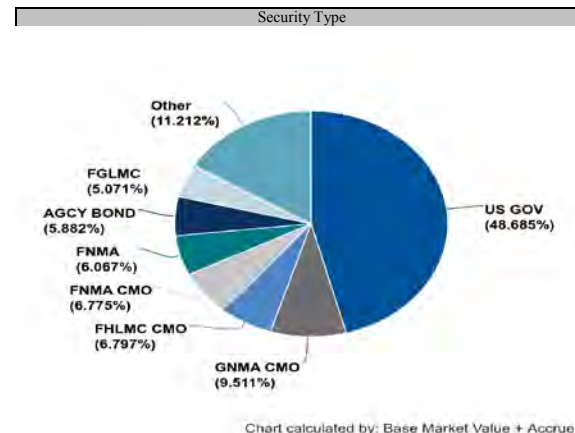
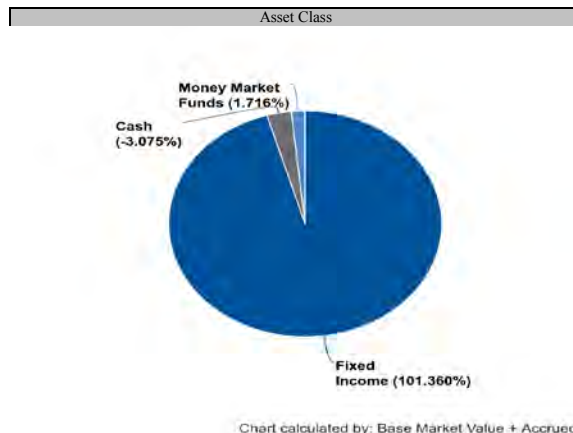
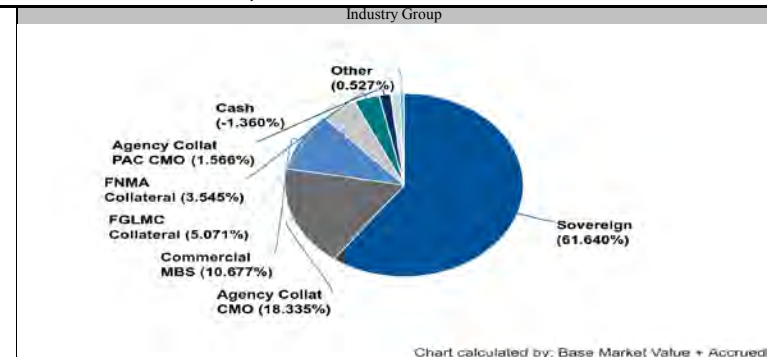
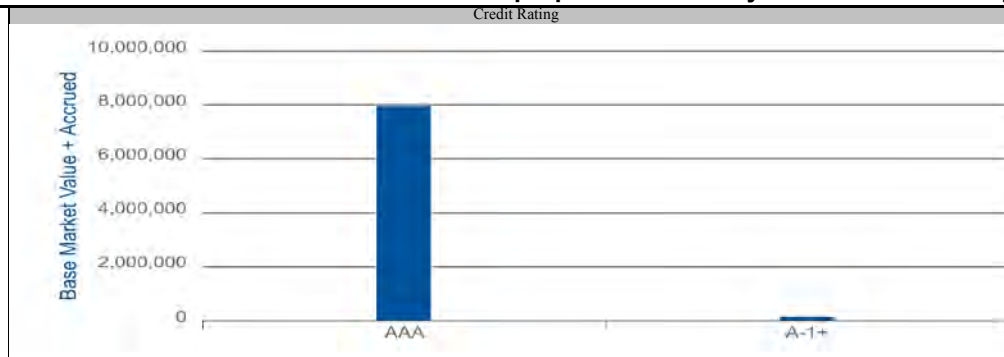
*Negative cash reflects securities in transit at month end

**2017 Financing STAMP Portfolio
Sales Tax Revenue Fund Summary of Investments for quarter ended March 31, 2019**



*Negative cash reflects securities in transit at month end

2017 Financing STAMP Portfolio
Ramp Up Fund Summary of Investments for quarter ended March 31, 2019



*Negative cash reflects securities in transit at month end

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM									
CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating	
010831DN2	Taxable Muni	ALAMEDA CNTY CA JT 2.866% 6/01/21	06/01/2021	04/24/2018		255,000.00	257,006.85	2,006.85	2,436.10	2.87	2.851514307	AA+	
037833BS8	Credit	APPLE INC 2.250% 2/23/21	02/23/2021	02/23/2016	01/23/2021	495,675.00	498,200.00	2,525.00	1,187.50	2.25	2.264652300	AA+	
037833CS7	Credit	APPLE INC 1.800% 5/11/20	05/11/2020	05/11/2017		484,505.30	481,226.70	-3,278.60	3,395.00	1.8	1.816438771	AA+	
053015AD5	Credit	AUTOMATIC DATA 2.250% 9/15/20	09/15/2020	09/15/2015	08/15/2020	452,969.04	447,435.00	-5,534.04	450.00	2.25	2.257993296	AA	
05582QAD9	Asset-Backed	BMW VEHICLE OWNER 1.160% 11/25/20	11/25/2020	07/20/2016		133,378.23	132,797.31	-580.92	25.79	1.16	1.163852351	N/A	
05584PAD9	Asset-Backed	BMW VEHICLE LEASE 2.070% 10/20/20	10/20/2020	10/25/2017		99,999.92	99,620.00	-379.92	63.25	2.07	2.076624432	N/A	
06050TMJ8	Credit	BANK OF AMERICA MTN 3.335% 1/25/23	01/25/2023	01/25/2019	01/25/2022	520,000.00	526,500.00	6,500.00	3,179.37	3.34	3.304041135	A+	
06406FAA1	Credit	BANK OF NY MTN 2.500% 4/15/21	04/15/2021	02/19/2016	03/15/2021	756,466.21	748,177.50	-8,288.71	8,645.83	2.5	2.512007395	A	
06406HBM0	Credit	BANK NY MELLON MTN 5.450% 5/15/19	05/15/2019	05/12/2009		245,229.45	242,801.02	-2,428.43	4,982.51	5.45	5.441728573	A	
084664CK5	Credit	BERKSHIRE HATHAWAY 1.300% 8/15/19	08/15/2019	08/15/2016		159,844.80	159,249.60	-595.20	265.78	1.3	1.305365050	AA	
084670BQ0	Credit	BERKSHIRE HATHAWAY 2.200% 3/15/21	03/15/2021	03/15/2016	02/15/2021	466,436.01	468,847.53	2,411.52	460.53	2.2	2.212522879	AA	
13063BFS6	Taxable Muni	CALIFORNIA ST BUILD 6.650% 3/01/22	03/01/2022	04/01/2010		474,067.48	467,721.00	-6,346.48	2,355.21	6.65	6.086956522	AA-	
13063DGA0	Taxable Muni	CALIFORNIA ST 2.800% 4/01/21	04/01/2021	04/25/2018		500,008.42	504,515.00	4,506.58	7,000.00	2.8	2.783964365	AA-	
13066YTY5	Taxable Muni	CALIFORNIA ST DEPT 1.713% 5/01/21	05/01/2021	09/28/2016		105,052.47	104,696.96	-355.51	757.44	1.71	1.739209893	AA	
13077CT38	Taxable Muni	CALIFORNIA ST 1.982% 11/01/19	11/01/2019	08/05/2015		130,182.82	129,525.50	-657.32	1,073.58	1.98	1.987884137	AA-	
156549AA5	Taxable Muni	CENTURY HOUSING CORP 3.824% 11/01/20	11/01/2020	02/07/2019		110,000.00	110,039.60	39.60	630.96	3.82	3.824497185	AA-	
166764AN0	Credit	CHEVRON CORP 2.193% 11/15/19	11/15/2019	11/18/2014		501,681.22	498,615.00	-3,066.22	4,142.33	2.19	2.198165689	AA	
166764AU4	Credit	CHEVRON CORP 3.26813% 3/03/22	03/03/2022	03/03/2015		503,785.18	503,295.00	-490.18	1,316.33	3.15	3.245218557	AA	
17275RAX0	Credit	CISCO SYSTEMS INC 2.450% 6/15/20	06/15/2020	06/17/2015		599,952.00	599,046.00	-906.00	4,328.33	2.45	2.452968091	AA-	
17275RBG6	Credit	CISCO SYSTEMS INC 1.400% 9/20/19	09/20/2019	09/20/2016		39,955.60	39,779.20	-176.40	17.11	1.4	1.406978614	AA-	
17305EGB5	Asset-Backed	CITIBANK CREDIT 1.920% 4/07/22	04/07/2022	04/11/2017		229,933.74	228,422.20	-1,511.54	2,134.40	1.92	1.932581103	AAA	
30231GAV4	Credit	EXXON MOBIL 2.222% 3/01/21	03/01/2021	03/03/2016	02/01/2021	495,685.00	497,730.00	2,045.00	925.83	2.22	2.235502435	AA+	
3130AF4M6	Agencies	F H L B DEB 3.360% 10/18/22	10/18/2022	10/18/2018	04/18/2019	254,617.50	255,073.95	456.45	3,879.40	3.36	3.360000000	AA+	
3130AF5B9	Agencies	F H L B DEB 3.000% 10/12/21	10/12/2021	10/12/2018		619,597.00	630,676.40	11,079.40	8,731.67	3	2.957150884	AA+	
3134GBTL6	Agencies	F H L M C M T N 2.100% 6/29/22	06/29/2022	06/29/2017	06/29/2019	484,720.00	496,350.00	11,630.00	2,683.33	2.1	2.119970119	AA+	
3134GSQ57	Agencies	F H L M C M T N 3.000% 1/18/22	01/18/2022	01/18/2019	04/18/2019	260,000.00	260,026.00	26.00	1,581.67	3	3.000000000	AA+	
3136B1XP4	Mortgage-Backed	F N M A GTD REMIC 3.560% 9/25/21	09/25/2021	04/01/2018		171,269.83	170,928.76	-341.07	500.77	3.56	3.516535620	N/A	
3137BNN26	Mortgage-Backed	F H L M C MLTCL MTG 1.780% 7/25/19	07/25/2019	04/01/2016		24,489.09	24,353.58	-135.51	36.29	1.78	1.786451891	N/A	
3137EAE19	Agencies	F H L M C M T N 2.375% 2/16/21	02/16/2021	02/16/2018		508,653.60	510,494.70	1,841.10	1,514.06	2.38	2.375665186	AA+	
3137FGZN8	Mortgage-Backed	F H L M C MLTCL 2.53283% 2/25/23	02/25/2023	08/14/2018		185,391.78	185,078.47	-313.31	91.30	2.69	2.534125504	N/A	
3137FJXN4	Mortgage-Backed	F H L M C MLTCL 2.5795% 2/25/23	02/25/2023	10/31/2018		200,000.00	199,736.00	-264.00	100.31	2.74	2.579086946	N/A	
3137FJYA1	Mortgage-Backed	F H L M C MLTCL MTG 3.454% 5/25/23	05/25/2023	11/01/2018		350,587.74	357,560.08	6,972.34	1,009.14	3.45	3.389331161	N/A	
31846V203		FIRST AM GOVT OB FD CL Y				373,595.00	373,595.00	0.00	551.06		2.042978000		
419792YL4	Taxable Muni	HAWAII ST SER FX 2.770% 1/01/22	01/01/2022	02/21/2019		190,000.00	191,202.70	1,202.70	584.78	2.77	2.763312783	AA+	
43814PAC4	Asset-Backed	HONDA AUTO 1.790% 9/20/21	09/20/2021	09/29/2017		149,983.76	149,022.00	-961.76	96.96	1.79	1.801095146	AAA	
45750TAG8	Taxable Muni	INLAND VLY CA DEV 3.627% 3/01/20	03/01/2020	05/15/2014		231,523.54	231,922.80	399.26	695.18	3.63	3.600428835	AA	
46647PBB1	Credit	JPMORGAN CHASE CO 3.207% 4/01/23	04/01/2023	03/22/2019	04/01/2022	1,050,000.00	1,056,321.00	6,321.00	841.84	3.21	3.199321628	A-	
47787XAC1	Asset-Backed	JOHN DEERE OWNER 1.780% 4/15/21	04/15/2021	03/02/2017		206,749.96	205,788.93	-961.03	163.59	1.78	1.787130651	N/A	
47789JAD8	Asset-Backed	JOHN DEERE OWNER 2.910% 7/17/23	07/17/2023	03/13/2019		259,968.05	261,664.00	1,695.95	378.30	2.91	2.896905985	N/A	
478160CH5	Credit	JOHNSON JOHNSON 1.950% 11/10/20	11/10/2020	11/10/2017		249,732.50	248,105.00	-1,627.50	1,909.38	1.95	1.965230537	AAA	
544445AZ2	Taxable Muni	LOS ANGELES CA DEPT 2.092% 5/15/20	05/15/2020	12/06/2016		98,788.00	99,468.00	680.00	790.31	2.09	2.103971598	AA	
54465AGK2	Taxable Muni	LOS ANGELES CA 1.125% 9/01/19	09/01/2019	08/25/2016		266,868.00	268,377.30	1,509.30	253.13	1.13	1.130085384	AA	
58769DAD2	Asset-Backed	MERCEDES BENZ AUTO 1.790% 4/15/20	04/15/2020	04/26/2017		251,346.90	250,927.84	-419.06	199.96	1.79	1.792545414	AAA	
594918BV5	Credit	MICROSOFT CORP 1.850% 2/06/20	02/06/2020	02/06/2017		499,665.00	497,040.00	-2,625.00	1,413.19	1.85	1.859595513	AAA	
649791EJ5	Taxable Muni	NEW YORK ST REF SER 3.600% 9/01/19	09/01/2019	03/30/2011		504,884.94	501,720.00	-3,164.94	1,500.00	3.6	3.589876548	AA+	
65478BAD3	Asset-Backed	NISSAN AUTO LEASE 3.250% 9/15/21	09/15/2021	10/24/2018		199,982.52	201,552.00	1,569.48	288.89	3.25	3.223055258	AAA	
65478NAD7	Asset-Backed	NISSAN AUTO 3.220% 6/15/23	06/15/2023	12/12/2018		449,913.78	455,877.00	5,963.22	644.00	3.22	3.182981920	AAA	
65479BAD2	Asset-Backed	NISSAN AUTO LEASE 2.050% 9/15/20	09/15/2020	10/10/2017		219,961.57	219,298.20	-663.37	200.44	2.05	2.055405717	N/A	
65479KAD2	Asset-Backed	NISSAN AUTO 2.900% 10/16/23	10/16/2023	02/13/2019		319,951.52	322,368.00	2,416.48	412.44	2.9	2.882474555	N/A	
697379UD5	Taxable Muni	PALO ALTO CA 2.291% 8/01/20	08/01/2020	08/14/2012		321,873.50	324,324.00	2,450.50	1,240.96	2.29	2.297801492	AAA	
717081DU4	Credit	PFIZER INC 1.450% 6/03/19	06/03/2019	06/03/2016		249,715.00	249,522.50	-192.50	1,188.19	1.45	1.451771161	AA	
717081EM1	Credit	PFIZER INC 3.000% 9/15/21	09/15/2021	09/07/2018		249,662.50	254,015.00	4,352.50	333.33	3	2.970032373	AA	
742718EZ8	Credit	PROCTER GAMBLE CO 1.750% 10/25/19	10/25/2019	10/25/2017		149,947.50	149,257.50	-690.00	1,137.50	1.75	1.758900034	AA-	
76116FAE7	Agencies	RESOLUTION FD CORP STRIP 10/15/20	10/15/2020	10/15/1990	54	483,083.43	490,691.40	7,607.97	0.00	0	0.000000000	N/A	

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Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2019

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
						52,078,426.99	52,305,825.52	226,807.02	277,050.29			

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM										Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount				
01/02/2019			3133EHTJ2	INTEREST EARNED ON F F C B DEB 2.41925% 8/01/22 \$1 PV ON 230000.0000 SHARES DUE 1/1/2019	0.0000	0.000000	0.00	0.00	0.00	479.15	0.00	0.00	0.00		
01/02/2019	01/02/2019	01/02/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,563.6500	1.000000	0.00	0.00	0.00	-1,563.65	1,563.65	0.00	0.00		
01/02/2019			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 12/31/2018 INTEREST FROM 12/1/18 TO 12/31/18	0.0000	0.000000	0.00	0.00	0.00	542.75	0.00	0.00	0.00		
01/02/2019			797669XT0	INTEREST EARNED ON SAN FRANCISCO CA 2.169% 7/01/20 \$1 PV ON 100000.0000 SHARES DUE 1/1/2019	0.0000	0.000000	0.00	0.00	0.00	1,084.50	0.00	0.00	0.00		
01/03/2019	01/03/2019	01/03/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	542.7500	1.000000	0.00	0.00	0.00	-542.75	542.75	0.00	0.00		
01/07/2019			3133EHHX1	INTEREST EARNED ON F F C B 2.4595% 9/06/22 \$1 PV ON 260000.0000 SHARES DUE 1/6/2019	0.0000	0.000000	0.00	0.00	0.00	550.65	0.00	0.00	0.00		
01/07/2019	01/07/2019	01/07/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	550.6500	1.000000	0.00	0.00	0.00	-550.65	550.65	0.00	0.00		
01/14/2019			3133EHRD7	INTEREST EARNED ON F F C B DEB 2.51238% 7/13/22 \$1 PV ON 310000.0000 SHARES DUE 1/13/2019	0.0000	0.000000	0.00	0.00	0.00	670.67	0.00	0.00	0.00		
01/14/2019	01/14/2019	01/14/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	670.6700	1.000000	0.00	0.00	0.00	-670.67	670.67	0.00	0.00		
01/15/2019			161571HC1	INTEREST EARNED ON CHASE ISSUANCE TRUST 1.370% 6/15/21 \$1 PV ON 856.2500 SHARES DUE 1/15/2019 \$0.00114/PV ON 750,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	856.25	0.00	0.00	0.00		
01/15/2019			161571HC1	AMORTIZED PREMIUM ON CHASE ISSUANCE TRUST 1.370% 6/15/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-0.60	0.00	0.00		
01/15/2019	01/15/2019	01/15/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	91,308.8400	1.000000	0.00	0.00	0.00	-91,308.84	91,308.84	0.00	0.00		
01/15/2019			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 \$1 PV ON 404.9800 SHARES DUE 1/15/2019 \$0.00148/PV ON 273,017.23 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	404.98	0.00	0.00	0.00		
01/15/2019	01/15/2019	01/15/2019	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-22,698.3400	0.000000	0.00	0.00	0.00	22,698.34	-22,695.11	0.00	3.23		
01/15/2019			58769DAD2	INTEREST EARNED ON MERCEDES BENZ AUTO 1.790% 4/15/20 \$1 PV ON 551.9200 SHARES DUE 1/15/2019 \$0.00149/PV ON 370,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	551.92	0.00	0.00	0.00		
01/15/2019	01/15/2019	01/15/2019	58769DAD2	PAID DOWN PAR VALUE OF MERCEDES BENZ AUTO 1.790% 4/15/20	-32,913.0900	0.000000	0.00	0.00	0.00	32,913.09	-32,912.34	0.00	0.75		
01/15/2019			65478BAD3	INTEREST EARNED ON NISSAN AUTO LEASE 3.250% 9/15/21 \$1 PV ON 541.6700 SHARES DUE 1/15/2019 \$0.00271/PV ON 200,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	541.67	0.00	0.00	0.00		
01/15/2019			65478NAD7	INTEREST EARNED ON NISSAN AUTO 3.220% 6/15/23 \$1 PV ON 1328.2500 SHARES DUE 1/15/2019 \$0.00295/PV ON 450,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	1,328.25	0.00	0.00	0.00		
01/15/2019			65479BAD2	INTEREST EARNED ON NISSAN AUTO LEASE 2.050% 9/15/20 \$1 PV ON 375.8300 SHARES DUE 1/15/2019 \$0.00171/PV ON 220,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	375.83	0.00	0.00	0.00		
01/15/2019			89190BAD0	INTEREST EARNED ON TOYOTA AUTO 1.760% 7/15/21 \$1 PV ON 762.6700 SHARES DUE 1/15/2019 \$0.00147/PV ON 520,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	762.67	0.00	0.00	0.00		
01/15/2019			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 \$1 PV ON 487.3300 SHARES DUE 1/15/2019 \$0.00144/PV ON 338,031.39 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	487.33	0.00	0.00	0.00		
01/15/2019	01/15/2019	01/15/2019	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-26,091.1300	0.000000	0.00	0.00	0.00	26,091.13	-26,088.06	0.00	3.07		
01/15/2019			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 \$1 PV ON 198.3300 SHARES DUE 1/15/2019 \$0.00142/PV ON 140,000.00 PV DUE 1/15/19	0.0000	0.000000	0.00	0.00	0.00	198.33	0.00	0.00	0.00		
01/15/2019	01/15/2019	01/15/2019	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21	-817.8000	0.000000	0.00	0.00	0.00	817.80	-817.71	0.00	0.09		
01/15/2019			912828Y20	INTEREST EARNED ON U S TREASURY NT 2.625% 7/15/21 \$1 PV ON 250000.0000 SHARES DUE 1/15/2019	0.0000	0.000000	0.00	0.00	0.00	3,281.25	0.00	0.00	0.00		
01/18/2019	01/16/2019	01/18/2019	3133EHRD7	SOLD PAR VALUE OF F F C B DEB 2.51238% 7/13/22 J.P. MORGAN SECURITIES LLC/310,000 PAR VALUE AT 99.7652 %	-310,000.0000	0.997652	0.00	0.00	0.00	309,272.12	-310,000.00	0.00	-727.88		
01/18/2019		01/18/2019	3133EHRD7	RECEIVED ACCRUED INTEREST ON SALE OF F F C B DEB 2.51238% 7/13/22	0.0000	0.000000	0.00	0.00	0.00	111.69	0.00	0.00	0.00		
01/18/2019	01/16/2019	01/18/2019	3134GSQ57	PURCHASED PAR VALUE OF F H L M C M T N 3.000% 1/18/22 J.P. MORGAN SECURITIES LLC/260,000 PAR VALUE AT 100 %	260,000.0000	1.000000	0.00	0.00	0.00	-260,000.00	260,000.00	0.00	0.00		
01/18/2019	01/18/2019	01/18/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	309,607.5600	1.000000	0.00	0.00	0.00	-309,607.56	309,607.56	0.00	0.00		
01/18/2019	01/18/2019	01/18/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-260,000.0000	1.000000	0.00	0.00	0.00	260,000.00	-260,000.00	0.00	0.00		
01/18/2019			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 \$1 PV ON 223.7500 SHARES DUE 1/18/2019 \$0.00149/PV ON 150,000.00 PV DUE 1/18/19	0.0000	0.000000	0.00	0.00	0.00	223.75	0.00	0.00	0.00		
01/22/2019	01/18/2019	01/22/2019	010831DL6	SOLD PAR VALUE OF ALAMEDA CNTY CA JT 2.485% 6/01/19 /OPPENHEIMER & CO. INC./260,000 PAR VALUE AT 99.896 %	-260,000.0000	0.998960	0.00	0.00	0.00	259,729.60	-260,000.00	-270.40	0.00		
01/22/2019		01/22/2019	010831DL6	RECEIVED ACCRUED INTEREST ON SALE OF ALAMEDA CNTY CA JT 2.485% 6/01/19	0.0000	0.000000	0.00	0.00	0.00	915.31	0.00	0.00	0.00		
01/22/2019			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 \$1 PV ON 172.5000 SHARES DUE 1/20/2019 \$0.00173/PV ON 100,000.00 PV DUE 1/20/19	0.0000	0.000000	0.00	0.00	0.00	172.50	0.00	0.00	0.00		
01/22/2019			13063DAB4	AMORTIZED PREMIUM ON CALIFORNIA ST HIGH 1.593% 4/01/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-1.10	0.00	0.00		

Payden & Rygel Operating Portfolio Transaction Report Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM										Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount				
01/22/2019	01/17/2019	01/22/2019	13063DAB4	SOLD PAR VALUE OF CALIFORNIA ST HIGH 1.593% 4/01/19 /JANNEY MONTGOMERY SCOTT INC./350,000 PAR VALUE AT 99.778 %	-350,000.0000	0.997780	0.00	0.00	0.00	349,223.00	-350,002.61	0.00	-779.61		
01/22/2019		01/22/2019	13063DAB4	RECEIVED ACCRUED INTEREST ON SALE OF CALIFORNIA ST HIGH 1.593% 4/01/19	0.0000	0.000000	0.00	0.00	0.00	1,719.11	0.00	0.00	0.00		
01/22/2019	01/22/2019	01/22/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	933,950.0800	1.000000	0.00	0.00	0.00	-933,950.08	933,950.08	0.00	0.00		
01/22/2019	01/22/2019	01/22/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-929,105.4500	1.000000	0.00	0.00	0.00	929,105.45	-929,105.45	0.00	0.00		
01/22/2019	01/17/2019	01/22/2019	798170AB2	SOLD PAR VALUE OF SAN JOSE CA 2.098% 8/01/19 /STIFEL, NICOLAUS & CO.,INC./320,000 PAR VALUE AT 99.688 %	-320,000.0000	0.996880	0.00	0.00	0.00	319,001.60	-320,000.00	0.00	-998.40		
01/22/2019		01/22/2019	798170AB2	RECEIVED ACCRUED INTEREST ON SALE OF SAN JOSE CA 2.098% 8/01/19	0.0000	0.000000	0.00	0.00	0.00	3,188.96	0.00	0.00	0.00		
01/22/2019	01/17/2019	01/22/2019	9128285V8	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/15/22 /MLPFS INC/FIXED INCOME/930,000 PAR VALUE AT 99.85546882 %	930,000.0000	0.998555	0.00	0.00	0.00	-928,655.86	928,655.86	0.00	0.00		
01/22/2019		01/22/2019	9128285V8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/15/22	0.0000	0.000000	0.00	0.00	0.00	-449.59	0.00	0.00	0.00		
01/23/2019	01/23/2019	01/23/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-10,221.5100	1.000000	0.00	0.00	0.00	10,221.51	-10,221.51	0.00	0.00		
01/23/2019	01/18/2019	01/23/2019	544445AY5	SOLD PAR VALUE OF LOS ANGELES CA DEPT 1.750% 5/15/19 /RAYMOND JAMES/FI/100,000 PAR VALUE AT 99.695 %	-100,000.0000	0.996950	0.00	0.00	0.00	99,695.00	-100,000.00	0.00	-305.00		
01/23/2019		01/23/2019	544445AY5	RECEIVED ACCRUED INTEREST ON SALE OF LOS ANGELES CA DEPT 1.750% 5/15/19	0.0000	0.000000	0.00	0.00	0.00	330.56	0.00	0.00	0.00		
01/23/2019			90331HNJ8	INTEREST EARNED ON US BANK NA MTN 2.350% 1/23/20 \$1 PV ON 255000.0000 SHARES DUE 1/23/2019	0.0000	0.000000	0.00	0.00	0.00	2,996.25	0.00	0.00	0.00		
01/23/2019	01/18/2019	01/23/2019	9128285V8	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/15/22 /MLPFS INC/FIXED INCOME/1,300,000 PAR VALUE AT 99.68359385 %	1,300,000.0000	0.996836	0.00	0.00	0.00	-1,295,886.72	1,295,886.72	0.00	0.00		
01/23/2019		01/23/2019	9128285V8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/15/22	0.0000	0.000000	0.00	0.00	0.00	-718.23	0.00	0.00	0.00		
01/23/2019	01/18/2019	01/23/2019	912828Y46	SOLD PAR VALUE OF U S TREASURY NT 2.625% 7/31/20 /J.P. MORGAN SECURITIES LLC/780,000 PAR VALUE AT 99.96875 %	-780,000.0000	0.999688	0.00	0.00	0.00	779,756.25	-779,299.22	457.03	0.00		
01/23/2019		01/23/2019	912828Y46	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.625% 7/31/20	0.0000	0.000000	0.00	0.00	0.00	9,792.39	0.00	0.00	0.00		
01/23/2019	01/18/2019	01/23/2019	91412GD36	SOLD PAR VALUE OF UNIV OF CA 1.169% 5/15/19 /RAYMOND JAMES/FI/140,000 PAR VALUE AT 99.517 %	-140,000.0000	0.995170	0.00	0.00	0.00	139,323.80	-140,000.00	0.00	-676.20		
01/23/2019		01/23/2019	91412GD36	RECEIVED ACCRUED INTEREST ON SALE OF UNIV OF CA 1.169% 5/15/19	0.0000	0.000000	0.00	0.00	0.00	309.14	0.00	0.00	0.00		
01/23/2019	01/18/2019	01/23/2019	91412GWV3	SOLD PAR VALUE OF UNIV OF CA 2.003% 5/15/19 /RAYMOND JAMES/FI/250,000 PAR VALUE AT 99.772 %	-250,000.0000	0.997720	0.00	0.00	0.00	249,430.00	-250,000.00	0.00	-570.00		
01/23/2019		01/23/2019	91412GWV3	RECEIVED ACCRUED INTEREST ON SALE OF UNIV OF CA 2.003% 5/15/19	0.0000	0.000000	0.00	0.00	0.00	945.86	0.00	0.00	0.00		
01/23/2019			94988J5Q6	INTEREST EARNED ON WELLS FARGO MTN 2.97719% 7/23/21 \$1 PV ON 500000.0000 SHARES DUE 1/23/2019	0.0000	0.000000	0.00	0.00	0.00	3,804.19	0.00	0.00	0.00		
01/24/2019	01/22/2019	01/24/2019	06050TMH2	SOLD PAR VALUE OF BANK OF AMERICA NA 25.6138% 8/28/20 /RBC CAPITAL MARKETS, LLC/410,000 PAR VALUE AT 99.8953 %	-410,000.0000	0.998953	0.00	0.00	0.00	409,570.73	-410,000.00	-429.27	0.00		
01/24/2019		01/24/2019	06050TMH2	RECEIVED ACCRUED INTEREST ON SALE OF BANK OF AMERICA NA 25.6138% 8/28/20	0.0000	0.000000	0.00	0.00	0.00	1,919.46	0.00	0.00	0.00		
01/24/2019	01/24/2019	01/24/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	411,490.1900	1.000000	0.00	0.00	0.00	-411,490.19	411,490.19	0.00	0.00		
01/24/2019	01/24/2019	01/24/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,996.1000	1.000000	0.00	0.00	0.00	-3,996.10	3,996.10	0.00	0.00		
01/24/2019			91159HHQ6	INTEREST EARNED ON US BANCORP MTN 3.12738% 1/24/22 \$1 PV ON 500000.0000 SHARES DUE 1/24/2019	0.0000	0.000000	0.00	0.00	0.00	3,996.10	0.00	0.00	0.00		
01/24/2019			91159HHQ6	AMORTIZED PREMIUM ON US BANCORP MTN 3.12738% 1/24/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-70.40	0.00	0.00		
01/25/2019			05582QAD9	INTEREST EARNED ON BMW VEHICLE OWNER 1.160% 11/25/20 \$1 PV ON 199,3700 SHARES DUE 1/25/2019 \$0.00097/PV ON 206,244.64 PV DUE 1/25/19	0.0000	0.000000	0.00	0.00	0.00	199.37	0.00	0.00	0.00		
01/25/2019	01/25/2019	01/25/2019	05582QAD9	PAID DOWN PAR VALUE OF BMW VEHICLE OWNER 1.160% 11/25/20	-25,405.6800	0.000000	0.00	0.00	0.00	25,405.68	-25,405.57	0.00	0.11		
01/25/2019	01/22/2019	01/25/2019	06050TMJ8	PURCHASED PAR VALUE OF BANK OF AMERICA MTN 3.335% 1/25/23 /MLPFS INC/FIXED INCOME/520,000 PAR VALUE AT 100 %	520,000.0000	1.000000	0.00	0.00	0.00	-520,000.00	520,000.00	0.00	0.00		
01/25/2019			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON 185763.4400 SHARES DUE 1/25/2019 PEN PAYMENT	0.0000	0.000000	0.00	0.00	0.00	35.25	0.00	0.00	0.00		
01/25/2019			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON 551.1000 SHARES DUE 1/25/2019 \$0.00297/PV ON 185,763.44 PV DUE 1/25/19	0.0000	0.000000	0.00	0.00	0.00	551.10	0.00	0.00	0.00		
01/25/2019			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-71.29	0.00	0.00		
01/25/2019	01/25/2019	01/25/2019	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-10,620.0800	0.000000	0.00	0.00	0.00	10,620.08	-10,785.48	-165.40	0.00		
01/25/2019			3137BNN26	INTEREST EARNED ON F H L M C MLTCL MTG 1.780% 7/25/19 \$1 PV ON 41.6800 SHARES DUE 1/25/2019 \$0.00148/PV ON 28,100.89 PV DUE 1/25/19	0.0000	0.000000	0.00	0.00	0.00	41.68	0.00	0.00	0.00		
01/25/2019			3137BNN26	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 1.780% 7/25/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-5.69	0.00	0.00		
01/25/2019	01/25/2019	01/25/2019	3137BNN26	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 1.780% 7/25/19	-1,833.0900	0.000000	0.00	0.00	0.00	1,833.09	-1,835.89	0.00	-2.80		

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM											Short Term	Long Term
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Gain/Loss Amount	Gain/Loss Amount			
01/25/2019			3137FGZN8	INTEREST EARNED ON F H L M C MLTCL 2.63184% 2/25/23 \$1 PV ON 421.1200 SHARES DUE 1/25/2019 \$0.00219/PV ON 192,012.98 PV DUE 1/25/19	0.0000	0.000000	0.00	0.00	0.00	421.12	0.00	0.00	0.00			
01/25/2019			3137FJXN4	INTEREST EARNED ON F H L M C MLTCL 2.6835% 2/25/23 \$1 PV ON 200000.0000 SHARES DUE 1/25/2019	0.0000	0.000000	0.00	0.00	0.00	447.25	0.00	0.00	0.00			
01/25/2019			3137FJA1	INTEREST EARNED ON F H L M C MLTCL MTG 3.454% 5/25/23 \$1 PV ON 1188.2100 SHARES DUE 1/25/2019 \$0.00313/PV ON 379,101.79 PV DUE 1/25/19	0.0000	0.000000	0.00	0.00	0.00	1,188.21	0.00	0.00	0.00			
01/25/2019	01/25/2019	01/25/2019	3137FJA1	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 3.454% 5/25/23	-4,135.4600	0.000000	0.00	0.00	0.00	4,135.46	-4,135.35	0.11	0.00			
01/25/2019	01/25/2019	01/25/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	482.5000	1.000000	0.00	0.00	0.00	-482.50	482.50	0.00	0.00			
01/25/2019	01/25/2019	01/25/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-475,604.2100	1.000000	0.00	0.00	0.00	475,604.21	-475,604.21	0.00	0.00			
01/28/2019				TRUST FEES COLLECTED CHARGED FOR PERIOD 12/01/2018 THRU 12/31/2018 COLLECTED BY DISBURSEMENT	0.0000	0.000000	0.00	0.00	0.00	-538.61	0.00	0.00	0.00			
01/28/2019	01/28/2019	01/28/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-538.6100	1.000000	0.00	0.00	0.00	538.61	-538.61	0.00	0.00			
01/30/2019	01/30/2019	01/30/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	504,703.0900	1.000000	0.00	0.00	0.00	-504,703.09	504,703.09	0.00	0.00			
01/30/2019	01/28/2019	01/30/2019	90331HNJ8	SOLD PAR VALUE OF US BANK NA MTN 2.350% 1/23/20 /PERSHING LLC/255,000 PAR VALUE AT 99.532 %	-255,000.0000	0.995320	0.00	0.00	0.00	253,806.60	-254,885.25	0.00	-1,078.65			
01/30/2019		01/30/2019	90331HNJ8	RECEIVED ACCRUED INTEREST ON SALE OF US BANK NA MTN 2.350% 1/23/20	0.0000	0.000000	0.00	0.00	0.00	116.52	0.00	0.00	0.00			
01/30/2019			91159HHQ6	AMORTIZED PREMIUM ON US BANCORP MTN 3.12738% 1/24/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-20.36	0.00	0.00			
01/30/2019	01/28/2019	01/30/2019	91159HHQ6	SOLD PAR VALUE OF US BANCORP MTN 3.12738% 1/24/22 /US BANCORP INVESTMENTS INC./250,000 PAR VALUE AT 100.255 %	-250,000.0000	1.002550	0.00	0.00	0.00	250,637.50	-251,770.02	0.00	-1,132.52			
01/30/2019		01/30/2019	91159HHQ6	RECEIVED ACCRUED INTEREST ON SALE OF US BANCORP MTN 3.12738% 1/24/22	0.0000	0.000000	0.00	0.00	0.00	142.47	0.00	0.00	0.00			
01/31/2019	01/31/2019	01/31/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	13,781.2500	1.000000	0.00	0.00	0.00	-13,781.25	13,781.25	0.00	0.00			
01/31/2019			912828Y46	INTEREST EARNED ON U S TREASURY NT 2.625% 7/31/20 \$1 PV ON 1050000.0000 SHARES DUE 1/31/2019	0.0000	0.000000	0.00	0.00	0.00	13,781.25	0.00	0.00	0.00			
02/01/2019			3133EHTJ2	INTEREST EARNED ON F F C B DEB 2.67299% 8/01/22 \$1 PV ON 230000.0000 SHARES DUE 2/1/2019	0.0000	0.000000	0.00	0.00	0.00	512.94	0.00	0.00	0.00			
02/01/2019	02/01/2019	02/01/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-16.4600	1.000000	0.00	0.00	0.00	16.46	-16.46	0.00	0.00			
02/01/2019	02/01/2019	02/01/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	11,943.3300	1.000000	0.00	0.00	0.00	-11,943.33	11,943.33	0.00	0.00			
02/01/2019			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 1/31/2019 INTEREST FROM 1/1/19 TO 1/31/19	0.0000	0.000000	0.00	0.00	0.00	279.91	0.00	0.00	0.00			
02/01/2019			697379UD5	INTEREST EARNED ON PALO ALTO CA 2.291% 8/01/20 \$1 PV ON 325000.0000 SHARES DUE 2/1/2019	0.0000	0.000000	0.00	0.00	0.00	3,722.88	0.00	0.00	0.00			
02/01/2019			79770GGM2	INTEREST EARNED ON SAN FRANCISCO CITY 2.000% 8/01/20 \$1 PV ON 300000.0000 SHARES DUE 2/1/2019	0.0000	0.000000	0.00	0.00	0.00	3,000.00	0.00	0.00	0.00			
02/01/2019			798170AC0	INTEREST EARNED ON SAN JOSE CA REDEV 2.259% 8/01/20 \$1 PV ON 190000.0000 SHARES DUE 2/1/2019	0.0000	0.000000	0.00	0.00	0.00	2,146.05	0.00	0.00	0.00			
02/01/2019			882723UC1	INTEREST EARNED ON TEXAS ST REF WTR 2.036% 8/01/20 \$1 PV ON 250000.0000 SHARES DUE 2/1/2019	0.0000	0.000000	0.00	0.00	0.00	2,545.00	0.00	0.00	0.00			
02/01/2019			882723UC1	AMORTIZED PREMIUM ON TEXAS ST REF WTR 2.036% 8/01/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-46.05	0.00	0.00			
02/04/2019	02/04/2019	02/04/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-519,298.8900	1.000000	0.00	0.00	0.00	519,298.89	-519,298.89	0.00	0.00			
02/04/2019	01/28/2019	02/04/2019	90331HPA5	PURCHASED PAR VALUE OF US BANK NA MTN 3.000% 2/04/21 /US BANCORP INVESTMENTS INC./520,000 PAR VALUE AT 99.919 %	520,000.0000	0.999190	0.00	0.00	0.00	-519,578.80	519,578.80	0.00	0.00			
02/05/2019	02/05/2019	02/05/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	35,151.7000	1.000000	0.00	0.00	0.00	-35,151.70	35,151.70	0.00	0.00			
02/05/2019	02/01/2019	02/05/2019	912828SQ9	SOLD PAR VALUE OF U S TREASURY NT 2.750% 11/30/20 /CITIGROUP GLOBAL MARKETS INC./3,990,000 PAR VALUE AT 100.37422607 %	-3,990,000.0000	1.003742	0.00	0.00	0.00	4,004,931.62	-3,989,220.70	15,710.92	0.00			
02/05/2019		02/05/2019	912828SQ9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.750% 11/30/20	0.0000	0.000000	0.00	0.00	0.00	20,196.63	0.00	0.00	0.00			
02/05/2019	02/01/2019	02/05/2019	912828SX4	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/31/21 /CITIGROUP GLOBAL MARKETS INC./3,990,000 PAR VALUE AT 99.96488195 %	3,990,000.0000	0.999649	0.00	0.00	0.00	-3,988,598.79	3,988,598.79	0.00	0.00			
02/05/2019		02/05/2019	912828SX4	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/31/21	0.0000	0.000000	0.00	0.00	0.00	-1,377.76	0.00	0.00	0.00			
02/06/2019			3133EHHX1	INTEREST EARNED ON F F C B 2.59275% 9/06/22 \$1 PV ON 260000.0000 SHARES DUE 2/6/2019	0.0000	0.000000	0.00	0.00	0.00	580.49	0.00	0.00	0.00			
02/06/2019	02/06/2019	02/06/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,205.4900	1.000000	0.00	0.00	0.00	-5,205.49	5,205.49	0.00	0.00			
02/06/2019			594918BV5	INTEREST EARNED ON MICROSOFT CORP 1.850% 2/06/20 \$1 PV ON 500000.0000 SHARES DUE 2/6/2019	0.0000	0.000000	0.00	0.00	0.00	4,625.00	0.00	0.00	0.00			
02/07/2019	02/01/2019	02/07/2019	156549AA5	PURCHASED PAR VALUE OF CENTURY HOUSING CORP 3.824% 11/01/20 /MERRILL LYNCH,PIERCE,FENNER &/110,000 PAR VALUE AT 100 %	110,000.0000	1.000000	0.00	0.00	0.00	-110,000.00	110,000.00	0.00	0.00			
02/07/2019	02/07/2019	02/07/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-110,000.0000	1.000000	0.00	0.00	0.00	110,000.00	-110,000.00	0.00	0.00			
02/08/2019			161571HC1	AMORTIZED PREMIUM ON CHASE ISSUANCE TRUST 1.370% 6/15/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-0.87	0.00	0.00			
02/08/2019	02/06/2019	02/08/2019	161571HC1	SOLD PAR VALUE OF CHASE ISSUANCE TRUST 1.370% 6/15/21 /BARCLAYS CAPITAL INC. FIXED IN/750,000 PAR VALUE AT 99.50390667 %	-750,000.0000	0.995039	0.00	0.00	0.00	746,279.30	-750,005.65	0.00	-3,726.35			

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

Account Number: 00105090415				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
02/08/2019		02/08/2019	161571HC1	RECEIVED ACCRUED INTEREST ON SALE OF CHASE ISSUANCE TRUST 1.370% 6/15/21	0.0000	0.000000	0.00	0.00	0.00	656.46	0.00	0.00	0.00
02/08/2019			3133EJZD4	ACCREDITED DISCOUNT ON F F C B DEB 2.960% 9/13/21	0.0000	0.000000	0.00	0.00	0.00	0.00	1,079.00	0.00	0.00
02/08/2019	02/08/2019	02/08/2019	3133EJZD4	CURRENT YEAR MARKET DISCOUNT	0.0000	0.000000	0.00	0.00	0.00	0.00	0.00	0.00	0.00
02/08/2019	02/08/2019	02/08/2019	3133EJZD4	FULL CALL PAR VALUE OF F F C B DEB 2.960% 9/13/21 /CALLS/ INTEREST EARNED ON F F C B DEB 2.960% 9/13/21 \$1 PV ON 260000.0000 SHARES DUE 2/8/2019	-260,000.0000	1.000000	0.00	0.00	0.00	260,000.00	-260,000.00	0.00	0.00
02/08/2019			3133EJZD4	260000.0000 SHARES DUE 2/8/2019	0.0000	0.000000	0.00	0.00	0.00	3,099.78	0.00	0.00	0.00
02/08/2019	02/08/2019	02/08/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,099.7800	1.000000	0.00	0.00	0.00	-3,099.78	3,099.78	0.00	0.00
02/08/2019	02/08/2019	02/08/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	746,616.5400	1.000000	0.00	0.00	0.00	-746,616.54	746,616.54	0.00	0.00
02/08/2019	02/05/2019	02/08/2019	912828V8	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/15/22 /BMO CAPITAL MARKETS CORP/BONDS/260,000 PAR VALUE AT 99.95703077 %	260,000.0000	0.999570	0.00	0.00	0.00	-259,888.28	259,888.28	0.00	0.00
02/08/2019		02/08/2019	912828V8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/15/22	0.0000	0.000000	0.00	0.00	0.00	-430.94	0.00	0.00	0.00
02/13/2019	02/13/2019	02/13/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-659,889.5700	1.000000	0.00	0.00	0.00	659,889.57	-659,889.57	0.00	0.00
02/13/2019	02/05/2019	02/13/2019	65479KAD2	PURCHASED PAR VALUE OF NISSAN AUTO 2.900% 10/16/23 /MITSUBISHI UFJ SECURITIES USA/320,000 PAR VALUE AT 99.98485 %	320,000.0000	0.999849	0.00	0.00	0.00	-319,951.52	319,951.52	0.00	0.00
02/13/2019				PURCHASED PAR VALUE OF TOYOTA AUTO 2.910% 7/17/23 /MITSUBISHI UFJ SECURITIES USA/340,000 PAR VALUE AT 99.98177941 %	340,000.0000	0.999818	0.00	0.00	0.00	-339,938.05	339,938.05	0.00	0.00
02/14/2019	02/14/2019	02/14/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	255,340.9500	1.000000	0.00	0.00	0.00	-255,340.95	255,340.95	0.00	0.00
02/14/2019	02/12/2019	02/14/2019	88579YBA8	SOLD PAR VALUE OF 3M COMPANY MTN 3.000% 9/14/21 /PERSHING LLC/55,000 PAR VALUE AT 100.909 %	-55,000.0000	1.009090	0.00	0.00	0.00	55,499.95	-54,887.25	612.70	0.00
02/14/2019		02/14/2019	88579YBA8	RECEIVED ACCRUED INTEREST ON SALE OF 3M COMPANY MTN 3.000% 9/14/21	0.0000	0.000000	0.00	0.00	0.00	687.50	0.00	0.00	0.00
02/14/2019	02/12/2019	02/14/2019	88579YBA8	SOLD PAR VALUE OF 3M COMPANY MTN 3.000% 9/14/21 /MORGAN STANLEY & CO. LLC/195,000 PAR VALUE AT 100.88 %	-195,000.0000	1.008800	0.00	0.00	0.00	196,716.00	-194,600.25	2,115.75	0.00
02/14/2019		02/14/2019	88579YBA8	RECEIVED ACCRUED INTEREST ON SALE OF 3M COMPANY MTN 3.000% 9/14/21	0.0000	0.000000	0.00	0.00	0.00	2,437.50	0.00	0.00	0.00
02/15/2019			084664CK5	INTEREST EARNED ON BERKSHIRE HATHAWAY 1.300% 8/15/19 \$1 PV ON 160000.0000 SHARES DUE 2/15/2019	0.0000	0.000000	0.00	0.00	0.00	1,040.00	0.00	0.00	0.00
02/15/2019			17275RAE2	INTEREST EARNED ON CISCO SYSTEMS INC 4.950% 2/15/19 \$1 PV ON 360000.0000 SHARES DUE 2/15/2019	0.0000	0.000000	0.00	0.00	0.00	8,910.00	0.00	0.00	0.00
02/15/2019			17275RAE2	AMORTIZED PREMIUM ON CISCO SYSTEMS INC 4.950% 2/15/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-1,445.54	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	17275RAE2	MATURED PAR VALUE OF CISCO SYSTEMS INC 4.950% 2/15/19 360,000 PAR VALUE AT 100 %	-360,000.0000	1.000000	0.00	0.00	0.00	360,000.00	-360,000.00	0.00	0.00
02/15/2019	02/14/2019	02/15/2019	3133EHTJ2	SOLD PAR VALUE OF F F C B DEB 2.67299% 8/01/22 /CITIGROUP GLOBAL MARKETS INC./230,000 PAR VALUE AT 99.5349 %	-230,000.0000	0.995349	0.00	0.00	0.00	228,930.27	-230,000.00	0.00	-1,069.73
02/15/2019		02/15/2019	3133EHTJ2	RECEIVED ACCRUED INTEREST ON SALE OF F F C B DEB 2.67299% 8/01/22	0.0000	0.000000	0.00	0.00	0.00	230.69	0.00	0.00	0.00
02/15/2019	02/14/2019	02/15/2019	3133EHX1	SOLD PAR VALUE OF F F C B 2.59275% 9/06/22 /CITIGROUP GLOBAL MARKETS INC./260,000 PAR VALUE AT 99.5299 %	-260,000.0000	0.995299	0.00	0.00	0.00	258,777.74	-260,000.00	0.00	-1,222.26
02/15/2019		02/15/2019	3133EHX1	RECEIVED ACCRUED INTEREST ON SALE OF F F C B 2.59275% 9/06/22	0.0000	0.000000	0.00	0.00	0.00	168.55	0.00	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,207.5000	1.000000	0.00	0.00	0.00	-1,207.50	1,207.50	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,261,715.9100	1.000000	0.00	0.00	0.00	-1,261,715.91	1,261,715.91	0.00	0.00
02/15/2019			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 \$1 PV ON 371.3100 SHARES DUE 2/15/2019 \$0.00148/PV ON 250,318.89 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	371.31	0.00	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-27,279.3300	0.000000	0.00	0.00	0.00	27,279.33	-27,275.45	0.00	3.88
02/15/2019			58769DAD2	INTEREST EARNED ON MERCEDES BENZ AUTO 1.790% 4/15/20 \$1 PV ON 502.8200 SHARES DUE 2/15/2019 \$0.00149/PV ON 337,086.91 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	502.82	0.00	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	58769DAD2	PAID DOWN PAR VALUE OF MERCEDES BENZ AUTO 1.790% 4/15/20	-37,694.6100	0.000000	0.00	0.00	0.00	37,694.61	-37,693.75	0.00	0.86
02/15/2019			649791EV8	AMORTIZED PREMIUM ON NEW YORK ST SER B 3.600% 2/15/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-581.66	0.00	0.00
02/15/2019	02/15/2019	02/15/2019	649791EV8	MATURED PAR VALUE OF NEW YORK ST SER B 3.600% 2/15/19 250,000 PAR VALUE AT 100 %	-250,000.0000	1.000000	0.00	0.00	0.00	250,000.00	-250,000.00	0.00	0.00
02/15/2019			649791EV8	INTEREST EARNED ON NEW YORK ST SER B 3.600% 2/15/19 \$1 PV ON 250000.0000 SHARES DUE 2/15/2019	0.0000	0.000000	0.00	0.00	0.00	4,500.00	0.00	0.00	0.00
02/15/2019			65478BAD3	INTEREST EARNED ON NISSAN AUTO LEASE 3.250% 9/15/21 \$1 PV ON 541.6700 SHARES DUE 2/15/2019 \$0.00271/PV ON 200,000.00 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	541.67	0.00	0.00	0.00
02/15/2019			65478NAD7	INTEREST EARNED ON NISSAN AUTO 3.220% 6/15/23 \$1 PV ON 1207.5000 SHARES DUE 2/15/2019 \$0.00268/PV ON 450,000.00 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	1,207.50	0.00	0.00	0.00

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

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		
02/15/2019			65479BAD2	INTEREST EARNED ON NISSAN AUTO LEASE 2.050% 9/15/20 \$1 PV ON 375.8300 SHARES DUE 2/15/2019 \$0.00171/PV ON 220,000.00 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	375.83	0.00	0.00	0.00		
02/15/2019			89190BAD0	INTEREST EARNED ON TOYOTA AUTO 1.760% 7/15/21 \$1 PV ON 762.6700 SHARES DUE 2/15/2019 \$0.00147/PV ON 520,000.00 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	762.67	0.00	0.00	0.00		
02/15/2019	02/15/2019	02/15/2019	89190BAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.760% 7/15/21	-3,977.5900	0.000000	0.00	0.00	0.00	3,977.59	-3,977.28	0.00	0.31		
02/15/2019			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 \$1 PV ON 449.7100 SHARES DUE 2/15/2019 \$0.00144/PV ON 311,940.26 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	449.71	0.00	0.00	0.00		
02/15/2019	02/15/2019	02/15/2019	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-26,473.5400	0.000000	0.00	0.00	0.00	26,473.54	-26,470.42	0.00	3.12		
02/15/2019			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 \$1 PV ON 197.1700 SHARES DUE 2/15/2019 \$0.00142/PV ON 139,182.20 PV DUE 2/15/19	0.0000	0.000000	0.00	0.00	0.00	197.17	0.00	0.00	0.00		
02/15/2019	02/15/2019	02/15/2019	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21	-12,991.1600	0.000000	0.00	0.00	0.00	12,991.16	-12,989.79	0.00	1.37		
02/15/2019			912828Q2	INTEREST EARNED ON U S TREASURY NT 1.500% 8/15/20 \$1 PV ON 1458000.0000 SHARES DUE 2/15/2019	0.0000	0.000000	0.00	0.00	0.00	10,935.00	0.00	0.00	0.00		
02/15/2019			912828W7	INTEREST EARNED ON U S TREASURY NT 2.750% 8/15/21 \$1 PV ON 1935000.0000 SHARES DUE 2/15/2019	0.0000	0.000000	0.00	0.00	0.00	26,606.25	0.00	0.00	0.00		
02/15/2019			912828W7	AMORTIZED PREMIUM ON U S TREASURY NT 2.750% 8/15/21	0.0000	0.000000	0.00	0.00	0.00	0.00	-109.64	0.00	0.00		
02/19/2019			3137EAE19	INTEREST EARNED ON F H L M C M T N 2.375% 2/16/21 \$1 PV ON 510000.0000 SHARES DUE 2/16/2019	0.0000	0.000000	0.00	0.00	0.00	6,056.25	0.00	0.00	0.00		
02/19/2019	02/19/2019	02/19/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-980,614.7200	1.000000	0.00	0.00	0.00	980,614.72	-980,614.72	0.00	0.00		
02/19/2019			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 \$1 PV ON 223.7500 SHARES DUE 2/18/2019 \$0.00149/PV ON 150,000.00 PV DUE 2/18/19	0.0000	0.000000	0.00	0.00	0.00	223.75	0.00	0.00	0.00		
02/19/2019			857477AS2	INTEREST EARNED ON STATE STREET CORP 2.550% 8/18/20 \$1 PV ON 788000.0000 SHARES DUE 2/18/2019	0.0000	0.000000	0.00	0.00	0.00	10,047.00	0.00	0.00	0.00		
02/19/2019			857477AS2	AMORTIZED PREMIUM ON STATE STREET CORP 2.550% 8/18/20	0.0000	0.000000	0.00	0.00	0.00	0.00	-388.20	0.00	0.00		
02/19/2019	02/14/2019	02/19/2019	912828S7	SOLD PAR VALUE OF U S TREASURY NT 2.625% 12/15/21 /NOMURA SECURITIES/FIX INCOME/520,000 PAR VALUE AT 100.42642885 %	-520,000.0000	1.004264	0.00	0.00	0.00	522,217.43	-518,090.63	4,126.80	0.00		
02/19/2019		02/19/2019	912828S7	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.625% 12/15/21	0.0000	0.000000	0.00	0.00	0.00	2,475.00	0.00	0.00	0.00		
02/19/2019	02/15/2019	02/19/2019	912828X4	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/31/21 /MLPFS INC/FIXED INCOME/1,000,000 PAR VALUE AT 99.969085 %	1,000,000.0000	0.999691	0.00	0.00	0.00	-999,690.85	999,690.85	0.00	0.00		
02/19/2019		02/19/2019	912828X4	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/31/21	0.0000	0.000000	0.00	0.00	0.00	-1,312.15	0.00	0.00	0.00		
02/19/2019	02/14/2019	02/19/2019	912828C9	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 2/15/22 /NOMURA SECURITIES/FIX INCOME/520,000 PAR VALUE AT 100.09375 %	520,000.0000	1.000938	0.00	0.00	0.00	-520,487.50	520,487.50	0.00	0.00		
02/19/2019		02/19/2019	912828C9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 2/15/22	0.0000	0.000000	0.00	0.00	0.00	-143.65	0.00	0.00	0.00		
02/20/2019			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 \$1 PV ON 172.5000 SHARES DUE 2/20/2019 \$0.00173/PV ON 100,000.00 PV DUE 2/20/19	0.0000	0.000000	0.00	0.00	0.00	172.50	0.00	0.00	0.00		
02/20/2019	02/20/2019	02/20/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	172.5000	1.000000	0.00	0.00	0.00	-172.50	172.50	0.00	0.00		
02/21/2019	02/21/2019	02/21/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-190,000.0000	1.000000	0.00	0.00	0.00	190,000.00	-190,000.00	0.00	0.00		
02/21/2019	02/07/2019	02/21/2019	419792YL4	PURCHASED PAR VALUE OF HAWAII ST SER FX 2.770% 1/01/22 /MERRILL LYNCH,PIERCE,FENNER &/190,000 PAR VALUE AT 100 %	190,000.0000	1.000000	0.00	0.00	0.00	-190,000.00	190,000.00	0.00	0.00		
02/22/2019	02/22/2019	02/22/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-249,913.0900	1.000000	0.00	0.00	0.00	249,913.09	-249,913.09	0.00	0.00		
02/22/2019	02/12/2019	02/22/2019	88579YBF7	PURCHASED PAR VALUE OF 3M COMPANY MTN 2.750% 3/01/22 /MORGAN STANLEY & CO. LLC/250,000 PAR VALUE AT 99.953 %	250,000.0000	0.999530	0.00	0.00	0.00	-249,882.50	249,882.50	0.00	0.00		
02/22/2019			912828X4	FED BASIS OF U S TREASURY NT 2.500% 1/31/21 ADJUSTED BY - 40.88 FIXED FEDRL TX CST FROM \$260908.34 TO \$260867.46	0.0000	0.000000	0.00	0.00	0.00	0.00	-40.88	0.00	0.00		
02/22/2019			912828X4	FED BASIS OF U S TREASURY NT 2.500% 1/31/21 ADJUSTED BY 40.88 FIXED FEDRL TX CST FROM \$260919.31 TO \$260960.19	0.0000	0.000000	0.00	0.00	0.00	0.00	40.88	0.00	0.00		
02/22/2019	02/21/2019	02/22/2019	912828X4	SOLD PAR VALUE OF U S TREASURY NT 2.500% 1/31/21 /CITADEL SECURITIES LLC/261,000 PAR VALUE AT 99.94921839 %	-261,000.0000	0.999492	0.00	0.00	0.00	260,867.46	-260,867.46	0.00	0.00		
02/22/2019		02/22/2019	912828X4	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.500% 1/31/21	0.0000	0.000000	0.00	0.00	0.00	396.55	0.00	0.00	0.00		
02/22/2019	02/21/2019	02/22/2019	912828S9	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 1/31/24 /CITADEL SECURITIES LLC/261,000 PAR VALUE AT 99.9609387 %	261,000.0000	0.999609	0.00	0.00	0.00	-260,898.05	260,898.05	0.00	0.00		
02/22/2019		02/22/2019	912828S9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 1/31/24	0.0000	0.000000	0.00	0.00	0.00	-396.55	0.00	0.00	0.00		
02/25/2019				TRUST FEES COLLECTED CHARGED FOR PERIOD 01/01/2019 THRU 01/31/2019 COLLECTED BY DISBURSEMENT	0.0000	0.000000	0.00	0.00	0.00	-539.97	0.00	0.00	0.00		
02/25/2019			037833BS8	INTEREST EARNED ON APPLE INC 2.250% 2/23/21 \$1 PV ON 500000.0000 SHARES DUE 2/23/2019	0.0000	0.000000	0.00	0.00	0.00	5,625.00	0.00	0.00	0.00		

Payden & Rygel Operating Portfolio Transaction Report Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM									
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
02/25/2019			05582QAD9	INTEREST EARNED ON BMW VEHICLE OWNER 1.160% 11/25/20 \$1 PV ON 174.8100 SHARES DUE 2/25/2019 \$0.00097/PV ON 180,838.96 PV DUE 2/25/19	0.0000	0.000000	0.00	0.00	0.00	174.81	0.00	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	05582QAD9	PAID DOWN PAR VALUE OF BMW VEHICLE OWNER 1.160% 11/25/20	-25,327.8000	0.000000	0.00	0.00	0.00	25,327.80	-25,327.69	0.00	0.11
02/25/2019			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON 519.5900 SHARES DUE 2/25/2019 \$0.00297/PV ON 175,143.36 PV DUE 2/25/19	0.0000	0.000000	0.00	0.00	0.00	519.59	0.00	0.00	0.00
02/25/2019			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21	0.0000	0.000000	0.00	0.00	0.00	0.00	-86.81	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	3136B1XP4	CURRENT YEAR AMORTIZATION	-2,910.4100	0.000000	0.00	0.00	0.00	2,910.41	-2,954.29	-43.88	0.00
02/25/2019			3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	0.0000	0.000000	0.00	0.00	0.00	9.38	0.00	0.00	0.00
02/25/2019			3137BNN26	INTEREST EARNED ON F H L M C MLTCL MTG 1.780% 7/25/19 \$1 PV ON 38.9600 SHARES DUE 2/25/2019 \$0.00148/PV ON 26,267.80 PV DUE 2/25/19	0.0000	0.000000	0.00	0.00	0.00	38.96	0.00	0.00	0.00
02/25/2019			3137BNN26	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 1.780% 7/25/19	0.0000	0.000000	0.00	0.00	0.00	0.00	-6.87	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	3137BNN26	CURRENT YEAR AMORTIZATION	-49.9000	0.000000	0.00	0.00	0.00	49.90	-49.96	0.00	-0.06
02/25/2019			3137FGZN8	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 1.780% 7/25/19	0.0000	0.000000	0.00	0.00	0.00	446.87	0.00	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	3137FGZN8	INTEREST EARNED ON F H L M C MLTCL 2.79278% 2/25/23 \$1 PV ON 446.8700 SHARES DUE 2/25/2019 \$0.00233/PV ON 192,012.98 PV DUE 2/25/19	-6,621.2000	10.775615	0.00	0.00	0.00	6,621.20	-6,621.20	0.00	0.00
02/25/2019			3137FJXN4	INTEREST EARNED ON F H L M C MLTCL 2.84445% 2/25/23 \$1 PV ON 200000.0000 SHARES DUE 2/25/2019	0.0000	0.000000	0.00	0.00	0.00	474.07	0.00	0.00	0.00
02/25/2019			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL MTG 3.454% 5/25/23 \$1 PV ON 1597.5600 SHARES DUE 2/25/2019 \$0.00426/PV ON 374,966.33 PV DUE 2/25/19	0.0000	0.000000	0.00	0.00	0.00	1,597.56	0.00	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 3.454% 5/25/23	-17,169.3100	0.000000	0.00	0.00	0.00	17,169.31	-17,168.85	0.46	0.00
02/25/2019	02/25/2019	02/25/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	52,873.3700	1.000000	0.00	0.00	0.00	-52,873.37	52,873.37	0.00	0.00
02/25/2019	02/25/2019	02/25/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	7,551.5200	1.000000	0.00	0.00	0.00	-7,551.52	7,551.52	0.00	0.00
02/27/2019	02/27/2019	02/27/2019	3134GSWC5	FULL CALL PAR VALUE OF F H L M C M T N 2.900% 8/27/21 /CALLS/	-510,000.0000	1.000000	0.00	0.00	0.00	510,000.00	-510,000.00	0.00	0.00
02/27/2019			3134GSWC5	INTEREST EARNED ON F H L M C M T N 2.900% 8/27/21 \$1 PV ON 510000.0000 SHARES DUE 2/27/2019	0.0000	0.000000	0.00	0.00	0.00	7,395.00	0.00	0.00	0.00
02/27/2019	02/27/2019	02/27/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	517,395.0000	1.000000	0.00	0.00	0.00	-517,395.00	517,395.00	0.00	0.00
02/28/2019	02/28/2019	02/28/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	77,634.3800	1.000000	0.00	0.00	0.00	-77,634.38	77,634.38	0.00	0.00
02/28/2019			9128284Y3	INTEREST EARNED ON U S TREASURY NT 2.625% 8/31/20 \$1 PV ON 5915000.0000 SHARES DUE 2/28/2019	0.0000	0.000000	0.00	0.00	0.00	77,634.38	0.00	0.00	0.00
03/01/2019			13063BFS6	INTEREST EARNED ON CALIFORNIA ST BUILD 6.650% 3/01/22 \$1 PV ON 425000.0000 SHARES DUE 3/1/2019	0.0000	0.000000	0.00	0.00	0.00	14,131.25	0.00	0.00	0.00
03/01/2019			13063BFS6	AMORTIZED PREMIUM ON CALIFORNIA ST BUILD 6.650% 3/01/22	0.0000	0.000000	0.00	0.00	0.00	0.00	-2,593.27	0.00	0.00
03/01/2019			30231GAV4	CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	5,555.00	0.00	0.00	0.00
03/01/2019	03/01/2019	03/01/2019	31846V203	INTEREST EARNED ON EXXON MOBIL 2.222% 3/01/21 \$1 PV ON 500000.0000 SHARES DUE 3/1/2019	-747,819.3300	1.000000	0.00	0.00	0.00	747,819.33	-747,819.33	0.00	0.00
03/01/2019			31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	0.0000	0.000000	0.00	0.00	0.00	1,060.28	0.00	0.00	0.00
03/01/2019			45750TAG8	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 2/28/2019 INTEREST FROM 2/1/19 TO 2/28/19	0.0000	0.000000	0.00	0.00	0.00	4,171.05	0.00	0.00	0.00
03/01/2019			45750TAG8	INTEREST EARNED ON INLAND VLY CA DEV 3.627% 3/01/20 \$1 PV ON 230000.0000 SHARES DUE 3/1/2019	0.0000	0.000000	0.00	0.00	0.00	0.00	-242.56	0.00	0.00
03/01/2019			54465AGK2	AMORTIZED PREMIUM ON INLAND VLY CA DEV 3.627% 3/01/20	0.0000	0.000000	0.00	0.00	0.00	1,518.75	0.00	0.00	0.00
03/01/2019			649791EJ5	CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	9,000.00	0.00	0.00	0.00
03/01/2019			649791EJ5	INTEREST EARNED ON LOS ANGELES CA 1.125% 9/01/19 \$1 PV ON 270000.0000 SHARES DUE 3/1/2019	0.0000	0.000000	0.00	0.00	0.00	0.00	-1,611.06	0.00	0.00
03/01/2019			801096AP3	INTEREST EARNED ON NEW YORK ST REF SER 3.600% 9/01/19 \$1 PV ON 500000.0000 SHARES DUE 3/1/2019	0.0000	0.000000	0.00	0.00	0.00	2,520.65	0.00	0.00	0.00
03/01/2019			9128286D7	AMORTIZED PREMIUM ON NEW YORK ST REF SER 3.600% 9/01/19	0.0000	0.000000	0.00	0.00	0.00	-53.33	0.00	0.00	0.00
03/01/2019	02/28/2019	03/01/2019	9128286D7	CURRENT YEAR AMORTIZATION	785,000.0000	0.999570	0.00	0.00	0.00	-784,662.70	784,662.70	0.00	0.00
03/01/2019	03/01/2019	03/01/2019	9128286D7	INTEREST EARNED ON SANTA ANA CA CMNTY 3.346% 9/01/21 \$1 PV ON 240000.0000 SHARES DUE 3/1/2019	0.0000	0.000000	0.00	0.00	0.00	-53.33	0.00	0.00	0.00
03/04/2019			166764AU4	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 2/28/21 /BMO CAPITAL MARKETS CORP/BONDS/785,000 PAR VALUE AT 99.95703185 %	0.0000	0.000000	0.00	0.00	0.00	4,130.55	0.00	0.00	0.00
03/04/2019			166764AU4	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 2/28/21	0.0000	0.000000	0.00	0.00	0.00	0.00	-199.24	0.00	0.00
03/04/2019	03/04/2019	03/04/2019	31846V203	INTEREST EARNED ON CHEVRON CORP 3.26813% 3/03/22 \$1 PV ON 500000.0000 SHARES DUE 3/3/2019	0.0000	0.000000	0.00	0.00	0.00	-5,190.83	5,190.83	0.00	0.00
03/06/2019	03/06/2019	03/06/2019	31846V203	AMORTIZED PREMIUM ON CHEVRON CORP 3.26813% 3/03/22	1,735.0400	1.000000	0.00	0.00	0.00	-1,735.04	1,735.04	0.00	0.00
03/06/2019	03/04/2019	03/06/2019	9128285S5	CURRENT YEAR AMORTIZATION	-480,000.00	0.998752	0.00	0.00	0.00	479,400.99	-479,793.75	-392.76	0.00
				PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,190.8300	1.000000	0.00	0.00	0.00	-5,190.83	5,190.83	0.00	0.00
				PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,735.0400	1.000000	0.00	0.00	0.00	-1,735.04	1,735.04	0.00	0.00
				SOLD PAR VALUE OF U S TREASURY NT 2.500% 12/31/20 /MLPFS	0.0000	0.000000	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				INC/FIXED INCOME/480,000 PAR VALUE AT 99.87520625 %	-480,000.00	0.998752	0.00	0.00	0.00	479,400.99	-479,793.75	-392.76	0.00

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

Account Number: 00105090415				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
03/06/2019		03/06/2019	9128285S5	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.500% 12/31/20	0.0000	0.000000	0.00	0.00	0.00	2,154.70	0.00	0.00	0.00
03/06/2019	03/04/2019	03/06/2019	9128286D7	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 2/28/21 /MLPFS INC/FIXED INCOME/480,000 PAR VALUE AT 99.921875 %	480,000.0000	0.999219	0.00	0.00	0.00	-479,625.00	479,625.00	0.00	0.00
03/06/2019		03/06/2019	9128286D7	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 2/28/21	0.0000	0.000000	0.00	0.00	0.00	-195.65	0.00	0.00	0.00
03/07/2019	03/07/2019	03/07/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-126,996.9000	1.000000	0.00	0.00	0.00	126,996.90	-126,996.90	0.00	0.00
03/07/2019	03/05/2019	03/07/2019	9128286C9	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 2/15/22 /J.P. MORGAN SECURITIES LLC/655,000 PAR VALUE AT 99.92187481 %	655,000.0000	0.999219	0.00	0.00	0.00	-654,488.28	654,488.28	0.00	0.00
03/07/2019		03/07/2019	9128286C9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 2/15/22	0.0000	0.000000	0.00	0.00	0.00	-904.70	0.00	0.00	0.00
03/07/2019	03/05/2019	03/07/2019	9128286D7	PURCHASED PAR VALUE OF U S TREASURY NT 2.500% 2/28/21 /J.P. MORGAN SECURITIES LLC/525,000 PAR VALUE AT 99.90624952 %	525,000.0000	0.999063	0.00	0.00	0.00	-524,507.81	524,507.81	0.00	0.00
03/07/2019		03/07/2019	9128286D7	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.500% 2/28/21	0.0000	0.000000	0.00	0.00	0.00	-249.66	0.00	0.00	0.00
03/07/2019	03/05/2019	03/07/2019	912828Y46	SOLD PAR VALUE OF U S TREASURY NT 2.625% 7/31/20 /BMO CAPITAL MARKETS CORP/BONDS/1,050,000 PAR VALUE AT 100.04654 %	-1,050,000.0000	1.000465	0.00	0.00	0.00	1,050,488.67	-1,049,056.64	1,432.03	0.00
03/07/2019		03/07/2019	912828Y46	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.625% 7/31/20	0.0000	0.000000	0.00	0.00	0.00	2,664.88	0.00	0.00	0.00
03/12/2019	03/12/2019	03/12/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	415,986.0700	1.000000	0.00	0.00	0.00	-415,986.07	415,986.07	0.00	0.00
03/12/2019			912828Y43	ACCREDITED DISCOUNT ON U S TREASURY NT 2.625% 8/31/20 MARKET DISCOUNT	0.0000	0.000000	0.00	0.00	0.00	0.00	162.38	0.00	0.00
03/12/2019	03/11/2019	03/12/2019	912828Y43	SOLD PAR VALUE OF U S TREASURY NT 2.625% 8/31/20 /NOMURA SECURITIES/FIX INCOME/415,000 PAR VALUE AT 100.15200964 %	-415,000.0000	1.001520	0.00	0.00	0.00	415,630.84	-415,190.23	440.61	0.00
03/12/2019		03/12/2019	912828Y43	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.625% 8/31/20	0.0000	0.000000	0.00	0.00	0.00	355.23	0.00	0.00	0.00
03/13/2019	03/13/2019	03/13/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-259,968.0500	1.000000	0.00	0.00	0.00	259,968.05	-259,968.05	0.00	0.00
03/13/2019	03/05/2019	03/13/2019	47789JAD8	PURCHASED PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23 /CITIGROUP GLOBAL MARKETS INC./260,000 PAR VALUE AT 99.98771154 %	260,000.0000	0.999877	0.00	0.00	0.00	-259,968.05	259,968.05	0.00	0.00
03/15/2019			053015AD5	INTEREST EARNED ON AUTOMATIC DATA 2.250% 9/15/20 \$1 PV ON 450000.0000 SHARES DUE 3/15/2019	0.0000	0.000000	0.00	0.00	0.00	5,062.50	0.00	0.00	0.00
03/15/2019			053015AD5	AMORTIZED PREMIUM ON AUTOMATIC DATA 2.250% 9/15/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-418.79	0.00	0.00
03/15/2019			084670BQ0	INTEREST EARNED ON BERKSHIRE HATHAWAY 2.200% 3/15/21 \$1 PV ON 471000.0000 SHARES DUE 3/15/2019	0.0000	0.000000	0.00	0.00	0.00	5,181.00	0.00	0.00	0.00
03/15/2019	03/15/2019	03/15/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	162,151.1700	1.000000	0.00	0.00	0.00	-162,151.17	162,151.17	0.00	0.00
03/15/2019			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 \$1 PV ON 330.8400 SHARES DUE 3/15/2019 \$0.00148/PV ON 223,039.56 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	330.84	0.00	0.00	0.00
03/15/2019	03/15/2019	03/15/2019	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-16,260.1600	1.519346	0.00	0.00	0.00	16,260.16	-16,257.84	0.00	2.32
03/15/2019			58769DAD2	INTEREST EARNED ON MERCEDES BENZ AUTO 1.790% 4/15/20 \$1 PV ON 446.5900 SHARES DUE 3/15/2019 \$0.00149/PV ON 299,392.30 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	446.59	0.00	0.00	0.00
03/15/2019	03/15/2019	03/15/2019	58769DAD2	PAID DOWN PAR VALUE OF MERCEDES BENZ AUTO 1.790% 4/15/20	-48,039.6700	0.514259	0.00	0.00	0.00	48,039.67	-48,038.57	0.00	1.10
03/15/2019			65478BAD3	INTEREST EARNED ON NISSAN AUTO LEASE 3.250% 9/15/21 \$1 PV ON 541.6700 SHARES DUE 3/15/2019 \$0.00271/PV ON 200,000.00 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	541.67	0.00	0.00	0.00
03/15/2019			65478NAD7	INTEREST EARNED ON NISSAN AUTO 3.220% 6/15/23 \$1 PV ON 1207.5000 SHARES DUE 3/15/2019 \$0.00268/PV ON 450,000.00 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	1,207.50	0.00	0.00	0.00
03/15/2019			65479BAD2	INTEREST EARNED ON NISSAN AUTO LEASE 2.050% 9/15/20 \$1 PV ON 375.8300 SHARES DUE 3/15/2019 \$0.00171/PV ON 220,000.00 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	375.83	0.00	0.00	0.00
03/15/2019			65479KAD2	INTEREST EARNED ON NISSAN AUTO 2.900% 10/16/23 \$1 PV ON 824.8900 SHARES DUE 3/15/2019 \$0.00258/PV ON 320,000.00 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	824.89	0.00	0.00	0.00
03/15/2019			717081EM1	INTEREST EARNED ON PFIZER INC 3.000% 9/15/21 \$1 PV ON 250000.0000 SHARES DUE 3/15/2019	0.0000	0.000000	0.00	0.00	0.00	3,916.67	0.00	0.00	0.00
03/15/2019			89190BAD0	INTEREST EARNED ON TOYOTA AUTO 1.760% 7/15/21 \$1 PV ON 756.8300 SHARES DUE 3/15/2019 \$0.00147/PV ON 516,022.41 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	756.83	0.00	0.00	0.00
03/15/2019	03/15/2019	03/15/2019	89190BAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.760% 7/15/21	-34,527.5500	0.715510	0.00	0.00	0.00	34,527.55	-34,524.90	0.00	2.65
03/15/2019			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 \$1 PV ON 411.5500 SHARES DUE 3/15/2019 \$0.00144/PV ON 285,466.72 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	411.55	0.00	0.00	0.00
03/15/2019	03/15/2019	03/15/2019	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-24,207.0500	1.020563	0.00	0.00	0.00	24,207.05	-24,204.20	0.00	2.85

Payden & Rygel Operating Portfolio Transaction Report Quarter ended March 31, 2019

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM										Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount				
03/15/2019			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 \$1 PV ON 879.4700 SHARES DUE 3/15/2019 \$0.00259/PV ON 340,000.00 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	879.47	0.00	0.00	0.00		
03/15/2019			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 \$1 PV ON 178.7700 SHARES DUE 3/15/2019 \$0.00142/PV ON 126,191.04 PV DUE 3/15/19	0.0000	0.000000	0.00	0.00	0.00	178.77	0.00	0.00	0.00		
03/15/2019	03/15/2019	03/15/2019	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21	-11,990.1300	2.060429	0.00	0.00	0.00	11,990.13	-11,988.87	0.00	1.26		
03/15/2019			9128285A4	INTEREST EARNED ON U S TREASURY NT 2.750% 9/15/21 \$1 PV ON 510000.0000 SHARES DUE 3/15/2019	0.0000	0.000000	0.00	0.00	0.00	7,012.50	0.00	0.00	0.00		
03/18/2019	03/18/2019	03/18/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y 223.7500 SHARES DUE 3/18/2019 \$0.00149/PV ON 150,000.00 PV DUE 3/18/19	223.7500	1.000000	0.00	0.00	0.00	-223.75	223.75	0.00	0.00		
03/18/2019			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 \$1 PV ON 223.7500 SHARES DUE 3/18/2019 \$0.00149/PV ON 150,000.00 PV DUE 3/18/19	0.0000	0.000000	0.00	0.00	0.00	223.75	0.00	0.00	0.00		
03/19/2019	03/19/2019	03/19/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y 854,348.8100	854,348.8100	1.000000	0.00	0.00	0.00	-854,348.81	854,348.81	0.00	0.00		
03/19/2019			48125LRJ3	AMORTIZED PREMIUM ON JP MORGAN MTN 2.92506% 9/23/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-775.60	0.00	0.00		
03/19/2019	03/15/2019	03/19/2019	48125LRJ3	SOLD PAR VALUE OF JP MORGAN MTN 2.92506% 9/23/19/WELLS FARGO SECURITIES, LLC/845,000 PAR VALUE AT 100.219 %	-845,000.0000	1.002190	0.00	0.00	0.00	846,850.55	-846,872.81	0.00	-22.26		
03/19/2019		03/19/2019	48125LRJ3	RECEIVED ACCRUED INTEREST ON SALE OF JP MORGAN MTN 2.92506% 9/23/19	0.0000	0.000000	0.00	0.00	0.00	6,810.91	0.00	0.00	0.00		
03/19/2019	03/15/2019	03/19/2019	80168FMA1	PURCHASED PAR VALUE OF SANTA CLARA VLY CA 2.387% 6/01/21 /NATIONAL FINANCIAL SERVICES CO/400,000 PAR VALUE AT 99.439 %	400,000.0000	0.994390	0.00	0.00	0.00	-397,756.00	397,756.00	0.00	0.00		
03/19/2019		03/19/2019	80168FMA1	PAID ACCRUED INTEREST ON PURCHASE OF SANTA CLARA VLY CA 2.387% 6/01/21	0.0000	0.000000	0.00	0.00	0.00	-2,864.40	0.00	0.00	0.00		
03/19/2019	03/15/2019	03/19/2019	9128284Y3	SOLD PAR VALUE OF U S TREASURY NT 2.625% 8/31/20 /NATWEST MKTS SECS/FIXED INCOME/400,000 PAR VALUE AT 100.1914075 %	-400,000.0000	1.001914	0.00	0.00	0.00	400,765.63	-399,796.87	968.76	0.00		
03/19/2019		03/19/2019	9128284Y3	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.625% 8/31/20	0.0000	0.000000	0.00	0.00	0.00	542.12	0.00	0.00	0.00		
03/20/2019			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 \$1 PV ON 172.5000 SHARES DUE 3/20/2019 \$0.00173/PV ON 100,000.00 PV DUE 3/20/19	0.0000	0.000000	0.00	0.00	0.00	172.50	0.00	0.00	0.00		
03/20/2019			17275RBG6	INTEREST EARNED ON CISCO SYSTEMS INC 1.400% 9/20/19 \$1 PV ON 40000.0000 SHARES DUE 3/20/2019	0.0000	0.000000	0.00	0.00	0.00	280.00	0.00	0.00	0.00		
03/20/2019	03/20/2019	03/20/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y 452.5000	452.5000	1.000000	0.00	0.00	0.00	-452.50	452.50	0.00	0.00		
03/22/2019	03/22/2019	03/22/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y -1,050,000.0000	-1,050,000.0000	1.000000	0.00	0.00	0.00	1,050,000.00	-1,050,000.00	0.00	0.00		
03/22/2019	03/15/2019	03/22/2019	46647PBB1	PURCHASED PAR VALUE OF JPMORGAN CHASE CO 3.207% 4/01/23 J.P. MORGAN SECURITIES LLC/1,050,000 PAR VALUE AT 100 %	1,050,000.0000	1.000000	0.00	0.00	0.00	-1,050,000.00	1,050,000.00	0.00	0.00		
03/25/2019			05582QAD9	INTEREST EARNED ON BMW VEHICLE OWNER 1.160% 11/25/20 \$1 PV ON 150.3300 SHARES DUE 3/25/2019 \$0.00097/PV ON 155,511.16 PV DUE 3/25/19	0.0000	0.000000	0.00	0.00	0.00	150.33	0.00	0.00	0.00		
03/25/2019	03/25/2019	03/25/2019	05582QAD9	PAID DOWN PAR VALUE OF BMW VEHICLE OWNER 1.160% 11/25/20	-22,132.3200	0.000000	0.00	0.00	0.00	22,132.32	-22,132.22	0.00	0.10		
03/25/2019			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON 510.9600 SHARES DUE 3/25/2019 \$0.00297/PV ON 172,232.95 PV DUE 3/25/19	0.0000	0.000000	0.00	0.00	0.00	510.96	0.00	0.00	0.00		
03/25/2019			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-77.11	0.00	0.00		
03/25/2019	03/25/2019	03/25/2019	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-3,432.7600	0.000000	0.00	0.00	0.00	3,432.76	-3,482.98	-50.22	0.00		
03/25/2019			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON 172232.9500 SHARES DUE 3/25/2019 PEN PAYMENT	0.0000	0.000000	0.00	0.00	0.00	10.24	0.00	0.00	0.00		
03/25/2019			3137BNN26	INTEREST EARNED ON F H L M C MLTCL MTG 1.780% 7/25/19 \$1 PV ON 38.8900 SHARES DUE 3/25/2019 \$0.00148/PV ON 26,217.90 PV DUE 3/25/19	0.0000	0.000000	0.00	0.00	0.00	38.89	0.00	0.00	0.00		
03/25/2019			3137BNN26	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 1.780% 7/25/19 CURRENT YEAR AMORTIZATION	0.0000	0.000000	0.00	0.00	0.00	0.00	-6.19	0.00	0.00		
03/25/2019	03/25/2019	03/25/2019	3137BNN26	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 1.780% 7/25/19	-1,753.9900	116.680061	0.00	0.00	0.00	1,753.99	-1,755.79	0.00	-1.80		
03/25/2019			3137FGZN8	INTEREST EARNED ON F H L M C MLTCL 2.53283% 2/25/23 \$1 PV ON 391.3100 SHARES DUE 3/25/2019 \$0.00211/PV ON 185,391.78 PV DUE 3/25/19	0.0000	0.000000	0.00	0.00	0.00	391.31	0.00	0.00	0.00		
03/25/2019			3137FJXN4	INTEREST EARNED ON F H L M C MLTCL 2.5795% 2/25/23 \$1 PV ON 200000.0000 SHARES DUE 3/25/2019	0.0000	0.000000	0.00	0.00	0.00	429.92	0.00	0.00	0.00		
03/25/2019			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL MTG 3.454% 5/25/23 \$1 PV ON 1154.4800 SHARES DUE 3/25/2019 \$0.00323/PV ON 357,797.02 PV DUE 3/25/19	0.0000	0.000000	0.00	0.00	0.00	1,154.48	0.00	0.00	0.00		
03/25/2019	03/25/2019	03/25/2019	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 3.454% 5/25/23	-7,199.8000	21.948037	0.00	0.00	0.00	7,199.80	-7,199.61	0.19	0.00		
03/25/2019	03/25/2019	03/25/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y 10,587.3200	10,587.3200	1.000000	0.00	0.00	0.00	-10,587.32	10,587.32	0.00	0.00		
03/25/2019	03/25/2019	03/25/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y 26,617.6800	26,617.6800	1.000000	0.00	0.00	0.00	-26,617.68	26,617.68	0.00	0.00		
03/26/2019				TRUST FEES COLLECTED CHARGED FOR PERIOD 02/01/2019 THRU 02/28/2019 COLLECTED BY DISBURSEMENT	0.0000	0.000000	0.00	0.00	0.00	-541.87	0.00	0.00	0.00		
03/26/2019	03/26/2019	03/26/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y -541.8700	-541.8700	1.000000	0.00	0.00	0.00	541.87	-541.87	0.00	0.00		

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2019

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
03/28/2019			3136G4SW4	INTEREST EARNED ON F N M A M T N 2.900% 6/28/21 \$1 PV ON 260000.0000 SHARES DUE 3/28/2019	0.0000	0.000000	0.00	0.00	0.00	1,885.00	0.00	0.00	0.00
03/28/2019			3136G4SW4	ACCREDITED DISCOUNT ON F N M A M T N 2.900% 6/28/21 CURRENT YEAR MARKET DISCOUNT	0.0000	0.000000	0.00	0.00	0.00	0.00	130.00	0.00	0.00
03/28/2019	03/28/2019	03/28/2019	3136G4SW4	FULL CALL PAR VALUE OF F N M A M T N 2.900% 6/28/21 /CALLS/	-260,000.0000	1.000000	0.00	0.00	0.00	260,000.00	-260,000.00	0.00	0.00
03/28/2019	03/28/2019	03/28/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	160,000.0000	1.000000	0.00	0.00	0.00	-160,000.00	160,000.00	0.00	0.00
03/28/2019	03/28/2019	03/28/2019	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-98,115.0000	1.000000	0.00	0.00	0.00	98,115.00	-98,115.00	0.00	0.00
03/28/2019	03/20/2019	03/28/2019	911759MU9	PURCHASED PAR VALUE OF U S DEPT HSG & URB 2.570% 8/01/21 /MLPFS INC/FIXED INCOME/100,000 PAR VALUE AT 100 %	100,000.0000	1.000000	0.00	0.00	0.00	-100,000.00	100,000.00	0.00	0.00
03/28/2019	03/20/2019	03/28/2019	911759MU9	PURCHASED PAR VALUE OF U S DEPT HSG & URB 2.570% 8/01/21 /MLPFS INC/FIXED INCOME/100,000 PAR VALUE AT 100 %	100,000.0000	1.000000	0.00	0.00	0.00	-100,000.00	100,000.00	0.00	0.00
03/29/2019	03/29/2019	03/29/2019	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	100,000.0000	1.000000	0.00	0.00	0.00	-100,000.00	100,000.00	0.00	0.00
03/29/2019	03/20/2019	03/28/2019	911759MU9	PURCHASE-REV PAR VALUE OF U S DEPT HSG & URB 2.570% 8/01/21 /MLPFS INC/FIXED INCOME/100,000 PAR VALUE AT 100 %	-100,000.0000	-1.000000	0.00	0.00	0.00	100,000.00	-100,000.00	0.00	0.00
Total							-	-	-	-	355,153.54	24,513.43	(12,286.34)



Riverside County Transportation Commission

SHORT DURATION FIXED INCOME

Client Review

May 1, 2019

Contents

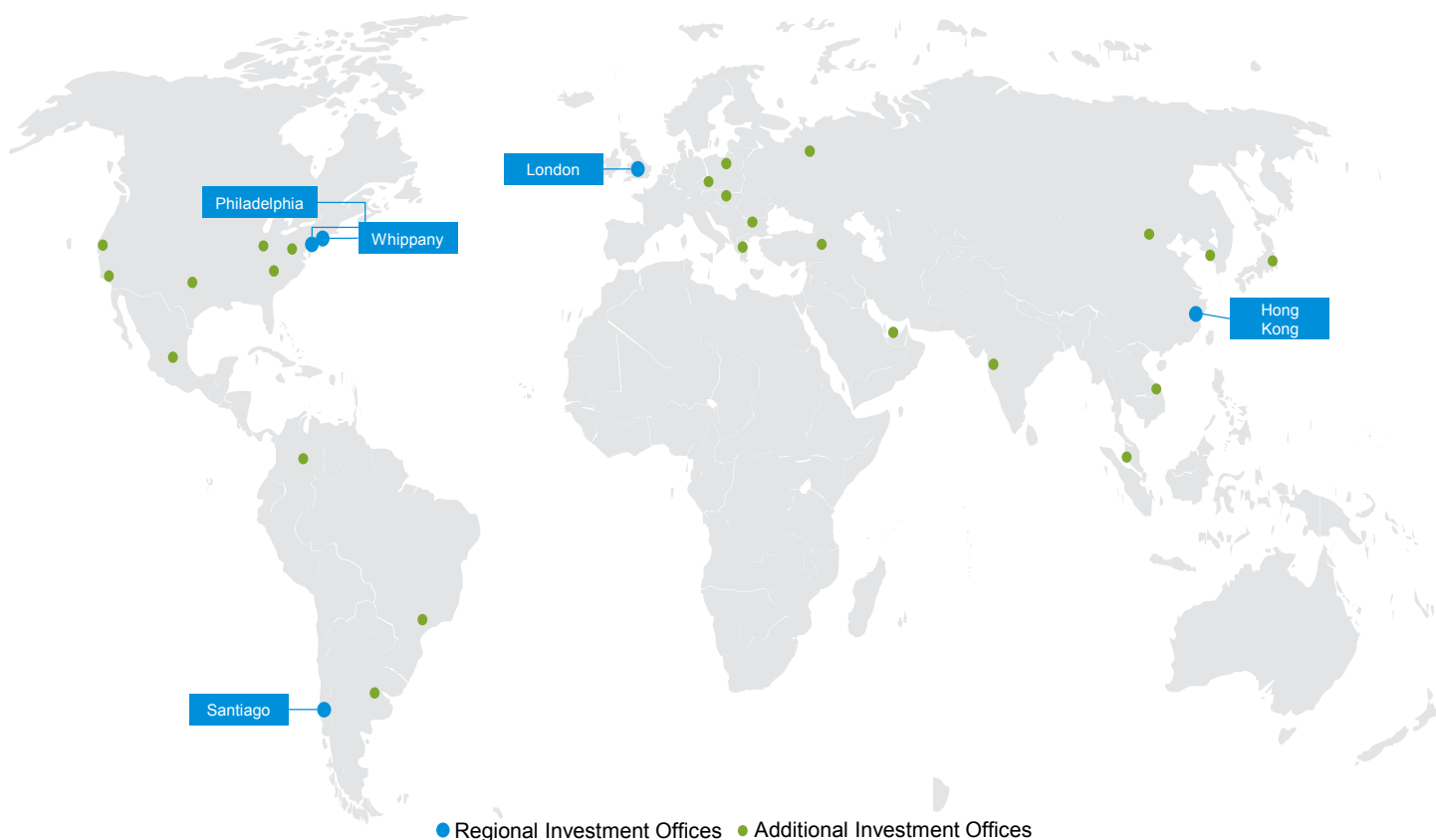
Firm Highlights

Market Review

Portfolios

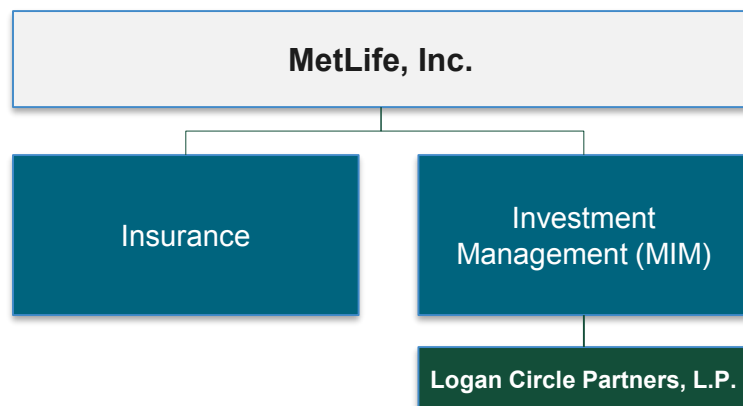
GLOBAL PRESENCE

- Logan Circle Partners, L.P. (“Logan Circle” or “LCP”) is a MetLife, Inc. company and is part of MetLife Investment Management (“MIM”), MetLife Inc.’s Institutional Investment Management Business.
- MetLife has 49,000 employees worldwide with offices in more than 40 countries.



FIRM HIGHLIGHTS

Business Structure



- Logan Circle Partners, L.P. (“Logan Circle” or “LCP”) is a MetLife, Inc. company and is part of MetLife Investment Management, MetLife Inc.’s Institutional Investment Management Business.
- We are dedicated solely to the institutional marketplace and have \$40.5 billion¹ in total assets under management.
- The senior members of the short duration Investment team have worked together on fixed income portfolios for 20 years.
- LCP offers a suite of fixed income investment strategies includes broad coverage of both the risk spectrum (Enhanced Cash to High Yield) and the term structure (Short-Term to Long Duration).

LCP Employees

Personnel	
Portfolio Management	10
Research	50
Trading	25
Risk Management / Portfolio Analytics	2
Client Services	16
Legal / Compliance	5
Administration / Operations	16
Total	124

LCP Clients

Assets by Client Type ¹ (\$ millions)	
Corporate	\$17,635
Sub-Advisory	\$14,490
Public	\$4,158
Health Care	\$1,204
Insurance	\$968
Non-Profit	\$209
Taft-Hartley	\$830
Other	\$1,042
Total	\$40,535

¹ Based on unaudited estimates and are subject to change. Fee paying assets under management as of 3/31/19.

FIXED INCOME TEAM

Fundamental

RESEARCH

Credit

Brian Funk, CFA
Head of Credit Research
Park Benjamin, CFA
Zach Bauer, CFA
Kevin Bowles, CFA
Ian Bowman
Marc Bromberg, CFA
David Caras, CFA
Jack Chan, CFA
Rick Corbit
Richard Davis, CFA
Joseph Di Carlo, CFA
Stephen Driscoll
Michael Frey
Brent Garrels
Elyse Goldschmidt
Matthew Higgins, CFA
John Jennings, CFA
Leo Kelsner, CFA
Brian Kish, CFA
Kevin Kloeblen, CFA
Richard Lee
Jack Maine
Christopher Meyer, CFA
Helene Moehlman, CFA
Scott O'Donnell
Michael Recchiuti
Thomas Sarkis, CFA
Yahyin Shen, CFA
Joel Trujillo
Scott Wancier
Susan Young

Credit Strategy

Juan Peruyero
Bryan Hartigan
Jiming Tao, CFA

Short Term Credit

David Wheeler, CFA

Municipal

Sharon Carroll
Joseph Gankiewicz, CFA
Robert Moore, CFA
Trevor O'Connell, CFA
William Schramm, CFA

Structured Products

Francisco Paez, CFA
Angela Best
Andrew Butville, CFA
Loritta Cheng, CFA
David Glenn
Kevin Hendrickson, CFA
Andrew Jacobs
Vivian Kim, CFA
Meena Pursnani

Sovereign

Neev Wanvari, CFA
Mario Cortes¹
Jean-Luc Eberlin¹
Bei Fu¹

Risk Management

PORTFOLIO MANAGEMENT

Jude Driscoll

Head of Public Fixed Income

Todd Howard, CFA

Portfolio Manager

Andrew Kronschnabel, CFA

Head of Investment Grade Credit

Alfio Leone, CFA

Head of Structured Products

Joshua Lofgren, CFA

Portfolio Manager

Peter Mahoney

Portfolio Manager

Scott Moses, CFA

Head of Emerging Market Debt

Stephen Mullin, CFA

Head of Long Duration Fixed Income

Scott Pavlak, CFA

Head of Short Duration Fixed Income

Timothy Rabe, CFA

Head of High Yield

RISK MANAGEMENT / PORTFOLIO ANALYTICS

Ryan Dougherty
Jordan Marron, CFA

Technical

TRADING

High Grade

Dana Cottrell
Head of IG Trading
Anthony DeMaria
Ryan Dougherty
Steven Kelly, CFA
Lou Petriello, CFA
Ryan Reilly

High Yield

Thomas McClintic
Head of HY Trading
Robb Barrett
Ameera Besspiata
James Grace
Spencer Tullo

Sovereign

Carrie Biemer, CFA
Mike DeFazio
Christopher Magnus

Structured Products

Jason Valentino
Head of SF Trading
Michael Brown
Paul D'Eramo, CFA
Sean Lyng, CFA
John Palphreyman, CFA
Pooja Pathak
Timothy Rose, CFA
Joseph Watkins

Money Markets / Rates

Phillip Tran

Municipal

Vincent Del Vecchio
Kimberley Slough

CREDIT RESEARCH TEAM

Brian Funk, CFA
Head of Credit Research

39 Professionals Covering Corporate and Municipal Credit

Consumer & Healthcare	Energy & Basic Materials	Financials	Industrials	Telecom, Media & Technology	Utilities & Midstream	Municipals	Credit Strategy
Ian Bowman	Brent Garrels	Scott O'Donnell	John Jennings, CFA	Zachary Bauer, CFA	Leo Kelser, CFA	Joe Gankiewicz, CFA	Juan Peruyero
Elyse Goldschmidt	Park Benjamin, CFA	Joseph Di Carlo, CFA	Richard Davis, CFA	Kevin Bowles, CFA	Marc Bromberg, CFA	Sharon Carroll	Bryan Hartigan
Brian Kish, CFA	Rick Corbit	Jack Maine	Matthew Higgins, CFA	David Caras, CFA	Michael Frey	Robert Moore, CFA	Jiming Tao, CFA
Kevin Kloeblen, CFA	Stephen Driscoll	Helene Moehlman, CFA	Richard Lee	Jack Chan, CFA	Susan Young	Trevor O'Connell, CFA	
Yahyin Shen, CFA	Michael Recchiuti		Thomas Sarkis, CFA	Christopher Meyer, CFA		William Schramm, CFA	
	Joel Trujillo			Scott Wancier, CFA			

Regional Credit Teams

London CEEMEA Credit	Hong Kong Asia Credit	Santiago Latin America Credit
Jean-Luc Eberlin	Bei Fu	Mario Cortes
10 professionals covering EMEA	15 professionals covering Asia	12 professionals covering Latin America

MARKET REVIEW

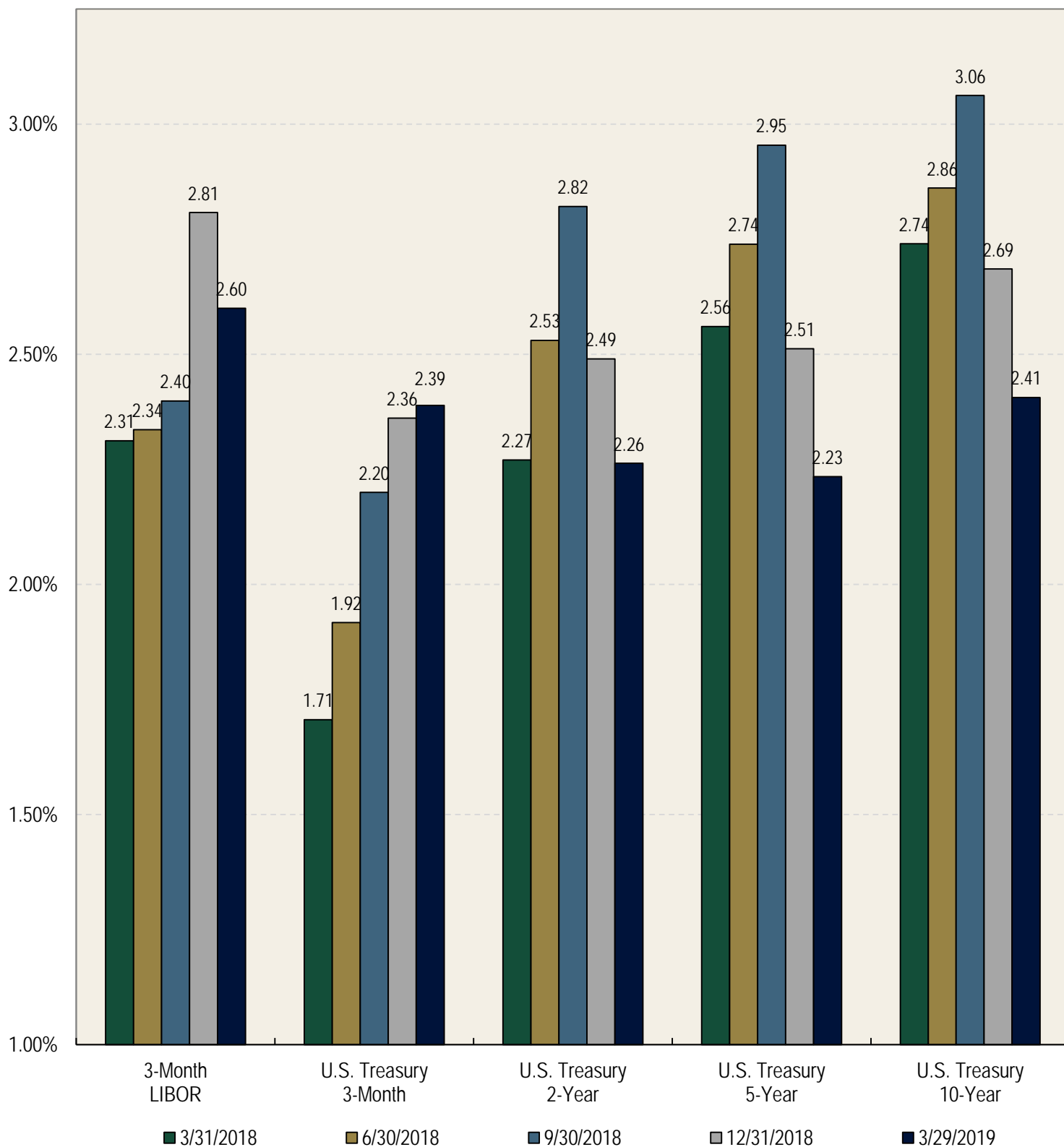
Outlook and Current Themes

- **GDP** - Downshift in global growth spills over to U.S. in the first quarter with a pullback in consumption as concerns over central bank policies, trade and Brexit weigh on sentiment despite solid underlying fundamentals. Full-year U.S. growth will fall below 2018's level but remains above the longer-term 2% trend. Drivers include a rebound by the consumer, increased business and government spending and a firming in housing. Fiscal stimulus will continue to support activity, albeit with diminishing impact. Signs of improvement in developed markets, including China and the EU, begin to emerge.
- **Business** - Sentiment along with manufacturing and service surveys, while off of recent highs, remain healthy. Fourth-quarter earnings topped consensus estimates at +15% but forward guidance has been cut as companies grow cautious due to lack of visibility on trade issues as well as rising pressure on margins due to input costs. As a trade agreement with China appears increasingly likely, we expect the earnings picture to improve. Reset lower in interest rates and flat yield curve may pressure bank earnings but disciplined balance sheet growth, sound asset quality and robust capital levels leave bank fundamentals strong. Somewhat surprising for this stage of the cycle are signs of improving productivity, as inefficient capacity is shut (e.g. underperforming retail) while M&A activity continues to wring costs out of businesses across multiple sectors.
- **Consumer** - Recent weakness in spending should prove transitory as wages and income continue to outpace inflation and strengthen consumer balance sheets. Confidence measures, while down from their recent peaks, remain high by historical standards. Debt service and financial obligations ratios, which provide a broad view of consumer health, along with an elevated savings rate (as a percent of disposable personal income) should lend further support to a rebound in consumption.
- **Employment** - Despite the recent easing in the pace of job growth, the U.S. labor market remains strong and is expected to prevail throughout the year. The continued challenge on the part of employers to find qualified candidates to fill open positions amid above-trend economic growth will maintain upward pressure on wage growth which has reached multiyear highs. Recent job indicators have been more uneven and inconsistent, however, average hourly earnings and the Employment Cost Index continue to provide evidence of growth of real wages.
- **Central Banks / International** - Given the soft patch in global economic growth experienced in the first quarter along with prior-quarter financial market turbulence, trade-related uncertainty and unsettled Brexit outcome, central banks have broadly backed off monetary policy normalization. Below-target inflation readings in some regions give central bankers leeway and time to extend policies to support growth. China's stimulus measures have triggered improved market confidence. A disorderly Brexit outcome could result in a temporary risk-off market move while a positive resolution to the prolonged U.S.-China trade negotiations is expected to remove an impediment to growth and support higher interest rates globally.
- **Residential / Commercial Real Estate** - Housing affordability remains a challenge although the recent decline in mortgage rates provides some respite. Steady demand from millennials and historically low housing inventory supports modest home price appreciation in 2019, particularly for more affordable properties. Multifamily properties should still benefit from low rental vacancy rates. A slower pace of new construction results in better balanced CRE supply and demand while positive NOI and stable cap rates support steady price appreciation. The strength of e-commerce still presents challenges for lower quality retail properties. In some geographies, office properties continue to grapple with higher vacancies brought on by recent new construction.
- **U.S. Monetary & Fiscal Policy** - The Federal Reserve's pivot to a policy stance emphasizing patience places future rate hikes on hold through 1H2019 and has resulted in a tempering of its balance sheet runoff earlier than anticipated. Markets have priced in a Fed rate cut before year end, however, given an expected rebound in the pace of economic growth and gradual rise in inflation, we anticipate the Fed will not ease in 2019 but re-engage in its effort to normalize monetary policy to more closely approach its long-term neutral range by hiking interest rates once this year. Fiscal policy remains stimulative, as the CBO's federal budget deficit estimate approaching \$1 trillion, although the boost from growth benefits of the 2017 tax reform package lessen.
- **Inflation** - Inflation measures have been largely range-bound and have not yet broken sustainably above the Federal Reserve's 2% target, which it has more recently characterized as symmetrical, despite continued upward pressure on wages. Given recent indications of weak global economic growth and spillover drag effects on the U.S. economy, any pickup in inflation is expected to be gradual. With a resumption in above-trend growth and the Fed's unexpectedly dovish pivot, we expect indicators of future inflation (e.g. TIPS breakevens, consumer expectations) to surprise on the upside.

The views presented above are Logan Circle's and are subject to change over time. There can be no assurance that the views expressed above will prove accurate and should not be relied upon as a reliable indicator of future events.

MARKET REVIEW

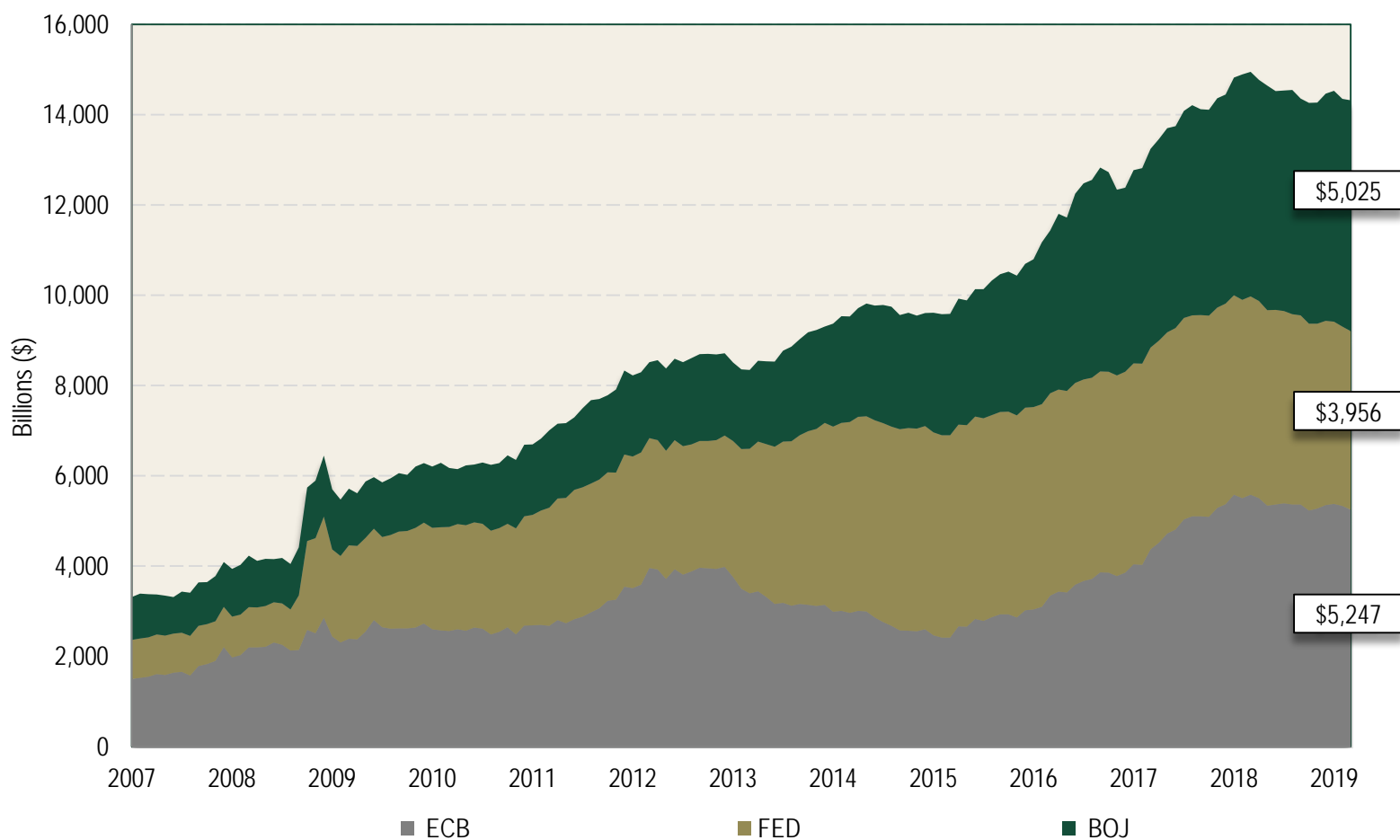
Yields (%) – as of March 31, 2019



Source: Bloomberg

MARKET REVIEW

Central Bank Assets – as of March 31, 2019



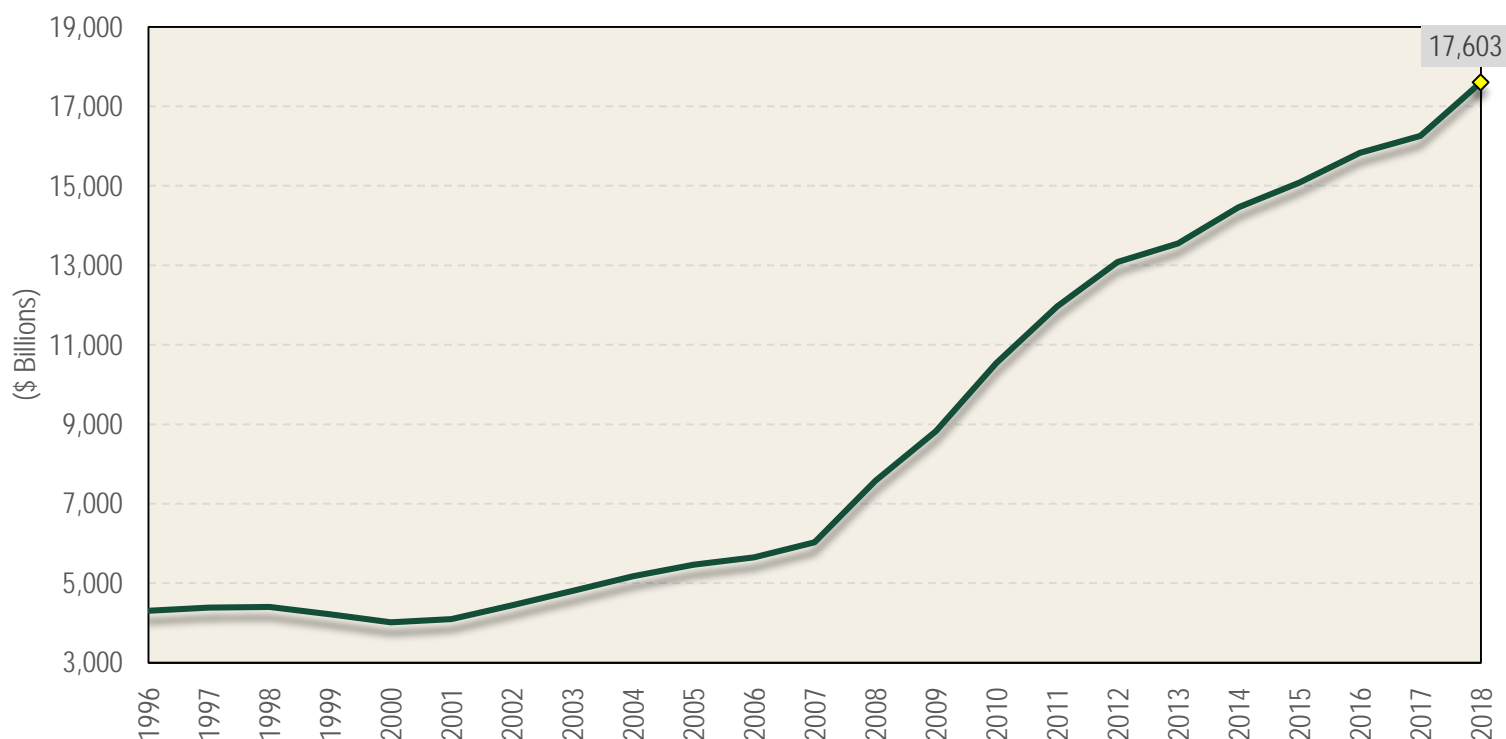
Central Bank	12/31/2008	12/31/2013	10/31/2017	3/31/2019
European Central Bank	\$2,855	\$3,141	\$5,091	\$5,247
Federal Reserve	\$2,239	\$4,033	\$4,456 Fed balance sheet reduction begins	\$3,956
Bank of Japan	\$1,354	\$2,129	\$4,559	\$5,025
Total	\$6,448	\$9,303	\$14,106	\$14,228

Figures are in billions (\$USD)

Source: Federal Reserve, Bank of Japan, European Central Bank

MARKET REVIEW

U.S. Treasury Securities – as of December 31, 2018



Congressional Budget Office – as of January 31, 2019

(\$ Billions)	1973	1983	1993	2003	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019*	2020*
Revenues	231	601	1,154	1,782	2,524	2,105	2,163	2,304	2,450	2,775	3,022	3,250	3,268	3,316	3,329	3,515	3,686
Outlays	246	808	1,409	2,160	2,983	3,518	3,457	3,603	3,537	3,455	3,506	3,688	3,853	3,982	4,108	4,412	4,589
Social Security	48	169	302	470	612	678	701	725	768	808	845	882	910	939	982	1,039	1,102
Medicare	9	56	143	274	456	500	520	560	551	585	600	634	692	702	704	768	821
Medicaid	5	19	76	161	201	251	273	275	251	265	301	350	368	375	389	406	420
Income Security	14	64	117	196	261	350	437	404	354	340	311	301	304	293	285	299	302
Retirement & Disability	12	45	68	100	129	138	138	144	144	153	158	161	164	163	163	170	178
Defense	77	210	292	405	612	657	689	699	671	626	596	583	585	590	622	664	648
Other	63	156	212	401	458	758	502	566	580	458	466	553	589	657	637	682	658
Net Interest	17	90	199	153	253	187	196	230	220	221	229	223	240	263	325	383	460
Deficit (-) or Surplus Total	-15	-208	-255	-378	-459	-1,413	-1,294	-1,300	-1,087	-680	-485	-438	-585	-665	-779	-897	-903

*Indicates estimates

Source: Congressional Budget Office, SIFMA

MARKET REVIEW

FOMC Projections

	2019	2020	2021
Real GDP			
December-17 Projection	2.1%	2.0%	N/A
March-18 Projection	2.4%	2.0%	N/A
June-18 Projection	2.4%	2.0%	N/A
September-18 Projection	2.5%	2.0%	1.8%
December-18 Projection	2.3%	2.0%	1.8%
March-19 Projection	2.1%	1.9%	1.8%

Unemployment Rate

December-17 Projection	3.9%	4.0%	N/A
March-18 Projection	3.6%	3.6%	N/A
June-18 Projection	3.5%	3.5%	N/A
September-18 Projection	3.5%	3.5%	3.7%
December-18 Projection	3.5%	3.6%	3.8%
March-19 Projection	3.7%	3.8%	3.9%

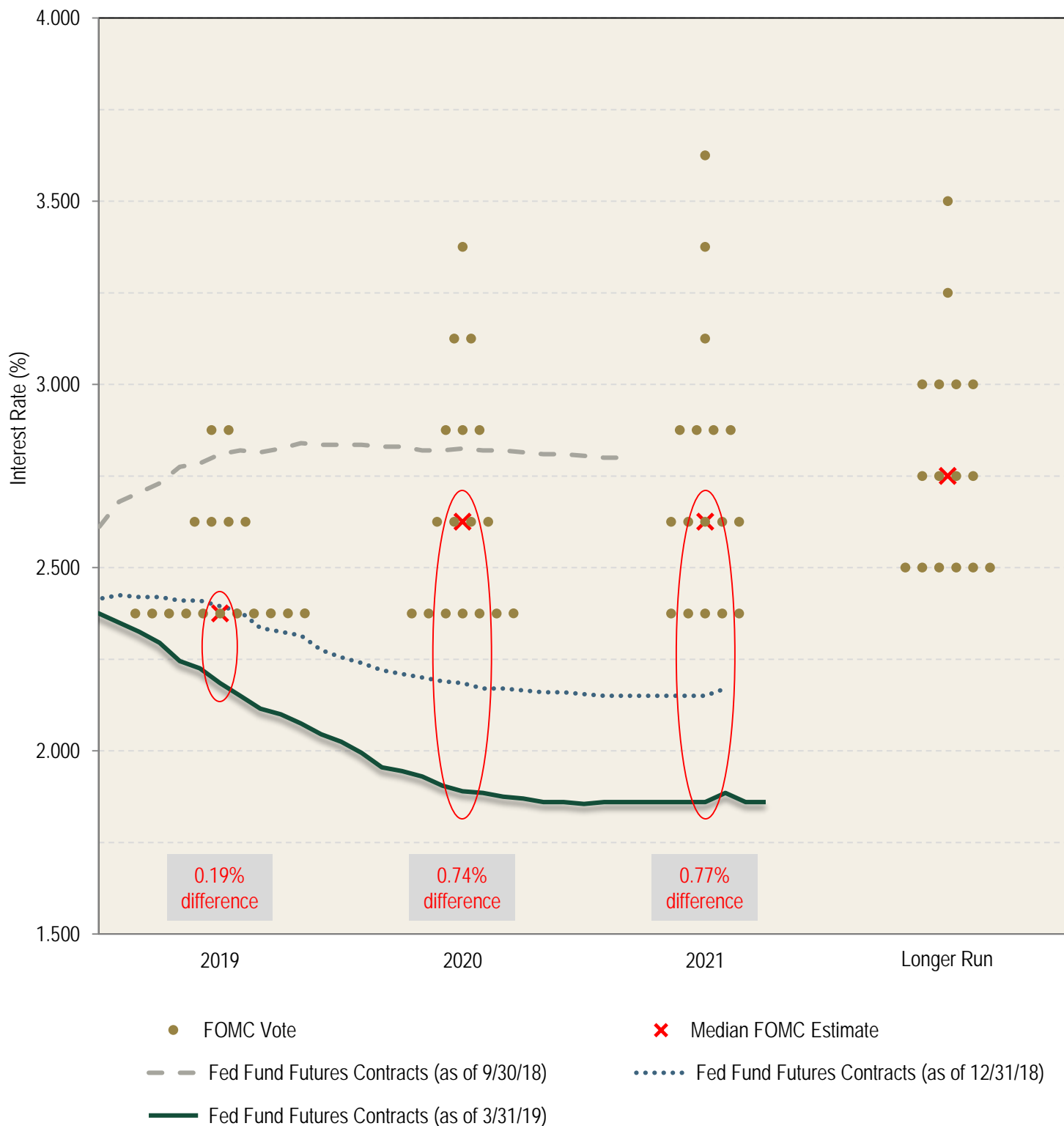
PCE Inflation

December-17 Projection	2.0%	2.0%	N/A
March-18 Projection	2.0%	2.1%	N/A
June-18 Projection	2.1%	2.1%	N/A
September-18 Projection	2.0%	2.1%	2.1%
December-18 Projection	1.9%	2.1%	2.1%
March-19 Projection	1.8%	2.0%	2.0%

Source: Federal Reserve

MARKET REVIEW

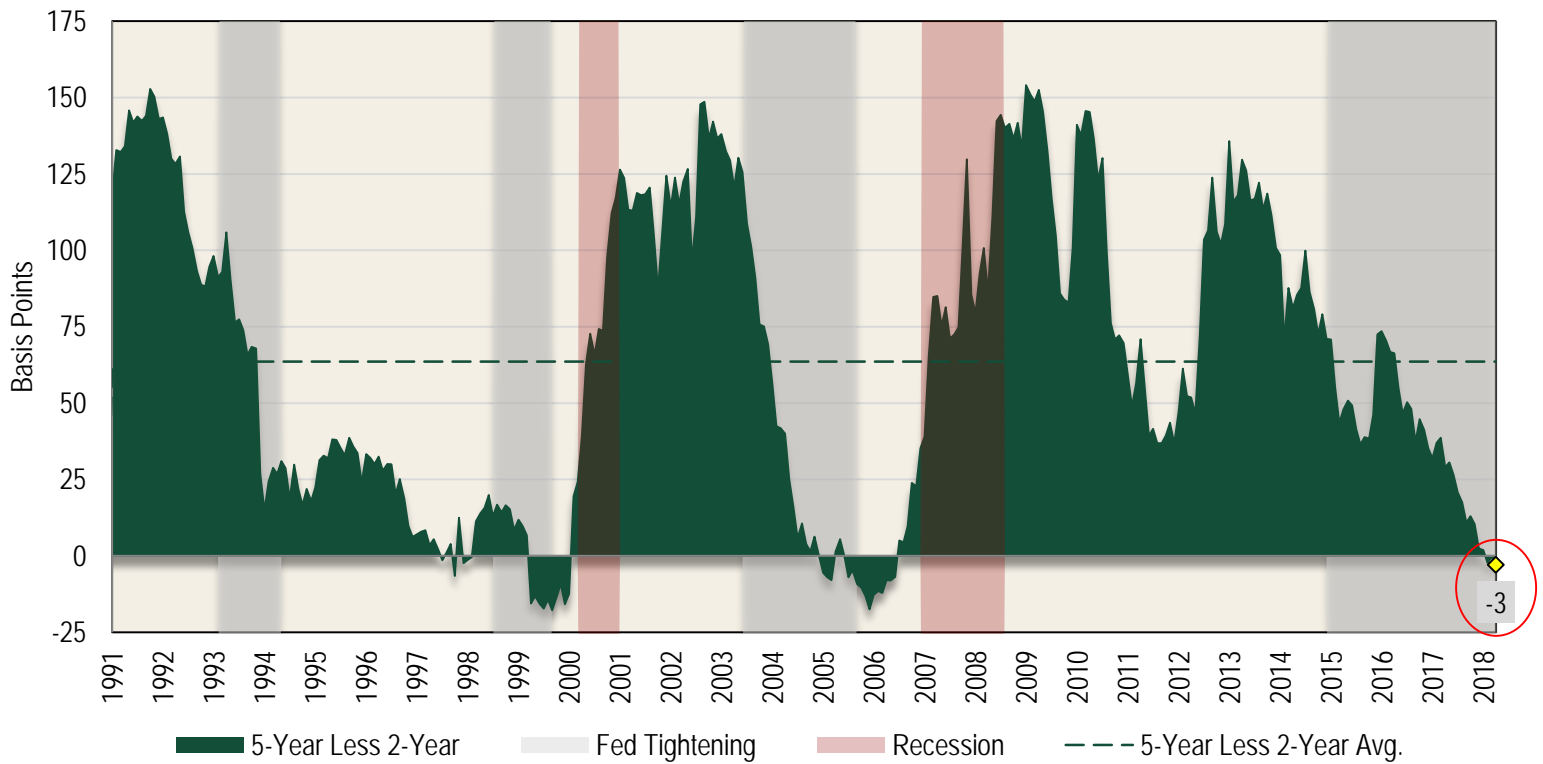
Fed Expectations vs Fed Funds Futures Rate – as of March 31, 2019



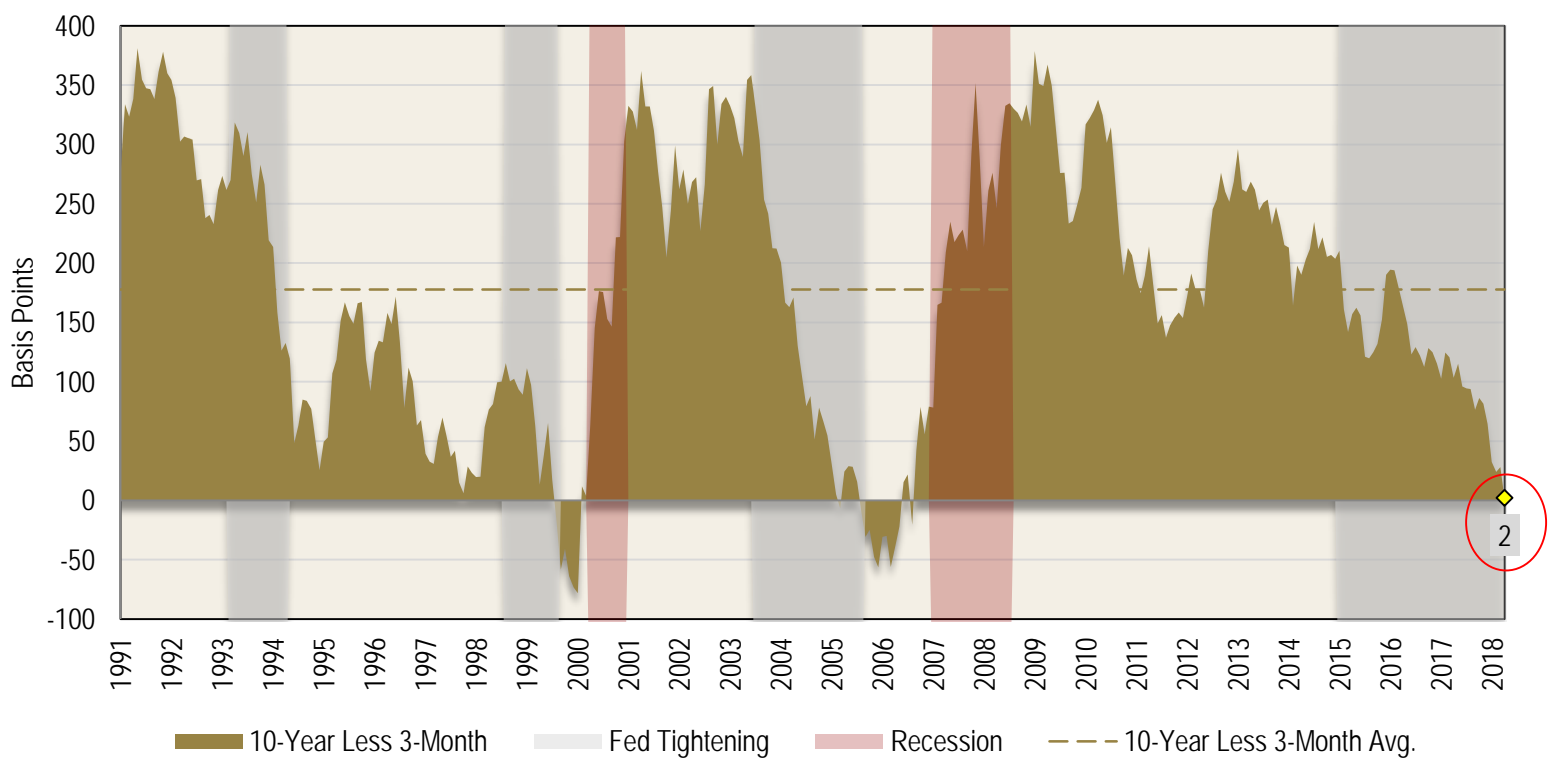
Source: Federal Reserve, Bloomberg

MARKET REVIEW

U.S. Yield Curve – as of March 31, 2019



U.S. Yield Curve – as of March 31, 2019



Source: Bloomberg, National Bureau of Economic Research

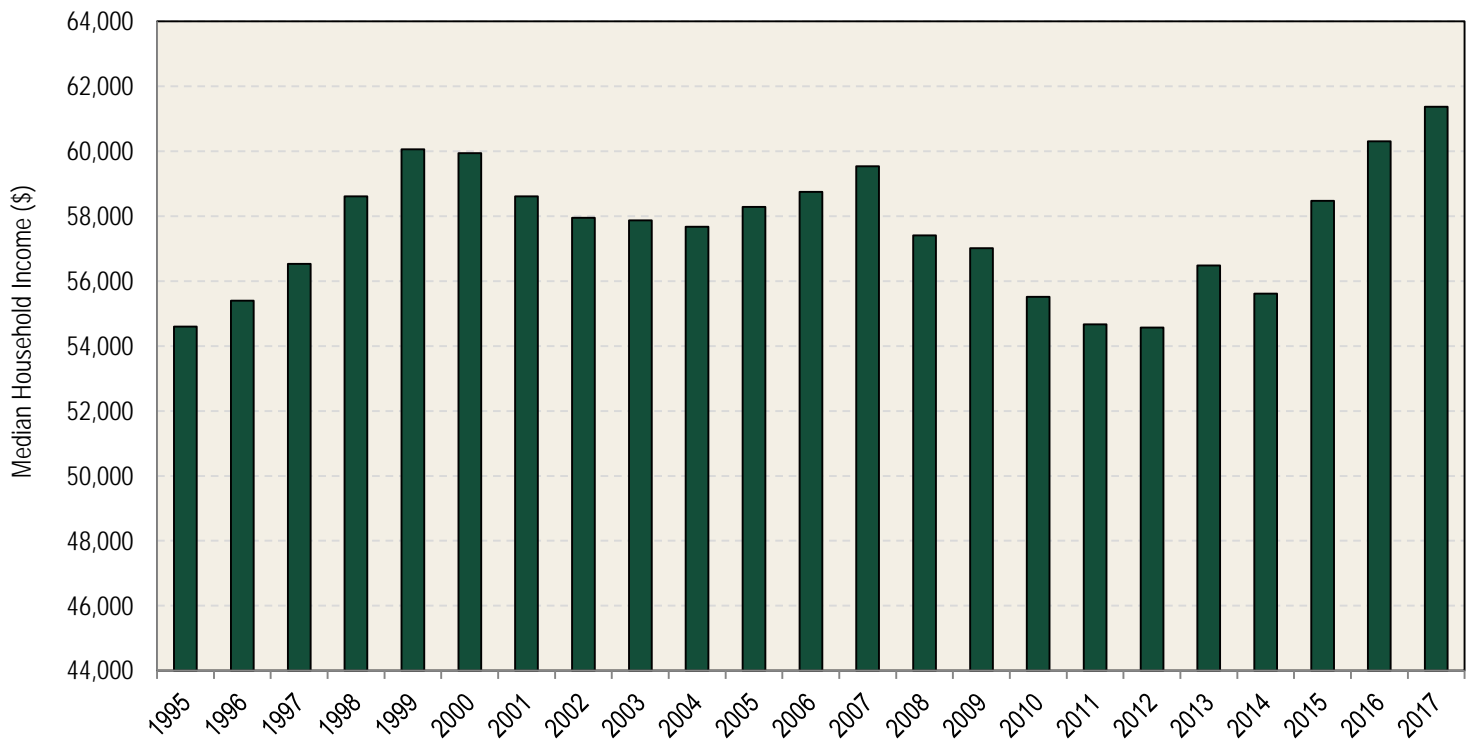
MARKET REVIEW

U.S. GDP Growth

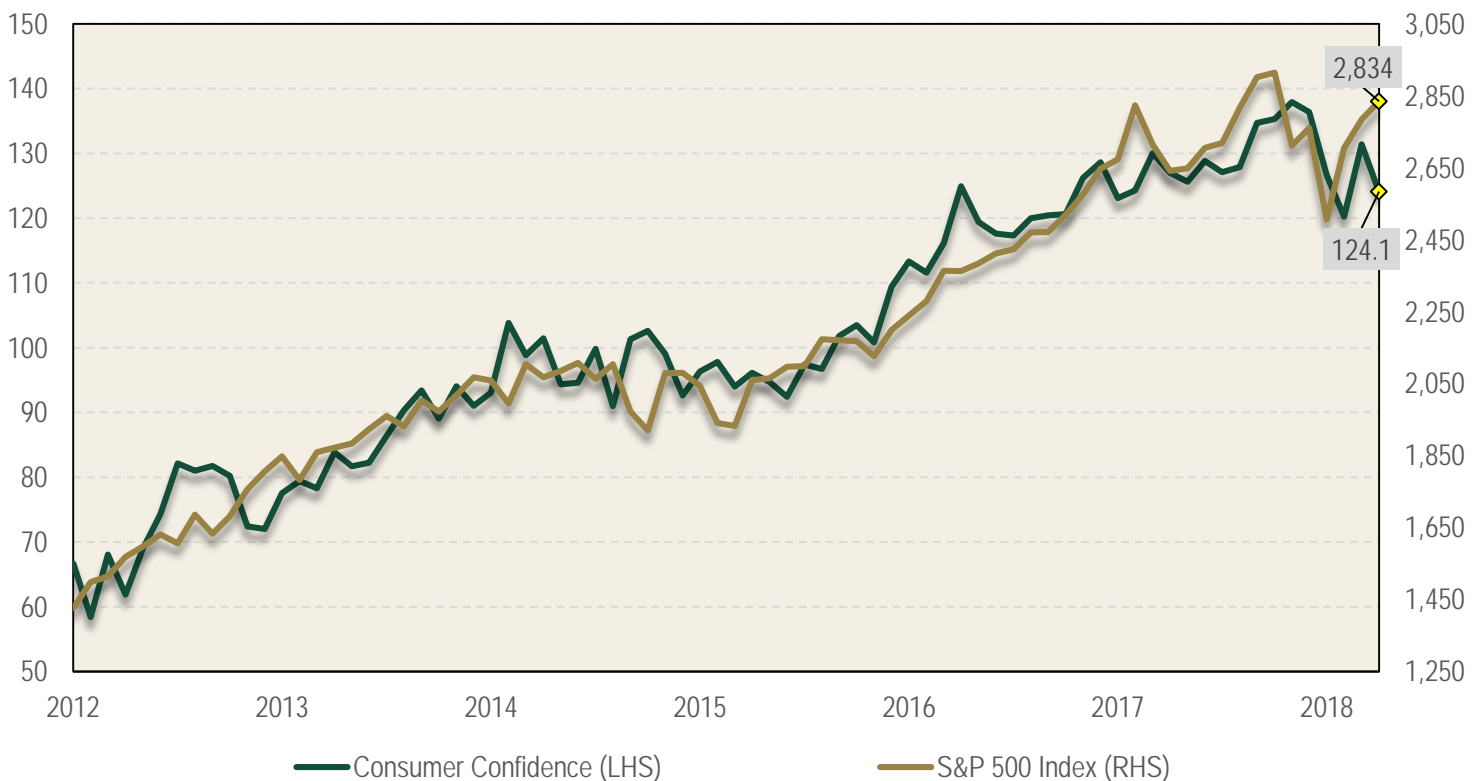
Year	Quarter	Real GDP QoQ (%)	Consumer Spending	Fixed Investment	Government Spending	Net Exports	Inventories
2009	1Q	-4.40	-0.52	-5.07	0.92	2.40	-2.14
	2Q	-0.60	-1.03	-2.11	1.22	2.39	-1.04
	3Q	1.50	1.92	0.25	0.23	-0.61	-0.33
	4Q	4.50	-0.39	0.32	0.17	-0.07	4.44
2010	1Q	1.50	1.32	-0.02	-0.33	-0.72	1.30
	2Q	3.70	2.16	2.03	0.30	-1.67	0.92
	3Q	3.00	1.90	0.32	-0.57	-0.94	2.28
	4Q	2.00	1.80	1.08	-0.52	0.91	-1.25
2011	1Q	-1.00	1.17	-0.09	-1.01	-0.02	-1.02
	2Q	2.90	0.62	1.34	-0.55	0.45	1.03
	3Q	-0.10	1.07	2.42	-1.16	-0.21	-2.23
	4Q	4.70	0.52	1.55	-0.04	-0.36	3.06
2012	1Q	3.20	2.19	1.90	-0.34	0.00	-0.59
	2Q	1.70	0.41	1.25	-0.41	0.27	0.21
	3Q	0.50	0.45	0.09	-0.12	-0.08	0.20
	4Q	0.50	1.22	1.13	-0.76	0.57	-1.70
2013	1Q	3.60	1.44	1.10	-0.68	0.40	1.33
	2Q	0.50	0.20	0.52	-0.13	-0.33	0.23
	3Q	3.20	1.10	1.12	-0.40	-0.14	1.48
	4Q	3.20	2.31	0.89	-0.58	1.23	-0.62
2014	1Q	-1.00	1.02	0.60	-0.26	-1.08	-1.28
	2Q	5.10	2.92	1.69	0.00	-0.51	1.02
	3Q	4.90	2.98	1.35	0.51	0.12	-0.03
	4Q	1.90	3.10	0.72	-0.07	-1.08	-0.77
2015	1Q	3.30	2.36	-0.01	0.40	-1.58	2.16
	2Q	3.30	2.28	0.63	0.70	-0.01	-0.25
	3Q	1.00	1.91	0.51	0.33	-1.05	-0.73
	4Q	0.40	1.52	-0.33	0.12	-0.21	-0.70
2016	1Q	1.50	1.62	0.31	0.60	-0.36	-0.62
	2Q	2.30	2.30	0.46	-0.15	0.29	-0.62
	3Q	1.90	1.79	0.52	0.17	0.03	-0.59
	4Q	1.80	1.75	0.28	0.03	-1.32	1.03
2017	1Q	1.80	1.22	1.60	-0.13	-0.10	-0.80
	2Q	3.00	1.95	0.72	0.01	0.08	0.23
	3Q	2.80	1.52	0.44	-0.18	0.01	1.04
	4Q	2.30	2.64	1.04	0.41	-0.89	-0.91
2018	1Q	2.20	0.36	1.34	0.27	-0.02	0.27
	2Q	4.20	2.57	1.10	0.43	1.22	-1.17
	3Q	3.40	2.37	0.21	0.44	-1.99	2.33
	4Q	2.20	1.66	0.54	-0.07	-0.08	0.11
Average (2009-2018)		2.06	1.49	0.59	-0.03	-0.13	0.13

MARKET REVIEW

U.S. Real Median Household Income



Consumer Confidence and S&P 500 – as of March 31, 2019



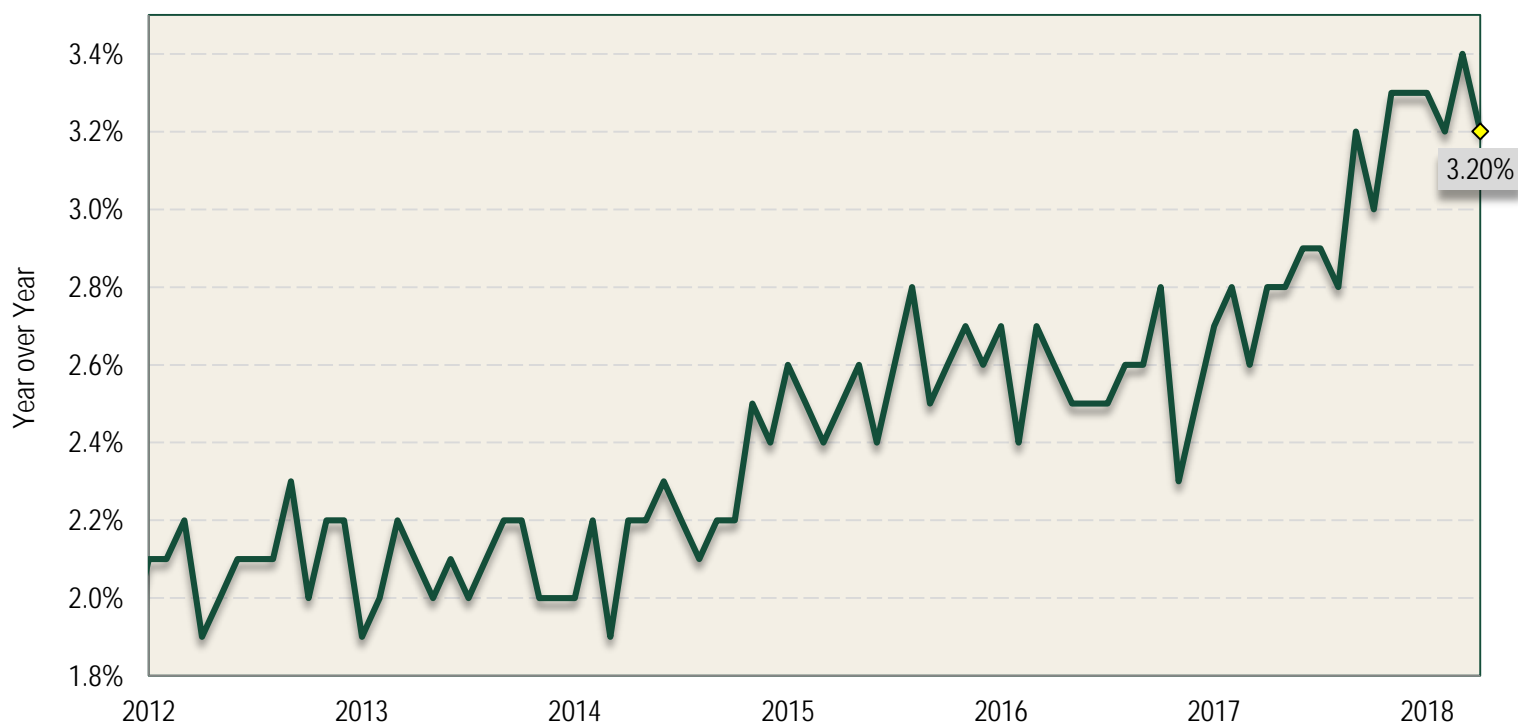
Source: U.S. Census Bureau, Bloomberg

MARKET REVIEW

Non-Farm Payroll / Participation Rate – as of March 31, 2019

	Labor Force Participation Rate	Unemployment Rate	Non-Farm Payroll
Average (1982 – 2016)	65.5%	6.3%	129,876
Current	63.0%	3.8%	196,000
Average (2017 – 2019)	62.9%	4.1%	199,000

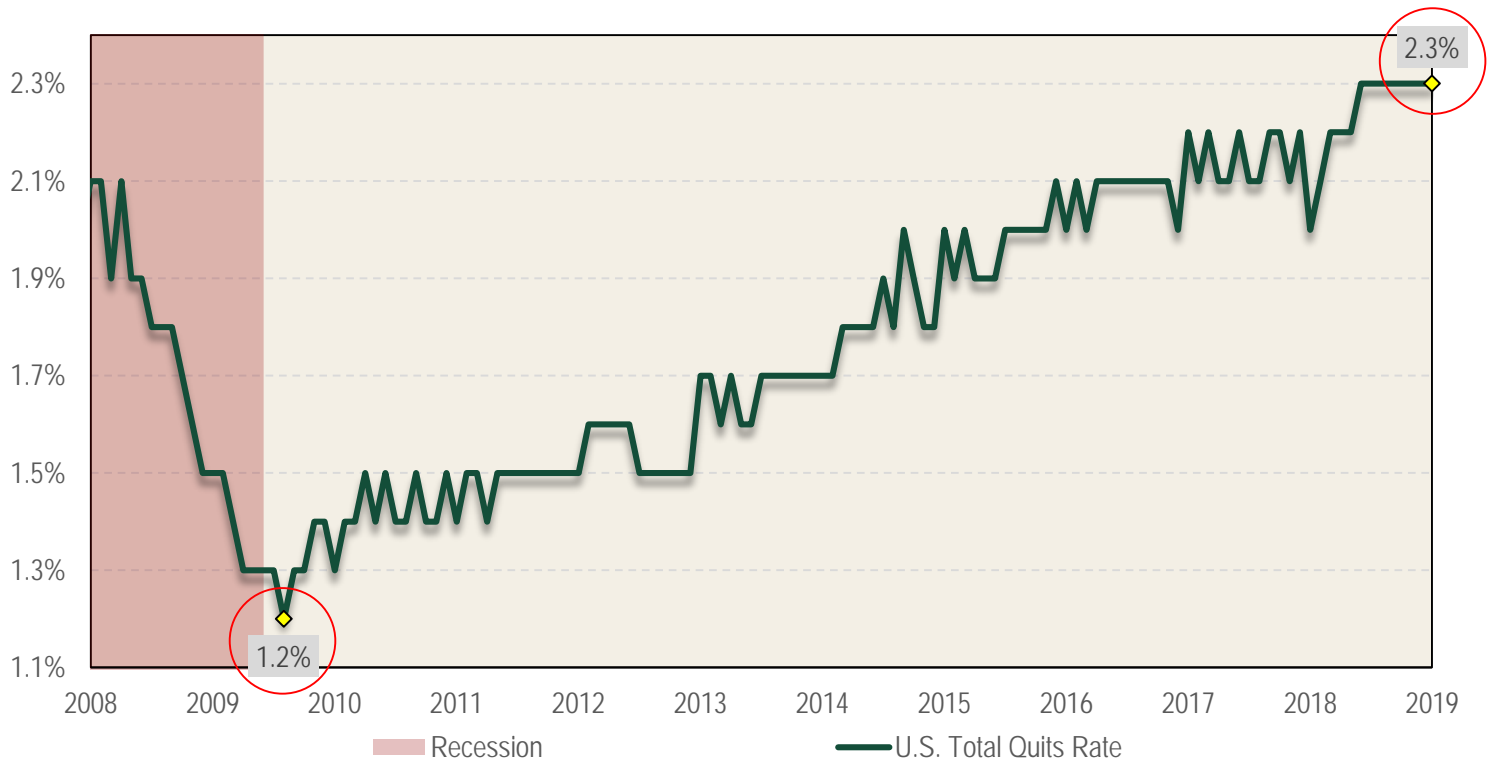
U.S. Average Earnings – as of March 31, 2019



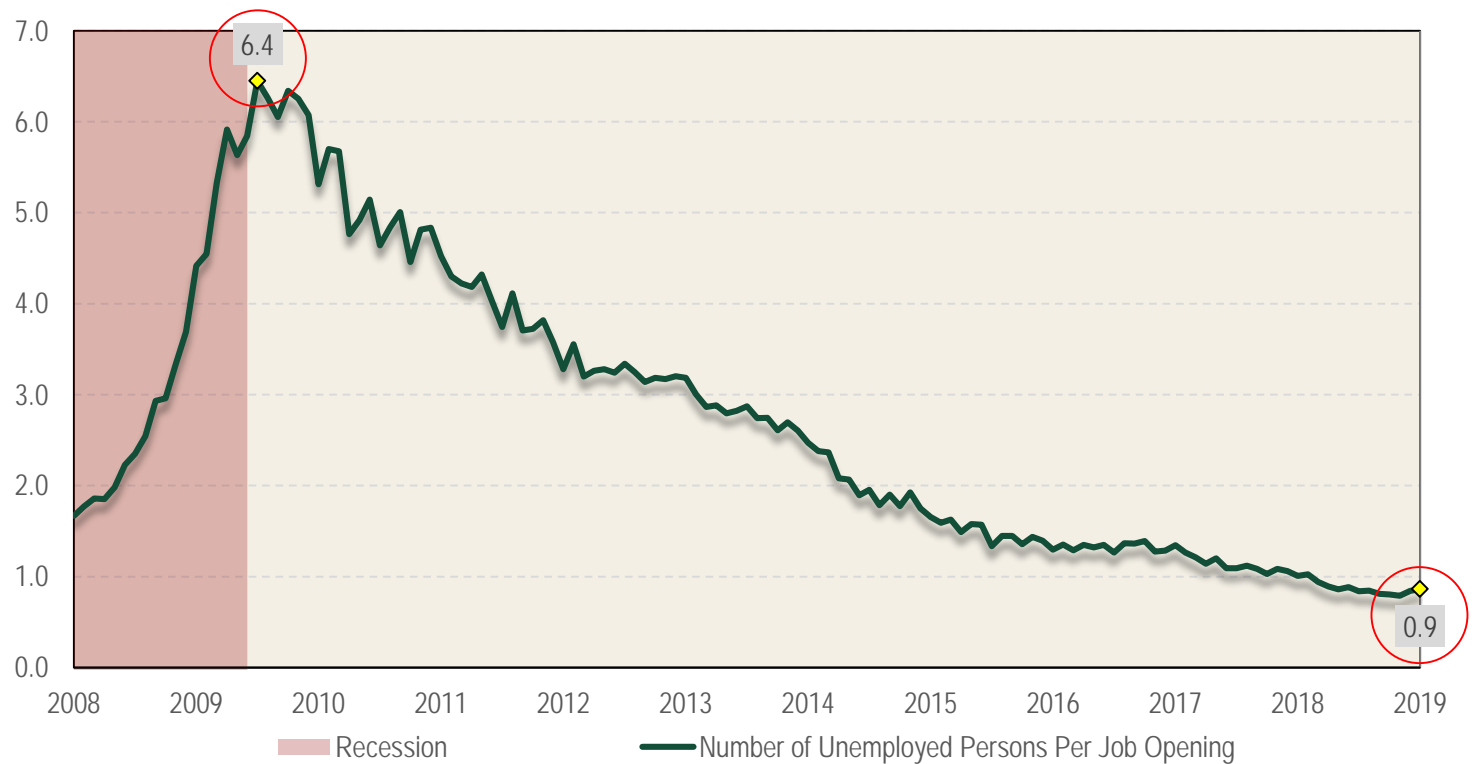
Source: Bureau of Labor Statistics

MARKET REVIEW

U.S. Total Quits Rate – as February 28, 2019



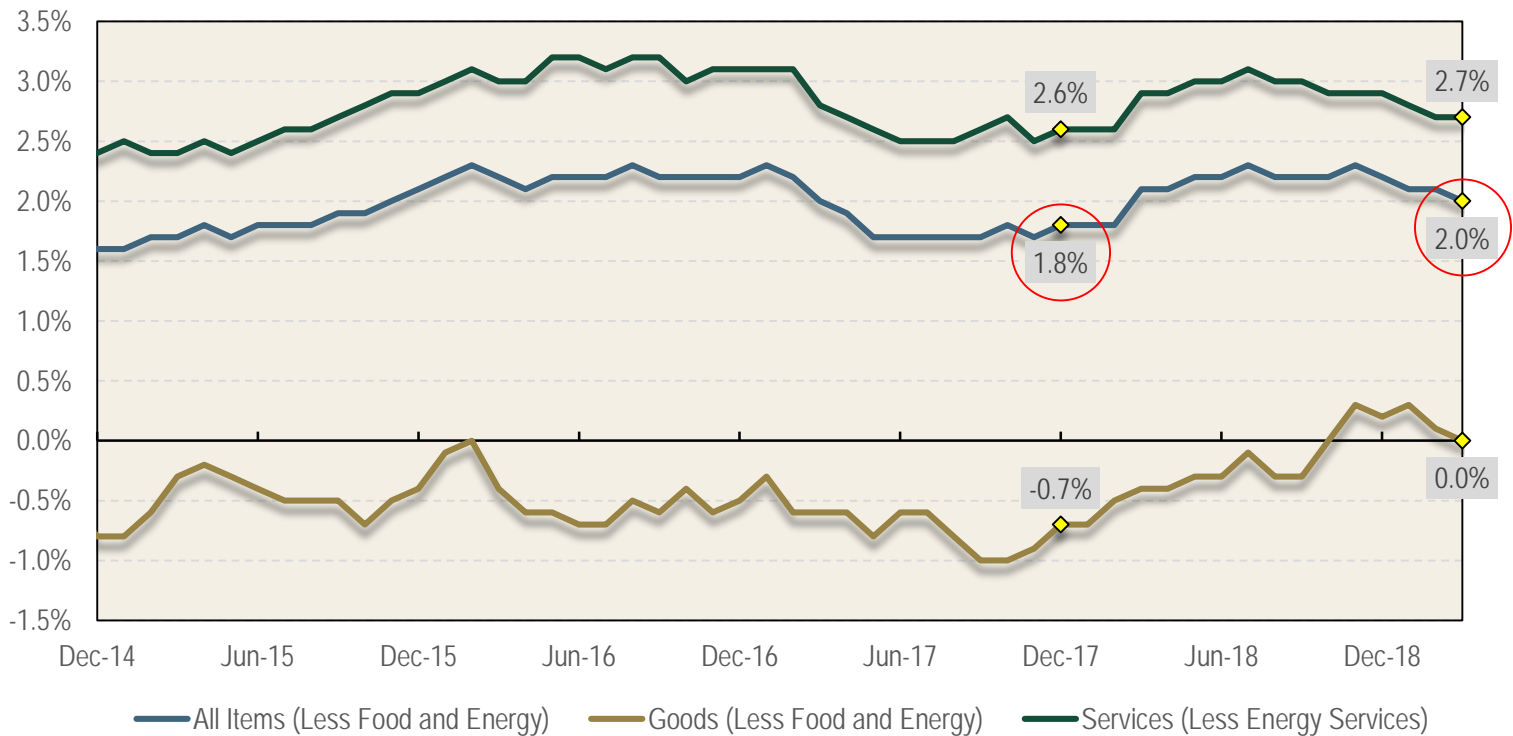
Number of Unemployed Persons Per Job Opening— as of February 28, 2019



Source: Bureau of Labor Statistics, National Bureau of Economic Research

MARKET REVIEW

CPI Core Breakdown – as of March 31, 2019



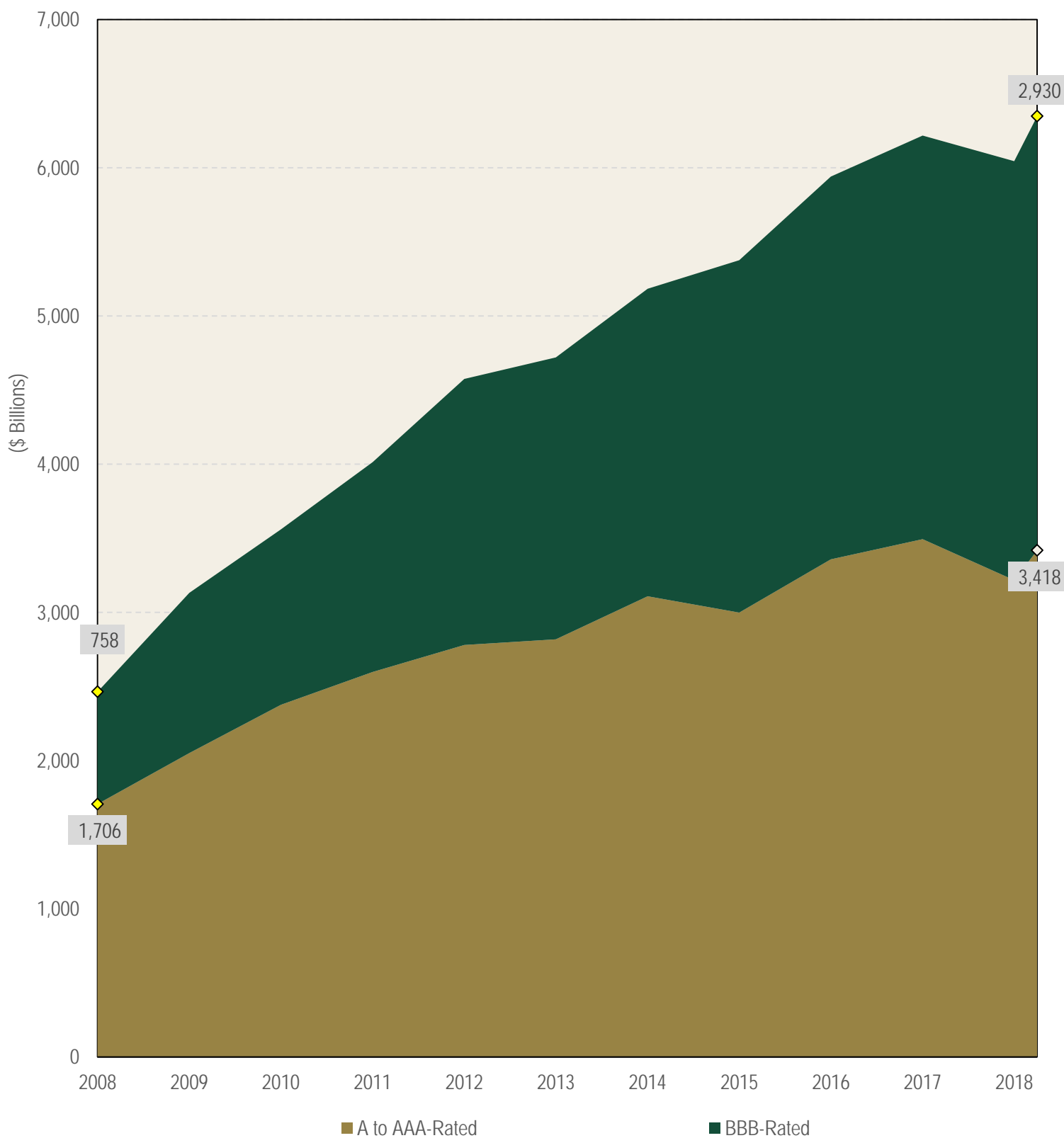
5-Year TIPS Breakeven Rate – as of March 31, 2019



Source: Bureau of Labor Statistics, Bloomberg

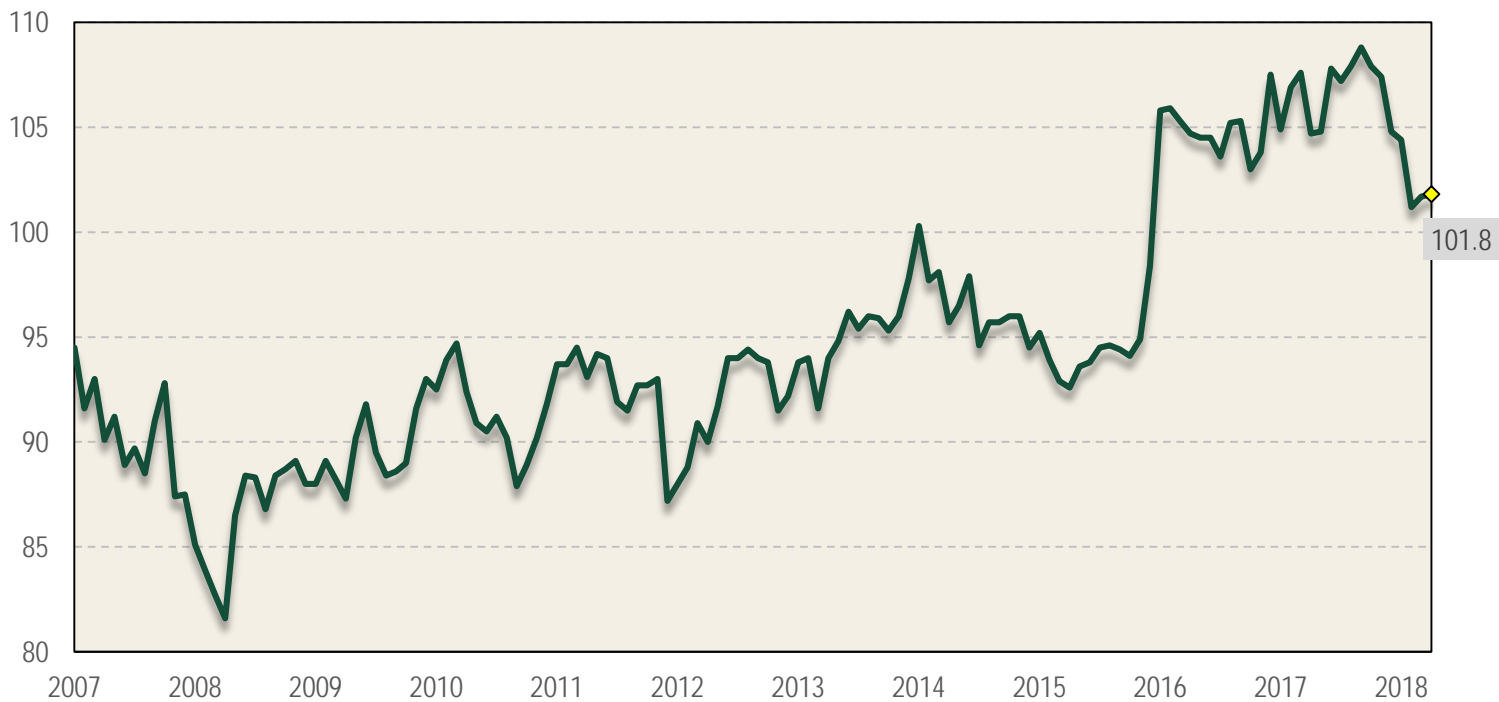
MARKET REVIEW

Size and Composition of the U.S. Credit Index – as of March 31, 2019

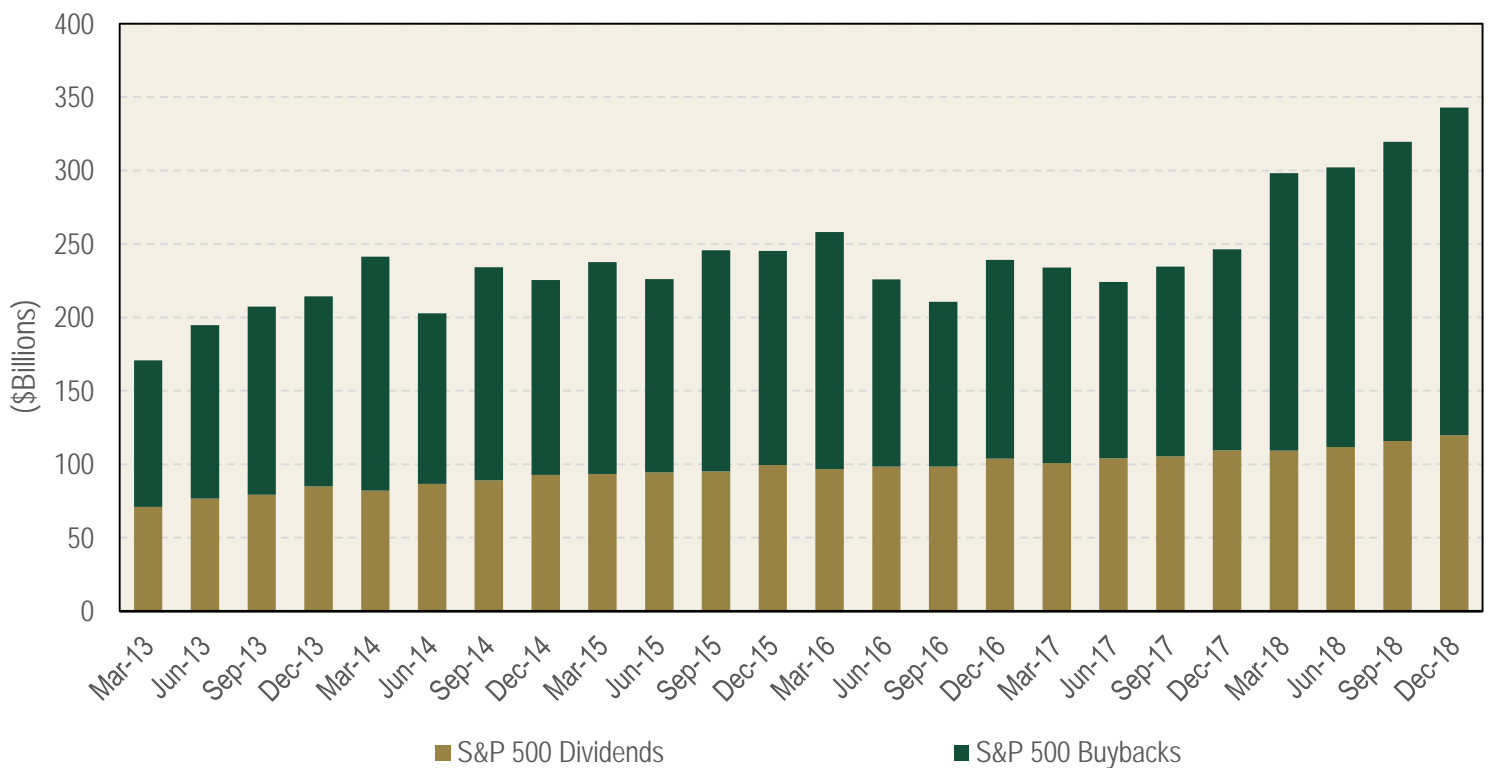


MARKET REVIEW

NFIB Small Business Optimism Index – as of March 31, 2019

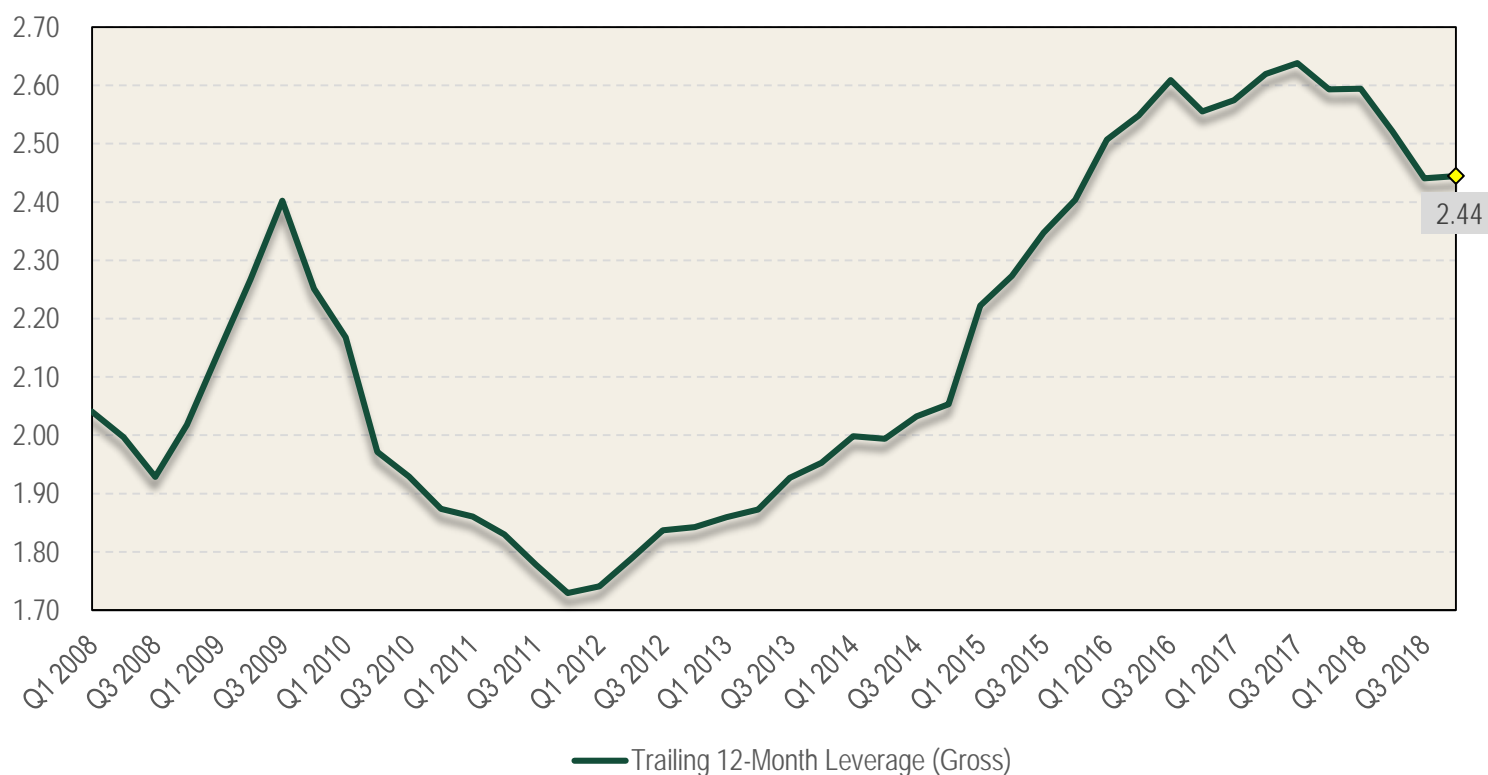


S&P 500 Dividends And Buybacks – as of December 31, 2018

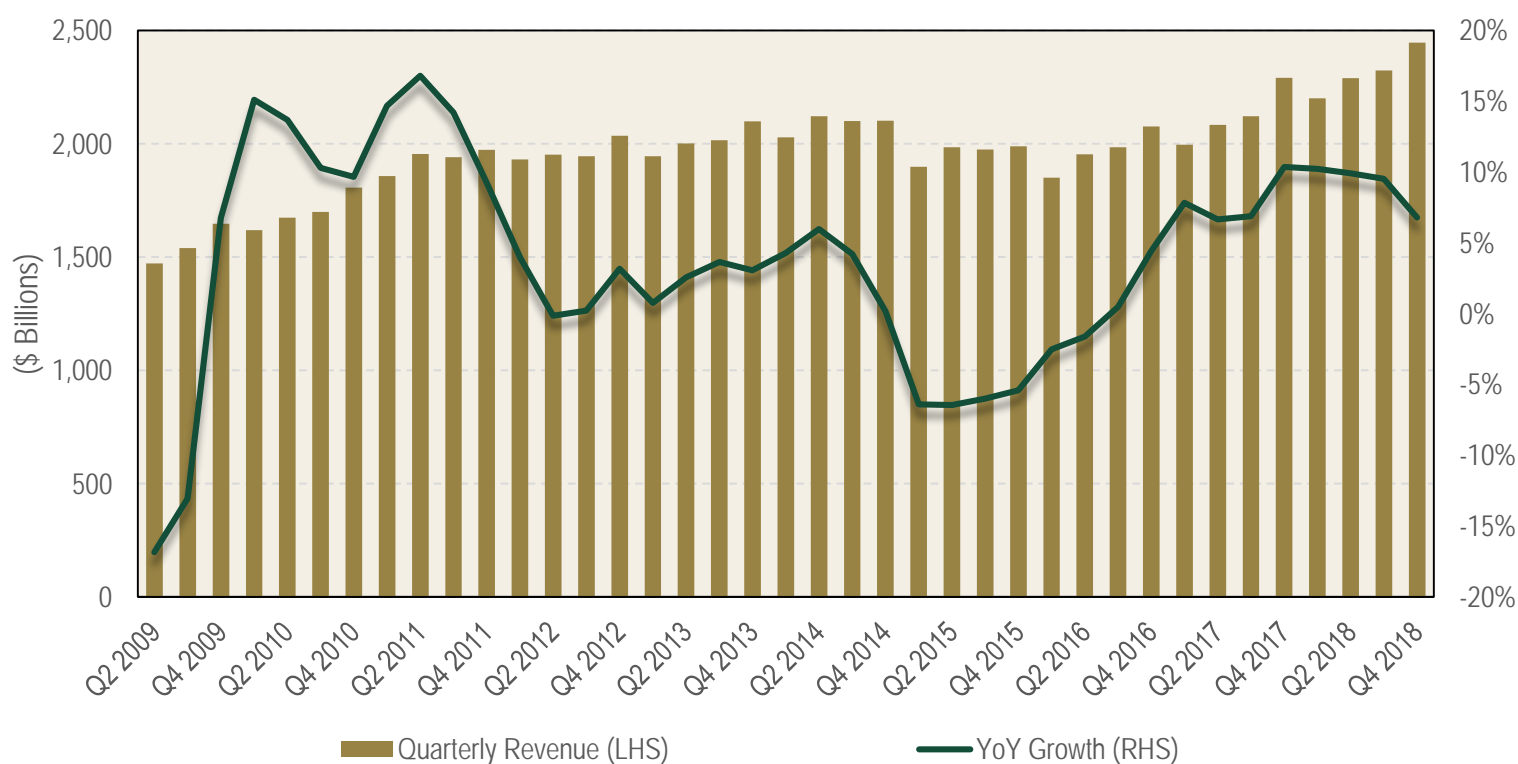


MARKET REVIEW

Investment Grade Leverage – as of December 31, 2018

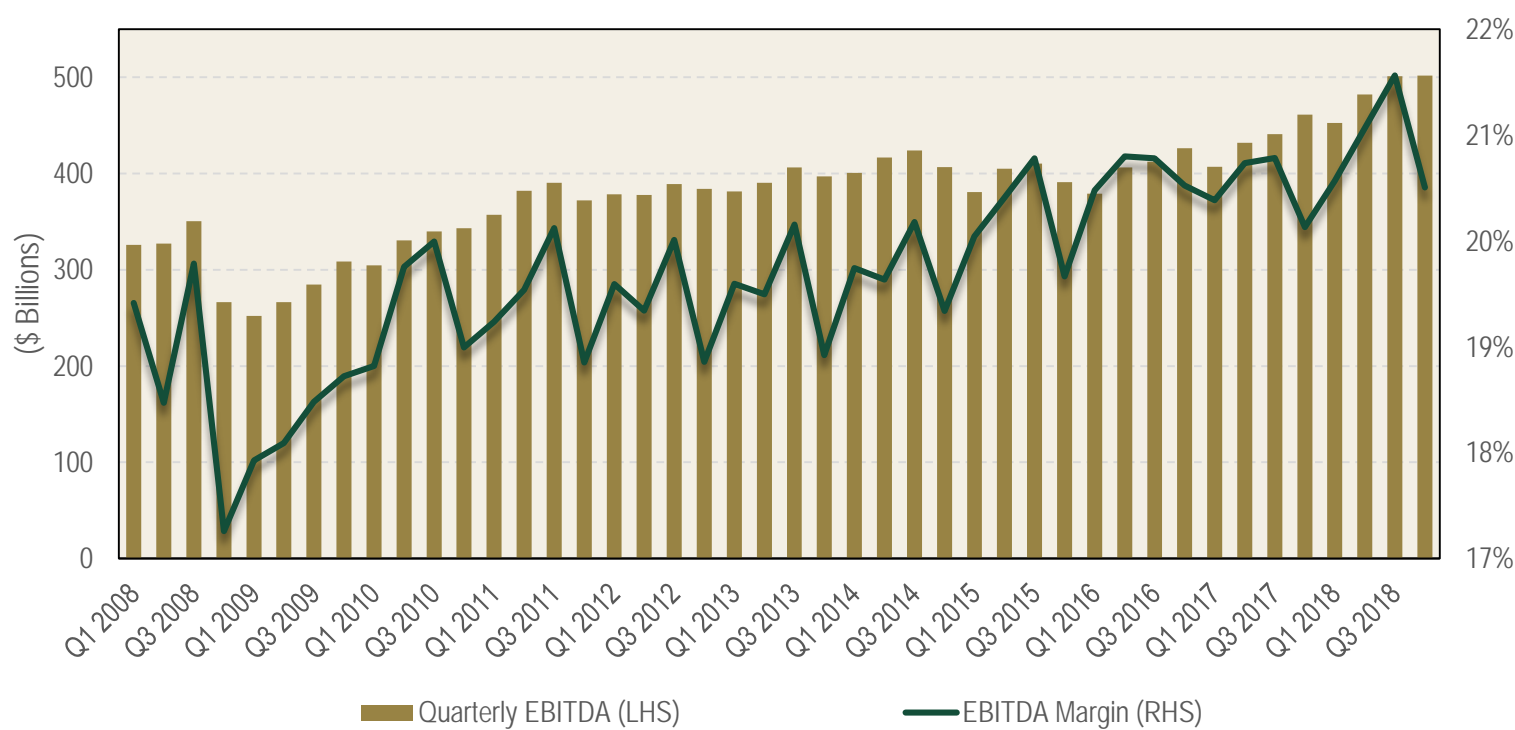


Investment Grade Revenue – as of December 31, 2018



MARKET REVIEW

Investment Grade EBITDA – as of December 31, 2018



Investment Grade Leverage Comparisons – as of December 31, 2018

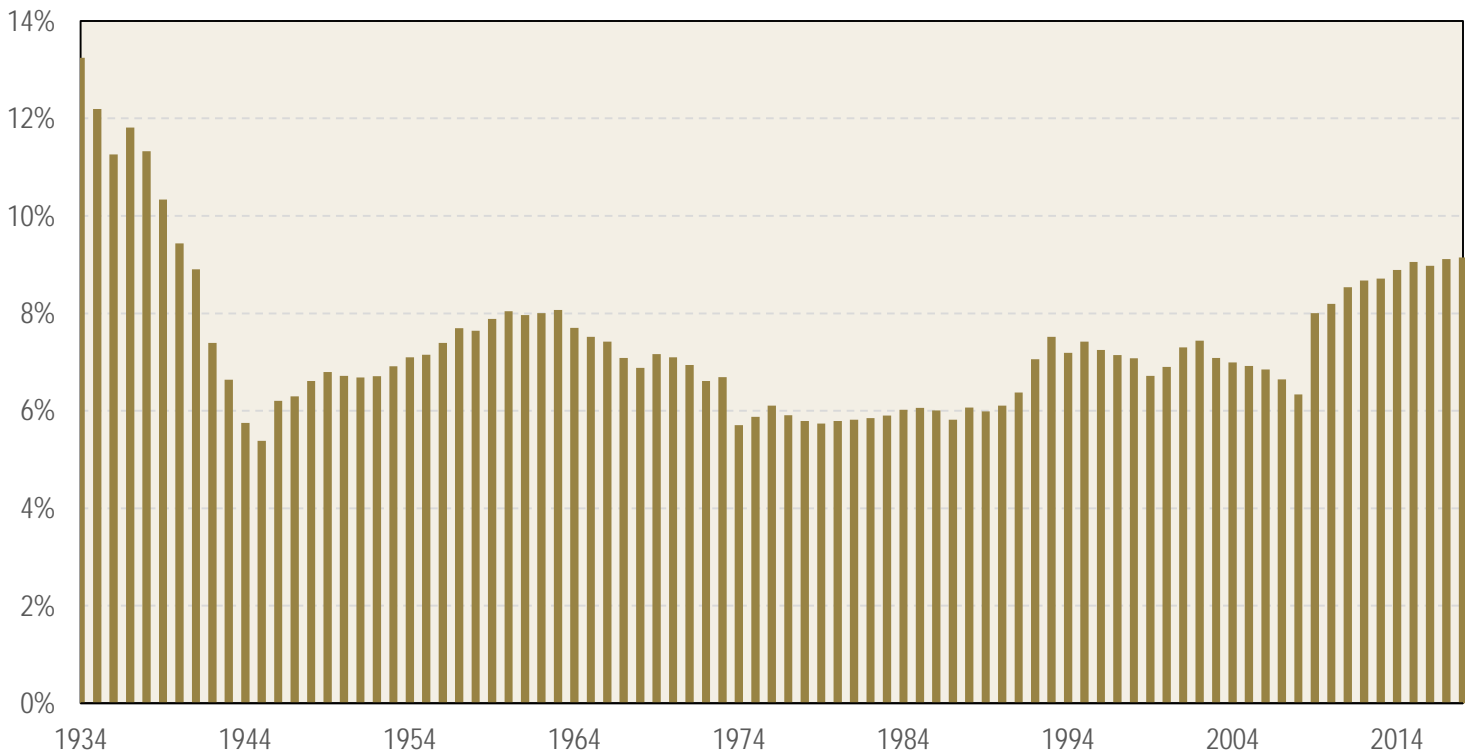
Industry Sector	LTM Revenue			LTM EBITDA			LTM Leverage				
	Current Quarter	QoQ % Change	YoY % Change	Current Quarter	QoQ % Change	YoY % Change	Current Quarter	QoQ % Change	YoY % Change	Median*	Current vs Median
Basic Industry	301,151	1%	11%	60,233	3%	13%	2.04	-4%	-12%	2.17	(0.13)
Capital Goods	940,455	2%	8%	159,879	10%	20%	2.89	-9%	-15%	4.01	(1.12)
Communications	620,902	2%	7%	191,733	-2%	3%	2.98	8%	7%	2.17	0.81
Consumer Cyclical	2,133,779	1%	8%	261,494	2%	12%	2.40	0%	-4%	2.11	0.30
Consumer Non Cyclical	2,097,867	1%	5%	325,614	2%	5%	2.70	1%	2%	2.01	0.69
Energy	1,328,224	3%	21%	261,821	6%	34%	2.22	-5%	-23%	1.30	0.92
Industrial Other	47,182	1%	7%	3,610	2%	0%	2.08	-5%	2%	1.75	0.33
Technology	1,155,152	1%	10%	339,061	0%	10%	1.47	-1%	-16%	0.92	0.55
Transportation	298,335	2%	9%	69,339	3%	5%	1.78	7%	17%	1.50	0.29
Electric	282,268	1%	3%	90,002	-3%	-4%	5.28	10%	16%	4.30	0.98
Natural Gas	46,816	1%	5%	14,078	-2%	-1%	2.90	9%	7%	2.87	0.03
Total	9,252,132	2%	9%	1,776,864	2.3%	11%	2.44	0%	-6%	2.14	0.30
Ex-Energy	7,923,908	1%	7%	1,515,043	2%	8%	2.48	1%	-3%	2.35	0.13
Ex-Energy & M/M	7,867,997	1%	7%	1,502,671	2%	8%	2.49	1%	-3%	2.35	0.14

*Median range is 4Q 2008 – 4Q 2018

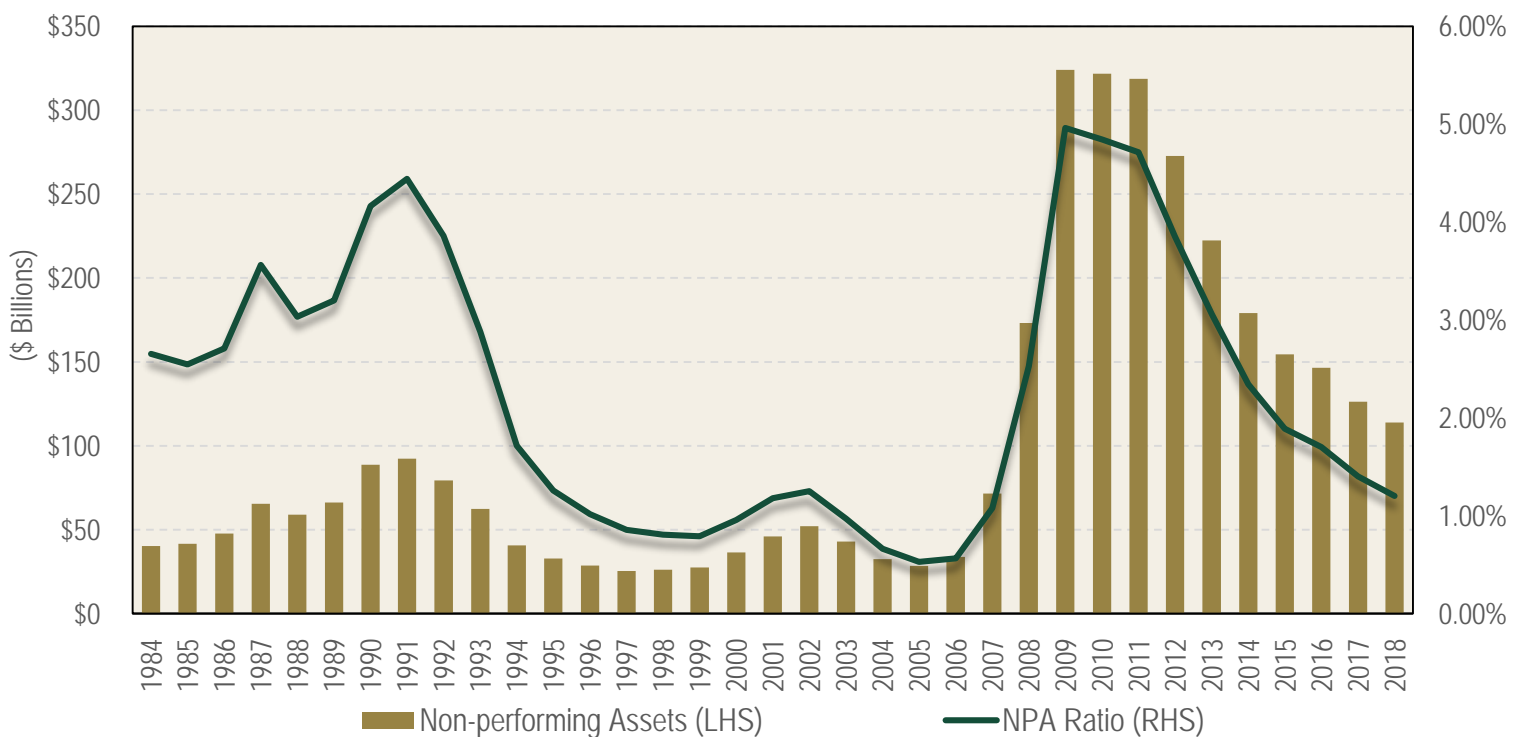
Source: Bloomberg

MARKET REVIEW

FDIC Banks Capital Ratios – as of December 31, 2018



FDIC Banks Non-Performing Assets – as of December 31, 2018



Source: FDIC, NY Federal Reserve, Barclays

MARKET REVIEW

ICE BofAML Corporate 1-5 Year OAS – as of March 31, 2019



OAS (bps) 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

Corporate (1–5) 70 61 65 62 196 639 166 136 227 110 89 99 121 96 61 114 79

Financial (1–5) 51 50 57 56 212 663 204 158 308 126 93 96 104 100 60 116 81

Industrial (1–5) 86 73 75 69 181 624 135 116 164 96 85 103 134 92 61 112 76

Utility (1–5) 79 63 73 71 175 576 155 131 169 110 99 89 120 101 64 126 90

Corporate (All) 94 83 92 91 200 573 180 161 252 152 128 144 173 130 99 159 127

High Yield (All) 418 309 371 289 591 1803 622 531 709 526 400 504 695 422 363 533 405

PORTFOLIO REVIEW – 2017 Toll Revenue I-15 Project Fund

Portfolio Characteristics

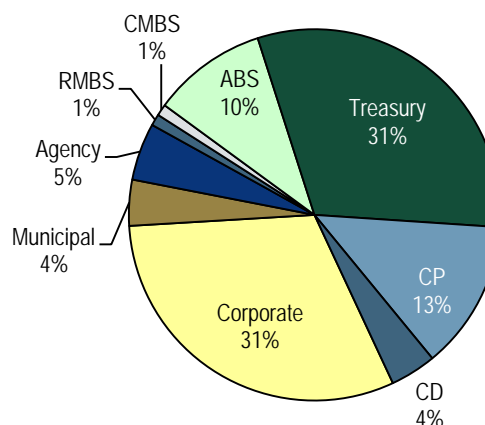
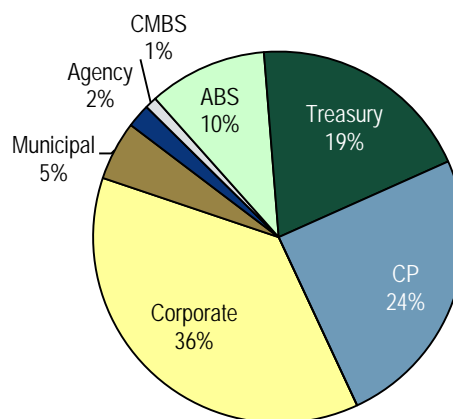
As of December 31, 2018 Actual Portfolio

Yield to Maturity	2.82%
Duration	0.33 Years
Average Quality (Moody's)	Aa3
Portfolio Market Value	\$76,231,006

As of March 31, 2019 Actual Portfolio

Yield to Maturity	2.61%
Duration	0.27 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	\$70,510,557

Asset Allocation



Portfolio Performance ¹	1Q 2019	1-Year	Since Inception (8/1/2017)
2017 Toll Revenue I-15 Project Fund (Gross of Fees)	0.76%	2.50%	1.88%
2017 Toll Revenue I-15 Project Fund (Net of Fees)	0.74%	2.41%	1.78%
FTSE 6-Month Treasury Bill	0.61%	2.18%	1.80%

¹Past 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 ICE BofAML 0-2 Year U.S. Treasury Index, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater than or equal to \$1 billion and a maturity range from zero to two years, reflecting total return.

PORTFOLIO REVIEW – 2013 SR-91 Project Residual

Portfolio Characteristics

As of December 31, 2018

Actual Portfolio

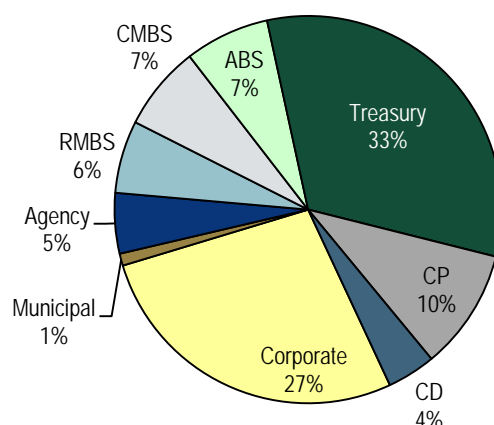
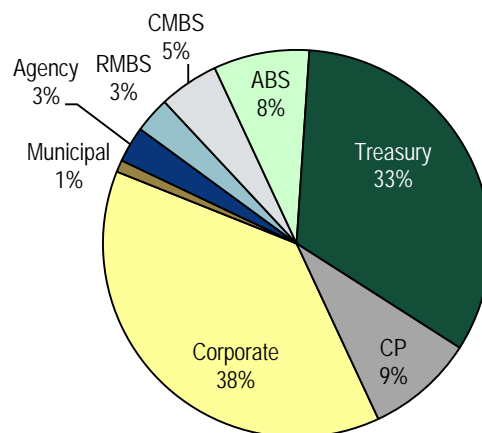
Yield to Maturity	2.86%
Duration	1.10 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	\$13,878,556

As of March 31, 2019

Actual Portfolio

Yield to Maturity	2.57%
Duration	0.83 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	\$16,019,549

Asset Allocation



Portfolio Performance ¹	1Q 2019	Since Inception (2/1/2018)
Riverside County 2013 SR-91 Project Residual Fund (Gross of Fees)	0.98%	2.45%
Riverside County 2013 SR-91 Project Residual Fund (Net of Fees)	0.96%	2.35%
ICE BofAML U.S. Treasury Index 0-2 Year	0.79%	2.22%

¹Past 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 BofAML 1-3 Year U.S. Treasury Index, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater than or equal to \$1 billion and a maturity range from one to three years, reflecting total return.

PORTFOLIO REVIEW – 2017 Toll Revenue I-15 Ramp Up Reserve

Portfolio Characteristics

As of December 31, 2018

Actual Portfolio

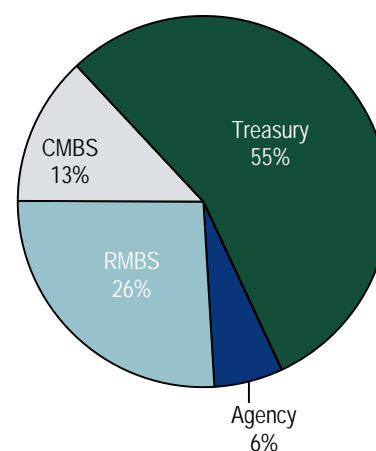
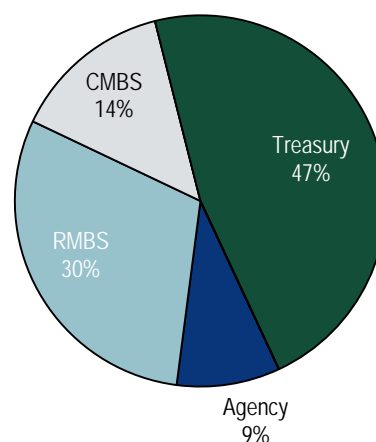
Yield to Maturity	2.63%
Duration	1.30 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$8,068,645

As of March 31, 2019

Actual Portfolio

Yield to Maturity	2.52%
Duration	1.16 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$8,140,875

Asset Allocation



Portfolio Performance ¹	1Q 2019	Since Inception (1/1/2018)
2017 Toll Revenue I-15 Ramp Up Reserve (Gross of Fees)	0.90%	2.46%
2017 Toll Revenue I-15 Ramp Up Reserve (Net of Fees)	0.87%	2.36%
ICE BofAML U.S. Treasury Index 0-2 Year	0.79%	2.07%

¹Past 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. The performance benchmark shown for the Riverside County I-15 Express Lanes Toll Revenue Reserve Portfolio is the ICE BofAML 1-3 Year U.S. Treasury Index, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater than or equal to \$1 billion and a maturity range from one to three years, reflecting total return.

PORTFOLIO REVIEW – Debt Reserve Fund

Portfolio Characteristics

As of December 31, 2018

Actual Portfolio

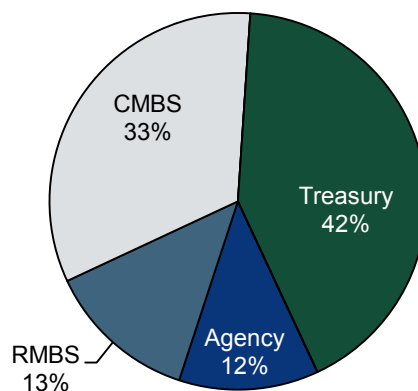
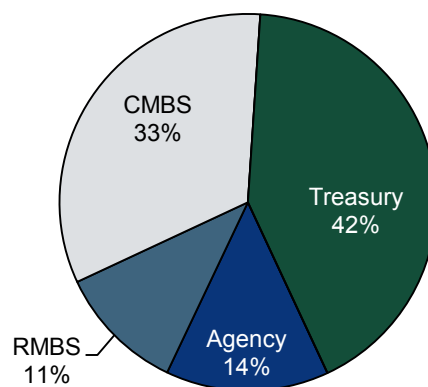
Yield to Maturity	2.80%
Duration	3.17 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$18,167,370

As of March 31, 2019

Actual Portfolio

Yield to Maturity	2.60%
Duration	3.01 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	\$18,406,380

Asset Allocation



Portfolio Performance ¹	1Q 2019	1-Year	Since Inception (8/1/2013)
Total Debt Service Fund (Gross of Fees)	1.32%	3.37%	2.11%
Total Debt Service Fund (Net of Fees)	1.29%	3.27%	2.01%
ICE BofAML U.S. Treasury Index 1-3 Year	0.98%	2.72%	0.94%
ICE BofAML U.S. Treasury Index 3-7 Year	1.80%	4.24%	1.85%

¹Past 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 BofAML 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, inclusive, reflecting total return.

RCTC PORTFOLIOS

2013 SR 91 Reserve and Residual Funds

Portfolio	Beginning Market Value (7/3/2013)	Net Flows	Market Value (3/31/2019)	Change in Market Value
-----------	---	-----------	-----------------------------	---------------------------

Debt Service Reserve Fund	\$17,667,869	(\$1,274,767)	\$18,406,380	\$2,013,278
---------------------------	--------------	---------------	--------------	-------------

Portfolio	Beginning Market Value (1/16/2018)	Net Flows	Market Value (3/31/2019)	Change in Market Value
-----------	--	-----------	-----------------------------	---------------------------

2013 SR-91 Project Residual Fund	\$3,292,782	+\$12,422,641	\$16,019,549	\$304,126
----------------------------------	-------------	---------------	--------------	-----------

2017 I-15 Project

Portfolio	Beginning Market Value (7/24/2017)	Net Flows	Market Value (3/31/2019)	Change in Market Value
-----------	--	-----------	-----------------------------	---------------------------

2017 Toll Revenue I-15 Project Fund	\$98,562,718	(\$30,570,647)	\$70,510,557	\$2,518,486
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	Beginning Market Value (12/5/2017)			
--	--	--	--	--

2017 Toll Revenue I-15 Ramp Up Reserve	\$7,723,487	\$166,500	\$8,140,875	\$250,888
--	-------------	-----------	-------------	-----------

Total Project	\$106,286,205	(\$30,404,147)	\$78,651,432	\$2,769,374
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Payden & Rygel

QUARTERLY PORTFOLIO REVIEW

1st Quarter 2019



PAYDEN.COM

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April 2019

What a difference one quarter makes! Since our last letter, risk appetite has returned to financial markets. In retrospect, the decline in nearly all market segments in the last quarter of 2018 proved temporary. In part, the reversal was supported by changes in monetary policy and in part by continued robust economic data.

Looking ahead, the U.S. economy remains on decent footing. While we cannot expect to repeat last year's stellar performance, there are still reasons to be optimistic. The services-oriented nature of the U.S. economy and a strong labor market have helped us achieve the longest business cycle expansion in the post-war era.

On a global basis, weaker data in Europe and China dominated headlines in the first quarter. Additionally, coming to terms with the U.K./EU Brexit situation, there is still no conclusion in sight. Investors should stay tuned, however, as there may be scope for acceleration through 2019.

We recognize that risks often arrive unannounced, at times when investors least expect them. On a very practical front, we are managing your portfolio mindful of maintaining liquidity and diversification to ensure changes can be made efficiently.

We are grateful for your continued trust.

Sincerely,

A handwritten signature in black ink, appearing to read "Joan A. Payden". The signature is fluid and cursive, with the first name "Joan" and last name "Payden" clearly distinguishable.

Joan A. Payden

President & CEO

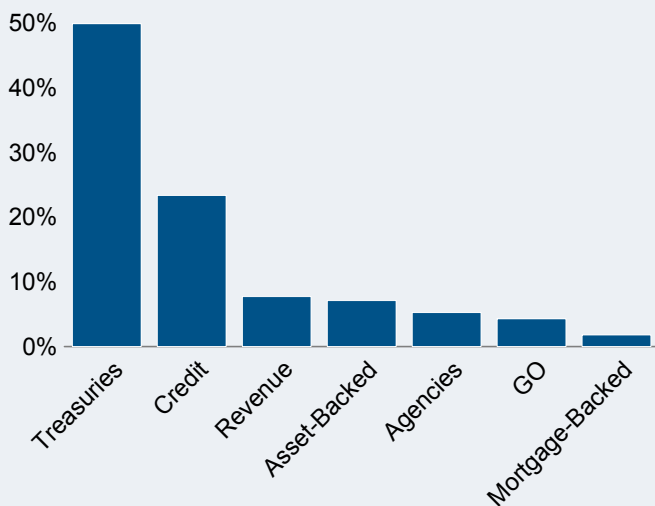
Riverside County Transportation Commission

Portfolio Review and Market Update - 1st Quarter 2019

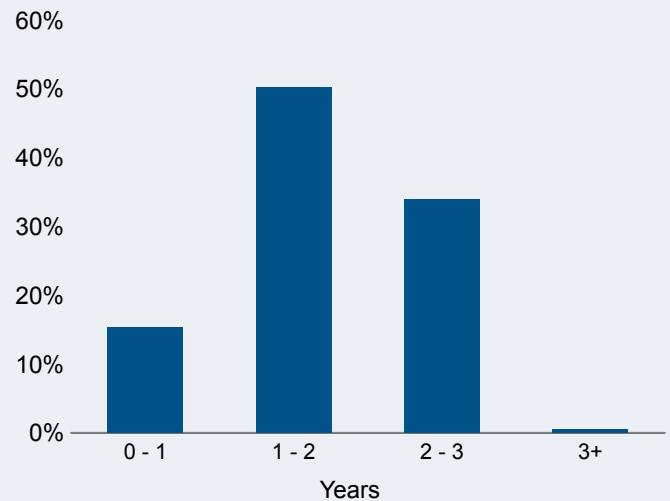
PORTFOLIO CHARACTERISTICS (As of 3/31/2019)

Portfolio Market Value	\$52.6 million
Weighted Average Credit Quality	AA+
Weighted Average Duration	1.71 years
Weighted Average Yield to Maturity	2.46%

SECTOR ALLOCATION



DURATION DISTRIBUTION



PORTFOLIO RETURNS - Periods Ending 3/31/2019

	1st Quarter	Trailing 1 Yr	Since Inception (3/1/15)
RCTC Operating Portfolio	1.14%	3.03%	1.25%
ICE BofAML 1-3 Year US Treasury Index	0.98%	2.72%	1.01%

Periods over one year are annualized

MARKET THEMES

The first quarter started off with an abrupt shift in Fed messaging following a volatile 4th quarter, easing concerns of a Fed induced slowdown. The FOMC maintained its target range for the Fed Funds rate at 2.25% - 2.50% in January and March and indicated that they are unlikely to hike until global headwinds and downward pressure on inflation abate. The easier policy stance was supportive for credit: spreads reversed their Q4 widening, and yields continued to fall. The yield curve inverted as markets shifted from an expectation of future rate hikes to rate cuts. Geopolitical risks remain as uncertainty over the U.S./China relationship, concerns surrounding emerging markets, populism in Europe, and Brexit are persistent headwinds. Treasury yields declined, credit risk premiums shrank, and equity prices rebounded sharply providing an environment for strong returns in the front end of the yield curve.

STRATEGY

- The portfolio continued to hold a diversified mix of non-government sectors to increase income.
- We extended our duration over the course of Q1 2019 via Treasuries.
- We maintain a bias toward a shorter average maturity profile in credit sectors to limit the portfolio's sensitivity to changes in credit risk premiums while maintaining a yield advantage.
- We continue to hold securitized bonds, which serve as a diversifier and source of high-quality income.

INTEREST RATES

- Short U.S. Treasury yields declined, with the two-year maturity falling by 0.23% to 2.26%. The slope between two- and five-year maturities remained range-bound over the quarter, finishing at -0.03%.
- While our short duration position detracted from performance at the margin, longer duration positions benefited the portfolio through price performance over the quarter.
- One-month LIBOR was unchanged at 2.50%, while three-month LIBOR decreased 0.22% to 2.59%.

SECTORS

- Corporate securities outperformed Treasuries during the quarter, as spreads compressed.
- High-quality asset-backed securities outperformed Treasuries but underperformed corporate bonds as securitized spreads tightened.



MARKET PERSPECTIVE

Call us U.S.-centric if you must, but the Fed has been the most important driver of global financial markets in 2019. Global stocks, bonds, oil, and gold, among a host of other assets, have been affected by the shift in the U.S. central bank's policy trajectory to start the year.

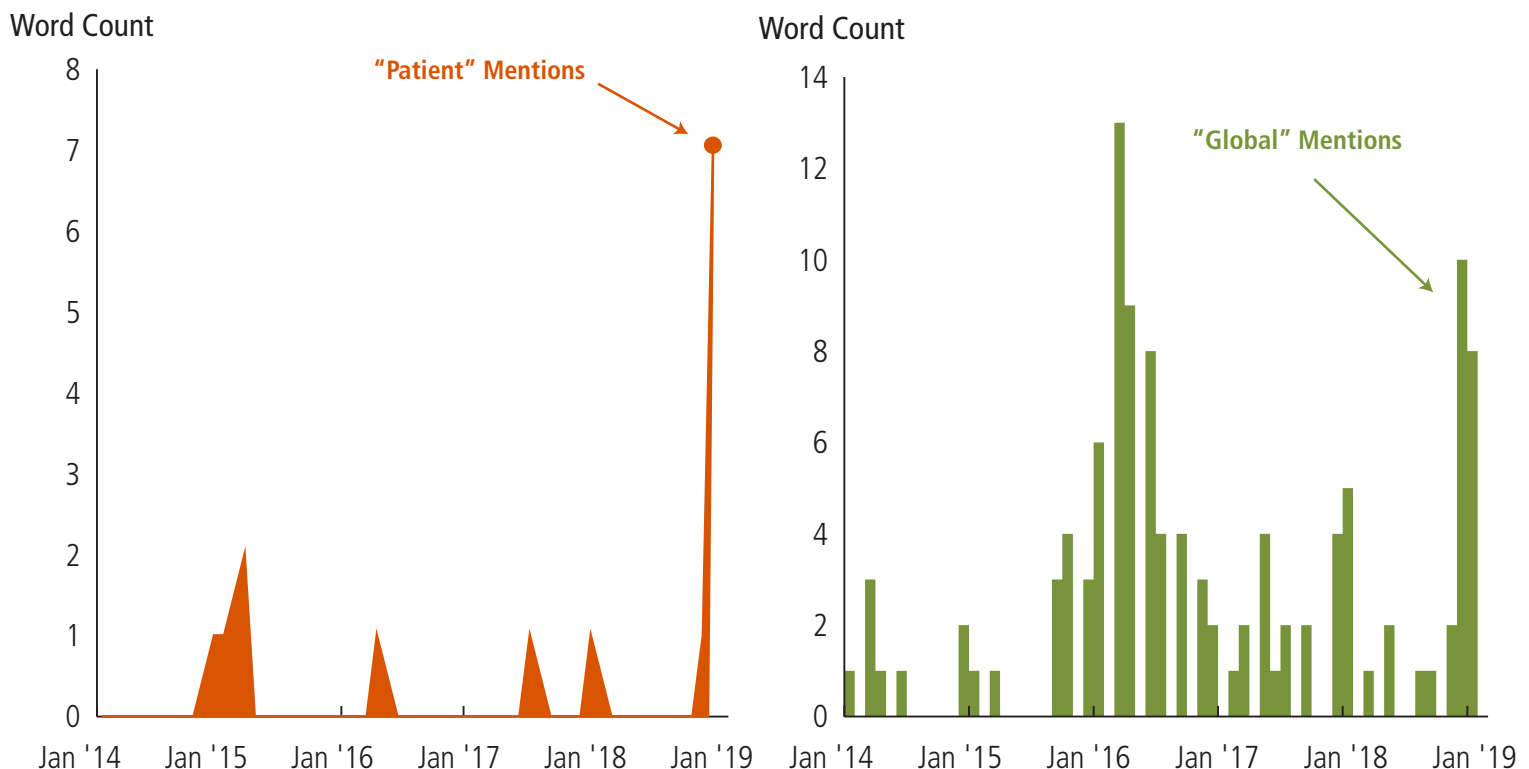
Use of the word "patient" by policymakers spiked at the January FOMC meeting (left chart), based on our text mining of the minutes released in the first quarter. We've seen the word before: "patient" appeared twice in the March 2015 meeting minutes, precipitating a nine-month-long wait for the first rate hike of the cycle. The recent re-emphasis of the word "patient" presages an extended pause from the U.S. central bank. At their March meeting, policymakers maintained a dovish stance and message.

As global economic woes increase, the Fed's mentions of "Global" have increased commensurately (see right chart). Similarly, these woes have led to global central banks going on hold. So far in 2019, not only is the European Central Bank (ECB) on hold, they have also returned with stimulus through long-term refinancing operations (LTROs). The Bank of England is also on hold, dealing with the uncertainty of Brexit. The People's Bank of China is also easing, cutting their required deposit reserve ratio for banks, one of many policy rates in their arsenal, by 1% in Q1. Even the Reserve Bank of India cut its key policy rate at its February meeting!

We think the global central banks' dovish tailwind could continue to fuel markets until the global and U.S. economic data improve later in the year, as we expect. This could prompt another rethink by the monetary wonks of the world.

Global Central Banks Go On Hold:

Number of Mentions of the Words "Patient" and "Global" in the FOMC Meeting Minutes*



Source: Federal Reserve, Payden Calculations

*Only includes text from the "Participants' Views on Current Conditions and the Economic Outlook" section



U.S. DOMICILED MUTUAL FUNDS

CASH BALANCE

Payden/Kravitz Cash Balance Plan Fund

EQUITY

Equity Income Fund

GLOBAL FIXED INCOME

Emerging Markets Bond Fund

Emerging Markets Corporate Bond Fund

Emerging Markets Local Bond Fund

Global Fixed Income Fund

Global Low Duration Fund

TAX-EXEMPT FIXED INCOME

California Municipal Income Fund

U.S. FIXED INCOME

Absolute Return Bond Fund

Cash Reserves Money Market Fund

Core Bond Fund

Corporate Bond Fund

Floating Rate Fund

GNMA Fund

High Income Fund

Limited Maturity Fund

Low Duration Fund

Strategic Income Fund

U.S. Government Fund

DUBLIN DOMICILED UCITS FUNDS

EQUITY

Global Equity Income Fund

U.S. Equity Income Fund

LIQUIDITY FUNDS

Euro Liquidity Fund

Sterling Reserve Fund

U.S. Dollar Liquidity Fund

FIXED INCOME

Absolute Return Bond Fund

Global Bond Fund

Global Emerging Markets Bond Fund

Global Emerging Markets Corporate Bond Fund

Global Government Bond Index Fund

Global High Yield Bond Fund

Global Inflation-Linked Bond Fund

Global Short Bond Fund

Sterling Corporate Bond Fund

U.S. Core Bond Fund

USD Low Duration Credit Fund

For more information about Payden & Rygel's funds, contact us at a location listed below.

Payden & Rygel

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213 625-1900

BOSTON

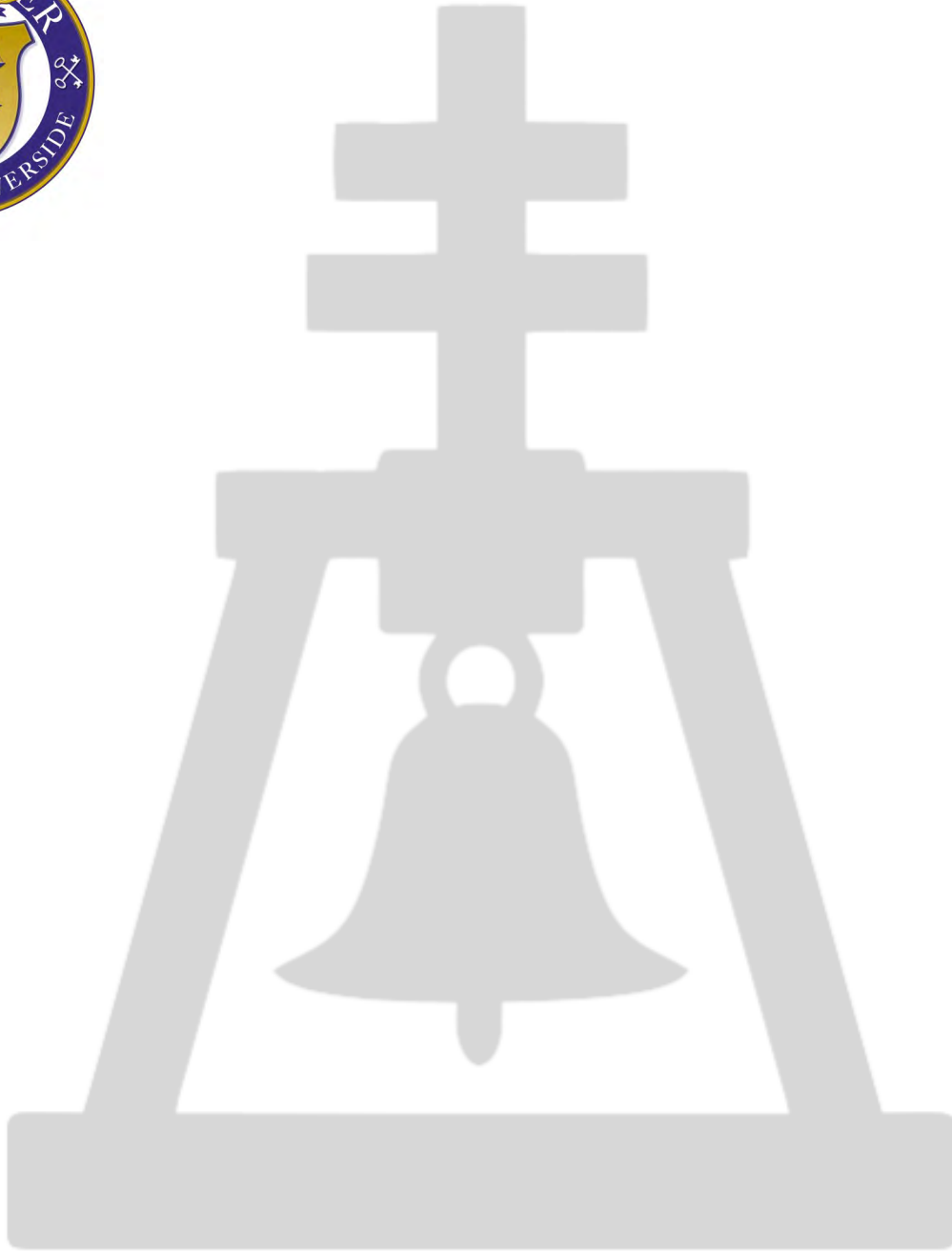
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County of Riverside

Treasurer's Pooled Investment Fund

March 2019

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8 | Compliance Report

9 | Month End Holdings



See the digital copy of our monthly TPIF report at countytreasurer.org to view video of the Federal Open Market Committee's March 20 press conference.



JEROME POWELL
Chairman, Federal Reserve Board

Treasurer's Pooled Investment Fund

Monthly Commentary

More Signs of Cooling in the Economy

Dampened prospects of economic growth, U.S.-China trade policy, and Brexit continue to weigh on central banks and fixed income markets globally.

In March, U.S. Federal Reserve Bank officials announced that they would likely keep interest rates on hold through 2019. Chairman Jerome Powell cited weakness in U.S. consumer spending and business investment, which suggest, "Growth is slowing somewhat more than expected."

European Central Bank (ECB) President Mario Draghi announced a third injection of bank stimulus to be launched this September as result of near-recession growth levels in most of the euro area. Manufacturing indices and negative yields in various European fixed income markets signal that economic activity may continue to be subdued. In light of recent economic developments, the ECB kept interest rates unchanged at 0-0.25% and similarly expects to keep rates at their present levels through the end of 2019.

Brexit continued to cause uncertainties, with the British Parliament rejecting Prime Minister Theresa May's Brexit deal for the third time, further deepening their crisis. May's officials aim to push her deal through for a fourth vote in Parliament in the days ahead. May has offered to resign as prime minister in

a bid to complete the deal before the April 12 deadline, when the U.K. is due to exit the European Union.

Headline-dominating trade talks between the U.S. and China continue to be constructive; however, there is still no timeline for reaching a definitive agreement.

Economic activity across the United States showed moderate to flat growth in late January and throughout February, says the FED's Beige Book. This news comes after GDP for 4Q18 was revised from 2.6% down to 2.2%. Measures of core inflation remain near the FED's two-percent target.

Overall, economic indicators came in mixed. The labor market is showing resilience with strong wage gains, low unemployment, and low initial jobless claims, yet only 20,000 jobs were added in February – versus 311,000 added in January.

Harsh winter weather and the government shutdown distorted economic activity in the first quarter of 2019.

In housing, sales of new and existing homes in February showed some resurgence by outperforming sales of recent months. On the other hand, housing price growth continues to moderate. Home prices posted 6.7% annual growth in March 2018, and have since moderated to 3.5% annual growth in

January 2019.

Leading manufacturing indicators point to a continued slowdown in growth. The ISM manufacturing index has been trending downward since reaching a multi-year high in August 2018 and new orders for durable goods have been showing mixed signals on a month-to-month basis.

The Treasury yield curve inverted in March for the first time since 2007. An inverted yield curve has preceded every recession since the 1960's by 12 to 18 months.

March saw dramatic moves in interest rates, with the 2 year treasury yield dropping from 2.55% to 2.27% and the 5 year treasury yield dropping from 2.56% to 2.23%. Stock prices were also volatile during the month, but ended up finishing unchanged with the Dow Jones Industrial Average starting at 25,900 and ending at 25,900. The surprise drop in interest rates was blamed mostly on the new market perception that the FED will be cutting the funds rate at least once over the next twelve months, instead of the previous thinking that they would keep the funds rate stable for the foreseeable future.

Jon Christensen
Treasurer-Tax Collector

Treasurer's Statement

The Treasurer's Pooled Investment Fund is comprised of contributions from the county, schools, special districts, and other discretionary depositors throughout the County of Riverside. The primary objective of the treasurer shall be to **safeguard the principal** of the funds under the treasurer's control, meet the **liquidity needs** of the depositor, and to maximize a **return on the funds** within the given parameters.

The Treasurer-Tax Collector and the Capital Markets team are committed to maintaining the highest credit ratings. The Treasurer's Pooled Investment Fund is currently rated **Aaa-bf** by **Moody's Investor Service** and **AAAF/S1** by **Fitch Ratings**, two of the nation's most trusted bond credit rating services.

Since its inception, the Treasurer's Pooled Investment Fund has been in **full compliance** with the Treasurer's Statement of Investment Policy, which is more restrictive than California Government Code 53646.

Capital Markets Team

Jon Christensen
Treasurer-Tax Collector

Giovane Pizano
Chief Investment Manager

Steve Faeth
Senior Investment Manager

Isela Licea
Assistant Investment Manager

Jake Nieto
Administrative Services Assistant

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-19	7,525,389,587.99	7,522,791,418.69	2,598,169.30	0.35%	2.35	1.04
Feb-19	6,837,521,658.62	6,846,174,413.16	(8,652,754.54)	-0.13%	2.32	1.06
Jan-19	6,985,230,147.03	6,993,292,063.97	(8,061,916.94)	-0.12%	2.31	1.05
Dec-18	7,490,825,981.43	7,504,164,940.07	(13,338,958.64)	-0.17%	2.27	1.00
Nov-18	6,126,655,569.85	6,157,254,222.68	(30,598,652.83)	-0.50%	2.18	1.16
Oct-18	5,810,376,697.47	5,848,258,037.08	(38,077,575.20)	-0.66%	2.09	1.16

*Market values do not include accrued interest.

Economy

National Economy

Amid a historically tight labor market, wages grew 3.4% in 2018, the most since 2009. [WaPo: 04/01/2019]

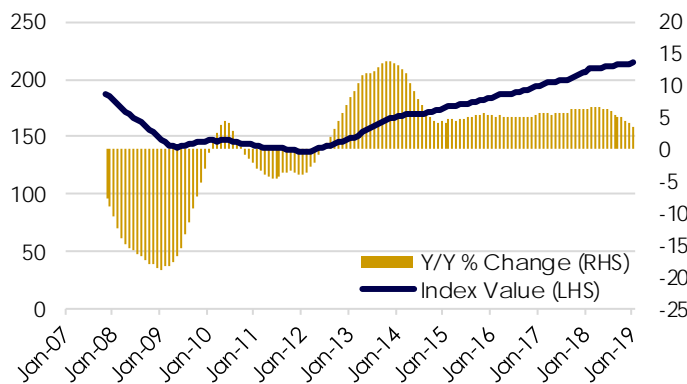
- Estimates for real GDP and consumer spending for 4Q18 were both revised downward in February. Real GDP was revised down from 2.6% to 2.2% and consumer spending was revised down from 2.8% to 2.2%. [Econoday: 04/01/2019]
- New and existing home sales show some resurgence in February, but home price growth across major cities nationwide continues to slow down. [Econoday: 04/01/2019]

State Economy

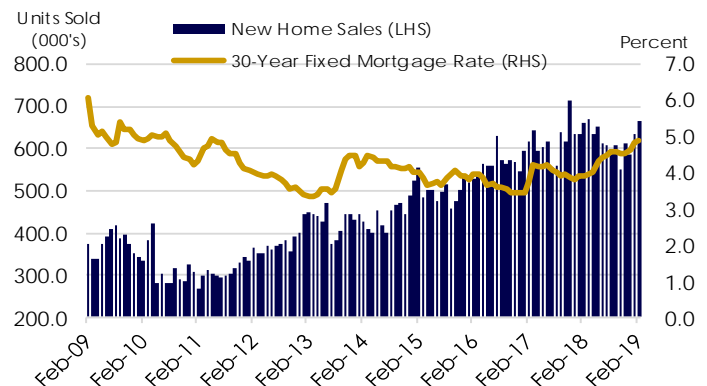
Out of 20,000 nonfarm jobs added nationwide in February, California contributed 14,600. [LATimes: 04/01/2019]

- The California housing market is forecasted to continue softening through 2020. [UCLA Anderson: 04/01/2019]
- Despite trade tensions, activity in the Ports of Los Angeles and Long Beach grew 5.8% in 2018 YoY. [UCR: 04/01/2019]
- Inland Empire economic activity is growing at a "healthy clip", but has slowed down from recent years. [UCR: 04/01/2019]

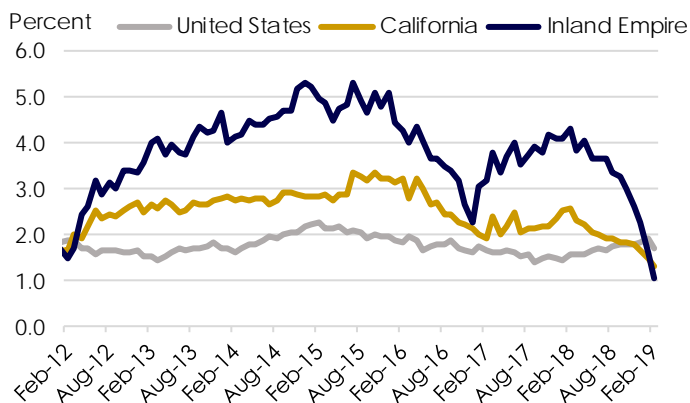
Case-Shiller 20-City Composite Home Price Index



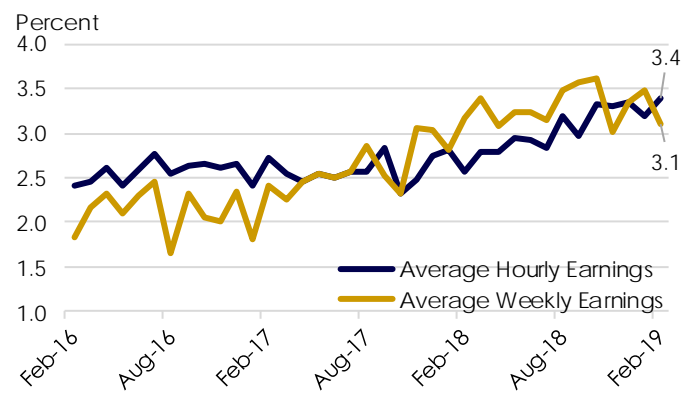
U.S. New Home Sales



Nonfarm Jobs Added - Y/Y



Wage Growth - Y/Y



Key Economic Indicators

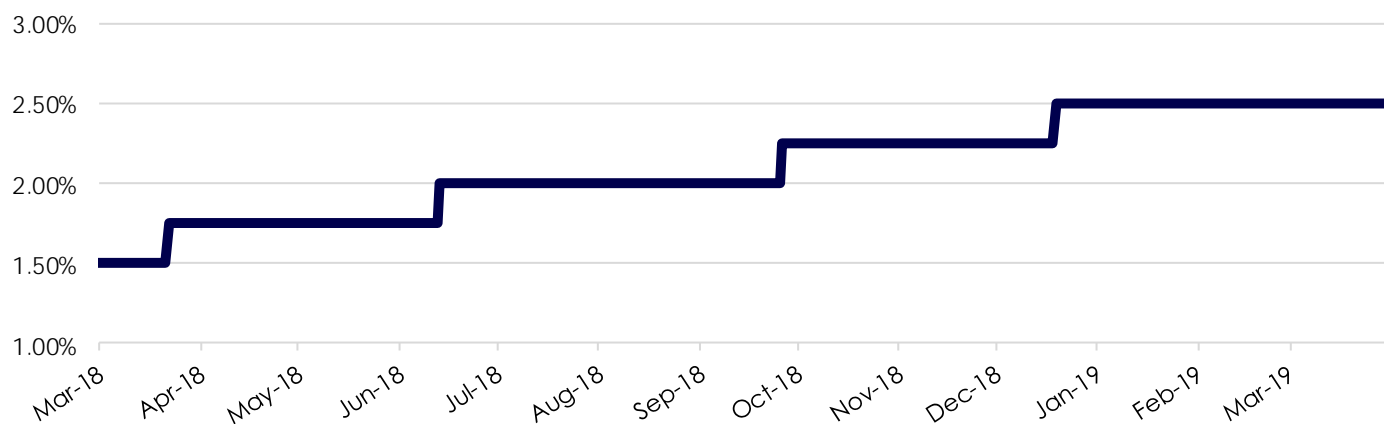
Release Date	Indicator	Actual	Consensus	Difference
03/28/2019	Real GDP - Q/Q Change - SAAR - 4Q18 (2nd estimate)	2.20%	2.20%	0.00%
03/08/2019	Unemployment Rate - Seasonally Adjusted	3.80%	3.90%	-0.10%
03/08/2019	Non-Farm Payrolls - M/M Change	20,000	175,000	-155,000
03/12/2019	CPI - Y/Y Change	1.50%	1.50%	0.00%
03/12/2019	CPI Ex Food and Energy - Y/Y Change	2.10%	2.20%	-0.10%
03/05/2019	Non-Manufacturing Index (> 50 indicates growth)	59.7	57.2	2.50
03/29/2019	New Home Sales - SAAR - Thousands of units	621.00	615.00	6.00
03/19/2019	Factory Orders - M/M Change	0.10%	0.00%	0.10%
03/13/2019	Durable Goods Orders - New Orders - M/M Change	0.40%	-0.60%	1.00%

Market Data

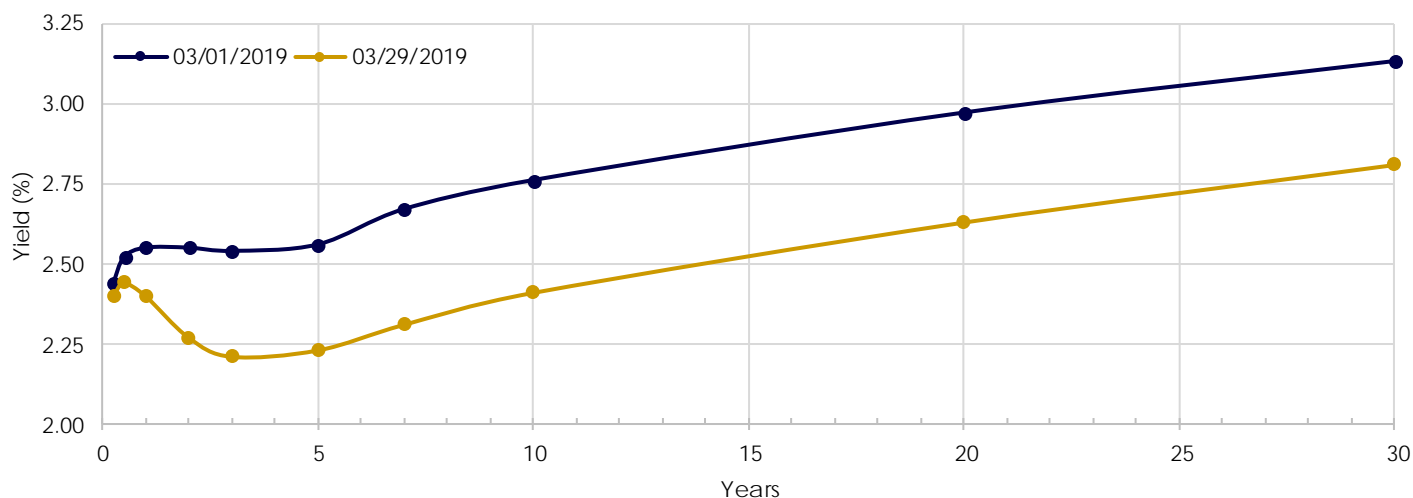
FOMC Meeting 03/20/2019

- The FOMC stated that data received since their last meeting in January “indicates that the labor market remains strong but that growth of economic activity has slowed from its solid rate in the fourth quarter [of 2018].”
- The Federal Open Market Committee maintained the Fed Funds Target Rate at 2.25—2.50%.
- “The Committee continues to view sustained expansion of economic activity, strong labor market conditions, and inflation near the Committee’s symmetric 2 percent objective as the most likely outcomes,” stated the FOMC in their March 20 press release.

Fed Funds Target Rate (Upper Limit)



U.S. Treasury Curve

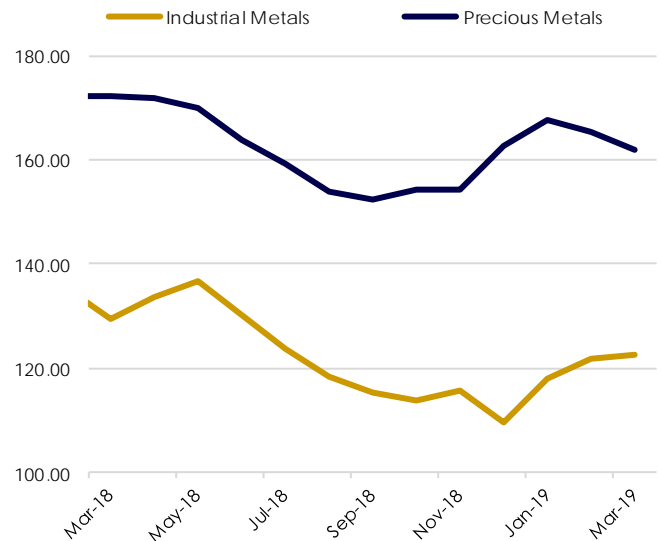
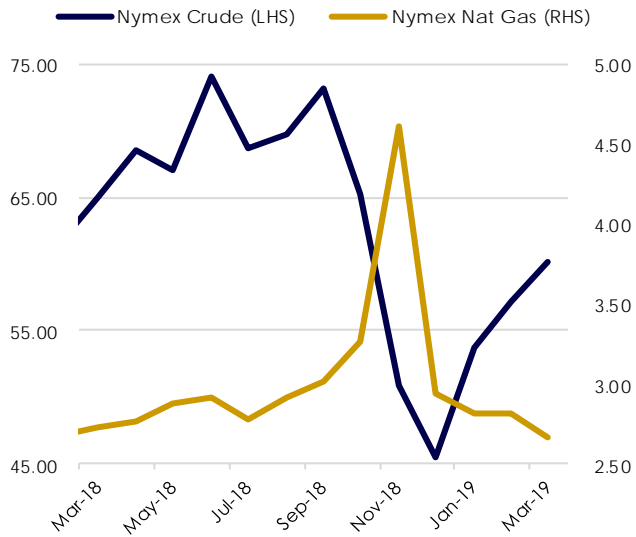


Treasury Curve Differentials	3 Mo	6 Mo	1 Yr	2 Yr	3 Yr	5 Yr	10 Yr	30 Yr
03/29/2019 - 03/01/2019	-0.04	-0.08	-0.15	-0.28	-0.33	-0.33	-0.35	-0.32
03/29/2019	2.40	2.44	2.40	2.27	2.21	2.23	2.41	2.81
03/01/2019	2.44	2.52	2.55	2.55	2.54	2.56	2.76	3.13

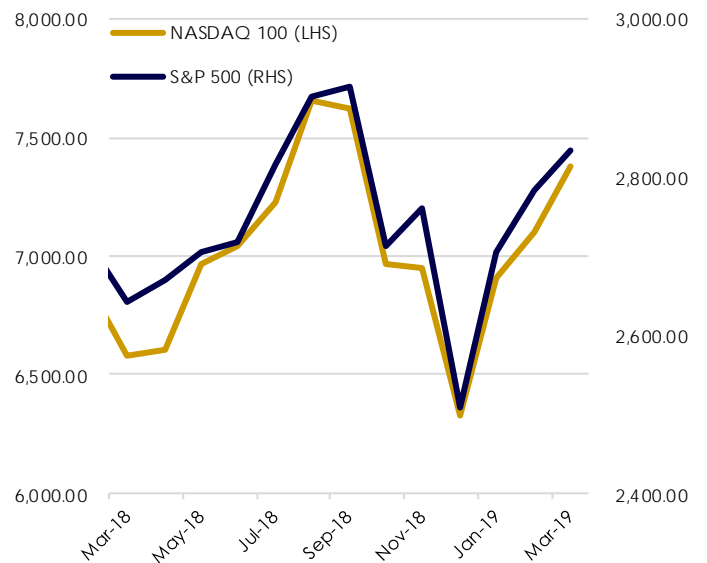
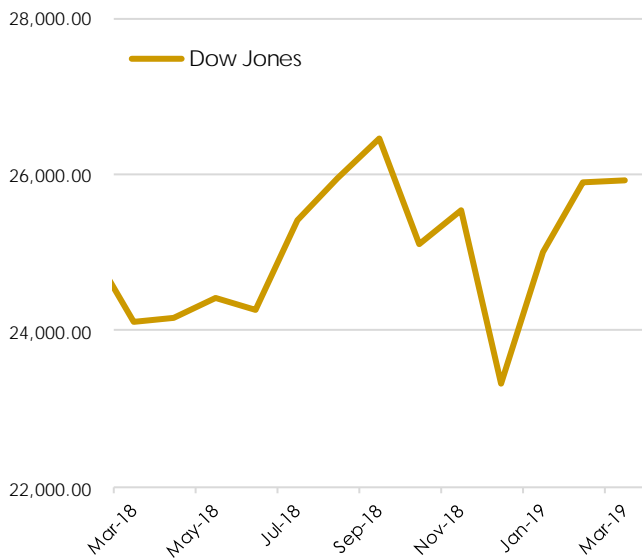
The US Treasury Curve and its forecasted values are subject to frequent change and will be updated monthly with each issued TPIF report.

Market Data cont'd

Commodities



Stocks



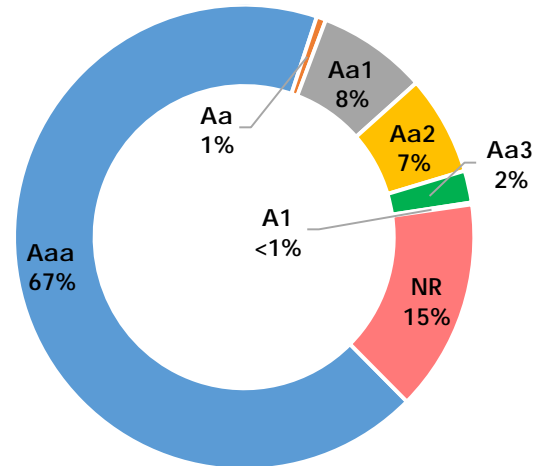
* Values listed on this page are in US dollars and are based on the final business day of each month.

Portfolio Data

The County of Riverside's Treasurer's Pooled Investment Fund is currently rated **AAA-bf** by **Moody's Investor Service** and **AAAF/S1** by **Fitch Ratings**.

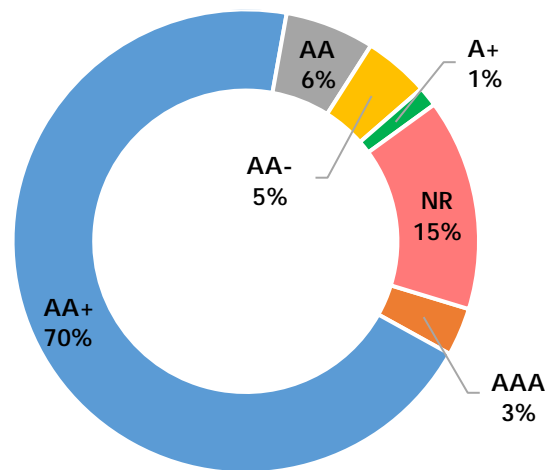
Moody's Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
Aaa	5,086,611.16	100.01%	67.62%	2.26%
Aa	49,696.88	100.22%	0.66%	2.44%
Aa1	576,991.85	100.10%	7.67%	2.60%
Aa2	521,983.84	100.11%	6.94%	2.53%
Aa3	167,383.19	100.36%	2.23%	2.80%
A1	10,000.00	100.00%	0.13%	2.59%
NR	1,110,124.50	100.03%	14.76%	2.51%
Totals:	7,522,791.42	100.03%	100.00%	2.35%



S&P Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
AAA	252,001.83	100.69%	3.35%	2.36%
AA+	5,246,298.06	99.99%	69.74%	2.27%
AA	466,276.04	100.22%	6.20%	2.52%
AA-	343,091.00	100.05%	4.56%	2.78%
A+	105,000.00	100.00%	1.40%	2.72%
NR	1,110,124.50	100.03%	14.76%	2.51%
Totals:	7,522,791.42	100.03%	100.00%	2.35%



12-Month Projected Cash Flow

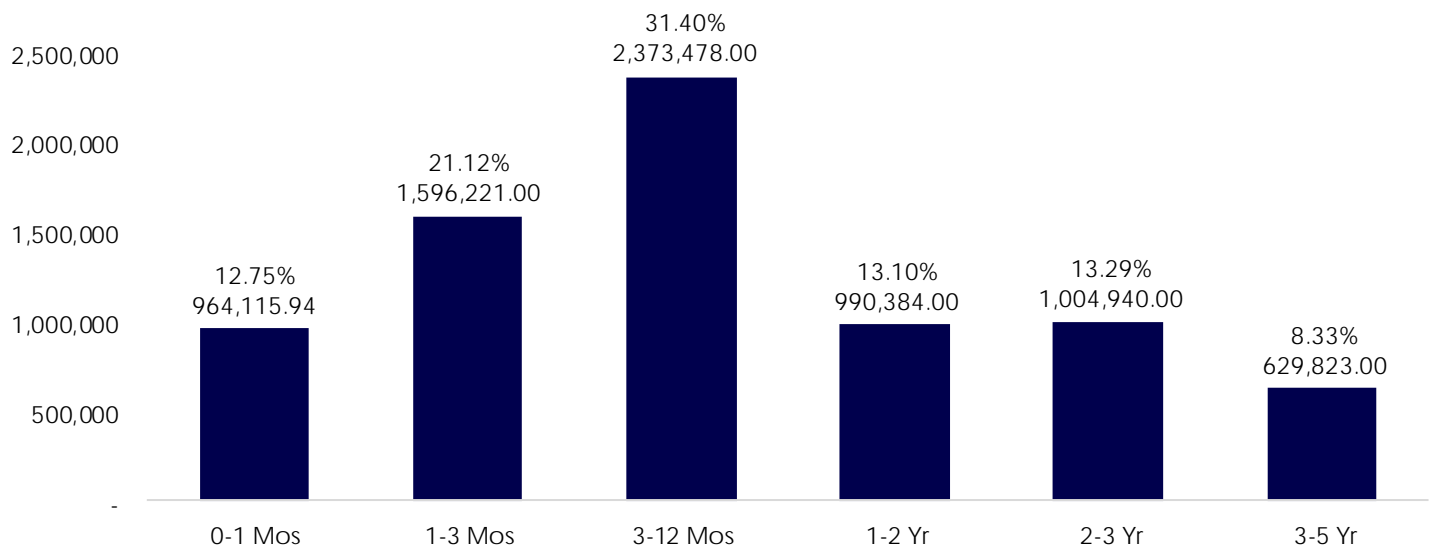
Month	Monthly Receipts	Monthly Disbursements	Difference	Required Matured Investments	Balance	Actual Investments Maturing	Available to Invest > 1 Year
04/2019					226.17		
04/2019	2,000.00	1,300.00	700.00		926.17	964.12	
05/2019	1,200.00	2,050.00	(850.00)		76.17	1,132.13	
06/2019	1,050.00	1,850.00	(800.00)	723.83	-	504.09	
07/2019	969.28	1,250.00	(280.72)	280.72	-	441.58	
08/2019	900.00	1,200.00	(300.00)	300.00	-	354.04	
09/2019	1,100.00	1,200.00	(100.00)	100.00	-	416.73	
10/2019	1,100.00	1,300.00	(200.00)	200.00	-	419.28	
11/2019	1,300.00	1,200.00	100.00		100.00	355.00	
12/2019	2,375.13	1,200.00	1,175.13		1,275.13	20.00	
01/2020	1,100.00	2,200.00	(1,100.00)		175.13	132.50	
02/2020	1,100.00	1,500.00	(400.00)	224.87	-	123.27	
03/2020	1,350.00	1,200.00	150.00		150.00	81.08	
TOTALS	15,544.41	17,450.00	(1,905.59)	1,829.42	2,928.77	4,943.81	5,695.97
				24.31%		65.70%	75.69%

* Values listed in Cash Flow Table are in millions of USD.

Based on historic and current financial conditions within the County, the Pool is expected to maintain sufficient liquidity of funds to cover County expenses for the next twelve months.

Portfolio Data cont'd

Asset Maturity Distribution (Par Value, 000's)

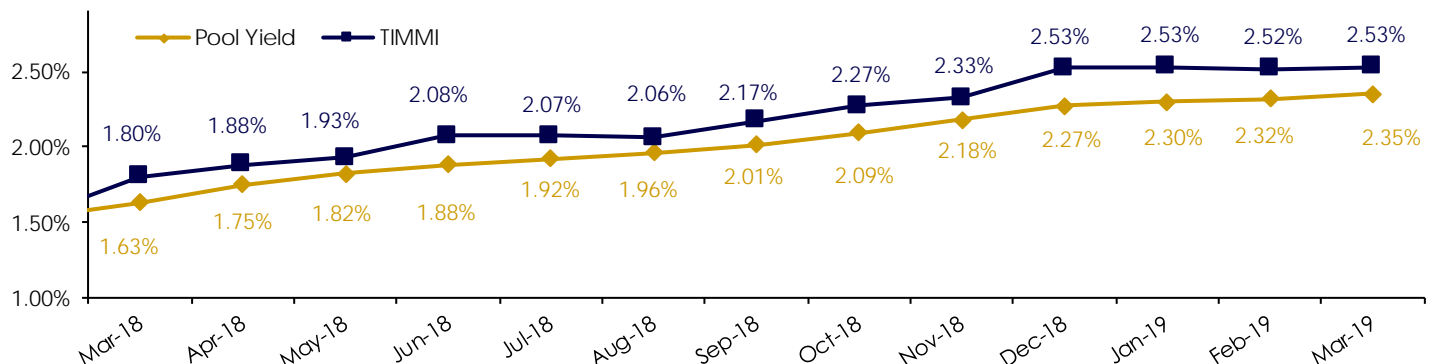


Asset Allocation (000's)

Assets	Scheduled Book	Scheduled Market	Mkt/Book	Yield	WAL (Yr.)	Mat (Yr.)
TREAS	668,465.92	670,494.60	100.30%	2.46%	0.50	0.50
AGENCIES	3,949,986.69	3,944,735.74	99.87%	2.18%	1.32	1.67
MMKT	4,000.00	4,000.00	100.00%	2.33%	0.00	0.00
CASH	920,000.00	920,000.00	100.00%	2.55%	0.00	0.00
CALTRUST FND	4,023.98	4,023.98	100.00%	2.40%	0.00	0.00
COMM PAPER	1,119,402.18	1,123,038.38	100.32%	2.54%	0.24	0.24
NCDS	330,000.00	330,000.00	100.00%	2.77%	0.20	0.20
MEDIUM TERM NOTES	278,870.61	281,054.86	100.78%	2.60%	0.84	0.85
MUNI	247,922.04	247,922.04	100.00%	2.36%	1.40	1.40
LOCAL AGCY OBLIG	120.00	120.00	100.00%	2.80%	1.21	1.21
Totals:	7,522,791.42	7,525,389.59	100.03%	2.35%	0.86	1.04

* For details on the Pool's composition see Month End Portfolio Holdings, pages 9 to 13.

TIMMI



The Treasurer's Institutional Money Market Index (TIMMI) is a composite index of four AAA rated prime institutional money market funds. Their aggregate 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	
MUNICIPAL BONDS (MUNI)	5 YEARS	NO LIMIT	NA	4 YEARS	15%	AA-/Aa3/AA-	3.30%
U.S. TREASURIES	5 YEARS	NO LIMIT	NA	5 YEARS	100%	NA	8.89%
LOCAL AGENCY OBLIGATIONS (LAO)	5 YEARS	NO LIMIT	NA	3 YEARS	2.50%	INVESTMENT GRADE	<0.01%
FEDERAL AGENCIES	5 YEARS	NO LIMIT	AAA	5 YEARS	100%	NA	52.51%
COMMERCIAL PAPER (CP)	270 DAYS	40%	A1/P1	270 DAYS	40%	A1/P1/F1	14.88%
CERTIFICATE & TIME DEPOSITS (NCD & TCD)	5 YEARS	30%	NA	1 YEAR	25% Combined	A1/P1/F1	4.39%
INT'L BANK FOR RECONSTRUCTION AND DEVELOPMENT AND INT'L FINANCE CORPORATION	NA	NA	NA	4 YEARS	20%	AA/Aa/AA	0.00%
REPURCHASE AGREEMENTS (REPO)	1 YEARS	NO LIMIT	NA	45 DAYS	40% max, 25% in term repo over 7 days	A1/P1/F1	0.00%
REVERSE REPOS	92 DAYS	20%	NA	60 DAYS	10%	NA	0.00%
MEDIUM TERM NOTES (MTNO)	5 YEARS	30%	A	3 YEARS	20%	AA/Aa2/AA	3.71%
CALTRUST SHORT TERM FUND	NA	NA	NA	DAILY LIQUIDITY	1.00%	NA	0.05%
MONEY MARKET MUTUAL FUNDS (MMF)	60 DAYS ⁽¹⁾	20%	AAA/Aaa ⁽²⁾	DAILY LIQUIDITY	20%	AAA by 2 Of 3 RATINGS AGC.	0.05%
LOCAL AGENCY INVESTMENT FUND (LAIF)	NA	NA	NA	DAILY LIQUIDITY	Max \$50 million	NA	0.00%
CASH/DEPOSIT ACCOUNT	NA	NA	NA	NA	NA	NA	12.23%

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
1060: MMKT ACCTS-A/365-6											
FRGX	FIDELITY GOV	04/01/2019	2.336	2.336	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
GOFXX	FEDERATED GOV	04/01/2019	2.324	2.324	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
FGTXX	GOLDMAN SACHS GOV	04/01/2019	2.331	2.331	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
WFFXX	WELLS FARGO GOV	04/01/2019	2.335	2.335	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
			2.332	2.332	4,000,000.00	4,000,000.00	100.000000	4,000,000.00	0.00	.003	.003
1065: CLTR-A/365-6											
CLTR	CALTRUST SHT TERM FUND	04/01/2019	2.549	2.549	0.00	0.00	.000000	0.00	0.00	.000	.003
CLTR	CALTRUST SHT TERM FUND	04/01/2019	2.415	2.404	4,015,944.14	4,023,976.03	100.200000	4,023,976.03	0.00	.003	.003
			2.415	2.404	4,015,944.14	4,023,976.03	100.200000	4,023,976.03	0.00	.003	.003
1080: MGD RATE-A/365-6											
CASH	BANK OF THE WEST	04/01/2019	2.592	2.592	300,000,000.00	300,000,000.00	100.000000	300,000,000.00	0.00	.003	.003
			2.592	2.592	300,000,000.00	300,000,000.00	100.000000	300,000,000.00	0.00	.003	.003
1170: MGD RATE-A/360											
CASH	UB MANAGED RATE	04/01/2019	2.490	2.490	400,000,000.00	400,000,000.00	100.000000	400,000,000.00	0.00	.003	.003
CASH	PACIFIC PREMIER BANK	04/01/2019	2.490	2.490	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.003	.003
CASH	FIRST REPUBLIC BANK	04/01/2019	2.590	2.590	200,000,000.00	200,000,000.00	100.000000	200,000,000.00	0.00	.003	.003
			2.522	2.522	620,000,000.00	620,000,000.00	100.000000	620,000,000.00	0.00	.003	.003
1175: LAO-SINKING FND-A/360											
LAO	US DIST COURTHOUSE	06/15/2020	2.805	2.805	120,000.00	120,000.00	100.000000	120,000.00	0.00	.442	1.211
			2.805	2.805	120,000.00	120,000.00	100.000000	120,000.00	0.00	.442	1.211
1300: U.S. TREASURY BILL											
912796QH5	U.S. TREASURY BILL	05/23/2019	2.370	2.408	20,000,000.00	19,687,950.00	99.661000	19,932,200.00	244,250.00	.142	.145
912796RQ4	U.S. TREASURY BILL	05/16/2019	2.350	2.366	25,000,000.00	24,828,645.83	99.705000	24,926,250.00	97,604.17	.123	.126
912796SF7	U.S. TREASURY BILL	08/29/2019	2.458	2.488	40,000,000.00	39,503,038.80	99.018000	39,607,200.00	104,161.20	.403	.414
			2.405	2.433	85,000,000.00	84,019,634.63	99.371353	84,465,650.00	446,015.37	.259	.266
1310: U.S. TREASURY BOND											
9128282K5	U.S. TREASURY BOND	07/31/2019	1.375	1.428	25,000,000.00	24,975,585.94	99.633000	24,908,250.00	-67,335.94	.332	.334
9128282K5	U.S. TREASURY BOND	07/31/2019	1.375	1.418	25,000,000.00	24,980,468.75	99.633000	24,908,250.00	-72,218.75	.332	.334
912828R44	U.S. TREASURY BOND	05/15/2019	.875	2.297	15,000,000.00	14,819,531.25	99.808000	14,971,200.00	151,668.75	.122	.123
912828WS5	U.S. TREASURY BOND	06/30/2019	1.625	2.591	40,000,000.00	39,787,500.00	99.777000	39,910,800.00	123,300.00	.246	.249
9128282K5	U.S. TREASURY BOND	07/31/2019	1.375	2.608	25,000,000.00	24,811,523.44	99.633000	24,908,250.00	96,726.56	.330	.334
912828TH3	U.S. TREASURY BOND	07/31/2019	.875	2.601	25,000,000.00	24,736,328.13	99.465000	24,866,250.00	129,921.87	.330	.334
912828U32	U.S. TREASURY BOND	11/15/2019	1.000	2.628	75,000,000.00	73,939,453.13	99.098000	74,323,500.00	384,046.87	.612	.627
912828TV2	U.S. TREASURY BOND	10/31/2019	1.250	2.606	50,000,000.00	49,449,218.75	99.301000	49,650,500.00	201,281.25	.573	.586
912828TN0	U.S. TREASURY BOND	08/31/2019	1.000	2.603	50,000,000.00	49,480,468.75	99.387000	49,693,500.00	213,031.25	.414	.419
912828F62	U.S. TREASURY BOND	10/31/2019	1.500	2.557	50,000,000.00	49,611,328.13	99.441000	49,720,500.00	109,171.87	.572	.586
912828UB4	U.S. TREASURY BOND	11/30/2019	1.000	2.541	40,000,000.00	39,528,125.00	99.063000	39,625,200.00	97,075.00	.656	.668
912828T59	U.S. TREASURY BOND	10/15/2019	1.000	2.529	45,000,000.00	44,569,335.94	99.215000	44,646,750.00	77,414.06	.530	.542
912828U32	U.S. TREASURY BOND	11/15/2019	1.000	2.534	40,000,000.00	39,565,625.00	99.098000	39,639,200.00	73,575.00	.612	.627
912828U32	U.S. TREASURY BOND	11/15/2019	1.000	2.524	35,000,000.00	34,652,734.38	99.098000	34,684,300.00	31,565.62	.612	.627
912828UL2	U.S. TREASURY BOND	01/31/2020	1.375	2.462	50,000,000.00	49,539,062.50	99.145000	49,572,500.00	33,437.50	.820	.838
			1.177	2.463	590,000,000.00	584,446,289.09	99.326941	586,028,950.00	1,582,660.91	.518	.528
1425: FHLMC-Fxd-S 30/360											
3134G8TG4	FHLMC 3.5YrNc6MoE	10/11/2019	1.500	1.500	15,000,000.00	15,000,000.00	99.478000	14,921,700.00	-78,300.00	.520	.532
3134G9Q75	FHLMC 3YrNc3MoB	07/26/2019	1.250	1.250	10,000,000.00	10,000,000.00	99.592000	9,959,200.00	-40,800.00	.318	.321
3134GABZ6	FHLMC 3.5YrNc1YrE	02/25/2020	1.250	1.250	10,000,000.00	10,000,000.00	98.924000	9,892,400.00	-107,600.00	.891	.907
3134GAVF8	FHLMC 3.5YrNc1YrE	05/08/2020	1.200	1.200	15,000,000.00	15,000,000.00	98.702000	14,805,300.00	-194,700.00	1.087	1.107
3134GAXZ2	FHLMC 4YrNc6MoE	11/25/2020	1.370	1.370	25,000,000.00	25,000,000.00	98.365000	24,591,250.00	-408,750.00	1.619	1.658
3134GAYK4	FHLMC 4YrNc1YrE	11/30/2020	1.440	1.440	10,000,000.00	10,000,000.00	98.465000	9,846,500.00	-153,500.00	1.634	1.671
3134GBWH1	FHLMC 2.25YrNc6MoB	09/27/2019	1.500	1.509	6,250,000.00	6,248,750.00	99.526000	6,220,375.00	-28,375.00	.489	.493
3134GBYS5	FHLMC 2YrNc3MoB	07/26/2019	1.600	1.600	5,000,000.00	5,000,000.00	99.709000	4,985,450.00	-14,550.00	.318	.321
3134GBK35	FHLMC 3YrNc3MoB	09/29/2020	1.800	1.800	15,000,000.00	15,000,000.00	99.016000	14,852,400.00	-147,600.00	1.468	1.501
3137EAE55	FHLMC 2.75Yr	01/17/2020	1.500	1.602	25,000,000.00	24,942,750.00	99.249000	24,812,250.00	-130,500.00	.784	.800
3134GBTX0	FHLMC 2.75YrNc2MoB	06/29/2020	1.750	1.780	20,000,000.00	19,983,860.00	99.077000	19,815,400.00	-168,460.00	1.221	1.249
3134GBG30	FHLMC 2YrNc5MoB	09/27/2019	1.500	1.620	20,000,000.00	19,953,600.00	99.533000	19,906,600.00	-47,000.00	.489	.493
3134GBG30	FHLMC 2YrNc6MoB	09/27/2019	1.500	1.621	25,000,000.00	24,942,500.00	99.533000	24,883,250.00	-59,250.00	.489	.493
3134G9NH6	FHLMC 1.5YrNc5MoE	05/24/2019	1.080	1.809	10,000,000.00	9,895,000.00	99.802000	9,980,200.00	85,200.00	.147	.148
3134G9W37	FHLMC 2.5YrNc3MoB	08/10/2020	1.450	2.421	10,000,000.00	9,769,000.00	98.617000	9,861,700.00	92,700.00	1.331	1.364
3134GBX80	FHLMC 4.5YrNc7MoB	11/14/2022	2.300	2.755	12,628,000.00	12,381,754.00	99.134000	12,518,641.52	136,887.52	3.415	3.627
3134GSMF9	FHLMC 5YrNc3YrE	05/26/2023	3.000	3.000	15,000,000.00	15,000,000.00	100.860000	15,129,000.00	129,000.00	3.839	4.156
3134GSQ22	FHLMC 5YrNc2YrE	06/29/2023	3.100	3.100	5,000,000.00	5,000,000.00	100.781000	5,039,050.00	39,050.00	3.919	4.249
3134GSB53	FHLMC 3YrNc1YrE	10/29/2021	3.100	3.100	5,000,000.00	5,000,000.00	100.336000	5,016,800.00	16,800.00	2.428	2.584
3134GSA96	FHLMC 3YrNc1YrE	11/15/2021	3.150	3.150	10,000,000.00	10,000,000.00	100.419000	10,041,900.00	41,900.00	2.469	2.630
3134GSA96	FHLMC 3YrNc1YrE	11/15/2021	3.150	3.150	5,000,000.00	5,000,000.00	100.419000	5,020,950.00	20,950.00	2.469	2.630
3134GSA96	FHLMC 3YrNc1YrE	11/15/2021	3.150	3.150	5,000,000.00	5,000,000.00	100.419000	5,020,950.00	20,950.00	2.469	2.630
3134GSD44	FHLMC 3YrNc1YrE	11/26/2021	3.150	3.150	25,000,000.00	25,000,000.00	100.435000	25,108,750.00	108,750.00	2.499	2.660
3134GSC45	FHLMC 3YrNc1YrE	11/26/2021	3.160	3.160	10,000,000.00	10,000,000.00	100.453000	10,045,300.00	45,300.00	2.499	2.660
3134GBXV9	FHLMC 1.6YrNc1Yr	07/13/2020	1.850	2.870	15,000,000.00	14,758,950.00	99.265000	14,889,750.00	130,800.00	1.252	1.288
3134GSH40											

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Pa Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3134G95W3	FHLMC 5YrNc3MoB	08/25/2021	1.500	1.500	10,000,000.00	10,000,000.00	97.964000	9,796,400.00	-203,600.00	2.345	2.405
3134G96A0	FHLMC 5YrNc3MoB	08/25/2021	1.375	1.375	15,000,000.00	15,000,000.00	98.478000	14,771,700.00	-228,300.00	2.350	2.405
3134GAEB6	FHLMC 4.25YrNc3MoB	12/08/2020	1.500	1.500	20,000,000.00	20,000,000.00	98.764000	19,752,800.00	-247,200.00	1.655	1.693
3134GAEG5	FHLMC 5YrNc6MoB	08/24/2021	1.500	1.500	20,000,000.00	20,000,000.00	99.203000	19,840,600.00	-159,400.00	2.349	2.403
3134GADP6	FHLMC 5YrNc3MoB	09/13/2021	1.500	1.500	16,500,000.00	16,500,000.00	98.658000	16,278,570.00	-221,430.00	2.395	2.458
3134GAET7	FHLMC 5YrNc3MoB	09/30/2021	1.500	1.500	20,000,000.00	20,000,000.00	98.528000	19,705,600.00	-294,400.00	2.445	2.504
3134GAKY9	FHLMC 5YrNc6MoB	09/30/2021	1.450	1.450	15,000,000.00	15,000,000.00	98.885000	14,832,750.00	-167,250.00	2.447	2.504
3134GANB6	FHLMC 5YrNc6MoB	09/30/2021	1.500	1.500	15,000,000.00	15,000,000.00	98.841000	14,826,150.00	-173,850.00	2.448	2.504
3134GAPM0	FHLMC 5YrNc3MoB	10/25/2021	1.500	1.500	10,000,000.00	10,000,000.00	98.661000	9,866,100.00	-133,900.00	2.497	2.573
3134GAPM0	FHLMC 5YrNc3MoB	10/25/2021	1.500	1.500	6,705,000.00	6,705,000.00	98.661000	6,615,220.05	-89,779.95	2.497	2.573
3134GAPA6	FHLMC 5YrNc3MoB	10/27/2020	1.500	1.500	10,000,000.00	10,000,000.00	99.175000	9,917,500.00	-82,500.00	1.542	1.578
3134GAQV9	FHLMC 5YrNc6MoB	10/27/2021	1.400	1.400	15,000,000.00	15,000,000.00	98.253000	14,737,950.00	-262,050.00	2.503	2.578
3134GAQV9	FHLMC 5YrNc6MoB	10/27/2021	1.400	1.400	15,000,000.00	15,000,000.00	98.253000	14,737,950.00	-262,050.00	2.503	2.578
3134GARL0	FHLMC 5YrNc6MoB	10/28/2021	1.500	1.500	10,000,000.00	10,000,000.00	99.547000	9,954,700.00	-45,300.00	2.510	2.581
3134GASF2	FHLMC 5YrNc3MoB	10/27/2021	1.500	1.500	15,000,000.00	15,000,000.00	98.418000	14,762,700.00	-237,300.00	2.498	2.578
3134GASF2	FHLMC 5YrNc3MoB	10/27/2021	1.500	1.500	15,000,000.00	15,000,000.00	98.418000	14,762,700.00	-237,300.00	2.498	2.578
3134GATA2	FHLMC 5YrNc3MoB	10/27/2021	1.500	1.500	10,000,000.00	10,000,000.00	98.735000	9,873,500.00	-126,500.00	2.502	2.578
3134GATB0	FHLMC 5YrNc3MoB	11/10/2021	1.550	1.550	17,000,000.00	17,000,000.00	98.324000	16,715,080.00	-284,920.00	2.532	2.616
3134GATA2	FHLMC 5YrNc3MoB	10/27/2021	1.500	1.500	14,000,000.00	14,000,000.00	98.735000	13,822,900.00	-177,100.00	2.502	2.578
3134GAUA0	FHLMC 5YrNc3MoB	11/30/2021	1.500	1.500	4,500,000.00	4,500,000.00	98.259000	4,421,655.00	-78,345.00	2.592	2.671
3134GAYF5	FHLMC 5YrNc3MoB	11/26/2021	1.550	1.550	20,000,000.00	20,000,000.00	98.278000	19,655,600.00	-344,400.00	2.576	2.660
3134GAYG3	FHLMC 5YrNc3MoB	12/09/2021	1.750	1.750	10,000,000.00	10,000,000.00	99.077000	9,907,700.00	-92,300.00	2.611	2.696
3134GAYR9	FHLMC 5YrNc3MoB	12/09/2021	1.650	1.650	20,000,000.00	20,000,000.00	99.300000	19,860,000.00	-140,000.00	2.607	2.696
3134GAA87	FHLMC 5YrNc3MoB	12/30/2021	1.900	1.900	10,000,000.00	10,000,000.00	99.097000	9,909,700.00	-90,300.00	2.655	2.753
3134GAA87	FHLMC 5YrNc3MoB	12/30/2021	1.900	1.900	10,000,000.00	10,000,000.00	99.097000	9,909,700.00	-90,300.00	2.655	2.753
3134G7577	FHLMC 3.5Yr	10/29/2020	1.500	1.615	7,125,000.00	7,108,968.75	99.733000	7,105,976.25	-2,992.50	1.548	1.584
3134GBGB2	FHLMC 3.5YrNc6MoB	10/27/2020	2.000	2.000	15,000,000.00	15,000,000.00	99.984000	14,997,600.00	-2,400.00	1.536	1.578
3134GBHN5	FHLMC 3YrNc3MoB	04/27/2020	1.750	1.750	10,000,000.00	10,000,000.00	99.810000	9,981,000.00	-19,000.00	1.052	1.077
3134GBKC5	FHLMC 3YrNc3MoB	04/27/2020	1.650	1.650	20,000,000.00	20,000,000.00	99.153000	19,830,600.00	-169,400.00	1.052	1.077
3134GBMP4	FHLMC 3YrNc3MoB	05/22/2020	1.750	1.750	10,000,000.00	10,000,000.00	99.681000	9,968,100.00	-31,900.00	1.121	1.145
3134GBPJ5	FHLMC 3YrNc6MoB	05/22/2020	1.700	1.700	20,000,000.00	20,000,000.00	99.441000	19,888,200.00	-111,800.00	1.120	1.145
3134GBSE3	FHLMC 4YrNc6MoB	02/24/2021	1.750	1.750	15,000,000.00	15,000,000.00	99.618000	14,942,700.00	-57,300.00	1.857	1.907
3134GBSD5	FHLMC 3YrNc6MoB	11/24/2020	1.700	1.700	15,000,000.00	15,000,000.00	99.294000	14,894,100.00	-105,900.00	1.610	1.655
3134GBTD4	FHLMC 5YrNc3MoB	06/29/2022	2.050	2.050	20,000,000.00	20,000,000.00	99.508000	19,901,600.00	-98,400.00	3.108	3.249
3134GBTE2	FHLMC 5YrNc6MoB	06/22/2022	2.000	2.000	15,000,000.00	15,000,000.00	99.102000	14,865,300.00	-134,700.00	3.092	3.230
3134GBYK2	FHLMC 5YrNc3MoB	07/05/2022	2.000	2.000	20,000,000.00	20,000,000.00	99.493000	19,898,600.00	-101,400.00	3.128	3.266
3134GBWD0	FHLMC 3.5YrNc3MoB	01/20/2021	1.750	1.750	10,000,000.00	10,000,000.00	99.732000	9,973,200.00	-26,800.00	1.765	1.811
3134GBWS7	FHLMC 5YrNc3MoB	07/27/2022	2.050	2.050	20,000,000.00	20,000,000.00	99.319000	19,863,800.00	-136,200.00	3.185	3.326
3134GBYN6	FHLMC 5YrNc3MoB	07/27/2022	2.100	2.100	20,000,000.00	20,000,000.00	99.616000	19,923,200.00	-76,800.00	3.182	3.326
3134G92T3	FHLMC 5YrNc3MoB	08/08/2023	1.500	2.399	5,000,000.00	4,790,170.00	98.324000	4,916,200.00	126,030.00	4.168	4.359
3134GBZQ8	FHLMC 5YrNc2MoB	07/27/2022	2.250	2.732	3,000,000.00	2,946,600.00	99.585000	2,987,550.00	40,950.00	3.163	3.326
3134GBRW4	FHLMC3YrNc2MoB	06/15/2022	2.000	2.603	10,000,000.00	9,799,500.00	99.815000	9,981,500.00	182,000.00	3.068	3.211
			1.655	1.671	803,830,000.00	803,347,238.75	99.040338	796,115,951.30	-7,231,287.45	2.227	2.295
1525: FNMA-Fxd-S 30/360											
3136G3RL1	FNMA 3.5YrNc6MoB	12/16/2019	1.500	1.500	5,000,000.00	5,000,000.00	99.322000	4,966,100.00	-33,900.00	.699	.712
3136G3WC5	FNMA 4YrNc6MoE	07/13/2020	1.350	1.350	10,000,000.00	10,000,000.00	98.696000	9,869,600.00	-130,400.00	1.265	1.288
3136G3SY2	FNMA 3.25YrNc6MoB	09/30/2019	1.250	1.250	7,500,000.00	7,500,000.00	99.400000	7,455,000.00	-45,000.00	.498	.501
3135G0M26	FNMA 3YrNc6MoE	07/26/2019	1.000	1.000	10,000,000.00	10,000,000.00	99.540000	9,954,000.00	-46,000.00	.319	.321
3135G0M26	FNMA 3YrNc6MoE	07/26/2019	1.000	1.000	10,000,000.00	10,000,000.00	99.540000	9,954,000.00	-46,000.00	.319	.321
3136G3A62	FNMA 3YrNc1YrE	07/26/2019	1.050	1.050	15,000,000.00	15,000,000.00	99.553000	14,932,950.00	-67,050.00	.319	.321
3136G3P25	FNMA 3.5YrNc1YrE	07/26/2019	1.125	1.125	25,000,000.00	25,000,000.00	99.576000	24,894,000.00	-106,000.00	.319	.321
3135G0R39	FNMA 3Yr	10/24/2019	1.000	1.091	10,000,000.00	9,973,200.00	99.183000	9,918,300.00	-54,900.00	.558	.567
3136G4GU1	FNMA 3YrNc6MoB	11/25/2019	1.400	1.400	10,000,000.00	10,000,000.00	99.267000	9,926,700.00	-73,300.00	.642	.655
3135G0T60	FNMA 3Yr	07/30/2020	1.500	1.604	10,000,000.00	9,969,700.00	98.845000	9,884,500.00	-85,200.00	1.309	1.334
3136G0YK1	FNMA 2Yr	08/28/2019	1.500	1.400	10,000,000.00	10,019,600.00	99.604000	9,960,400.00	-59,200.00	.408	.411
3135G0S46	FNMA 2.16Yr2MoB	01/27/2020	1.650	1.800	5,000,000.00	4,983,850.00	99.355000	4,967,750.00	-16,100.00	.811	.827
3136G1MG1	FNMA 1.4YrNc5MoB	05/29/2019	1.300	1.833	10,000,000.00	9,922,200.00	99.812000	9,981,200.00	59,000.00	.160	.162
3135G0A78	FNMA 2Yr	01/21/2020	1.625	1.911	15,000,000.00	14,910,9					

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Pa Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3130ADG48	FHLB 2.83YrNc1.33YrE	01/29/2021	2.250	2.553	20,000,000.00	19,833,600.00	99.733000	19,946,600.00	113,000.00	1.772	1.836
3130ADG48	FHLB 2.75YrNc1.25YrE	01/29/2021	2.250	2.513	10,000,000.00	9,928,600.00	99.733000	9,973,300.00	44,700.00	1.772	1.836
313382AX1	FHLB 4.9Yr	03/10/2023	2.125	2.716	11,750,000.00	11,432,397.50	99.291000	11,666,692.50	234,295.00	3.745	3.945
3130A8DB6	FHLB 1.167Yr	06/21/2019	1.125	2.263	10,620,000.00	10,480,240.80	99.716000	10,589,839.20	109,598.40	.222	.225
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.725	7,650,000.00	7,644,492.00	100.805000	7,711,582.50	67,090.50	2.007	2.104
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.703	10,000,000.00	9,999,100.00	100.805000	10,080,500.00	81,400.00	2.007	2.104
3133XTY6	FHLB 11Mo	06/14/2019	4.375	2.373	5,000,000.00	5,092,350.00	100.392000	5,019,600.00	-72,750.00	.203	.205
3130A9M40	FHLB 4.17Yr	09/29/2022	1.650	2.929	15,730,000.00	14,940,354.00	97.725000	15,372,142.50	431,788.50	3.358	3.501
3130A8R54	FHLB 4.9YrNc1Mo	07/28/2023	1.800	2.965	3,700,000.00	3,504,196.00	96.294000	3,562,878.00	58,682.00	4.102	4.329
3130A9EP2	FHLB 11MoB	09/26/2019	1.000	2.687	20,180,000.00	19,877,300.00	99.305000	20,039,749.00	162,449.00	.484	.490
3130AFCU9	FHLB 3YrNc1YrE	11/26/2021	3.125	3.150	10,000,000.00	9,992,900.00	100.362000	10,036,200.00	43,300.00	2.500	2.660
3130AFFA0	FHLB 3YrNc1YrB	11/29/2021	3.200	3.200	15,000,000.00	15,000,000.00	100.117000	15,017,550.00	17,550.00	2.505	2.668
3130AFER4	FHLB 3 YrNc6MoB	12/06/2021	3.220	3.220	10,000,000.00	10,000,000.00	100.137000	10,013,700.00	13,700.00	2.524	2.688
3130A8CK7	FHLB 4.5Yr	06/09/2023	2.050	3.147	10,000,000.00	9,540,100.00	98.741000	9,874,100.00	334,000.00	3.943	4.195
3130AFXN2	FHLB 2YrNc3MoB	03/11/2021	2.650	2.700	15,000,000.00	14,985,495.00	100.024000	15,003,600.00	18,105.00	1.880	1.948
3130AFY50	FHLB 1.75YrNc6MoB	12/11/2020	2.600	2.600	21,135,000.00	21,135,000.00	100.000000	21,135,000.00	0.00	1.644	1.701
3130AFZ67	FHLB 2YrNc6MoB	03/26/2021	2.650	2.650	10,000,000.00	10,000,000.00	100.074000	10,007,400.00	7,400.00	1.922	1.989
3130AFZK6	FHLB 3YrNc3MoB	03/28/2022	2.900	2.900	15,000,000.00	15,000,000.00	100.046000	15,006,900.00	6,900.00	2.845	2.995
			2.120	2.382	389,090,000.00	386,424,866.55	99.630446	387,652,102.45	1,227,235.90	1.741	1.816
1765: FHLB-STEP-S 30/360											
3130A9DH1	FHLB 5YrNc3MoB	09/30/2021	1.750	1.750	15,000,000.00	15,000,000.00	99.236000	14,885,400.00	-114,600.00	2.445	2.504
3130A9DA6	FHLB 5YrNc3MoB	09/30/2021	1.750	1.750	15,000,000.00	15,000,000.00	99.209000	14,881,350.00	-118,650.00	2.445	2.504
3130AA2T4	FHLB 5YrNc6MoB	12/09/2021	1.600	1.600	10,000,000.00	10,000,000.00	98.786000	9,878,600.00	-121,400.00	2.609	2.696
3130AA2T4	FHLB 5YrNc6MoB	12/09/2021	1.600	1.600	10,000,000.00	10,000,000.00	98.786000	9,878,600.00	-121,400.00	2.609	2.696
3130AA5A2	FHLB 5YrNc1YrB	12/08/2021	1.700	1.700	15,000,000.00	15,000,000.00	99.278000	14,891,700.00	-108,300.00	2.601	2.693
3130ABQV1	FHLB 5YrNc6MoB	07/26/2022	2.000	2.000	15,000,000.00	15,000,000.00	99.536000	14,930,400.00	-69,600.00	3.185	3.323
3130ABVZ6	FHLB 5YrNc6MoB	02/09/2022	1.850	1.850	20,000,000.00	20,000,000.00	99.748000	19,949,600.00	-50,400.00	2.766	2.866
3130ABZW9	FHLB 5YrNc3MoB	08/24/2022	2.000	2.000	10,000,000.00	10,000,000.00	99.119000	9,911,900.00	-88,100.00	3.262	3.403
3130AC6H2	FHLB 5YrNc3MoB	08/24/2022	2.000	2.000	15,000,000.00	15,000,000.00	99.137000	14,870,550.00	-129,450.00	3.262	3.403
3130AC4T8	FHLB 5YrNc3MoB	05/24/2022	2.000	2.000	20,000,000.00	20,000,000.00	99.763000	19,952,600.00	-47,400.00	3.024	3.151
3130A9TV3	FHLB 3.4YrNc2MoB	11/08/2021	1.500	2.579	10,000,000.00	9,690,500.00	98.811000	9,881,100.00	190,600.00	2.523	2.611
3130AA5Y0	FHLB 4.16YrNc2MoB	11/25/2022	1.750	2.436	5,100,000.00	4,967,400.00	98.763000	5,036,913.00	69,513.00	3.511	3.658
			1.817	1.906	160,100,000.00	159,657,900.00	99.280895	158,948,713.00	-709,187.00	2.828	2.933
1767: FHLB-Var-M A/360											
3130A9FU0	FHLB 4Yr	09/22/2020	2.641	2.641	10,000,000.00	10,000,000.00	100.181000	10,018,100.00	18,100.00	1.464	1.482
3130A9FM8	FHLB 4Yr	09/22/2020	2.641	2.641	15,000,000.00	15,000,000.00	100.181000	15,027,150.00	27,150.00	1.464	1.482
3130A9FR7	FHLB 4Yr	09/28/2020	2.646	2.646	10,000,000.00	10,000,000.00	100.259000	10,025,900.00	25,900.00	1.481	1.499
3130A9FR7	FHLB 4Yr	09/28/2020	2.646	2.646	15,000,000.00	15,000,000.00	100.259000	15,038,850.00	38,850.00	1.481	1.499
			2.644	2.644	50,000,000.00	50,000,000.00	100.220000	50,110,000.00	110,000.00	1.473	1.491
1770: FHLB-Var-Q A/360											
3130A8NF6	FHLB 3Yr	07/01/2020	2.922	2.922	25,000,000.00	25,000,000.00	100.267000	25,066,750.00	66,750.00	1.482	1.255
			2.922	2.922	25,000,000.00	25,000,000.00	100.267000	25,066,750.00	66,750.00	1.482	1.255
1900: FFCB-DISC NOTE											
313312MJ6	FFCB DISC NTE	09/30/2019	2.570	2.622	75,000,000.00	73,511,541.67	98.782000	74,086,500.00	574,958.33	.488	.501
313312LX6	FFCB DISC NTE	09/19/2019	2.570	2.620	25,000,000.00	24,525,263.89	98.855000	24,713,750.00	188,486.11	.459	.471
313312KZ2	FFCB DISC NTE	08/28/2019	2.440	2.467	24,000,000.00	23,736,480.00	99.003000	23,760,720.00	24,240.00	.401	.411
			2.545	2.592	124,000,000.00	121,773,285.56	98.839492	122,560,970.00	787,684.44	.465	.478
1925: FFCB-Fxd-S 30/360											
3133EF5D5	FFCB 4YrNc1YrA	04/27/2020	1.420	1.420	7,700,000.00	7,700,000.00	99.003000	7,623,231.00	-76,769.00	1.054	1.077
3133EGSA4	FFCB 4YrNc1YrA	08/24/2020	1.320	1.320	10,000,000.00	10,000,000.00	98.587000	9,858,700.00	-141,300.00	1.378	1.403
3133EGVK8	FFCB 4YrNc1YrA	09/21/2020	1.350	1.350	10,000,000.00	10,000,000.00	98.579000	9,857,900.00	-142,100.00	1.452	1.479
3133EGXX8	FFCB 4YrNc1YrA	10/13/2020	1.340	1.340	15,000,000.00	15,000,000.00	98.473000	14,770,950.00	-229,050.00	1.503	1.540
3133EGC94	FFCB 4YrNc3MoA	11/02/2020	1.380	1.380	10,000,000.00	10,000,000.00	98.512000	9,851,200.00	-148,800.00	1.555	1.595
3133EGR49	FFCB 4YrNc1YrA	12/07/2020	1.770	1.770	10,000,000.00	10,000,000.00	99.067000	9,906,700.00	-93,300.00	1.643	1.690
3133EHAJ2	FFCB 3YrNc1YrE	02/27/2020	1.710	1.710	10,000,000.00	10,000,000.00	99.390000	9,939,000.00	-61,000.00	.894	.912
3133EHRK1	FFCB 2.5Yr	01/17/2020	1.520	1.520	10,000,000.00	10,000,000.00	99.327000	9,932,700.00	-67,300.00	.785	.800
3133EHUL5	FFCB 3Yr	08/10/2020	1.550	1.550	5,000,000.00	5,000,000.00	98.920000	4,946,000.00	-54,000.00	1.336	1.364
3133EHWN9	FFCB 2Yr	08/28/2019	1.400	1.400	5,000,000.00	5,000,000.00	99.612000	4,980,600.00	-19,400.00	.408	.411
3133EEZ60	FFCB 2Yr	06/24/2019	1.520	1.400	5,000,000.00	5,010,640.00	99.818000	4,990,900.00	-19,740.00	.231	.233
3133EHWN9	FFCB 2Yr	08/28/2019	1.400	1.410	10,000,000.00	9,998,000.00	99.612000	9,961,200.00	-36,800.00	.408	.411
3133EHZN6	FFCB 3Yr	03/20/2020	1.450	1.511	20,000,000.00	19,970,400.00	99.105000	19,821,000.00	-149,400.00	.959	.973
3133EHJ95	FFCB 3Yr	10/26/2020	1.750	1.760	20,000,000.00	19,994,000.00	99.106000	19,821,200.00	-172,800.00	1.530	1.575
3133EHP98	FFCB 2Yr	11/06/2019	1.600	1.667	25,000,000.00	24,967,247.50	99.556000	24,889,000.00	-78,247.50	.588	.603
3133EH6X6	FFCB 4Yr	01/12/2022	2.200	2.365	10,000,000.00	9,938,000.00	99.676000	9,967,600.00	29,600.00	2.668	2.789
3133EJEM7	FFCB 3Yr	03/01/2021	2.500	2.501	10,000,000.00						

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Pa Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3133EGF67	FFCB 3Yr	11/14/2019	2.659	2.659	15,000,000.00	15,000,000.00	100.107000	15,016,050.00	16,050.00	.617	.625
3133EG4C6	FFCB 3.9Yr	01/18/2022	2.722	2.383	15,000,000.00	15,139,095.00	100.262000	15,039,300.00	-99,795.00	2.720	2.805
3133EJDG1	FFCB 5Yr	02/21/2023	2.557	2.557	15,000,000.00	15,000,000.00	99.293000	14,893,950.00	-106,050.00	3.753	3.899
3133EJUE0	FFCB 3.5Yr	10/04/2021	2.515	2.515	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	2.440	2.515
3133EHKY8	FFCB 1.4Yr	05/26/2020	2.499	2.511	1,680,000.00	1,679,769.44	99.972000	1,679,529.60	-239.84	1.134	1.156
3133EHKY8	FFCB 1.4Yr	05/26/2020	2.499	2.511	1,710,000.00	1,709,765.32	99.972000	1,709,521.20	-244.12	1.134	1.156
3133EHA3	FFCB 1.1Yr	02/21/2020	2.537	2.474	7,940,000.00	7,944,501.98	100.034000	7,942,699.60	-1,802.38	.877	.896
			2.656	2.636	261,330,000.00	261,470,691.74	100.113076	261,625,500.40	154,808.66	1.248	1.266
1950: FMAC-Fxd-S 30/360											
3132XOWK3	FAMCA 2Yr	08/20/2019	1.440	1.442	5,000,000.00	4,999,800.00	99.639000	4,981,950.00	-17,850.00	.386	.389
3132XOWY3	FAMCA 2Yr	09/26/2019	1.420	1.420	10,000,000.00	10,000,000.00	99.551000	9,955,100.00	-44,900.00	.487	.490
3132XOA50	FAMCA 1.4Yr	05/15/2019	1.810	1.810	10,000,000.00	10,000,000.00	99.928000	9,992,800.00	-7,200.00	.122	.123
3132XOC41	FAMCA 1.5Yr	06/24/2019	1.860	1.860	20,000,000.00	20,000,000.00	99.890000	19,978,000.00	-22,000.00	.231	.233
3132XOC74	FAMCA 2.08Yr	02/03/2020	1.970	1.970	15,000,000.00	15,000,000.00	99.628000	14,944,200.00	-55,800.00	.826	.847
3132XO2Y6	FAMCA 1.58Yr	01/02/2020	2.530	2.530	20,000,000.00	20,000,000.00	100.095000	20,019,000.00	19,000.00	.737	.759
3132XO3B5	FAMCA 4.9Yr	06/30/2023	2.850	2.964	10,000,000.00	9,947,900.00	101.995000	10,199,500.00	251,600.00	3.947	4.252
3132XO4F5	FAMCA 2.91Yr	07/23/2021	2.840	2.864	10,000,000.00	9,993,300.00	101.079000	10,107,900.00	114,600.00	2.212	2.315
31422BBR0	FAMCA 1.16Yr	03/16/2020	2.640	2.640	15,000,000.00	15,000,000.00	100.164000	15,024,600.00	24,600.00	.939	.962
			2.203	2.218	115,000,000.00	114,941,000.00	100.176565	115,203,050.00	262,050.00	1.011	1.057
1965: FMAC-Var-M A/360											
3132XOA8T	FAMCA 2.5 Yr	06/02/2020	2.630	2.424	25,000,000.00	25,063,500.00	100.189000	25,047,250.00	-16,250.00	1.157	1.175
3132XOS77	FAMCA 3Yr	04/23/2021	2.536	2.536	25,000,000.00	25,000,000.00	100.074000	25,018,500.00	18,500.00	2.016	2.066
3132XOU90	FAMCA 3Yr	05/10/2021	2.513	2.513	10,000,000.00	10,000,000.00	100.007000	10,000,700.00	700.00	2.060	2.112
			2.571	2.485	60,000,000.00	60,063,500.00	100.110750	60,066,450.00	2,950.00	1.665	1.702
1975: FMAC-Var-Q A/360											
3132XDEV9	FAMCA 3Yr	07/26/2019	2.905	2.905	15,000,000.00	15,000,000.00	100.096000	15,014,400.00	14,400.00	.317	.321
			2.905	2.905	15,000,000.00	15,000,000.00	100.096000	15,014,400.00	14,400.00	.317	.321
2350: MUNIS-S 30/360											
882723A33	TEXAS STATE	10/01/2019	1.497	1.497	5,000,000.00	5,000,000.00	100.000000	5,000,000.00	0.00	.495	.504
419792JG2	HAWAII STATE	04/01/2019	1.380	1.380	4,990,000.00	4,990,000.00	100.000000	4,990,000.00	0.00	.003	.003
419792JH0	HAWAII STATE	04/01/2020	1.660	1.660	5,055,000.00	5,055,000.00	100.000000	5,055,000.00	0.00	.982	1.005
76222RUM2	RHODE ISLAND STATE	05/01/2020	1.625	1.520	2,660,000.00	2,670,719.80	100.403000	2,670,719.80	0.00	1.063	1.088
76222RUL4	RHODE ISLAND STATE	05/01/2019	1.375	1.220	2,625,000.00	2,636,838.75	100.451000	2,636,838.75	0.00	.084	.085
3733845L6	GEORGIA STATE	07/01/2020	3.000	1.370	6,825,000.00	7,254,770.25	106.297000	7,254,770.25	0.00	1.220	1.255
3733845K8	GEORGIA STATE	07/01/2019	3.000	1.110	6,580,000.00	6,943,874.00	105.530000	6,943,874.00	0.00	.250	.252
041042ZT2	ARKANSAS STATE	06/01/2019	2.000	1.024	13,470,000.00	13,837,192.20	102.726000	13,837,192.20	0.00	.169	.170
419792NE2	HAWAII STATE	10/01/2019	1.151	1.101	2,250,000.00	2,253,262.50	100.145000	2,253,262.50	0.00	.497	.504
419792NF9	HAWAII STATE	10/01/2020	1.370	1.319	2,250,000.00	2,254,320.00	100.192000	2,254,320.00	0.00	1.473	1.507
68609BXX8	OREGON STATE	05/01/2019	1.450	1.450	1,830,000.00	1,829,981.70	99.999000	1,829,981.70	0.00	.084	.085
68609BYC5	OREGON STATE	04/01/2019	1.440	1.441	1,750,000.00	1,749,982.50	99.999000	1,749,982.50	0.00	.003	.003
93974DV39	WASHINGTON STATE	08/01/2019	1.500	1.541	8,745,000.00	8,738,703.60	99.928000	8,738,703.60	0.00	.334	.337
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.011	14,400,000.00	14,688,720.00	102.005000	14,688,720.00	0.00	1.920	2.005
01087BAL0	ALAMEDA COUNTY G.O.	08/01/2020	2.562	2.562	17,600,000.00	17,600,000.00	100.000000	17,600,000.00	0.00	1.298	1.340
76222RWI5	RHODE ISLAND ST & PROV PLANT	04/01/2020	2.750	2.451	3,065,000.00	3,082,378.55	100.567000	3,082,378.55	0.00	.972	1.005
76222RWS7	RHODE ISLAND ST & PROV PLANT	04/01/2019	5.000	2.253	2,330,000.00	2,390,020.80	102.576000	2,390,020.80	0.00	.003	.003
76222RWU2	RHODE ISLAND ST & PROV PLANT	04/01/2021	2.750	2.551	3,150,000.00	3,167,766.00	100.564000	3,167,766.00	0.00	1.914	2.005
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.799	16,000,000.00	16,000,640.00	100.004000	16,000,640.00	0.00	1.912	2.005
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.850	1,795,000.00	1,784,301.80	99.404000	1,784,301.80	0.00	1.911	2.005
13063DAB4	STATE OF CALIFORNIA	04/01/2019	1.593	2.351	7,030,000.00	6,990,842.90	99.443000	6,990,842.90	0.00	.003	.003
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	2.960	1,500,000.00	1,468,800.00	97.920000	1,468,800.00	0.00	2.839	3.005
544351MM8	CITY OF LOS ANGELES	09/01/2021	4.000	2.919	8,915,000.00	9,200,993.20	103.208000	9,200,993.20	0.00	2.289	2.425
93974D5L8	WASHINGTON STATE	08/01/2019	2.630	2.630	10,085,000.00	10,085,000.00	100.000000	10,085,000.00	0.00	.332	.337
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.120	17,695,000.00	17,256,340.95	97.521000	17,256,340.95	0.00	2.836	3.005
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.290	25,000,000.00	24,275,250.00	97.101000	24,275,250.00	0.00	2.833	3.005
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.680	10,825,000.00	10,852,170.75	100.251000	10,852,170.75	0.00	1.913	2.005
419792YK6	STATE OF HAWAII	01/01/2021	3.250	2.733	12,745,000.00	12,864,165.75	100.935000	12,864,165.75	0.00	1.686	1.759
419792YL4	STATE OF HAWAII	01/01/2022	2.770	2.770	3,500,000.00	3,500,000.00	100.000000	3,500,000.00	0.00	2.622	2.759
419792YJ9	STATE OF HAWAII	01/01/2020	2.650	2.650	7,500,000.00	7,500,000.00	100.000000	7,500,000.00	0.00	.736	.756
			2.475	2.339	227,165,000.00	227,922,036.00	100.333254	227,922,036.00	0.00	1.441	1.511
2360: MUNIS-A 30/360											
419792YM2	STATE OF HAWAII	04/01/2019	2.550	2.550	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.003	.003
			2.550	2.550	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.003	.003
3020: COMMERCIAL PAPER											
63763QSQ1	NAIL SEC CLEARING CORP	05/24/2019	2.450	2.496	50,000,000.00	49,084,652.78	99.637833	49,818,916.67	734,263.89	.144	.148
63763QITQ0	NAIL SEC CLEARING CORP	06/24/2019	2.610	2.662	35,000,000.00	34,314,875.00	99.407333	34,792,566.67	477,691.67	.227	.233
25214PMS9	DEXIA (GUARANTEE)	07/05/2019	2.790	2.843	50,000,000.00	49,066,125.00	99.324444	49,662,222.22	596,097.22	.256	.263
63763QIT31	NAIL SEC CLEARING CORP	06/03/2019	2.780	2.819	30,000,000.00	29,585,316.67	99.555500	29,866,650.00	281,333.33	.170	.175
16677KS87	CHEVRON	05/08/2019	2.600	2.629	15,000,000.00	14,835,333.33	99.747167	14,962,075.00	126,741.67	.101	.104
03785ET38											

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
594918BV5	MICROSOFT CORP	02/06/2020	1.850	2.373	4,097,000.00	4,057,013.28	99.408000	4,072,745.76	15,732.48	.833	.855
594918BV5	MICROSOFT CORP	02/06/2020	1.850	2.388	8,000,000.00	7,920,160.00	99.408000	7,952,640.00	32,480.00	.833	.855
594918BN3	MICROSOFT CORP	08/08/2019	1.100	2.288	10,000,000.00	9,835,600.00	99.484000	9,948,400.00	112,800.00	.352	.356
594918BV5	MICROSOFT CORP	02/06/2020	1.850	2.414	16,000,000.00	15,832,480.00	99.408000	15,905,280.00	72,800.00	.833	.855
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.646	12,000,000.00	11,663,160.00	98.399000	11,807,880.00	144,720.00	1.867	1.921
594918BV5	MICROSOFT CORP	02/06/2020	1.850	2.469	10,000,000.00	9,887,000.00	99.408000	9,940,800.00	53,800.00	.832	.855
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.625	12,969,000.00	12,617,410.41	98.399000	12,761,366.31	143,955.90	1.867	1.921
594918BN3	MICROSOFT CORP	08/08/2019	1.100	2.481	14,772,000.00	14,527,818.84	99.484000	14,695,776.48	167,957.64	.352	.356
594918BN3	MICROSOFT CORP	08/08/2019	1.100	2.400	20,000,000.00	19,697,600.00	99.484000	19,896,800.00	199,200.00	.352	.356
594918AY0	MICROSOFT CORP	02/12/2020	1.850	2.691	16,880,000.00	16,654,820.80	99.524000	16,799,651.20	144,830.40	.848	.871
594918BN3	MICROSOFT CORP	08/08/2019	1.100	2.494	10,154,000.00	10,001,690.00	99.484000	10,101,605.36	99,915.36	.352	.356
037833CB4	APPLE	08/02/2019	1.100	2.570	12,500,000.00	12,339,000.00	99.494000	12,436,750.00	97,750.00	.335	.340
594918BN3	MICROSOFT CORP	08/08/2019	1.100	2.568	4,982,000.00	4,916,735.80	99.484000	4,956,292.88	39,557.08	.351	.356
166764BH2	CHEVRON CORP	05/16/2019	1.561	2.570	10,000,000.00	9,938,600.00	99.857000	9,985,700.00	47,100.00	.124	.126
931142DY6	WALMART	10/09/2019	1.750	2.824	25,000,000.00	24,752,750.00	99.507000	24,876,750.00	124,000.00	.511	.526
931142DY6	WALMART	10/09/2019	1.750	2.838	22,029,000.00	21,812,234.64	99.507000	21,920,397.03	108,162.39	.511	.526
037833CZ1	APPLE	09/12/2019	1.500	2.823	12,803,000.00	12,662,038.97	99.509000	12,740,137.27	78,098.30	.445	.452
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	3.149	10,295,000.00	9,955,059.10	98.399000	10,130,177.05	175,117.95	1.863	1.921
594918BG8	MICROSOFT CORP	11/03/2020	2.000	2.912	10,100,000.00	9,929,411.00	99.335000	10,032,835.00	103,424.00	1.537	1.597
			1.609	2.603	282,931,000.00	278,870,612.34	99.336892	281,054,862.34	2,184,250.00	.829	.852
4500: NCD-Mat A/360											
78012UHD0	ROYAL BANK OF CANADA NY	06/07/2019	2.660	2.660	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.181	.186
90333VYZ7	US BANK NA	06/11/2019	2.590	2.590	10,000,000.00	10,000,000.00	100.000000	10,000,000.00	0.00	.192	.197
78012UHZ1	ROYAL BANK OF CANADA NY	06/21/2019	2.710	2.710	30,000,000.00	30,000,000.00	100.000000	30,000,000.00	0.00	.219	.225
06052TC32	BANK OF AMERICA NA	05/01/2019	2.620	2.620	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.083	.085
90333VZC7	US BANK NA	05/31/2019	2.580	2.580	30,000,000.00	30,000,000.00	100.000000	30,000,000.00	0.00	.163	.167
94989RY28	WELLS FARGO NA	05/13/2019	2.720	2.720	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.115	.118
94989RZ50	WELLS FARGO CD	06/28/2019	2.820	2.820	30,000,000.00	30,000,000.00	100.000000	30,000,000.00	0.00	.237	.244
90333VZ4	US BANK NA	06/21/2019	2.830	2.830	40,000,000.00	40,000,000.00	100.000000	40,000,000.00	0.00	.218	.225
89114MMK0	TORONTO DOMINION	08/16/2019	3.000	3.000	35,000,000.00	35,000,000.00	100.000000	35,000,000.00	0.00	.367	.378
78012UJY2	ROYAL BANK OF CANADA NY	06/28/2019	2.910	2.910	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.237	.244
89114MMT1	TORONTO DOMINION	05/31/2019	2.860	2.860	30,000,000.00	30,000,000.00	100.000000	30,000,000.00	0.00	.162	.167
			2.770	2.770	330,000,000.00	330,000,000.00	100.000000	330,000,000.00	0.00	.198	.203
Total Fund			2.177	2.355	7,558,961,944.14	7,522,791,418.69	99.555860	7,525,389,587.99	2,598,169.30	1.004	1.042
Grand Total			2.177	2.355	7,558,961,944.14	7,522,791,418.69	99.555860	7,525,389,587.99	2,598,169.30	1.004	1.042



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

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AGENDA ITEM 9C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2019.

BACKGROUND INFORMATION:

During the first nine months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The attached financial statements present the revenues and expenditures for the 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 sales tax revenues through the third quarter at 63 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33 requires sales tax revenues to be accrued for the period in which it is collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration (CDTFA) collects the Measure A 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 2019.

On a cash basis, the Measure A and Local Transportation Fund (LTF) sales tax receipts through the third quarter are 10.34 percent and 11.11 percent higher, respectively, than the same period last fiscal year. As reported by staff to the Commission in November 2018 and February 2019, this is a result of the CDTFA implementation of a new centralized revenue opportunity system and resolving the problems and catching up on the unprocessed sales tax returns by the third quarter. Staff will continue to monitor the trends in the sales tax receipts and report to the Commission any necessary adjustments.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the

respective agencies. The negative revenue amounts for federal, state, and local reimbursements reflect the reversal of the Fiscal Year 2017/18 accrued revenues at the beginning of FY 2018/19 in excess of amounts billed during the first, second, and third quarters. Reimbursement invoices for the expenditures for the third quarter will be prepared and submitted in the third quarter.

During the FY 2018/19 budget process, the Commission's conservative approach estimated the Transportation Uniform Mitigation Fee (TUMF) revenues passed through from the Western Riverside Council of Governments (WRCOG) at \$24 million. The Commission received TUMF receipts from July 2018 through January 2019 in the third quarter. The budgeted balance of \$1.9 million relates to the TUMF zone reimbursements from WRCOG for the Interstate 15 interchange at Railroad Canyon in the city of Lake Elsinore.

Toll revenues budgeted at \$32 million represents projected toll transactions for the RCTC 91 Express Lanes operations based on estimated toll transactions and current traffic and revenue data. The operating statement shows toll revenues at 113 percent of the budget and toll violations and fee revenues at 139 percent of the budget. The RCTC 91 Express Lanes toll transactions have exceeded initial expectations; accordingly, the Commission's traffic consultant recently updated the investment grade traffic and revenue study, which will be used in subsequent budgets.

The operating statement shows other revenues at 337 percent of the \$539,000 budget and reflects the sale of highway property and the reimbursement of property drainage improvements on Commission-owned properties.

The Commission took a conservative approach in estimating investment income for FY 2018/19. Investment income is higher primarily as a result of rising investment yields and investment of sales tax revenue bond proceeds.

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 due to unfilled Commission full-time equivalents in the Capital Project Development and Delivery, Planning and Programming, and Administration departments;
- Professional services are under budget due to unused budget authority for rail operations and development activities, highway general legal services, toll operations, public outreach activities, and audit and sales tax consultant fees;
- Support costs are under budget due to unused budget authority for rail operations and commuter assistance advertising and marketing, rail station maintenance, and toll operations;
- Program operations are under budget due to unused budget authority for the I-15 Express Lanes, 15/91 Express Lanes Connector, I-15 Express Lanes – southern extension, Pachappa Underpass, and Santa Ana River Trail projects; 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 attachments;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority relates to feasibility studies;
- Local streets and roads expenditures are related to the timing of Measure A sales tax revenues. These financial statements reflect the collections and related turnback payments through January 2019;
- Regional arterial expenditures primarily represents expenditures for the highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes Enterprise Fund accounting records, the Commission records accrued interest including compounded interest on the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). However, \$15.6 million of the \$42.7 million interest cost through the third quarter will not be paid in the current year and therefore, is not included in the FY 2018/19 budget;
- Payment to escrow agent unused budget authority relates to \$20 million of excess properties sales proceeds and toll surplus revenues to be deposited to the 2013 TIFIA loan reserve fund as required by June 30, 2019, under the TIFIA loan agreement;
- Capital outlay expenditures are under budget due to unused budget authority for office and property improvements for the I-15 Express Lanes project; station rehabilitation; toll operations office improvements and transponders; and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustment in the RCTC 91 Express Lanes Enterprise Fund accounting records; however, such depreciation is not a cash-related item and therefore is not included in the FY 2018/19 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 cash-related item, and therefore, is not included in the FY 2018/19 budget;
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a \$152.2 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 \$14.9 million in TIFIA loan proceeds. 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 June 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055.

Attachments:

- 1) Quarterly Project Status – March 2019
- 2) Quarterly Financial Statements – March 2019

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2019**

ATTACHMENT 1

Project Description	FY 2018/19 BUDGET	EXPENDITURES THROUGH 3 RD QUARTER	Project Status
<p>91 Project (P003028)</p> <p>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 acquisition and construction cost of the 91 Project is estimated at \$1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance.</p>	\$28,758,100	\$4,634,307	<p>The Design-Build contract achieved substantial completion on March 20, 2017. The Systems Integration and Implementation Contract retention was released on January 4, 2018. The Commission has remitted all of the \$42 million final settlement to the Design-Builder; the only remaining costs are for the plant establishment period. The Certificate of Final Acceptance was issued to the Design-Builder on March 15, 2018. The under run of the FY 2018/19 budget at the third quarter is primarily due to an accrual reversal for the Army Corps of Engineers Reach 9 project (\$2 million) and future right of way (ROW) settlement costs that have not yet occurred.</p>
<p>I-15 Express Lanes project (P003027)</p> <p>The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in 2020. The 2017 Base Case estimates the total project cost at \$471 million, which includes \$42 million of contingency.</p>	152,864,800	58,448,413	<p>The toll services provider (TSP) contract was awarded in January 2017, the Design-Build contract was awarded in April 2017, and the project financing was completed in July 2017. Overall design is approximately 99% complete and construction is approximately 34% complete. The TSP contractor is 33% complete. The construction and maintenance agreement with Burlington Northern Santa Fe Railway was executed on September 28, 2018. Roadway work continued on the Norco and Eastvale segments. Out of the total eleven bridges, two are complete and seven are under construction. Out of the total six sound walls, four are complete and two are under construction. The under run of the FY 2018/19 budget at the third quarter is due to under runs in the Design-Build contract (\$36 million), the project and construction management (PCM) contract (\$5 million), the TSP contract (\$7 million), and the Caltrans Co-Op agreement (\$2 million).</p>

Project Description	FY 2018/19 BUDGET	EXPENDITURES THROUGH 3 RD QUARTER	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 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 \$220 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2022.</p>	55,826,300	11,291,628	<p>In October 2017 the Commission approved an amendment to the existing I-15 Express Lanes project PCM contract for 15/91 ELC project approval and environmental document work. In November 2017 the Commission approved a contract with WSP USA, Inc. for 15/91 ELC project management services. In January 2018 the Commission approved an amendment to the existing I-15 Express Lanes project PCM contract for 15/91 ELC PCM support. From April to June 2018 the Commission approved one amendment and two change orders to the existing Design-Builder contract for preliminary 15/91 ELC design and geotech work. In March 2018 the Commission approved a change order to the existing TSP contract for 15/91 ELC tolling software support. In July 2018 the Commission approved a change order to the existing TSP contract to install lane side equipment on SR-91. In October 2018 the Commission approved a change order for construction at Hidden Valley Parkway. The under run of the FY 2018/19 budget at the third quarter is due to under run in the Design-Build contract (\$21 million) and the PCM contract (\$2 million).</p>
<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 Congestion Mitigation and Air Quality (CMAQ) federal funds and Measure A.</p>	5,001,300	115,323	<p>In September 2017 the Commission approved the allocation of \$50 million of 2018 State Transportation Improvement Program (STIP) funds to the I-15 Express Lanes Southern Extension Project. STIP funding was later identified as not being available for obligation until FY 2022/23. Since the PA/ED work is an eligible cost of CMAQ funds, the Commission will utilize the CMAQ funds rather than STIP funds. In November 2018, a request for qualifications was advertised for the completion of PA/ED. The award of this contract is anticipated in May 2019.</p>
<p>91 Corridor Operations Project (P623046) The project will construct several operational improvements along the SR-91 including I-15 northbound 91 Express Lanes ingress and SR-91 westbound general purpose lane improvements at the County Line. The estimated project cost is \$6 million for environmental and design and \$36 million for Construction. Initial project activities are funded by surplus toll revenues.</p>	3,341,000	1,470,559	<p>I-15 northbound 91 Express Lanes ingress restriping and the westbound SR-91 restriping at the County line are complete. In December, the Commission approved completing final design and construction of the westbound general purpose lane from the Green River Road on-ramp to SR-241 (91 WB Option 4M). Construction funding allocation by the Commission will be determined in 2019.</p>

Project Description	FY 2018/19 BUDGET	EXPENDITURES THROUGH 3 RD QUARTER	Project Status
<p>Mid County Parkway (MCP) (P002302, P612302, P002320, & P002317)</p> <p>The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is anticipated to be completed in FY 2018/2019. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$1.6 billion.</p>	35,404,300	3,034,357	<p>The Commission approved the procurement for final design of the I-215/Placentia Interchange in November 2016 and notice to proceed was issued the same month. Staff continues to work on the approval of the Compensatory Mitigation Plan with the U.S. Army Corps of Engineers. Staff continues the work on the Cultural Landscape Study for cultural resources mitigation. The Commission has acquired most of the mitigation land needed for the project. On June 29, 2018 settlement was reached with plaintiffs challenging the environmental document. In July 2018 the Commission approved the procurement for final design of the MCP mitigation land. Staff continues to work on identifying the remaining mitigation land needed. Staff continues to work with state and federal agencies on permitting packages for the first construction contract. In October 2018, the Commission awarded a contract to a construction management firm for the MCP mitigation site. In January 2019, the Commission awarded a contract to a construction management firm for the MCP Placentia project.</p>
<p>Pachappa Underpass project (P003038)</p> <p>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 UPRR. The project construction cost is estimated at \$16 million.</p>	14,453,400	138,548	<p>The Construction and Maintenance Agreement with Union Pacific Railroad (UPRR) was obtained. The funding agreement with Caltrans has been executed. The construction contract will be advertised in the third quarter of 2019.</p>
<p>SR-60 Truck Lanes (P003029)</p> <p>The project will construct eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit trail; upgrade existing shoulders to standard widths. The estimated project cost is \$138 million and the project is funded by CMAQ, STIP/Regional Improvement Program, State Highway Operation and Protection Program, and 2009 Measure A highway funds.</p>	26,861,200	6936,756	<p>On August 16, 2018 the California Transportation Commission approved funding for the project. Caltrans provided all design documents for construction advertisement on September 20, 2018. The project was advertised for construction on October 18, 2018 as scheduled, and bids were received on November 29, 2018. Construction is anticipated to start on May 28, 2019 and is scheduled to complete in the first quarter of 2022. The Commission awarded a construction management contract at the December 2018 meeting.</p>
<p>71/91 Connector Project (P003021)</p> <p>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.</p>	9,462,400	381,956	<p>Currently, construction is on hold until a funding source for construction is identified. Staff met with Southern California Association Government's Transportation Conformity Working Group to confirm the project is not a project of air quality concern. Staff continues to coordinate with Southern California Gas to relocate a high pressure gas line due to a conflict. Staff is also working with the last property owner where permanent rights are required as well as the agencies where temporary rights are required to close out the ROW phase. Burlington Northern Santa Fe Railroad has concurred with the structure design over the railroad for the Green River Road eastbound entrance ramp bridge.</p>

Project Description	FY 2018/19 BUDGET	EXPENDITURES THROUGH 3 RD QUARTER	Project Status
<p>Riverside Layover Facility (P653822)</p> <p>The project includes increased capacity and maintenance service improvements to Metrolink's West Layover Facility, north of the Riverside Downtown station. The improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The estimated project cost is \$5.3 million. The project is funded by Federal Transit Administration Section 5307.</p>	5,417,600	211,732	<p>The cooperative agreement between the Commission and SCRRRA was finalized. The construction contract was advertised on February 28, 2019, with a limited notice to proceed for procurement of long-lead items expected in June 2019. The three bids received were higher than anticipated and analyzed. The Commission is expected to award the construction contract at the June meeting.</p>

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 3/31/2019**

ATTACHMENT 2

	FY 2018/19 BUDGET	3RD QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	\$ 311,203,600	\$ 196,782,439	\$ (114,421,161)	63%
Federal reimbursements	59,105,700	30,630,059	(28,475,641)	52%
State reimbursements	166,590,113	23,798,767	(142,791,346)	14%
Local reimbursements	24,037,900	3,464,534	(20,573,366)	14%
Transportation Uniform Mitigation Fee	25,922,200	15,911,936	(10,010,264)	61%
Toll revenues	32,046,800	36,190,470	4,143,670	113%
Toll violations and fee revenues	4,893,700	6,818,741	1,925,041	139%
Other revenues	539,000	1,816,863	1,277,863	337%
Investment income	3,408,000	10,021,273	6,613,273	294%
Total revenues	<u>627,747,013</u>	<u>325,435,082</u>	<u>(302,311,931)</u>	<u>52%</u>
Expenditures/Expenses				
Salaries and benefits	10,354,700	7,115,010	3,239,690	69%
Professional and support				
Professional services	20,240,300	7,461,108	12,779,192	37%
Support costs	<u>12,119,200</u>	<u>5,834,348</u>	<u>6,284,852</u>	<u>48%</u>
Total Professional and support costs	32,359,500	13,295,456	19,064,044	41%
Projects and operations				
Program operations - general	27,877,100	15,011,447	12,865,653	54%
Engineering	36,537,600	5,857,452	30,680,148	16%
Construction	134,989,300	30,797,607	104,191,693	23%
Design Build	183,908,346	67,422,817	116,485,529	37%
Right of way/land	92,332,400	7,662,625	84,669,775	8%
Operating and capital disbursements	224,660,985	125,577,850	99,083,135	56%
Special studies	1,892,000	1,006,293	885,707	53%
Local streets and roads	58,479,500	36,818,363	21,661,137	63%
Regional arterials	<u>30,547,000</u>	<u>10,274,204</u>	<u>20,272,796</u>	<u>34%</u>
Total projects and operations	791,224,231	300,428,658	490,795,573	38%
Debt service				
Principal	25,965,000	-	25,965,000	N/A
Interest	50,710,600	42,705,598	8,005,002	84%
Payment to escrow agent	<u>20,000,000</u>	<u>-</u>	<u>20,000,000</u>	<u>N/A</u>
Total debt service	96,675,600	42,705,598	53,970,002	44%
Capital outlay	10,806,517	5,859,078	4,947,439	54%
Depreciation	-	7,973,379	(7,973,379)	N/A
Gain (Loss) on sale of land	<u>-</u>	<u>2,224,669</u>	<u>(2,224,669)</u>	<u>N/A</u>
Total Expenditures/Expenses	<u>941,420,548</u>	<u>379,601,848</u>	<u>561,818,700</u>	<u>40%</u>
Excess revenues over (under) expenditures/expenses	(313,673,535)	(54,166,766)	592,498,848	17%
Other financing sources/(uses)				
Transfer in	182,214,300	109,327,603	(72,886,697)	60%
Transfer out	(182,214,300)	(109,327,603)	72,886,697	60%
TIFIA loan proceeds	<u>106,081,000</u>	<u>14,946,136</u>	<u>(91,134,864)</u>	<u>14%</u>
Total financing sources/(uses)	106,081,000	14,946,136	91,134,864	14%
Net change in fund balances	(207,592,535)	(39,220,630)	683,633,712	19%
Fund balance July 1, 2018	<u>789,451,200</u>	<u>498,270,206</u>	<u>(291,180,994)</u>	<u>63%</u>
Fund balance March 31, 2019	<u>\$ 581,858,665</u>	<u>\$ 459,049,576</u>	<u>\$ 392,452,718</u>	<u>79%</u>

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2019

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2019

	SPECIAL REVENUE FUNDS											ENTERPRISE FUND		CAPITAL PROJECTS FUNDS			
	GENERAL FUND	FSP/ SAFE	MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT					SB132	TOLL OPERATIONS	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL	
			WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	STATE OF GOOD REPAIR							OTHER AGENCY PROJECTS
Revenues																	
Sales tax	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Federal reimbursements	(409,190)	-	94,477,286	26,030,449	621,014	62,396,892	11,095,929	-	-	2,160,869	-	-	-	-	-	196,782,439	
State reimbursements	1,313,793	1,373,409	(30,316)	-	-	-	-	-	(91)	-	21,141,881	-	-	-	1,398,61	30,630,059	
Local reimbursements	(99,319)	(110,157)	3,067,121	-	-	-	-	307,630	-	-	297,270	1,989	-	-	-	23,798,767	
Transportation Uniform Mitigation Fe	-	-	-	-	-	-	-	15,911,936	-	-	-	-	-	-	-	3,464,534	
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,911,936	
Toll violations and fee revenues	-	-	-	-	-	-	-	-	-	-	-	36,190,470	-	-	-	36,190,470	
Other revenues	11,645	75,884	1,791,676	-	-	-	-	-	-	-	42	6,818,741	-	-	-	6,818,741	
Investment income	233,837	-	2,326,713	577,485	1	699,674	992,470	1,058,401	26,469	35,513	5,217	1,113,207	982,468	1,629,766	264,168	1,816,863	
Total revenues	1,050,766	1,339,136	131,273,209	26,607,934	621,015	63,096,566	12,088,399	17,291,467	26,378	2,196,382	302,487	21,141,881	982,468	1,629,766	1,662,779	325,435,082	
Expenditures/Expenses																	
Salaries and benefits	4,421,894	79,395	1,931,084	860	-	-	-	156,305	4,390	-	22,104	158,315	340,663	-	-	7,115,010	
Professional and support	2,217,336	136,732	2,034,243	5,892	-	-	11,230	61,234	1,197,080	-	-	1,099,510	697,851	-	-	7,461,108	
Support costs	3,057,996	97,739	414,951	-	-	-	-	10,983	-	-	169	45	2,252,465	-	-	5,834,348	
Total Professional and support costs	5,275,332	234,471	2,449,194	5,892	-	-	11,230	72,217	1,197,080	-	169	1,099,555	2,950,316	-	-	13,295,456	
Projects and operations																	
Program operations - general	1,671,089	2,215,623	5,222,133	-	-	-	-	224,785	-	-	56,430	35,340	5,586,047	-	-	15,011,447	
Engineering	-	-	1,406,271	-	-	-	-	2,019,509	-	-	248,451	2,183,221	-	-	-	5,857,452	
Construction	-	-	13,949,296	-	-	-	-	(47,785)	-	-	-	16,896,096	-	-	-	30,797,607	
Design Build	-	-	57,703,882	-	-	-	-	-	-	-	-	9,718,935	-	-	-	67,422,817	
Right of way/land	-	-	7,320,260	-	-	-	-	372,250	-	-	(29,885)	-	-	-	-	7,662,625	
Operating and capital disbursement	20,645,750	-	6,800,368	4,500,000	-	89,317,310	4,314,422	-	-	-	-	-	-	-	-	125,577,850	
Special studies	998,755	-	7,538	-	-	-	-	-	-	-	-	-	-	-	-	1,006,293	
Local streets and roads	-	-	27,187,592	9,023,557	607,214	-	-	-	-	-	-	-	-	-	-	36,818,363	
Regional arterials	-	-	10,274,204	-	-	-	-	-	-	-	-	-	-	-	-	10,274,204	
Total projects and operations	23,315,594	2,215,623	119,597,340	23,797,761	607,214	89,317,310	4,314,422	2,568,759	-	-	274,996	28,833,592	5,586,047	-	-	300,428,658	
Debt service																	
Interest	-	-	-	-	-	-	-	-	-	-	-	-	20,910,229	-	21,795,369	42,705,598	
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	20,910,229	-	21,795,369	42,705,598	
Capital outlay	294,632	-	3,869,097	-	-	-	-	-	-	-	-	-	-	-	-	5,859,078	
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	7,973,379	-	-	7,973,379	
Gain (Loss) on sale of land	-	-	-	-	-	-	-	-	-	-	-	-	2,224,669	-	-	2,224,669	
Total Expenditures/Expenses	33,307,452	2,529,489	127,846,715	23,804,513	607,214	89,317,310	4,325,652	2,797,281	1,201,470	-	297,269	30,091,462	41,680,652	-	21,795,369	379,601,848	
Excess revenues over (under) expenditures/expenses	(32,256,686)	(1,190,353)	3,426,494	2,803,421	13,801	(26,220,744)	7,762,747	14,494,186	(1,175,092)	2,196,382	5,218	(8,949,581)	2,443,797	982,468	1,629,766	(54,166,766)	
Other financing sources/(uses)																	
Transfer in	26,038,824	3,600,000	21,327,508	-	-	1,170,000	-	38,099	350,000	-	-	-	-	-	2,181,818	109,327,603	
Transfer out	(1,891,600)	(3,738,700)	(68,635,548)	(372,000)	(23,200)	(20,770,924)	(446,500)	(1,242,545)	(63,500)	-	-	(687,600)	(1,569,659)	-	(6,305,398)	(109,327,603)	
Debt proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TIFIA loan proceeds	-	-	14,946,136	-	-	-	-	-	-	-	-	-	-	-	-	14,946,136	
Total financing sources/(uses)	24,147,224	(138,700)	(32,361,904)	(372,000)	(23,200)	(19,600,924)	(446,500)	(1,204,446)	286,500	-	-	(687,600)	(1,569,659)	-	(4,123,580)	14,946,136	
Net change in fund balances	(8,109,462)	(1,329,053)	(28,935,410)	2,431,421	(9,399)	(45,821,668)	7,316,247	13,289,740	(888,592)	2,196,382	5,218	(9,637,181)	874,138	982,468	(2,493,814)	(39,220,630)	
Fund balance July 1, 2018	26,040,494	9,238,957	276,997,302	52,068,076	557	110,635,854	91,842,733	78,409,987	3,266,323	3,142	(268,754)	(277,767,334)	21,576,316	95,343,644	11,082,909	498,270,206	
Fund balance March 31, 2019	\$ 17,931,032	\$ 7,909,904	\$ 248,061,892	\$ 54,499,497	\$ (8,842)	\$ 64,614,186	\$ 99,158,980	\$ 91,699,727	\$ 2,377,731	\$ 2,196,382	\$ 8,360	\$ (9,905,935)	\$ (276,893,196)	\$ 22,558,784	\$ 92,849,830	\$ 459,049,576	

AGENDA ITEM 9D

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Jose Mendoza, Senior Procurement Analyst Matt Wallace, Procurement Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Recurring Contracts for Fiscal Year 2019/20

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$16,982,780 for Fiscal Year 2019/20;
- 2) Approve the recurring contracts for specialized services in an amount not to exceed \$3,439,000 in FY 2019/20 and \$7,262,100 in FYs 2020/21 – 2021/22; 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, staff believes it is more efficient and cost effective to retain the consultants on the recurring contracts list rather than rebidding the services at this time. Approval of the recurring contracts list will allow the Commission to continue work on existing projects without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2019/20 and for specialized services through FY 2021/22, followed by a summary for each consultant supporting inclusion as a recurring contract. Following Commission approval, staff will develop appropriate agreements or amendments to agreements for these services. Accordingly, staff recommends Commission

authorization for the Chair or Executive Director to execute the agreements on behalf of the Commission.

Recurring Contracts for FY 2019/20

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements with these consultants for the aggregate amount of \$16,982,780.

Schedule of Recurring Contracts for FY 2019/20					
Consultant	Agreement Number	Description of Services	Budget FY 2018/19	Budget FY 2019/20	Dollar Change
AMMA Transit Planning (AMMA)	08-26-115-13	Administration and support of Measure A Specialized Transit Program and federal programs	\$ 170,000	\$ 160,000	\$ (10,000)
Bechtel Infrastructure (Bechtel)	19-31-071-00	Capital project program management services	5,058,000	6,400,000	1,342,000
Best, Best & Krieger LLP (BB&K)	19-19-075-00	General legal services	3,412,700	2,940,800	(471,900)
BLX Group LLC (BLX)	11-19-104-05	Arbitrage rebate compliance and debt reporting services	15,000	15,000	-
Caltrans	17-31-021-02	91 Express Lanes roadway maintenance contract	233,720	240,730	7,010
Epic Land Solutions, Inc. (Epic)	19-31-072-00	Support services for property management of Commission-owned properties and related contracts	538,000	600,000	62,000
Fieldman Rolapp & Associates (Fieldman)	04-19-029-14	Financial advisory services	300,000	325,000	25,000
Iteris	09-45-067-05	IE511 traffic data and interactive voice recognition (IVR) operations and maintenance	254,420	265,550	11,130
Macias Gini & O'Connell, LLP (MGO)	15-19-043-05	Commission audit services	231,420	241,700	10,280
Media Beef	14-41-156-04	Technical services, system programming, network support and maintenance	157,000	120,000	(37,000)
Norton Rose Fulbright US LLP (Fulbright)	09-19-072-14	Disclosure counsel services	5,000	5,000	-
Orange County Transportation Authority (OCTA)	16-31-025-04	Shared costs for the 91 Express Lanes under the RCTC-OCTA Facility Agreement (ROFA)	5,988,750	5,499,000	(489,750)
Orrick, Herrick & Sutcliffe LLP (Orrick)	05-19-510-16	Bond counsel services	10,000	30,000	20,000
Stantec Consulting Services, Inc. (Stantec)	15-31-048-07	Traffic and revenue consulting services for the I-15 Express Lanes Project (I-15 ELP)	100,000	100,000	-
U.S. Bank National Association (US Bank)	N/A	Trustee services for the sales tax revenue bonds pursuant to master indenture agreement	40,000	40,000	-
Total			\$ 16,514,010	\$ 16,982,780	\$ 468,770

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 Advisory Committee process. Additionally, AMMA advises staff on the management of operator reporting for the current specialized transit call for projects, assists in the development of the application and eligibility guidelines for future specialized transit call for projects, and aides in the management of transit needs and community input meetings.

Bechtel Infrastructure Corporation

Bechtel provides program management and construction management activities of highway and rail projects for the 2009 Measure A program, as well as the wrap up of the 1989 Measure A program. Bechtel supports the Commission's capital projects, including the Interstate 15 Express Lanes, I-215/Placentia Avenue interchange, I-15/Railroad Canyon Road interchange, State Route 60 truck lanes, Pachappa Underpass, Santa Ana River Trail, and Riverside-Downtown station layover and platform expansion. 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 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 2019/20 reflects an increase from last year that is related to the increase in the projects in development and construction and increasing needs for ongoing capital assets' operations and maintenance.

Best Best & Krieger LLP

BB&K provides a high level of general legal services to the Commission for highway, regional arterial, and rail capital project activities, especially right of way; various Commission programs; procurements and contract development; and management services. The FY 2019/20 BB&K contract reflects a 14 percent decrease in legal costs compared to the FY 2018/19 contract, primarily related to the completion of the 91 Project. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest.

BLX Group LLC

In 2007, the Commission engaged BLX Group LLC (BLX) under a sole source procurement to perform arbitrage rebate compliance services for sales tax revenue debt issued under the 1989 Measure A and 2009 Measure A. These services are required by the Internal Revenue Service and the tax certificates executed for each debt issue, including the Commission's commercial paper notes, sales tax revenue bonds, and toll revenue bonds. Per Commission

direction, BLX performs the required calculations more frequently than the minimum reporting requirements during the life of each debt issue to ensure Commission compliance with the complex regulations. Accordingly, BLX maintains historical information and calculations considered in subsequent arbitrage rebate calculations. Additionally, BLX prepares and files, on the Commission's behalf, the Annual Debt Transparency Reports (ADTRs) required by California SB 1029 for new debt issuances effective January 1, 2017. BLX performs the ADTR service at no additional cost when arbitrage rebate calculations are prepared or a \$500 per ADTR fee when rebate calculations have ceased. Given the complex arbitrage regulations and limited Commission staff available to prepare the SB 1029 filings, staff determined it would be more efficient and cost effective to continue the BLX services. Furthermore, BLX is affiliated with Orrick—resulting in additional efficiencies related to immediate access to bond documents and key staff.

Caltrans

In October 2016, the Commission awarded an agreement to Caltrans to provide routine and emergency maintenance for the 91 Express Lanes for a 50-year term. The agreement requires agreement of the annual work plan and associated budget. Caltrans' familiarity with the 91 Corridor, 91 Project, and state standards for highway maintenance ensures that the Commission will be in compliance with the 91 Express Lanes Toll Facility Agreement between Caltrans and the Commission executed in May 2012. In addition, Caltrans has the staff, equipment, and experience to provide the wide range of maintenance and emergency response services required to ensure the 91 Express Lanes are properly maintained and that emergency incidents are resolved in an expedient manner. Caltrans routine maintenance services include channelizer replacement, pavement repair, and sweeping and debris removal. Caltrans has provided excellent service and response times to emergency incidents. The scope of services also includes coordination with California Highway Patrol Maintenance Zone Enhancement Enforcement Program. Staff and Caltrans established a work plan for FY 2019/20 that reflects a 3 percent increase in costs.

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 (SJBL), staff determined that Epic can most efficiently and cost effectively provide property management services. The scope of services for FY 2019/20 includes:

- Upgrading the remaining utility licenses to current Commission terms in order to minimize liability risks;
- Renewing expiring private use agreements;
- Coordinating and assisting with activities related to the issuance of new licenses, amendments to existing licenses or facility upgrades;

- Following up on delinquent rent payments and tracking insurance certifications, as requested by Commission staff;
- Determining all easement locations and requesting abandonment of unused easements;
- Maintaining and updating a database and correlated mapping of the Commission's property and contract information; and
- Ensuring possession of title policies for all Commission owned property and compliance with federal excess land requirements.

Epic will also proactively perform regular site visits to all properties to identify and resolve maintenance and repair issues such as weed abatement and removal of debris and illegal occupants, work with jurisdictions on trespassing notification letters and coordination of trespassing sign installations, and identify encroachments such as illegal parking or the installation of facilities without a license. Epic's FY 2019/20 agreement reflects an 11 percent increase related to the migration to a new right of way database and a full encroachment survey.

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. Fieldman provides additional support for the 91 Project and I-15 ELP related to the annual update of the financial models and financial plans required by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements, implementation and technical matters related to the financings, and other special projects. As a result of Fieldman's knowledge and understanding of the Commission, its previous financings, and the TIFIA loan process, staff determined it would be more efficient and cost effective for continuity purposes to retain Fieldman during FY 2019/20 for financial advisory services. Staff expects a slight increase in FY 2019/20 costs related to innovative financing efforts subject to Commission approval in July.

Iteris

The Commission awarded Iteris 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 traveler information system administered since 2010 for Riverside and San Bernardino Counties by the Commission on a 50/50 cost sharing agreement with the San Bernardino County Transportation Authority (SBCTA). IE511 is accessible across multiple platforms – IVR telephone system, IE511.org website, and mobile application. 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 various platforms. The Los Angeles County Metropolitan Transportation Authority (Metro) procured a 511 solution with regional potential. Under a separate item at this meeting, staff is recommending the Commission transition to Metro's 511 regional system in FY 2019/20. Assuming Commission approval at this meeting and implementation in FY 2019/20,

the Commission needs to retain Iteris to continue its services related to the IE511 system on a month-to-month basis for no longer than 12 months. The FY 2019/20 budget for Iteris reflects a 4 percent increase over the prior year cost for a full fiscal year; SBCTA reimburses the Commission for a portion of the cost under the cost-sharing agreement for IE511.

Macias Gini & O'Connell, LLP

The Commission selected MGO as the Commission's auditors in 2015, following a competitive procurement process to provide audit and related services primarily related to the Commission's basic financial statements, specific fund financial statements, and expenditures of federal awards. The Commission amended the scope for additional audits required by new funding programs (Low Carbon Transit Operation Program and State of Good Repair Program); new reporting requirements related to the National Transit Database for the vanpool program; and implementation of GASB 68 and GASB 75 regarding accounting and financial reporting for pensions and for other postemployment benefits, respectively. Staff desires to extend the amended scope of work in connection with exercising the final option year of the agreement related to the FY 2018/19 audit. The MGO audit services budgeted in FY 2019/20 reflect a 4 percent increase over the prior year.

Media Beef

In July 2014, the Commission approved an agreement with Media Beef to provide programming and website administration services supporting the IE Commuter and IE511 systems. Media Beef has provided the technical services involved with the development, maintenance, operations, and deployment of new system enhancements for both software platforms and most recently the vanpool module to support the Commission's new vanpool program. Similar to the change in the IE511 program noted in the Iteris discussion above, staff is recommending, in a separate item at this meeting, the Commission transition the IE Commuter and vanpool platform to a regional platform. This will result in an enhanced feature set for users and a reduced cost structure for the Commission. Assuming Commission approval at this meeting and implementation in FY 2019/20, the Commission needs to retain Media Beef to continue its services on a month-to-month basis for no longer than 12 months. The FY 2019/20 budget for Media Beef reflects a \$37,000 decrease over the prior year cost for a full fiscal year related to the elimination of system enhancements; SBCTA reimburses the Commission for a portion of the cost under a cost-sharing agreement for the administration of the IE511 and ridesharing programs.

Norton Rose Fulbright US LLP

In July 2009, the Commission awarded a professional services agreement to Fulbright for disclosure counsel services through a competitive procurement in connection with the Commission's 2009 sales tax revenue bond issuance. The Commission amended the agreement for subsequent debt transactions, including the toll revenue bond financings for the 91 Project and I-15 ELP. Staff determined it would be more efficient and cost effective to continue to retain

Fulbright in connection with potential continuing disclosure matters. Staff expects no cost increase in FY 2019/20.

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, and 91 Express Lanes operations facilities costs. In FY 2019/20, 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; a reduction in costs is projected in FY 2019/20 primarily related to implementation of the new 6c transponder technology.

Orrick, Herrington & Sutcliffe LLP

Following a competitive procurement process in 2004, the Commission selected Orrick as bond counsel to provide bond counsel services in connection with sales tax financings related to the 2009 Measure A program. The Commission amended the agreement for subsequent debt transactions, including the toll revenue bond financings for the 91 Project and I-15 ELP. Orrick has a high level understanding of the Commission's 2009 Measure A program and related sales tax financings as well as the complex toll-supported debt agreements. It also has significant experience with other transportation agencies, especially self-help counties and TIFIA loan borrowers. Staff determined it would be more efficient and cost effective to continue to retain Orrick in connection with potential debt agreement matters and potential innovative financing efforts discussion above under Fieldman. Staff anticipates increased costs in FY 2019/20 related to the innovative financing efforts.

Stantec Consulting Services, Inc.

In April 2015, the Commission selected Stantec under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study to secure financing for the I-15 ELP. Subsequent contract amendments authorized field work and analysis required to create the traffic and revenue model. Stantec's continued support of the I-15 ELP is needed for data collection, existing conditions analysis, model calibrations, microsimulation, finalization of the traffic and revenue forecast, and sensitivity and risk analysis. Due to Stantec's accumulated project knowledge and successful completion of prior deliverables, staff determined that Stantec can most efficiently and cost effectively provide these services for the I-15 ELP; staff anticipates no change in costs.

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 2019/20.

Specialized Services on Long-Term Projects for Three-Year Contracts

These are contracts with consultants providing specialized services on long-term projects at a fixed rate. The contracts do not need to be negotiated annually as service level and pricing are not expected to change during the period of performance. Staff recommends Commission approval of multi-year agreements with these consultants for the aggregate amount of \$10,680,100.

Schedule of Recurring Contracts for Specialized Services for FY 2019/20 – FY 2021/22					
Consultant	Agreement Number	Description of Services	Budget FY 2018/19	Budget FY 2019/20	3-Year Contract
Celtis Ventures, Inc. (Celtis)	19-15-076-00	Website maintenance and digital support services	\$ 140,000	\$ 150,000	\$ 450,000
ECS Imaging, Inc.	19-12-008-01	Electronic records management	44,800	15,000	50,000
Exigent Systems Inc. (Exigent)	19-31-073-00	Information technology (IT) support services	520,000	825,000	2,750,000
Monsido, Inc. (Monsido)	19-15-097-00	Website compliance tool	-	7,000	21,000
WSP USA, Inc. (WSP)	15-41-038-05	Commuter assistance program administration services and outreach for Western Riverside and San Bernardino County	2,314,890	2,442,000	7,430,100
Total			\$ 3,019,690	\$ 3,439,000	\$ 10,701,100

Celtis Ventures, Inc.

In March 2017 following a competitive procurement process, the Commission selected Celtis to provide consulting services related to visual identity, website design and website maintenance services. The Celtis team helped to create the Commission's new brand, remodeled the website, and revamped the overall digital presence. These enhancements have made the Commission more recognizable to the public. Because of Celtis' knowledge of the Commission's website and successful digital strategy, staff determined that Celtis is uniquely suited to provide ongoing support for the project website and social media efficiently and cost effectively. Celtis will assist with website hosting, search engine optimization, content updates, and troubleshooting/maintenance. Celtis staff will be on call to assist with potential data breaches, evidence of malware or other emergency services. In addition, Celtis will provide ongoing support for the Commission's social media presence by developing and scheduling content and assisting with quarterly metrics reports. The FY 2019/20 cost is \$10,000 above the FY 2018/19 cost; however, the annual cost over the three-year period will not increase over the FY 2019/20 amount.

ECS Imaging, Inc.

In 2018 the Commission executed an agreement with ECS Imaging, Inc. under the Executive Director's single signature authority to provide records management, storage and retention. The Commission previously used Infoworks software for this service; however, the software was phased out and reached end-of-life as of December 31, 2018. Accordingly, the Commission migrated its records to Laserfiche software purchased through ECS Imaging, Inc. Laserfiche software provides the Commission the opportunity to not only electronically store records but also to manage the records in a secure format, laying the foundation to move toward a paperless environment. Ultimately, Laserfiche software will save the Commission physical document storage costs. The decrease in annual costs is related to the migration of documents from the prior system to Laserfiche in FY 2018/19 and annual license maintenance costs thereafter.

Exigent Systems Inc.

The Commission engaged Exigent in FY 2016/17 to provide 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, these current multi-year projects, and future projects related to security, workstations, and opening of the 15 Express Lanes Regional Operations Center. 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.

Monsido Inc.

With the rapid evolution of technology, persons with disabilities are able to navigate the internet with the assistance of speech-recognition software or screen readers that can convert information provided on a website into speech. In October 2017, Governor Brown signed Assembly Bill 434, requiring websites of state agencies and entities, as defined under California Government Code Section 11546.1(e), to be digitally accessible by July 1, 2019. Based on research of firms providing such services, staff determined that Monsido is the most qualified and cost effective firm to assist with website compliance. Monsido provides a web tool to scan the rctc.org website on a weekly basis to identify website areas that may not meet website compliance standards. Additional services include:

- Weekly reports through a user-friendly dashboard;
- Guidance to repair the compliance issues; and
- Identification of broken links, misspellings, search engine optimization issues, missing scripts, content policies, and more.

Entering into a three-year agreement with Monsido will ensure that the Commission is prepared to comply with this new state mandate immediately and maintain a consistent compliance platform during the implementation period.

WSP USA, Inc.

The Commission operates a Commuter Assistance Program (CAP) in Western Riverside County as a congestion reduction component identified in Measure A. In May 2015, following a competitive bid, the Commission awarded an agreement to WSP for CAP administration and marketing. The program consists of a suite of commuter incentives, employer programs, and outreach all designed to reduce the number of drive alone vehicle miles related to work commutes and to help improve regional mobility and air quality. In 2018, the contract was amended to include the implementation and ongoing operation of the Commission's VanClub program that currently operates at 70+ vans and will eventually net the Commission incremental revenue in excess of vanpool program costs. Continuation of WSP's services for the CAP and the Commission's vanpool program over the three-year period maintains an effective and efficient operation of a transportation demand management strategy.

The FY 2019/20 budget reflects a 5.5 percent increase over FY 2018/19 for a potential special project; subsequent year increases are modest at approximately 2 percent. Approximately half the cost of the WSP contract is reimbursed by SBCTA, as WSP services support a rideshare program in San Bernardino County. In May, SBCTA's Transit Committee approved the continuation of the Commission's administration of SBCTA's rideshare program for a three-year

term; staff anticipates final approval of this agreement between the Commission and SBCTA at SBCTA's June meeting.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21+	Amount:	\$20,421,780 \$7,262,100
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 Iuvone</i>		Date:	05/17/2019

AGENDA ITEM 9E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Jillian Guizado, Legislative Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt the following bill positions:
 - a) SB 742 (Allen) – Support;
 - b) AB 1149 (Fong) – Support; and
- 2) Receive and file an update on state and federal legislation.

BACKGROUND INFORMATION:

State Update

South Dakota v. Wayfair and AB 147

Pursuant to the Supreme Court’s June 2018 ruling in *South Dakota v. Wayfair (Wayfair)*, and in compliance with the State’s existing long-arm statute, the California Department of Tax and Fee Administration (CDTFA) issued direction to out-of-state retailers to collect and remit use tax to CDTFA. On April 25, 2019, Governor Newsom signed into law AB 147, authored by Assembly Member Autumn Burke, Chair of the Assembly Revenue and Taxation Committee. AB 147 requires retailers located outside of California to register with CDTFA and collect and remit use tax for total sales exceeding \$500,000 per year, as well as to collect and remit all district use taxes. The approval of AB 147 is critically important to the continued success of the Commission’s Measure A program, particularly in light of the rapid growth of e-commerce. The implementation of *Wayfair* and AB 147 will result in district taxes being collected on items purchased online, by phone, or mail, and delivered to an address in Riverside County. Staff currently does not have an estimate of the additional revenues the Commission can expect to receive from this change; any available information on the additional revenues will be included in the quarterly sales tax report.

SB 498 (Hurtado)

California voters approved Proposition 1B (Prop 1B), the Highway Safety, Traffic Reduction, and Port Security Bond Act of 2006, in November 2006. Prop 1B authorized the issuance of nearly

\$20 billion in general obligation bonds for various purposes. One such purpose was for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, funded through the Prop 1B-created Trade Corridors Improvement Fund (TCIF). Southern California fared well in the TCIF program, as the Legislature designated corridors and equitable funding levels for each corridor; the Los Angeles/Inland Empire Corridor received a minimum of \$1.5 billion.

The California Transportation Commission (CTC) is responsible for administering the TCIF Program and adopted guidelines for doing so. Existing CTC TCIF guidelines indicate savings on approved TCIF projects may be reprogrammed to new projects until June 30, 2020. This is important to Riverside County as the County of Riverside has approximately \$4.65 million in TCIF project savings it intends to reprogram to the Avenue 66/Union Pacific Grade Separation Bypass project in August 2019.

SB 498, authored by Senator Melissa Hurtado from the southern Central Valley, proposes to utilize TCIF project savings that have not been allocated as of January 1, 2020, to create a new competitive grant program to fund short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. According to the 2018 California State Rail Plan:

“With the exception of Pacific Harbor Line, which handles container traffic at the San Pedro Bay ports, the State’s short lines focus on carload traffic. By providing ‘last mile’ service to many smaller shippers in the state’s rural communities, they ensure continued access to rail service and facilitate economic development. Tourist passenger service is also part of the business mix for several short lines; for a few, such as the Napa Valley Railroad and the Fillmore and Western, it is their primary business.”

As shown in Figure 1, the Central Valley has the highest concentration of short-line railroads in the state. It is estimated that \$27 million in TCIF savings currently originate from the Los Angeles/Inland Empire Corridor. Staff believes TCIF savings should remain in Southern California. SB 498 would divert funds originally designated for the Los Angeles/Inland Empire Corridor away from the corridor and the entire region.

At the time staff was preparing this agenda item with a recommendation to oppose SB 498, a budget proposal surfaced that compliments SB 498 by dedicating \$7.2 million in TCIF savings (derived from the Los Angeles/Inland Empire Corridor) to the short-line railroad grant program SB 498 would create. As such and consistent with principles in the Commission’s adopted 2019 State and Federal Legislative Platform, staff took an oppose position on SB 498 on May 30. Staff is prepared to provide an update on the status of SB 498 and the associated budget proposal if requested.

SB 742 (Allen) – Staff Recommended Position: Support

In California, there are currently three intercity rail lines that operate; the intercity rail line operating in Southern California is the Pacific Surfliner, which runs from San Luis Obispo to

San Diego. Amtrak runs intercity rail service. Operating in conjunction with intercity rail lines are rail feeder bus service, designed to connect passengers to intercity rail lines. Existing state law restricts state funding provided to Amtrak for operating intercity rail lines and connecting rail feeder bus service by requiring that rail feeder bus users only use the service to connect to or from an intercity rail line. This 20-year old restriction was placed into law as a result of lobbying from a for-profit bus company.

SB 742, authored by Senator Ben Allen from Los Angeles County, would authorize existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service. In more direct terms, individuals wanting to ride a rail feeder bus however they do not wish to actually ride the train the bus that ultimately connects would now be able to do so. SB 742 has the ability to increase transit ridership by making existing mobility options available to all users, regardless of their purchase of an intercity rail trip. Doing so would be a more efficient use of financial and transit resources.

AB 1149 (Fong) – Staff Recommended Position: Support

Under current state law, the California Environmental Quality Act (CEQA) requires the lead agency on a project to complete an environmental impact report if it may have an effect on the environment or to adopt a negative declaration if the project will not have an effect on the environment. A mitigated negative declaration may be prepared if the project will mitigate or avoid the known effect on the environment. A petitioner may take action against the lead agency if it alleges CEQA was violated. If action is taken, the lead agency is required to prepare and certify the record of proceedings and requires the plaintiff or petitioner to pay reasonable costs associated with such preparation. Alternatively, CEQA allows the plaintiff or petitioner to elect to prepare the record of proceedings, which then must be certified for accuracy by the lead agency.

At least two issues commonly arise as a result of the way CEQA is currently written. First, a current common practice of CEQA petitioners is to elect to prepare the record of proceedings, which they do by filing a California Public Records Act (CPRA) request to obtain the record documents from the lead agency. Doing so effectively results in the lead agency preparing the record of proceedings without the petitioner having to pay (minimal costs are incurred by the petitioner to obtain documents through CPRA). Second, when a petitioner elects to prepare the record of proceedings, the lead agency has less control over when the record of proceedings will be completed. The petitioner lacks incentive to prepare the record since holding it up it delays the project.

AB 1149, authored by Assembly Member Vince Fong from Kern County, would eliminate the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency. Staff is recommending a support position on AB 1149 pursuant to several principles included in the Commission's adopted 2019 State and Federal Legislative Platform to modernize CEQA and reduce project delivery timelines while maintaining important environmental protections.

Figure 1 – Map of California’s short-line freight railroads (source: 2018 California State Rail Plan)



Federal Update

Staff continues to engage in every opportunity given to provide input on policy and funding recommendations for Congress to consider as each chamber crafts the next federal transportation reauthorization bill. To date, staff submitted suggestions to Senator Dianne Feinstein, the House Transportation and Infrastructure Committee, the Senate Environment and Public Works Committee, and the American Road and Transportation Builders Association.

Additionally, agencies and organizations the Commission is part of, such as the Southern California Association of Governments and Mobility 21, are engaging with a regional voice.

President Trump and Congressional leaders have begun preliminary talks about a potentially \$2 trillion infrastructure bill. However, no details on such a bill have been developed and there are no plans to move legislation in the near term. Commission staff will continue to monitor these discussions in the event that momentum builds.

Attachments: Legislative Matrix - June 2019

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – JUNE 2019

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Passed Assembly floor; referred to Senate Transportation Committee. (May 29, 2019)	<i>SUPPORT</i>	3/13/19
AB 1402 (Petrie-Norris)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Referred to Committee on Transportation. (March 27, 2019)	<i>SUPPORT</i>	4/1/19
SB 152 (Beall)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Held in Senate Appropriations Committee under submission. (May 16, 2019)	<i>SUPPORT</i>	4/1/19
AB 626 (Quirk-Silva)	Seeks to dictate that professionals who provide professional services on one phase of a project be deemed not to have a conflict of interest in subsequent project phases, disregarding the Commission's adopted Procurement Policy.	Passed Assembly Appropriations Committee; awaiting hearing on Assembly floor. (May 30, 2019)	<i>OPPOSE UNLESS AMENDED</i>	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Passed Assembly floor; referred to Senate Judiciary Committee. (May 8, 2019)	<i>OPPOSE</i>	5/8/19
SB 498 (Hurtado)	Takes funds dedicated in the Trade Corridors Improvement Fund and repurposes them for a new short-line railroad project grant program.	Passed Senate floor. (May 28, 2019)	<i>OPPOSE</i> Staff action based on platform	5/30/19

AGENDA ITEM 9F

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	2019 State Route 91 Implementation Plan

STAFF RECOMMENDATION:

This item is for the Commission to approve the 2019 State Route 91 Implementation Plan.

BACKGROUND INFORMATION:

In 2002, AB 1010 authored by former Assemblyman Lou Correa allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise from the California Private Transportation Company. OCTA completed the purchase agreement in January 2003, at a cost of \$207.5 million. AB 1010 also eliminated the existing non-compete clause in the franchise agreement that prohibited any capacity-enhancing improvements from being made to SR-91 until the year 2030. The purchase of the 91 Express Lanes and the elimination of the non-compete clause allowed much needed improvements to be planned and implemented within the SR-91 corridor. Caltrans Districts 8 and 12, the Commission, and OCTA have been coordinating these improvements.

In 2008, SB 1316's passage authorized an extension of OCTA's tolling authority to 2065 and for the Commission to impose tolls and fees for 50 years on transportation facilities and to use toll revenues to construct, operate, and maintain toll facilities on SR-91 in Riverside County. SB 1316 also required the creation of the State Route 91 Advisory Committee with specific responsibilities composed of board members from the Commission and OCTA.

SB 1316 also required the continuation of annual updates of an implementation plan of SR-91 improvements for the Legislature initially required under AB 1010. Consistent with the legislation, OCTA and the Commission in consultation with Caltrans completed the 2019 State Route 91 Implementation Plan (attached). The plan details proposed projects and completion schedules for transportation improvements to Metrolink, express bus, express lanes, freeways and interchanges, new east-west highway corridors, and high-speed rail.

SB 1316 grants the Commission the authority to expend tolls and fees on capital costs, operations and maintenance, repair and rehabilitation, debt financing costs, and administration. Any tolls and fees generated in excess of the expenditure needs previously listed may be spent on

transportation needs within the State Route 91 corridor from the Orange County line to Interstate 15. These transportation needs including transit capital, transit operations, and State Highway capital improvements for both toll and non-tolled improvements.

As part of its annual budget approval process, separate but concurrent with this item, the Commission will approve the use of tolls and fees generated from its 91 Express Lanes operations. Lastly, staff posted on the Commission's web site the SR-91 Implementation Plan for public review and comment on May 10, 2019 for 30 days per SB1316.

Attachment: *2019 State Route 91 Implementation Plan*

Draft **STATE ROUTE 91**

IMPLEMENTATION PLAN 2019



Prepared by: **Michael Baker**
INTERNATIONAL



STATE ROUTE 91 (SR-91) IMPLEMENTATION PLAN KEEPING MOTORISTS MOVING ON THE SR-91 CORRIDOR

Every year since 2002, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

BENEFITS		<ul style="list-style-type: none"> • Provides seamless connectivity between Orange and Riverside Counties • Increases travel options • Optimizes vehicle throughput • Reinvests net revenues on the SR-91 corridor to improve regional mobility • Investments to date: \$1.9 billion 		
COMPLETED EFFORTS	PROJECT		COST (MILLIONS)	COMPLETION
	Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$51.2	2010
		Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
		Westbound Lane at Tustin Avenue	\$43.3	2016
	Riverside County	Green River Road Overcrossing	\$24.3	2009
		North Main Street Corona Metrolink Parking Structure	\$25	2009
		91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
		La Sierra Metrolink Parking Improvements	\$6.3	2019
	Bi-County	Metrolink Service Improvements	\$249	2016
ANTICIPATED PROJECTS	PROJECT		COST (MILLIONS)	CURRENT PHASE
	Orange County	SR-91 Improvements (SR-57 to SR-55)	\$460	Environmental
		Anaheim Canyon Metrolink Station Improvements	\$27.9	Final Design
		Placentia Metrolink Rail Station	\$34.8	Final Design
		Fairmont Boulevard Improvements	\$76.8	Preliminary Engineering
	Riverside County	15/91 Express Lanes Connector	\$200-\$230	EnvironmentalFinal Design
		SR-71/SR-91 Interchange Improvements	\$117	Final Design
		Improvements East of I-15	TBD	Environmental
	Bi-County	Express Bus Service	\$6	Underway
		SR-91 Corridor Operations Project	\$38	Final Design
		6th General Purpose Lane Addition (SR-241 to SR-71)	TBD	Environmental
		SR-241/91 Express Connector	\$181	Environmental
CONCEPTS	LOCATION		COST (MILLIONS)	
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)		\$2,720	
	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)		\$2,770 - \$3,200	
	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)		\$8,855	
	WB SR-91 to SB SR-55 Connector Improvements (Post-2035)		\$75 - \$150	
	EB SR-91 Fifth Lane Addition at SR-241		\$31	

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SECTION 1: INTRODUCTION 2019 STATUS REPORT AND UPDATE

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate non-compete clause that prohibited capacity-enhancing improvements from being made to SR-91 2030. Although the 91 Express Lanes operate within a 10-mile stretch of Orange County, between SR-55 and Orange/Riverside county lines the franchise technically allowed operation of toll lanes into Riverside County. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete

provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 also requires OCTA and RCTC, in consultation with Caltrans, to continue to issue an annual SR-91 Implementation Plan (Plan) and a proposed completion schedule for SR-91 improvements from State Route 57 (SR-57) to I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

This 2019 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2018 report. This year's update includes concepts that were identified in the 2006 Riverside County – Orange County Major Investment Study (MIS) as well as other project development efforts, including the RCTC 10-Year Western County Highway Delivery Plan that outlines a number of projects such as the extension of the 91 Express Lanes from the Orange/Riverside County line to I-15. The projects included in the 2019 Plan have been infused with various sources of local, state, and federal funding. The 2019 Plan includes an overview, identification of issues and needs, and anticipated completion dates for project packages to improve mobility on SR-91. Project descriptions include conceptual lane diagrams (as appropriate), cost estimates (in 2019 dollars, or as noted), and discussion of key considerations that need to be addressed in the planning and development of each



project. This Plan will provide OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are now approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals below take into consideration the 91 Express Lanes as well as the SR-91 corridor at large. These guiding principles include:

- optimizing vehicle throughput at free flow speeds;
- increasing average vehicle occupancy;
- balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- paying debt service and maintaining debt service coverage;
- generating sufficient revenue to sustain the financial viability of the 91 Express Lanes; and
- when appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to further enhance efficiency on WB SR-91 between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241.

PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2019 Plan includes select completed project exhibits as a historical reference, (see Appendix B).

Completed Construction/Improvement Projects

As of June 2019, the following improvements have been constructed or implemented:

- ❖ Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- ❖ On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- ❖ The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- ❖ On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- ❖ Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- ❖ Green River Road overcrossing replacement (see Appendix B).
- ❖ Metrolink parking structure at the North Main Street Corona Metrolink Station (see Appendix B).
- ❖ EB SR-91 lane addition from SR-241 to SR-71 (see Appendix B).
- ❖ Additional SR-91 WB and EB travel lane between SR-55 and SR-241 (see Appendix B).
- ❖ SR-91 WB bypass lane to Tustin Avenue at SR-55 (see Appendix B).
- ❖ Metrolink Service Improvements (see Appendix B).
- ❖ Initial SR-91 Corridor Improvement Project (CIP) (see Appendix B).



❖ La Sierra Metrolink Parking Improvements (see Appendix B)

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This accounts for some of the improvement in existing EB p.m. peak hour travel time from approximately 70+ minutes in 2010 to approximately 50 minutes in 2014.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements save time, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that was causing operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

In addition, there are two projects that have a direct impact upon future SR-91 widening projects. The first is the \$2 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem (SARM) improvement project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. As part of the Corps' project, existing riverbanks have been improved due to the increased capacity of the Prado Dam outlet works, which can now release up to 30,000 cubic feet per second (cfs) compared to the previous facility capacity of 10,000 cfs. The only remaining segments of the Santa Ana River Mainstem Reach 9 project to be constructed are Phase 4 and Phase 5A. SR-91 project design teams have coordinated with the Corps, Caltrans, and other federal, regional, and local agencies in order to accommodate future SR-91 improvements by the Corps bank protection project within Reach 9 Phase 2B by relocating the Santa Ana River. This has greatly enhanced the ability of Caltrans and other regional transportation agencies to implement many of the

SR-91 improvement projects listed herein. The Corps SARM Reach 9 Phase 2B improvements were under construction as of September 2009 with American Recovery and Reinvestment Act (ARRA) "stimulus" funding and construction was finalized in April 2015.

The other project with a direct impact to SR-91 is the \$120 million Santa Ana Regional Interceptor (SARI) sewer trunk line relocation. The existing SARI line is within the Santa Ana River floodplain and was in jeopardy of failure due to scour from the potential increased flood releases by the aforementioned Corps project. In order to relocate the proposed 48-inch diameter SARI line outside of the floodplain, which is immediately adjacent to SR-91, Caltrans highway R/W was relinquished to the Orange County Flood Control District (OCFCD) for location of the SARI line. SR-91 project teams have coordinated with the OCFCD, Caltrans, and other federal, regional, and local agencies in order to accommodate planned SR-91 improvements within the remaining State R/W subsequent to relinquishment. This project completed the construction phase in mid-2014.

Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include (also see Section 5):

- ❖ MIS – Final Project Report: Locally Preferred Strategy Report (January 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).
- ❖ RCTC 10-Year Western County Highway Delivery Plan (December 2006).
- ❖ SR-91/Fairmont Boulevard Feasibility Study (December 2009).
- ❖ Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010).
- ❖ Renewed Measure M Early Action Plan, approved August 2007 and subsequently renamed as the Capital Action Plan (April 2011).
- ❖ PSR-PDS for SR-241/SR-91 Connector (January 2012).
- ❖ PSR-PDS on SR-91 between SR-57 and SR-55 (October 2014).
- ❖ SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015).



- ❖ 2018 Next 10 Delivery Plan approved by OCTA Board, (September 2018).
- ❖ Project Report & Environmental Document for SR-241/91 Express Connector (approval pending).

Updates from the 2018 SR-91 Implementation Plan

The following items have been added or modified for the 2019 Plan update:

- ❖ The RCTC Corridor Operations Project has been added as a new project that will enhance the recently completed SR-91 CIP project.
- ❖ The La Sierra Metrolink parking improvements has been added as a completed project.
- ❖ The Metrolink station improvement project has been split into individual exhibits for the Anaheim Canyon Station and Placentia Station.
- ❖ Various project descriptions, costs, and schedules have been updated from the 2018 Plan based on continued project development.

SR-91 CORRIDOR CONDITIONS

Project Limits

The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long, and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

A review of traffic conditions in the Corridor indicates that the existing capacity of the facility is inadequate to accommodate current and future peak demand volumes. Level of Service (LOS) F prevails in the peak direction during the entire peak period. The definition of LOS F is a density of more than 45 passenger cars/lane/mile and the worst freeway operating condition. The results also indicate that there are several physical conditions that contribute to unacceptable traffic queues.

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles counties. The Corridor

is generally congested between the hours of 5 a.m. to 10 a.m. in the westbound direction. The afternoon experiences heavy congestion in the eastbound direction between the hours of 3 p.m. to 7 p.m. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 Corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the I-15/SR-91 Express Lane Connector, SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- ❖ Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- ❖ SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- ❖ High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- ❖ One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.
- ❖ Traffic entering the freeway from the truck scales merges at slow speeds affecting the general purpose lanes.
- ❖ At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- ❖ WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.



- ❖ WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.
- ❖ The existing two-lane connector from WB SR-91 to SB SR-55 traffic volume exceeds operational capacity causing a queue on the SR-91 mainline.
- ❖ A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

As information for projects in this Plan is updated annually, it is important to ensure that the planning of each project is carefully coordinated to determine the logical sequencing that provides maximum benefits to the SR-91 corridor. Additionally, projects on the corridor should also be closely coordinated to minimize “throwaway” costs and construction impacts to drivers and the surrounding communities. Detailed operational analysis will need to be conducted separately by OCTA and RCTC at the project level.

PROJECT SUMMARY

Many of the highway projects and concepts identified in this 2019 Plan are based on the MIS that was completed in January 2006. The projects are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects,

Table 1 – SR-91 Implementation Plan Projects

Project Summary	Cost (\$M)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	27.9
Placentia Metrolink Rail Station	34.8
Fairmont Boulevard Improvements	76.8
SUBTOTAL	600
Riverside County Projects	
15/91 Express Lanes Connector	220
SR-71/SR-91 Interchange Improvements	117
SR-91 Improvements East of I-15	TBD
SUBTOTAL	337+
Bi-County Projects	
Express Bus Service Improvements Between Orange County and Riverside County	6
SR-91 Corridor Operations Project	38
6th General Purpose Lane Addition (SR-241 to SR-71)	TBD
SR-241/91 Express Connector	181
SUBTOTAL	225+
Concept Project Summary	Cost (\$M)
Conceptual Projects	
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770 – 3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
WB SR-91 to SB SR-55 Improvements	75 – 150
EB SR-91 Fifth Lane Addition at SR-241	31
SUBTOTAL	14,451 – 14,956
Completed Project Summary Since 2006 (Constructed Year)	Cost (\$M)
Green River Road Overcrossing Replacement (March 2009)	24.3
North Main Street Corona Metrolink Station Parking Structure (June 2009)	25
Eastbound Lane Addition from SR-241 to SR-71 (September 2010)	51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction (January 2013)	85.2
SR-91 WB Lane at Tustin Avenue (April 2016)	45.2
Metrolink Service Improvements (June 2016)	249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
La Sierra Metrolink Parking Improvements (2019)	6.26



concept projects, and completed projects. For details on each project to refer Section 2 for planned projects and Appendix B for selected complete projects:

- ❖ The Orange County projects have a total cost of approximately \$600 million. The projects include the SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, Placentia Metrolink rail station, and Fairmont Boulevard improvements.
- ❖ The Riverside County projects have a total cost of approximately \$337 million. The improvements include: a 15/91 Express Lanes Connector, the SR-71/SR-91 interchange, and the SR-91 improvements east of I-15.
- ❖ The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$225 million. The improvements include: Express Bus service improvements, SR-91 Corridor Operations Project, a 6th General Purpose Lane Addition (SR-241 to SR-71), and a SR-241/91 Express Connector.

Traffic Analysis

For the 2019 Plan, the traffic analysis for major SR-91 capacity projects used the latest freeway operations software model available from UC Berkeley (FREQ) and traffic data calibrated to reflect traffic patterns. This freeway operations model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major capacity enhancing projects:

- ❖ SR-91 Improvements between SR-57 and SR-55.

- ❖ 15/91 Express Lanes Connector.
- ❖ SR-71/SR-91 Interchange Improvements.
- ❖ SR-91 Improvements East of I-15.
- ❖ Widen SR-91 by One GP Lane from SR-241 to SR-71 in both directions.
- ❖ SR-241/91 Express Connector.
- ❖ SR-91 Corridor Operations Project

The WB morning (a.m.) traffic analysis results indicate that for the year 2035 forecasts, travel times in Riverside County are anticipated to improve (by about 10 minutes) and increase slightly (by about 5 minutes) in Orange County. Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. A bottleneck occurs at the SR-55 interchange area. The main bottlenecks in Riverside County will decrease because of the completion of proposed projects, though some congestion is still forecasted. Travel time in Orange County shows an increase in 2035 due to the growth in traffic and alleviation of bottlenecks upstream. The WB SR-91 to SB SR-55 Improvements is a concept to address the operational aspects for the WB SR-91 to SB SR-55 movement. In addition, OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

The EB evening (p.m.) peak hour traffic analysis indicates that for the year 2035 forecasts, travel times in Riverside County are anticipated to increase slightly (by about 3 minutes), and gradually increase (by about 12 minutes) in Orange County. Bottlenecks appear at SR-55, at SR-241, and just before the Main Street interchange. Travel time in Orange County shows a gradual increase in 2035 due to the growth in traffic and no additional capacity enhancing projects in the areas of the bottlenecks.



CONCEPT PROJECT SUMMARY

Many of the highway concept projects identified in this 2019 Plan are long lead time projects and/or projects without sufficient project development detail to be advanced into the Project Summary section. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. Many of these concept projects are multi-billion-dollar improvements that will remain a challenge to implement. Refer to Appendix A for details on each concept project.

ICE STATUS SUMMARY

The ICE concept was conceived as part of the MIS and was established as part of a suite of projects to support future peak demand volumes between Riverside and Orange Counties. The ICE was further evaluated in 2009 for financial and geotechnical feasibility. Seven (7) primary feasibility issues were considered:

- ❖ Geologic, hydrogeologic/hydrologic, and geotechnical conditions.
- ❖ Corridor concepts (full tunnel and partial tunnel/partial surface road).
- ❖ Tunnel configuration.
- ❖ Tunnel excavation and support methods.
- ❖ Tunnel systems (e.g. ventilation, emergency fire system, operation building, toll system, etc.).
- ❖ Construction considerations.
- ❖ Construction, Operation & Maintenance (O&M) costs.

At the conclusion of the financial and geotechnical feasibility study in 2010, the Riverside-Orange Corridor Authority Board (ROCA) directed staff to shelve the project due to its high construction cost and the difficult economic climate, and to reevaluate the concept on an annual basis during the preparation of the SR-91 Implementation Plan.

The National Forest Service has continued monitoring of the ground water level along the preliminary alignment of the tunnel and has not found any significant changes since 2010. The technological ability to construct the large-diameter tunnels is currently available; however, the cost of tunnel boring machines (TBM) and the associated tunneling process required to construct this project has not been reduced significantly. In general, no significant changes to the seven feasibility issues considered for the ICE concept have occurred over the last nine (9) years.

An assessment of current economic conditions, lack of state and federal transportation funding; and the high construction cost is hampering the ability of OCTA and RCTC to implement this concept. Until considerable advancements are made in regard to efficient and affordable tunneling technology, and more state and federal funding are made available, the concept will remain a challenge to implement.

SECTION 2: IMPLEMENTATION PLAN

OVERVIEW

The 2019 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2019 dollars, or as noted) for major projects and concepts through Post-2035. Some of the projects and concepts identified in this Implementation Plan are based on the MIS that was completed in January 2006. The projects are grouped as follows: Orange County Projects, Riverside County Projects and Bi-County Projects.

As the Plan is updated on an annual basis, project sequencing can be achieved in such a way that provides maximum benefits to the SR-91 corridor. Separately, and as part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- ❖ **Conceptual Engineering = Pre-Project Study Report (Pre-PSR)** – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.

- ❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds.
- ❖ **Environmental = Project Approval/Environmental Document (PA/ED)** – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2-3 years.
- ❖ **Design = Plans, Specifications and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.
- ❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC and Caltrans to improve the corridor.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15



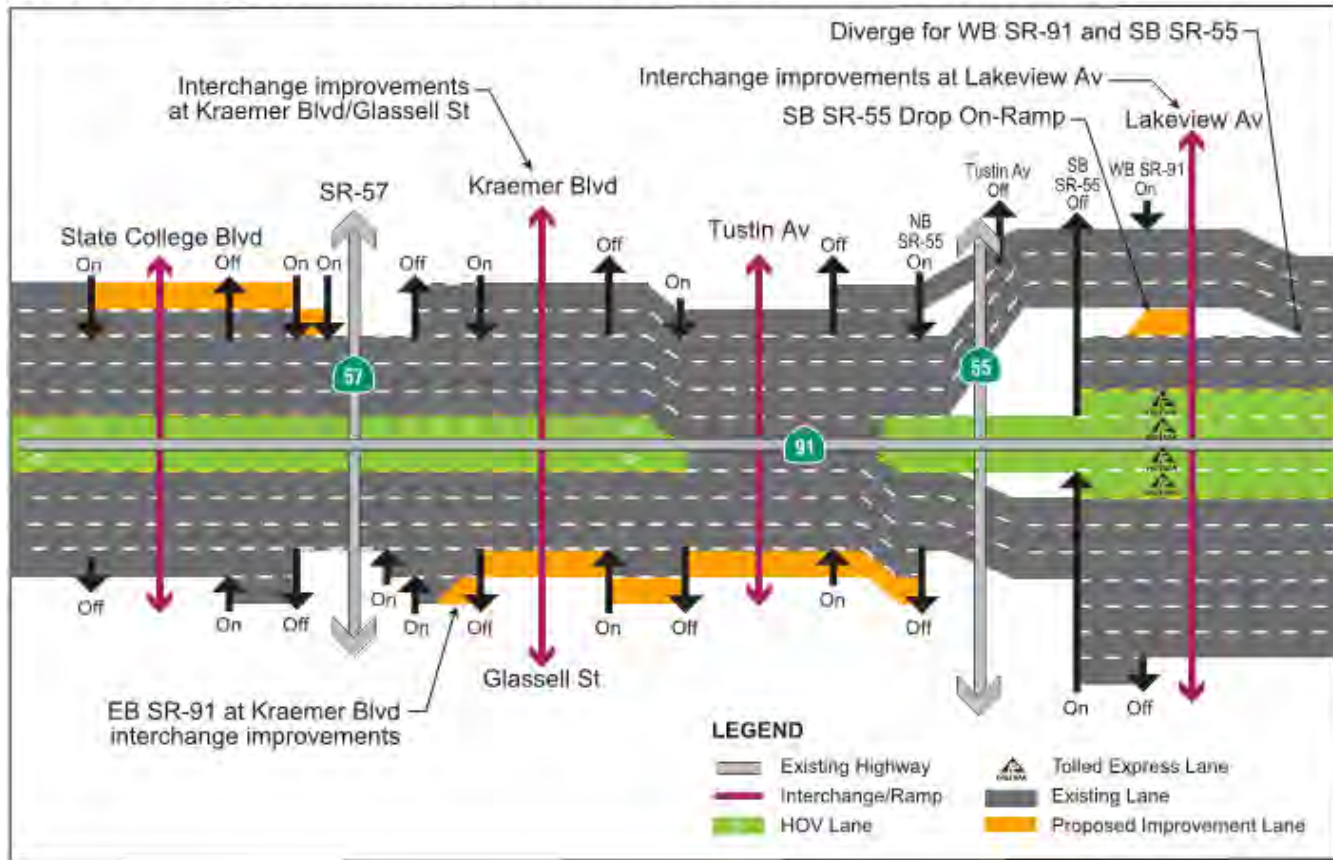
ORANGE COUNTY PROJECTS

The Orange County set of projects include four improvements at a total cost of approximately \$600 million (in 2019 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Anaheim Canyon Metrolink station improvements, new Placentia Metrolink rail station, and Fairmont Boulevard Improvements. Further details for each of the projects are included following the summary below.

Orange County Project Summary	Cost (\$M)
SR-91 Improvements between SR-57 and SR-55	460
Anaheim Canyon Metrolink Station Improvements	27.9
Placentia Metrolink Rail Station	34.8
Fairmont Boulevard Improvements	76.8
SUBTOTAL	600



SR-91 Improvements between SR-57 and SR-55



Project Description

Improves the SR-57/SR-91 and SR-55/SR-91 interchanges, local interchanges, and adds EB capacity between SR-55 and SR-57. An improvement to NB SR-57 for an Orangethorpe Av Bypass was analyzed, but does not provide congestion relief to SR-91; therefore, the concept was dropped from consideration. A drop on-ramp from Lakeview Av would be located between realigned WB SR-91 lanes for direct access to SB SR-55 with a barrier separating WB SR-91 from SB SR-55 from just east of Lakeview Av.

Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities. Improvements also include splitting the WB SR-91 Connector into separate exits for NB and SB SR-57 and extending WB SR-91 lane additions through State College Blvd to connect with the auxiliary lane to Raymond Av-East St. The improvements for the Build Alternative include one EB GP lane from east of SR-57 to the SR-55 connector. One WB GP lane is added from NB SR-57 Connector through the State College Blvd interchange. An additional option was considered for WB SR-91 that included SR-57 connector metering instead of the lane additions from the SR-57 connectors; however, it did not relieve traffic congestion and was not considered further.

Key Considerations

The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition. A non-standard geometric cross-section will reduce the right-of-way impacts.

Benefits

The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay, and reduce weaving.

Current Status

The project improvements were studied by the SR-91 Feasibility Study, which was completed in June 2009. Preliminary engineering was completed in 2014 and the Environmental phase began in early 2015 and is anticipated to be completed in early 2020. The proposed improvements are included in the Measure M program through the Environmental phase.

Schedule and Cost

Construction is anticipated to be completed in 2030 and the project cost is estimated to be approximately \$460,000,000.



Anaheim Canyon Metrolink Rail Station Improvements

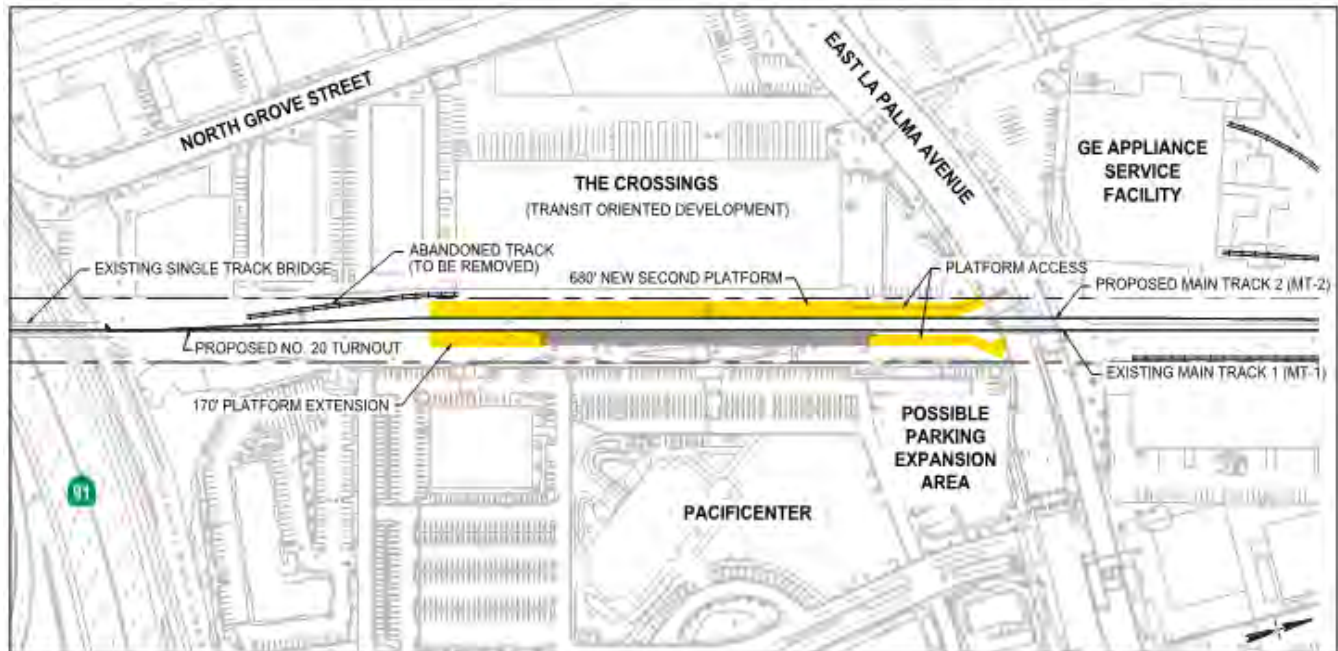


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

Project Description

The improvement project will transform the Anaheim Canyon Metrolink Station into a multi-modal transit center to accommodate additional capacity for Metrolink commuter rail service along the Inland Empire-Orange County Line, OCTA bus service, including Stationlink, and Anaheim Resort Transit buses. The project will construct approximately 3,400 linear feet of second track, a new 680-foot second platform, extend the existing platform, improve the at-grade crossings, and upgrade the parking lot to comply with federal regulations.

Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

OCTA is the lead agency on the project. Funding for the project is programmed to use Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), 5307 Federal Formula, M2 (OC Go), and City of Anaheim funds.

Schedule and Cost

The plans are anticipated to be complete, approved by all agencies and ready to bid in July of 2019. Construction is anticipated to begin in December 2019 and completed in March 2021. The total project cost is estimated to be \$27.9 million.



Placentia Metrolink Rail Station



Image source:
www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

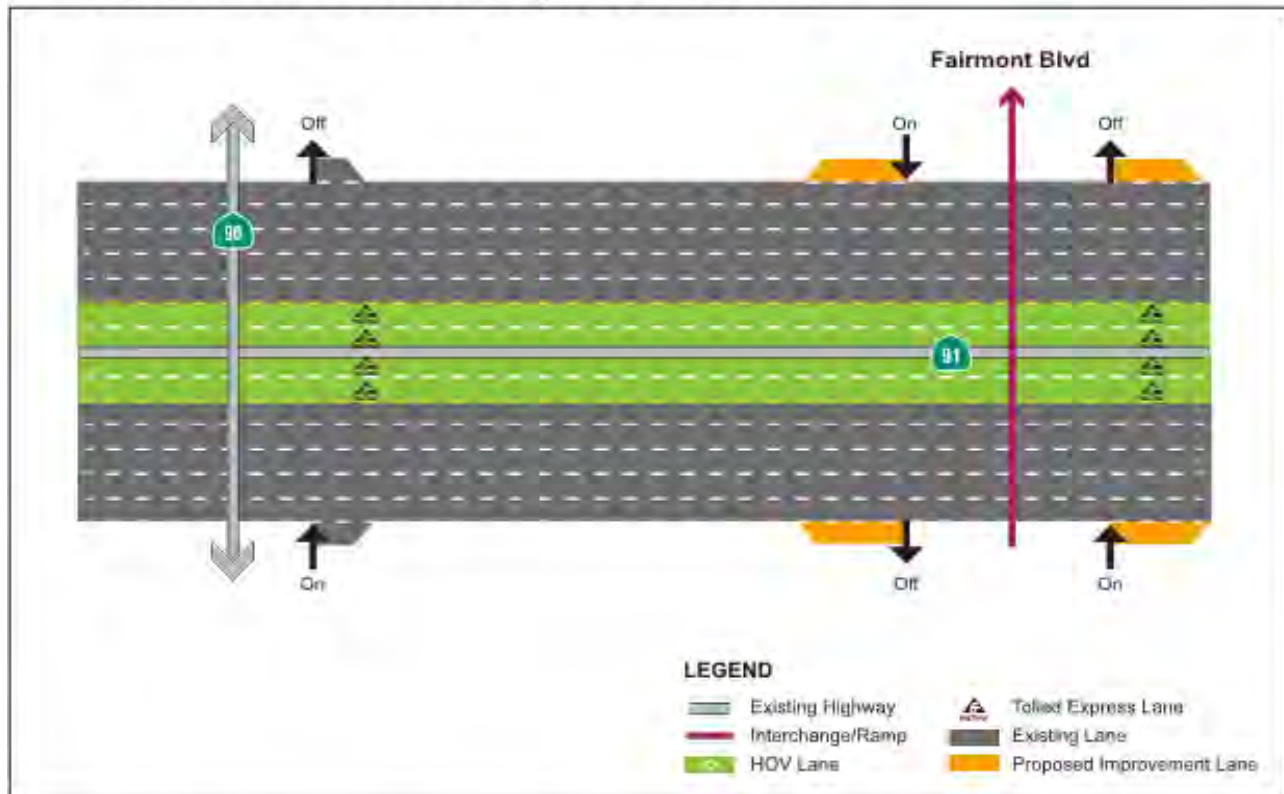
Current Status

The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs.

Schedule and Cost

Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. Construction is anticipated to be completed in June 2021. The total project cost is estimated to be \$34.8 million.

Fairmont Boulevard Improvements



Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south.

A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account, or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status

The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification.

On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Schedule and Cost

Anticipated project completion is 2035 and construction cost is estimated to be \$76,800,000. Costs from Feasibility Study (2009 dollars). R/W cost is undetermined at this time. Cost excludes any potential impact to Santa Ana River.

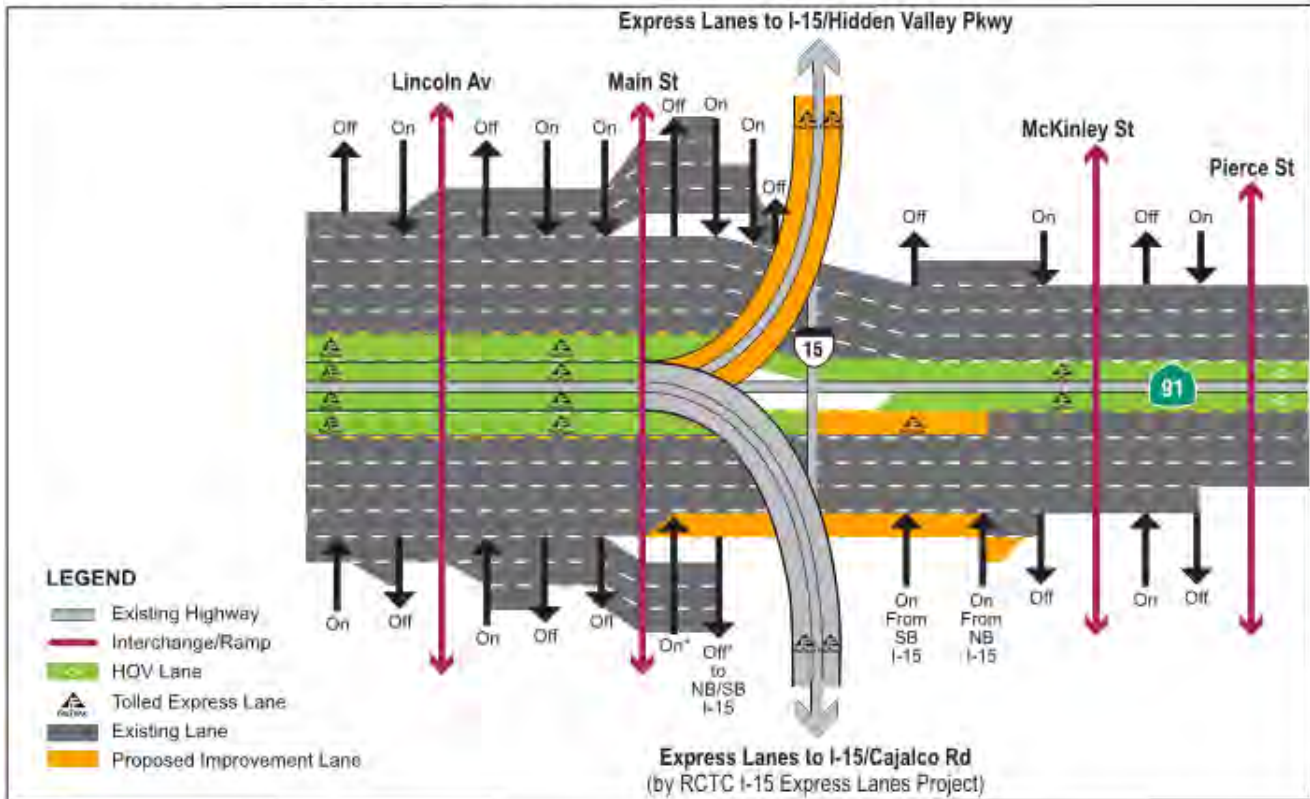
RIVERSIDE COUNTY PROJECTS

The Riverside County set of projects include three improvements: a 15/91 Express Lanes Connector, the SR-71/SR-91 interchange, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost in excess of \$337 million (in 2019 dollars, or as noted).

Riverside County Project Summary		Cost (\$M)
15/91 Express Lanes Connector		220
SR-71/SR-91 Interchange Improvements		117
SR-91 Improvements East of I-15		TBD
SUBTOTAL		337+



I-15/SR-91 Express Lanes Connector



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor (CD) lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project [ELP]), and easterly to east of McKinley Street. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in

scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for timesavings.

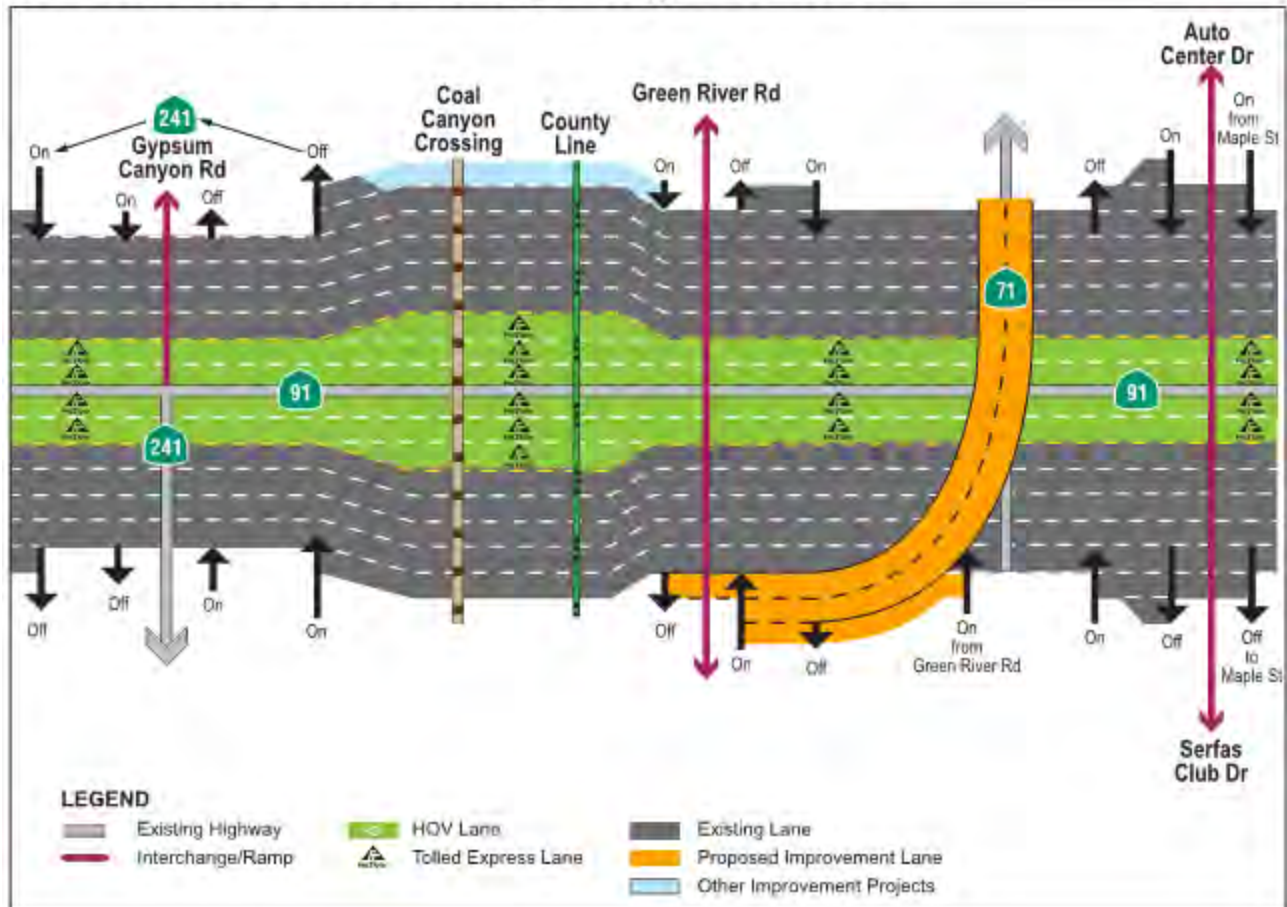
Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. However, an environmental revalidation is anticipated to be completed in 2019. Procurement of a Design-Build contractor is underway with contract award anticipated in Spring 2020.

Schedule and Cost

Anticipated project completion is 2023 and construction cost is estimated to be between \$110M - \$130M. The total project cost is estimated to be \$220M.

SR-71/SR-91 Interchange Improvements



Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Sixth GP Lane Addition and the SR-241/91 Express Connector.

Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits

The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Current Status

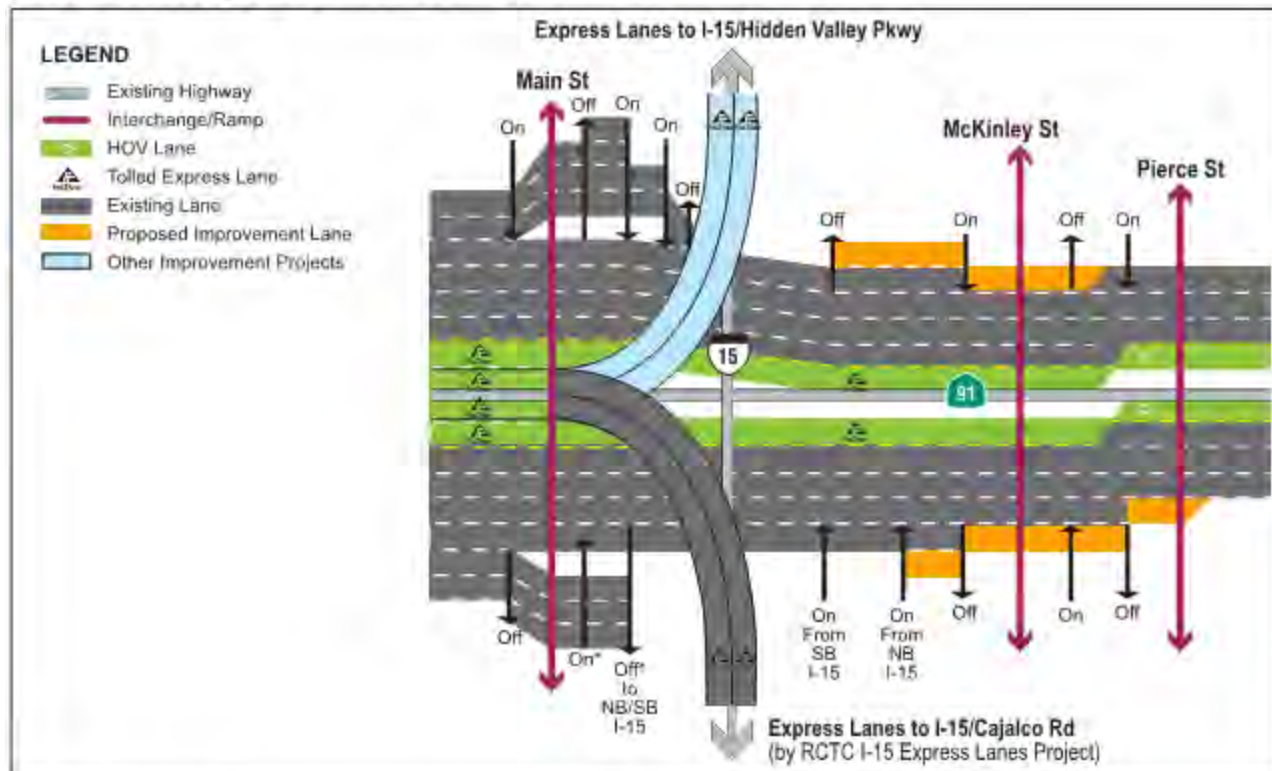
The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design is underway.

Schedule and Cost

Construction is planned for completion in 2023 pending funding availability. Construction cost is estimated to be \$117,000,000.



SR-91 Improvements East of I-15



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor (CD) lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project [ELP]), and easterly to east of McKinley Street. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general purpose lane to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/91 Express Connector, 15/91 Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional SR-91 capacity from I-15 to Pierce Street.

Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Schedule and Cost

Anticipated project completion and cost are to be determined.

BI-COUNTY PROJECTS

There are four Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: Express Bus service improvements, SR-91 Corridor Operations Project, a 6th General Purpose Lane Addition (SR-241 to SR-71), and a SR-241/ 91 Express Connector. The total cost for the four projects is expected to be more than \$225 million (in 2019 dollars, or as noted).

Bi-County Project Summary	Cost (\$M)
Express Bus Service Improvements	6
SR-91 Corridor Operations Project	38
Sixth GP Lane Addition (SR-241 to SR-71)	TBD
SR-241/SR-91 Express Connector	181
SUBTOTAL	225+



Express Bus Service Improvements



Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90-120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits

Express Bus services contribute to congestion relief on SR-91.

Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.

Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year. The annual capital cost has increased to reflect the future cost of complying with the new Innovative Clean Transit regulation.

SR-91 Corridor Operations Project



Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations

include reducing impacts to adjacent land and local streets by the use of retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/91 Express Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits

The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Current Status

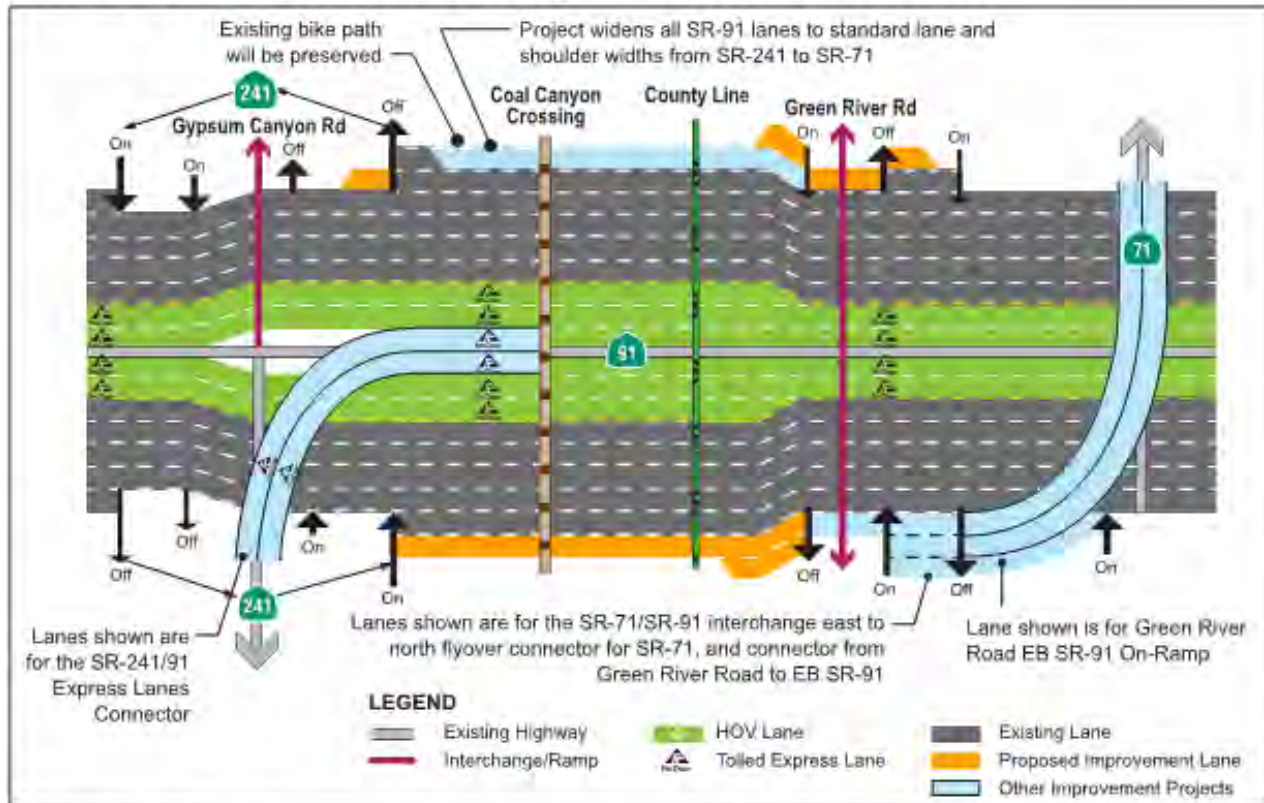
This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP is currently underway and anticipated to be completed in 2019. Final design is also proceeding with project advertisement and contract award anticipated in 2020.

Schedule and Cost

Construction is planned for completion in 2021/2022 pending funding availability. Construction cost is estimated to be \$38,000,000.



SR-91 Sixth General Purpose Lane Addition



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor (CD) lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project [ELP]), and easterly to east of McKinley Street. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 sixth general purpose lane in each direction between SR-241 and SR-71 (the subject of this project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the 91 COP SR-71/SR-91 interchange, the SR-241/91 Express Connector, 15/91 Express Lanes Connector, and RCTC's I-15 Express Lanes Project.

Benefits

The SR-91 Sixth General Purpose Lane Addition will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to SR-71.

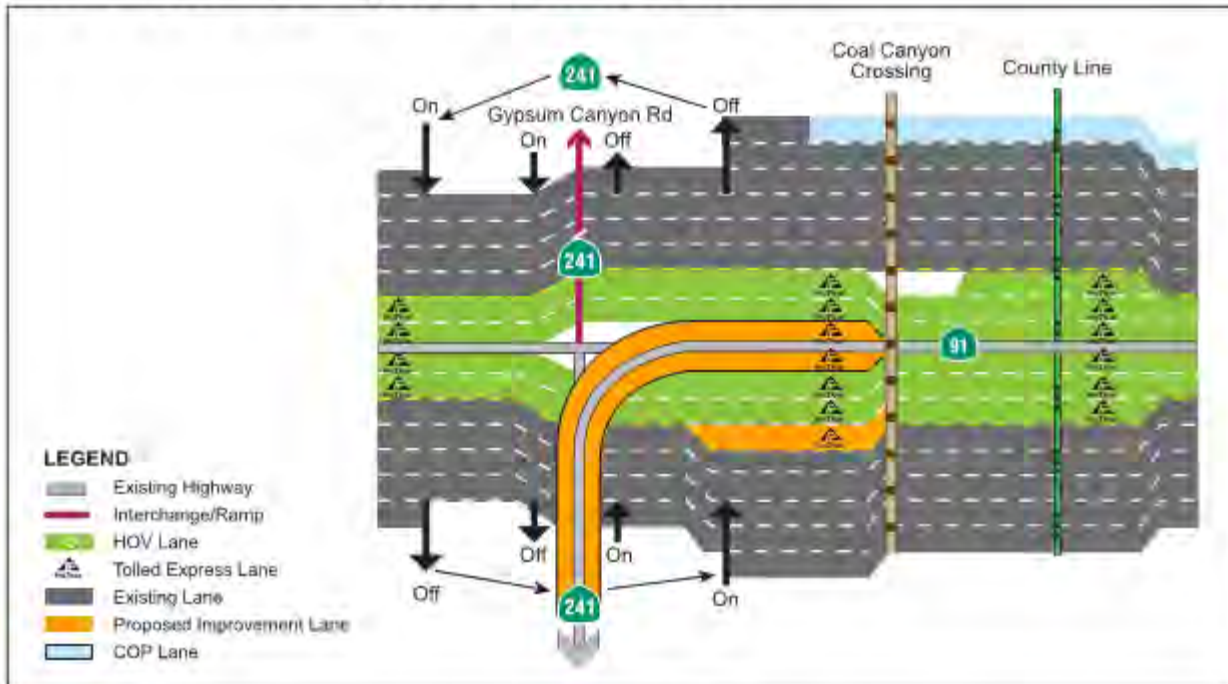
Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Sixth General Purpose Lane Addition is currently discussed in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

Schedule and Cost

Anticipated project completion and cost are to be determined.

SR-241/SR-91 Express Connector



Project Description

The SR-241/91 Express Connector will carry northbound (NB) SR-241 traffic to eastbound (EB) 91 Express Lanes and carry westbound (WB) 91 Express Lanes traffic to southbound (SB) SR-241. Outside widening would be required on the south side of SR-91 for realignment of EB lanes up to the Coal Canyon Crossing.

Key Considerations

This project was originally planned as a High Occupancy Vehicle (HOV) connector into the SR-91 HOV lane in the early 1990s which preceded the operations of the 91 Express Lanes. With the implementation of the 91 Express Lanes, the project will need to carefully coordinate the traffic operations and tolling policies that will result from the convergence of the SR 241 Toll Road, the OCTA 91 Express Lanes, and the RCTC 91 Express Lanes. Maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes will be a key consideration for this project. The project requires SR-91 to be widened to the south to make room for a two lane (one in each direction) direct connector and associated Express Auxiliary Lanes in each direction in the median. Other projects which improve downstream capacity should be considered prior to the implementation of this project. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

Benefits

The project will provide connectivity from the 91 Express Lanes and the SR-241 Toll Road.

Current Status

Preliminary engineering concepts for a SR-241/91 Express Lanes direct connector have been developed by The Foothill/Eastern Transportation Corridor Agency (TCA) and Caltrans. The 91 Express Lanes Extension and SR-241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate the various alternatives. A Project Study Report was initiated in January 2011 and was completed by January 2012. The Draft Project Report and Draft Environmental Document were completed in late-2016, and the Final Project Report and Environmental Document are pending approval. Final Engineering is anticipated to be completed in 2021.

All agencies involved will work together to find a solution that results in the completion of this project and to ensure other necessary downstream capacity enhancing projects are implemented prior to the implementation of this project.

Schedule and Cost

The project is anticipated to be completed concurrent with new eastbound capacity projects. The cost is estimated to be \$181,000,000.

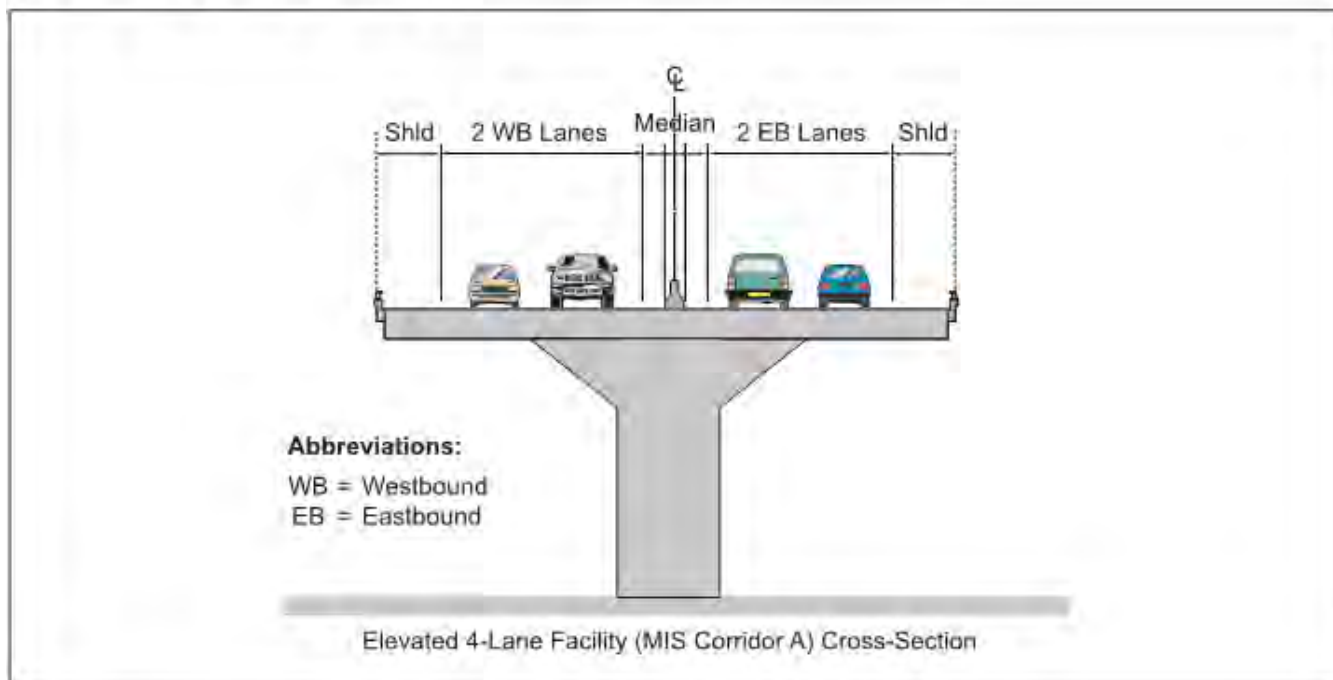
APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS

Concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) focus on longer-lead time projects. This multi-billion dollar program may include: an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; the Anaheim to Ontario International Airport Maglev High Speed Rail; the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), WB SR-91 to SB SR-55 Connector Improvements, and EB SR-91 Fifth Lane Addition at SR-241. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. The MIS Corridor A concept may incorporate projects being developed in the earlier programs as concept components.

Concept Summary	Cost (\$M)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	2,720
Anaheim to Ontario International Airport Maglev High Speed Rail	2,770-3,200
Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road	8,855
WB SR-91 to SB SR-55 Connector Improvements	75-150
EB SR-91 Fifth Lane Addition at SR-241	31
SUBTOTAL	14,451 – 14,956



Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15



Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if

shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. Corridor A as managed lanes, with the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to "parallel" tolled facilities.

Benefits

The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Current Status

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).

Anaheim to Ontario International Airport Maglev High Speed Rail



LEGEND

- Existing Highway
- High Speed Rail Representative Alignment

REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

Concept Description

Proposals for a new super-speed train corridor from Anaheim to Ontario are included in this concept. This concept includes an alternative that would use SR-91 right-of-way, or would be aligned adjacent to SR-91 right-of-way, or could potentially be co-located with the Major Investment Study (MIS) Corridor A alignment. Another alignment opportunity is being investigated along SR-57.

Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A. Right-of-way (R/W) will be required to implement the improvements. Potential considerations for co-locating the Magnetic Levitation (Maglev) train adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A project for additional considerations. Coordination with Metrolink improvements will be required.

Benefits

The concept would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Maglev will make the trip in just 14.5 minutes. Relieves congestion on SR-91 by providing additional capacity in the corridor.

Current Status

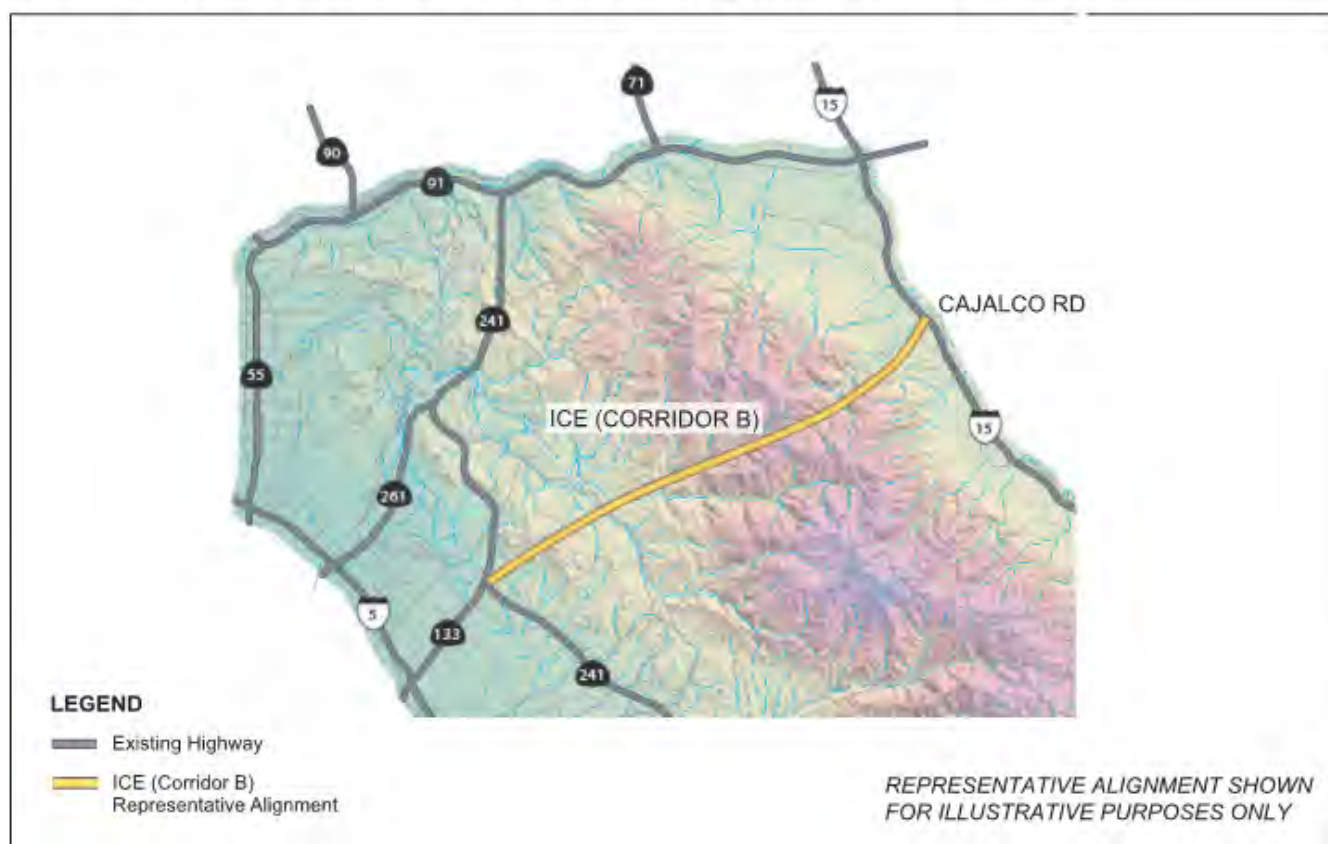
Preliminary design, engineering and Phases 1 and 2 of a Preliminary Environmental Impact Statement/Environmental Impact Statement (PEIS/EIS) are completed. Congress has approved \$45M in SAFETEA-LU for the environmental phase of the project. The Anaheim to Ontario segment is included in the "Constrained" Plan of the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) passed in April 2012. Construction funding of up to \$7 billion has been identified through a loan commitment from the China Export-Import Bank.

Schedule and Cost

Anticipated project completion is 2035 and construction cost is estimated to be from \$2,770,000,000 to \$3,200,000,000 (2012 dollars).



Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road



Concept Description

The improvements primarily consist of constructing a highway and rail facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/Cajalco Road. The facility would essentially be a continuation of SR-133 on the west end of the corridor, to I-15 on the east end.

Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels.

Benefits

The concept would provide significant congestion relief by providing an alternative route between Orange and Riverside counties and would allow vehicles to bypass SR-91 between SR-241 and I-15. The concept would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 to I-15.

Current Status

On August 27, 2010 the Riverside Orange Corridor Authority Board took action to defer additional study of the ICE concept until such time as financial considerations improve and/or technological advancements warrant reexamination. Review of the concept shall be done annually through the SR-91 Implementation Plan update to determine if any of the major assumptions with regard to financial considerations, private sector interest, or technological advancements have changed to make the tunnel financially viable. (See "ICE status summary" for further discussion).

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be \$8,855,000,000 (2009 dollars).

WB SR-91 to SB SR-55 Connector Improvements



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55. This study is currently being conducted.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview AV has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

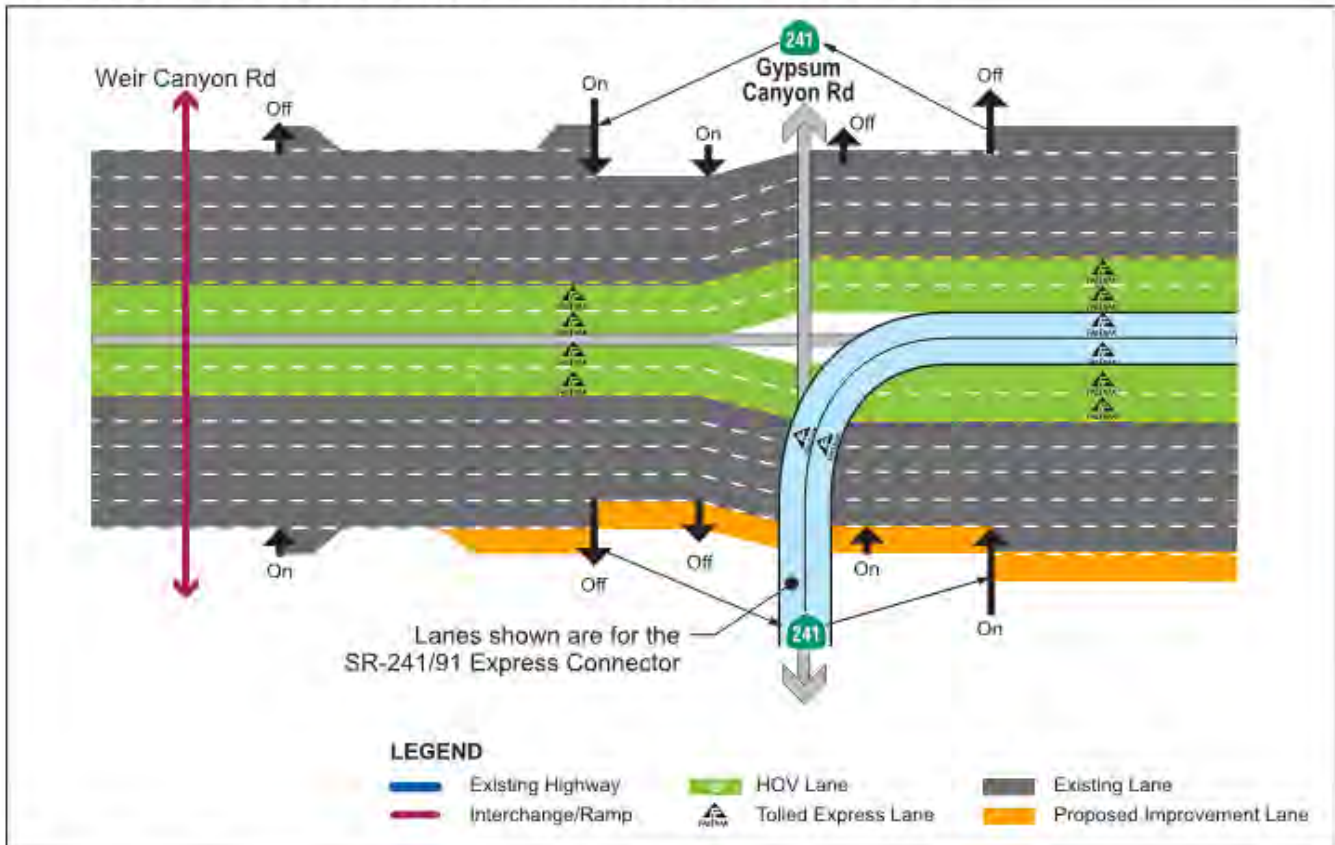
Current Status

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Schedule and Cost

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).

EB SR-91 Fifth Lane Addition at SR-241



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of 4 (four) GP lanes and 2 (two) managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with 4 GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

1. Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
2. Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
3. Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
4. Potentially provide balanced lane utilization at high traffic demand area.

Current Status

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4 lane segment between 5 lane freeway segments.

Schedule and Cost

The project cost is proposed to be funded by SB-1 Program with a target Ready to List (RTL) date of 2025 and construction estimated as 2027. The total project cost is estimated to be \$31,250,000.

APPENDIX B - COMPLETED PROJECT EXHIBITS

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
La Sierra Metrolink Parking Improvements	February 2019



Green River Road Overcrossing Replacement

Appendix Project No: B-1

Actual Completion: March 2009

Project Costs

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Schedule Caltrans Equivalents:

Preliminary Engineering = PID

Environmental = PA/ED

Design = PS&E

Abbreviations:

CD = Collector Distributor Lane

FTR = Future

HOV = High Occupancy Vehicle

SHLD = Shoulder

Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4-span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within existing right of way.

Key Considerations

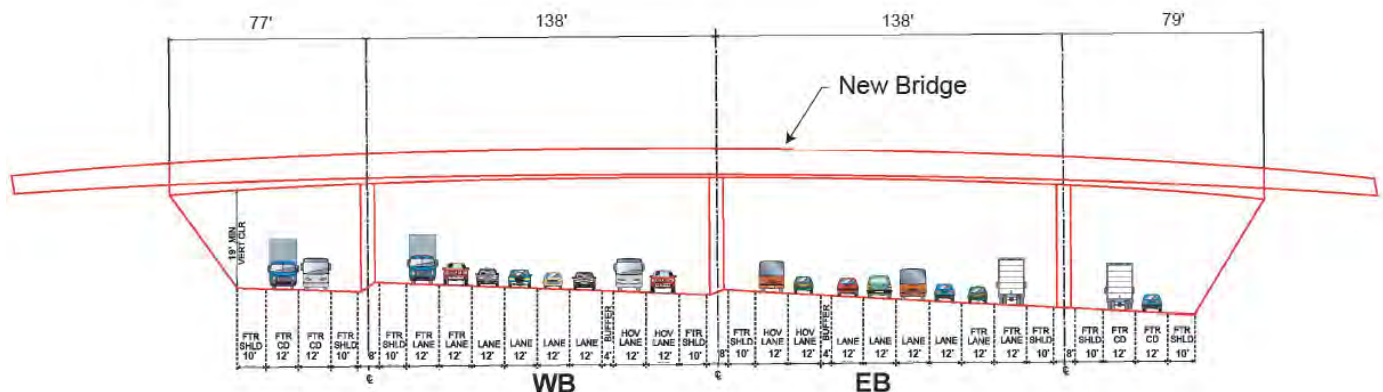
Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71, SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Benefits

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general purpose lanes, thus contributing to congestion relief on SR-91.

Current Status

The project began construction in March 2007 and was completed in March 2009.



GREEN RIVER BRIDGE CROSS-SECTION

NOTE: All dimensions are approximate



North Main Street Corona Metrolink Station Parking Structure

Appendix Project No: B-2

Actual Completion: June 2009

Project Costs

Capital Cost	\$ 20,000,000
Support Cost	\$ 5,000,000
R/W Cost	\$0
Total Project Cost	\$ 25,000,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations

Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpoolers to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits

Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status

Construction was initiated in January 2008 and was completed in June 2009. The project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.



Eastbound Lane Addition from SR-241 to SR-71

Appendix Project No: B-3

Actual Completion: September 2010

Project Cost Estimate

Capital Cost	\$ 41,000,000
Support Cost	\$ 8,000,000
R/W Cost	\$ 2,200,000
Total Project Cost	\$ 51,200,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations

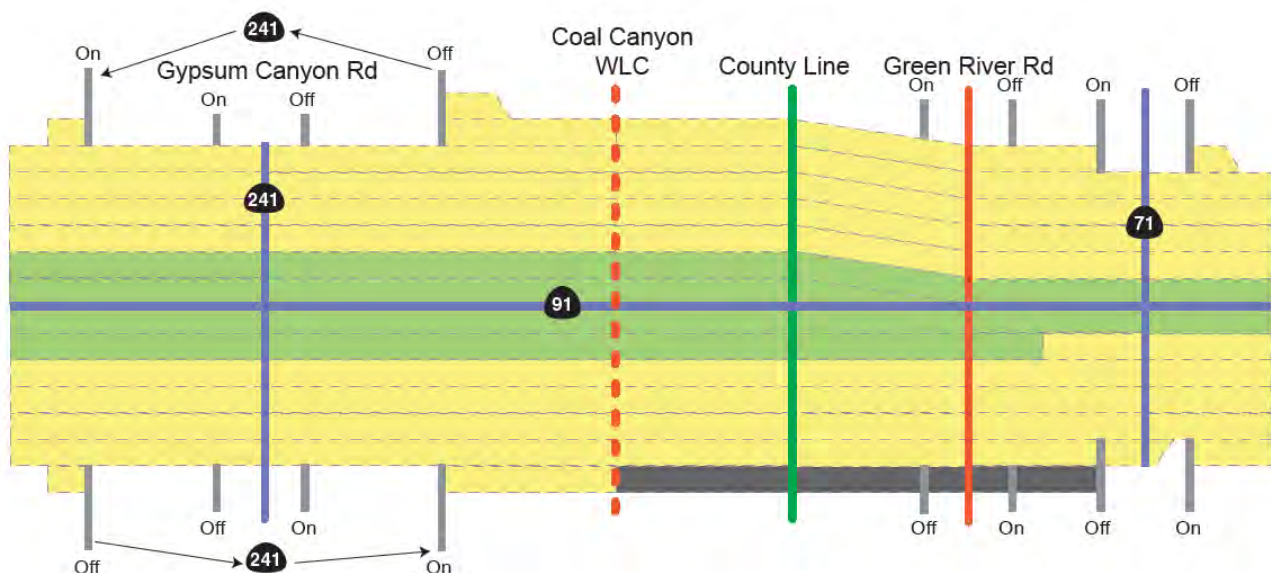
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #3 and #11.

Benefits

The lane addition would help to alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.



Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

Appendix Project No: B-4 Actual Completion: January 2013

Project Costs

Capital Cost	\$ 65,005,000
Support Cost	\$ 19,639,000
R/W Cost	\$ 573,000
Total Project Cost	\$ 85,217,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on eastbound (EB) SR-91 from the SR-55/SR-91 connector to east of the Weir Canyon Road interchange and on westbound (WB) SR-91 from just east of Weir Canyon Road interchange to the Imperial Highway (SR-90) interchange. Additionally, this project would facilitate truck traffic approaching the truck scales in both directions.

Key Considerations

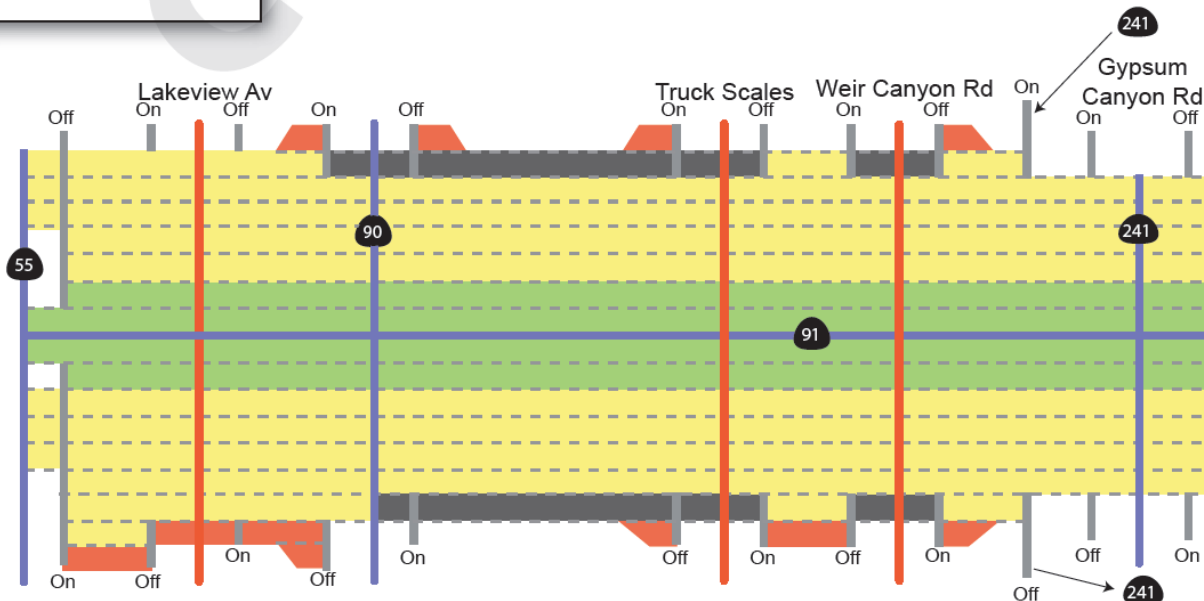
Caltrans is not considering relocation of the truck scales at this time.

Benefits

Alleviates congestion on WB SR-91 by eliminating the lane drop at the truck scales and providing a continuous GP lane to SR-90. Alleviates congestion on EB SR-91 by eliminating the lane drop for northbound (NB) SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane through Weir Canyon

LEGEND

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Auxiliary Lane



NOTE: FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF THE PROJECT



SR-91 WB Lane at Tustin Avenue

Appendix Project No: B-5

Actual Completion: April 2016

Project Cost Estimate*

Capital Cost	\$ 22,218,000
Support Cost	\$ 16,382,000
R/W Cost	\$ 4,682,000
Total Project Cost	\$ 43,282,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations

Build Alternative 3 was selected from the Project Study Report (PSR), *On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange*, and requires additional right-of-way. City of Anaheim utilities are within close proximity of the proposed widening section. Widening of the Santa Ana River bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed in early 2011.

Benefits

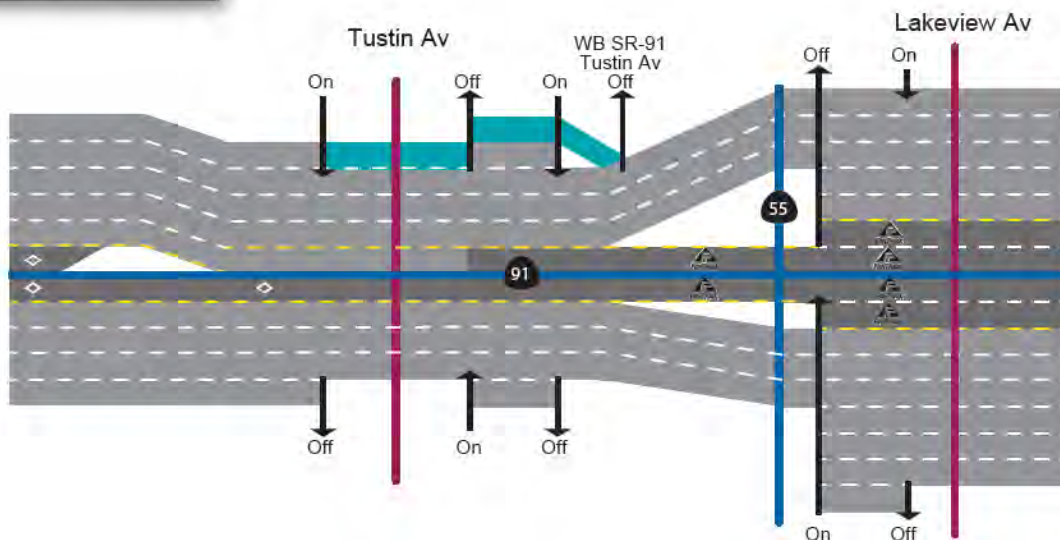
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phase was completed in November 2010, and design was completed in mid-2013. Construction was initiated in February 2014. The project received \$14M from the Proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

LEGEND

-  Existing Highway
-  Interchange/Ramp
-  County Line
-  HOV Lane
-  Tolloed Express Lane
-  Existing Lane
-  Proposed Improvement Lane



Appendix Project No: B-6

Actual Completion: 2016

Project Cost Estimate*

IEOC Service Cost	\$ 1,160,000
Perris Valley Line Cost	\$ 248,000,000
Total Metrolink Costs	\$ 249,160,000

Project Schedule

Complete 2016

* Costs from OCTA and RCTC
(in 2015 dollars)

Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013, cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations

Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for future expansion of the IEOC rail service.

Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

Two additional IEOC Line roundtrips were added in late 2015, and in mid-2016, nine trains began service on the Perris Valley extension to the 91/PV Line.



Initial Phase CIP: Widen SR-91 by One GP lane In Each Direction East of Green River Road, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System / Local Interchange Improvements

Project No: B-7

Actual Completion: 2017

Project Cost Estimate*

Total Capital Cost	\$ 1,161,000,000
Support Cost	\$ 246,000,000
Total Project Cost	\$ 1,407,000,000

Project Schedule**

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent phase for Ultimate Project anticipated in 2035

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. An Express Lanes ingress/egress lane is also planned near the County Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes North to Hidden Valley Parkway (Project #9); general purpose lanes and Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

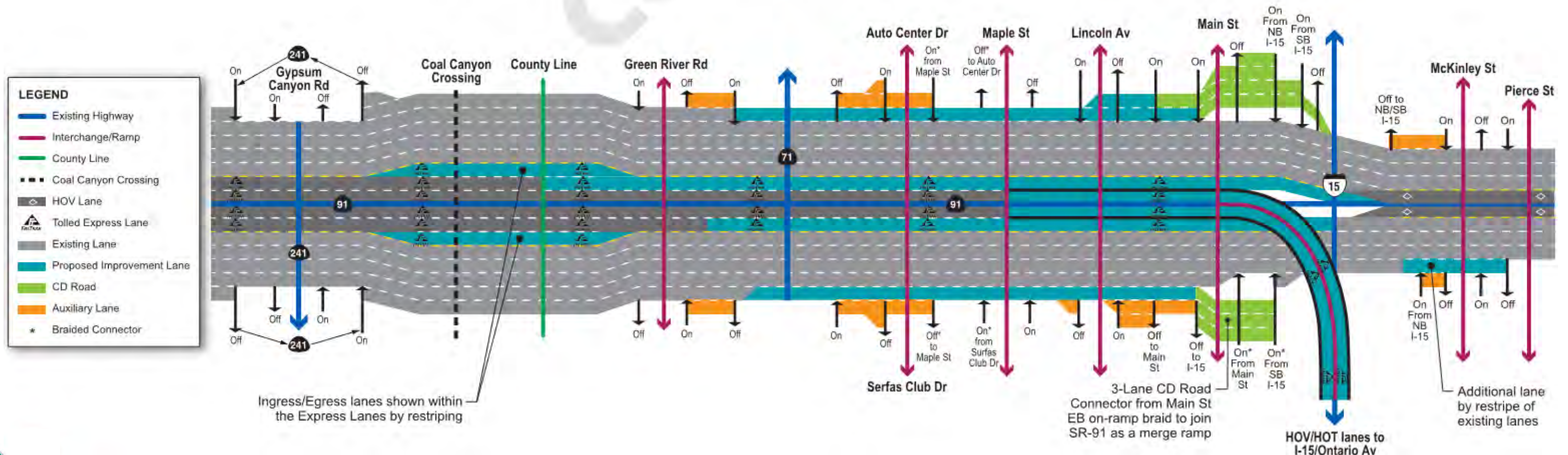
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.

Benefits

The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the north. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Current Status

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.



La Sierra Metrolink Parking Improvements



*Image source:
Riverside Transit Agency, April 2019*

Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes in the future.

Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking, RTA express service, commuter rail, and vanpool.

Current Status

Construction and project implementation has begun.

Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

APPENDIX C – REFERENCES

The following documents and resources were used in the development of the 2019 Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12



AGENDA ITEM 9G

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Marlin Feenstra, Project Delivery Director Bryce Johnston, Capital Projects Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Award of Construction Agreement with Reyes Construction, Inc. for the Riverside Downtown Layover Facility Expansion Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 19-33-029-00 to Reyes Construction, Inc., as the lowest responsive, responsible bidder, for the construction of the Riverside Downtown Layover Facility Expansion Project (Project) in the amount of \$4,379,858, plus a contingency amount of \$420,142, for a total amount not to exceed \$4.8 million;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

BACKGROUND INFORMATION:

The Commission and the Southern California Regional Rail Authority (SCRRA) have been working together, over the past several years, to develop the plans, specifications and estimate (PS&E) for the expansion of the existing Riverside Downtown North Layover Facility. This expansion of the layover facility capacity is required for the projected near term and future increase in Metrolink ridership. The expansion will accommodate three storage tracks with an overall storage capacity of three, six-car train sets and make needed upgrades to the existing maintenance facilities. The existing layover facility can only accommodate one six-car train set and has limited maintenance facilities. The Project is located at the north end of the existing Riverside-Downtown station on right of way owned by the Commission (Figure 1).

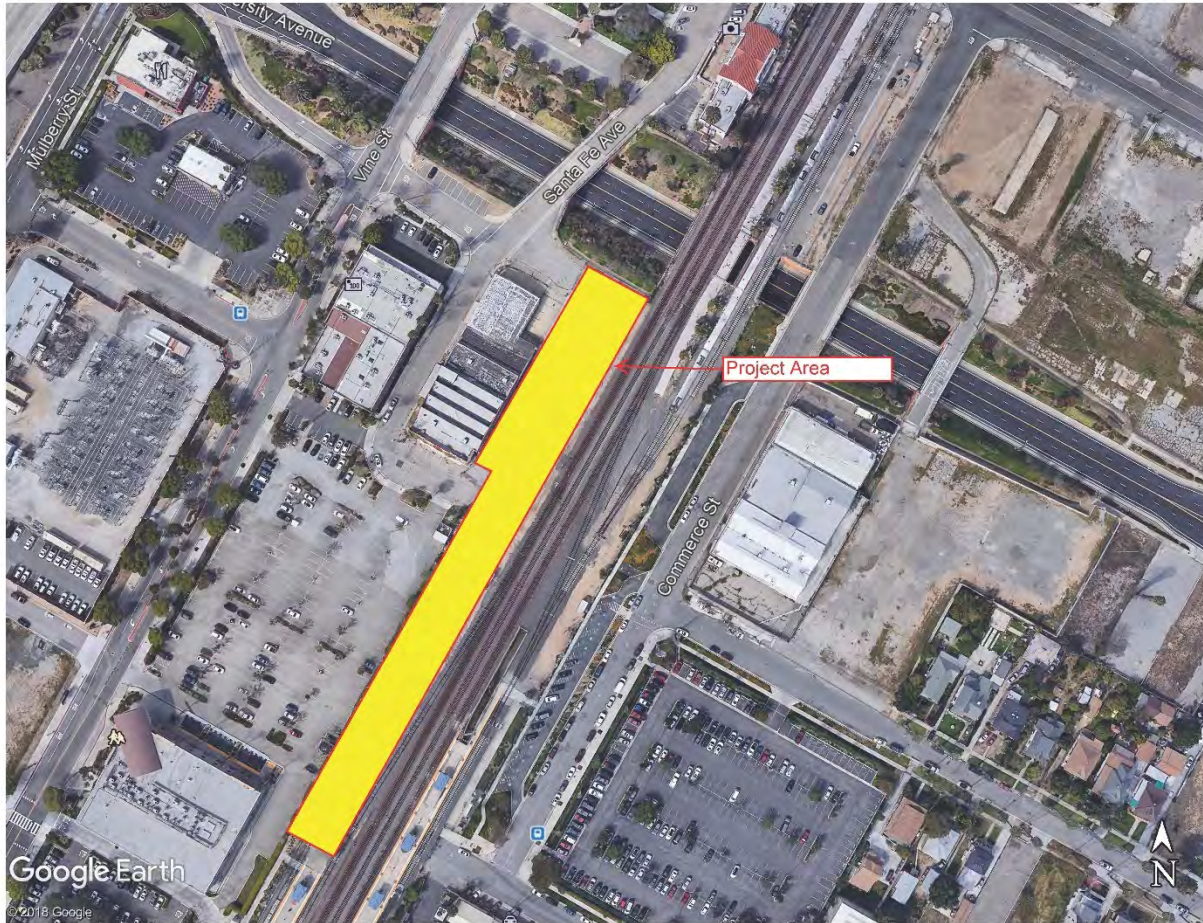


Figure 1: Project Location Map

Procurement Process

On February 28, 2019, the Commission advertised Invitation for Bids (IFB) No. 19-33-029-00 for construction of the Project. A public notice was advertised in the *Press Enterprise*, and the complete IFB, including all contract documents, was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Emails were sent to vendors registered in the Commission's PlanetBids database that fit the IFB qualifications. A pre-bid conference was held at the Commission's office on March 12, and on April 11, 3 bids were received and publicly opened. A summary of the public bid opening amounts is shown in Table A.

TABLE A

	Riverside Downtown Layover Facility Expansion Project	Bid Summary
	Firm (In order from low bid to high bid)	Bid Amount
	Engineer's Estimate	\$3,400,000
1	Reyes Construction	\$4,379,858
2	Spectrum Construction Group	\$4,579,443
3	Herzog	\$6,226,702

The basis for award for a public works contract is the lowest responsive and responsible bidder as defined by the Commission's procurement policy and state law. Of the three bids received, the two low bidders are within 3 percent of each other. The third bid received was over 40 percent of the other two low bids and therefore was not included in the bid analysis. The bid analysis (see Attachment 1) shows the bid amounts of the two low bidders and shows the bid unit price, amount, and percent variation from the engineer's estimate for each bid item.

Staff, along with the design engineer and the construction management team, analyzed the two low bids received to determine why the bids were higher than the engineer's estimate by approximately 30 percent. The following are the results of that assessment:

1. The Project is small in overall scope, so the unit costs for many items of work would not get the benefit that a project with larger quantities would get.
2. There is a historic building directly adjacent to the construction site, which would limit the means and methods of construction and thus drive up the costs for work directly adjacent to the structure.
3. There is a delayed start provision in the contract of about 4 months due to long lead time required for procurement of the unique lap switch. The procurement time costs, which include increased overhead, material and labor costs, would be a factor in the increased bid.
4. The degree of complexity of electrical and underground utility work in a congested, small area would be a factor in increased costs for that work.
5. Generally, the competition for labor and materials is greater today because of the current amount of work in the Southern California area, which is leading to higher labor and material costs.

After analyzing the bids received, staff has concluded that the Reyes Construction bid, in the amount of \$4,379,858, is the lowest responsive and responsible bid received for the Project.

Staff received a bid protest letter from Spectrum Construction Group Inc., dated April 25, 2019, and an email regarding the same dated April 23, 2019, protesting the bid submitted by Reyes Construction. In consultation with legal counsel, staff determined the bid protest was meritless due to the minor nature of the inconsistencies in Reyes' bid. The Executive Director executed and delivered a Notice of Rejection of Bid Protest to Spectrum Construction Group Inc., dated May 6, 2019. Copies of the bid protest from Spectrum Construction Group Inc. and Notice of Rejection of Bid Protest are attached hereto as Attachment 3 for reference.

Staff recommends award of Agreement No. 19-33-029-00 for the construction of the Project to Reyes Construction in the amount of \$4,379,858, plus a contingency amount of \$420,142 to fund potential change orders and supplemental work, for a total amount not to exceed \$4.8 million. Further, authorization is requested for the Chair or Executive Director to execute the draft agreement (Attachment 2), pursuant to legal counsel review, on behalf of the Commission and for the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for the Project.

The project is funded through three Federal Transit Administration (FTA) grants.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$4,800,000
Source of Funds:	FTA Section 5309 Grant CA-05-0268, FTA Section 5337 Grant CA-54-0033, and FTA Section 5307 Grant CA-90-Z234			Budget Adjustment:	No
GL/Project Accounting No.:	653822 81301 00000 0000 265 33 81301				
Fiscal Procedures Approved:	<i>Theresa Irujo</i>			Date:	05/08/2019

Attachments:

- 1) RCTC Bid Analysis
- 2) Draft Agreement No. 19-33-029-00
- 3) Spectrum Construction Group Inc. Bid Protest and Notice of Rejection of Bid Protest

Bid Analysis for IFB 19-33-029-00 Construction of Riverside Downtown Metrolink Station Layover Facility Expansion Project

ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES	Reyes Construction		>EE(%)	Spectrum Construction		>EE(%)
							UNIT COST	TOTAL COST		UNIT COST	TOTAL COST	
DIVISION 01	GENERAL REQUIREMENTS											
01 13 11.01	Temporary Power for Compressed Air System	LS	1	\$10,000.00	\$10,000.00		\$19,000.00	\$19,000.00		\$27,500.00	\$27,500.00	
01 14 19.01	Costs associated with RPU	LS	1	\$25,000.00	\$25,000.00	Install new medium voltage conductors to xfmr. relocate	\$20,000.00	\$20,000.00		\$27,500.00	\$27,500.00	
01 57 19.01	SWPP	LS	1	\$21,000.00	\$21,000.00	escalated 40%	\$55,000.00	\$55,000.00		\$16,500.00	\$16,500.00	
01 71 13.01	Mobilization, Demobilization, and Controls (Maximum of 8 % of Total	LS	1	\$270,000.00	\$270,000.00	eight percent	\$300,000.00	\$300,000.00		\$350,000.00	\$350,000.00	
	GENERAL REQUIREMENTS SUBTOTAL				\$326,000.00			\$394,000.00	21%		\$421,500.00	29%
DIVISION 03	CONCRETE											
03 31 00.01	Concrete Pavement (Pad) for Compressed Air Equipment	LS	1	\$6,000.00	\$6,000.00	11' x 22' x 1'-6" structural slab	\$12,000.00	\$12,000.00		\$27,500.00	\$27,500.00	
03 31 00.02	Concrete Pavement (Pad) for Electrical Equipment	LS	1	\$3,000.00	\$3,000.00	16' x 6' Slab on Grade, 2 Slabs for Wayside Power	\$6,900.00	\$6,900.00		\$27,500.00	\$27,500.00	
03 31 00.03	Install Concrete Collar per SPPWC Std Plan No. 380-4	EA	2	\$1,400.00	\$2,800.00		\$1,700.00	\$3,400.00		\$11,000.00	\$22,000.00	
	CONCRETE SUBTOTAL				\$11,800.00			\$22,300.00	89%		\$77,000.00	553%
DIVISION 10	SPECIAL TIES											
10 00 00.01	Shelter for Compressed Air Equipment	EA	1	\$8,400.00	\$8,400.00	escalated 40%	\$21,600.00	\$21,600.00		\$16,500.00	\$16,500.00	
	SPECIAL TIES SUBTOTAL				\$8,400.00			\$21,600.00	157%		\$16,500.00	96%
DIVISION 12	FURNISHINGS											
	FURNISHINGS SUBTOTAL				\$0.00			\$0.00			\$0.00	
DIVISION 22	PLUMBING											
22 15 00.01	Compressed Air Equipment	LS	2	\$20,000.00	\$40,000.00	Vendor equipment estimate from previous projects.	\$24,500.00	\$49,000.00		\$24,288.00	\$48,576.00	
					\$0.00			\$0.00			\$0.00	
22 15 13.01	Compressed Air Outlets	EA	5	\$1,800.00	\$9,000.00	Contractor installed cost from previous similar project.	\$2,000.00	\$10,000.00		\$1,100.00	\$5,500.00	
22 15 13.02	Compressed Air Piping - Underground	LF	750	\$75.00	\$56,250.00	Contractor installed cost from previous similar project.	\$73.00	\$54,750.00		\$165.00	\$123,750.00	
22 15 13.03	Compressed Air & Condensate Piping - Above ground	LF	180	\$65.00	\$11,700.00	Contractor installed cost from previous similar project.	\$136.00	\$24,480.00		\$110.00	\$19,800.00	
22 15 13.04	Misc Fittings & Valves	LS	1	\$8,000.00	\$8,000.00		\$20,500.00	\$20,500.00		\$8,250.00	\$8,250.00	
22 15 13.05	IW Piping	LF	250	\$45.00	\$11,250.00	Contractor installed cost from previous similar project.	\$181.00	\$45,250.00		\$82.50	\$20,625.00	
22 15 13.06	SS Piping	LF	12	\$55.00	\$660.00	Contractor installed cost from previous similar project.	\$50.00	\$600.00		\$82.50	\$990.00	
	PLUMBING SUBTOTAL				\$136,860.00			\$204,580.00	49%		\$227,491.00	66%
DIVISION 26	ELECTRICAL											
26 05 00.01	Wayside Power - Single Receptacle	LS	1	\$16,000.00	\$16,000.00	Vendor quote plus labor	\$81,000.00	\$81,000.00		\$5,500.00	\$5,500.00	
26 05 00.02	Relocate Wayside Power - Dual Receptacle	LS	1	\$4,000.00	\$4,000.00	Labor estimate	\$10,800.00	\$10,800.00		\$27,500.00	\$27,500.00	
26 05 00.03	Relocate Main Switchboard and Receptiv to UL Standards	EA	1	\$25,000.00	\$25,000.00	Labor estimate	\$16,200.00	\$16,200.00		\$27,500.00	\$27,500.00	
26 05 43.01	Pullboxes with SCTE 77 Tier 15 rated covers. (Communication and	LS	1	\$50,000.00	\$50,000.00	Vendor quotes - SCTE 77 Tier 15 rated	\$44,900.00	\$44,900.00		\$16,500.00	\$16,500.00	
26 05 43.02	All other ductbanks not including those with conduits for RPU	LF	400	\$35.00	\$14,000.00		\$87.00	\$34,800.00		\$550.00	\$220,000.00	
26 06 00.01	Grounding and Bonding	EA	1	\$10,000.00	\$10,000.00	Main Switchboard (MS)	\$7,000.00	\$7,000.00		\$16,500.00	\$16,500.00	
26 12 00.01	Conduits and Cable	LS	1	\$27,000.00	\$27,000.00	Includes 2" conduits for future cameras.	\$51,600.00	\$51,600.00		\$33,000.00	\$33,000.00	
26 13 00.01	Conduits	LS	1	\$85,000.00	\$85,000.00	Includes RPU conduits to and from transformer.	\$45,900.00	\$45,900.00		\$33,000.00	\$33,000.00	
26 28 90.01	TVSS (NEMA 11): Field Installed	EA	1	\$8,000.00	\$8,000.00	Vendor estimate of materials plus labor	\$6,800.00	\$6,800.00		\$22,000.00	\$22,000.00	
26 44 20.01	5 KVA Mini Power Center (12.56" X 9.78" X 29.50"D, NEMA 3R)	EA	1	\$4,000.00	\$4,000.00	Vendor product quote \$2.4k	\$3,400.00	\$3,400.00		\$44,000.00	\$44,000.00	
26 44 20.02	400 Amp Frame Breaker for Switchboard	EA	1	\$7,000.00	\$7,000.00	Vendor estimate	\$22,400.00	\$22,400.00		\$16,500.00	\$16,500.00	
26 50 10.01	Led Lights for dual fixture poles, 280 watts	EA	7	\$3,000.00	\$21,000.00	Vendor estimate	\$4,000.00	\$28,000.00		\$1,100.00	\$7,700.00	
26 50 10.02	Led Lights for single fixture poles, 140 watts	EA	13	\$1,500.00	\$19,500.00	Vendor estimate	\$1,900.00	\$24,700.00		\$1,650.00	\$21,450.00	
26 50 10.03	Lighting Control Panel, 8 Circuit model	EA	1	\$7,500.00	\$7,500.00	Vendor estimate	\$13,000.00	\$13,000.00		\$5,500.00	\$5,500.00	
26 50 10.04	Dual Fixture pole and foundation	EA	7	\$10,000.00	\$70,000.00	Vendor equipment estimate from previous projects.	\$22,600.00	\$158,200.00		\$1,650.00	\$11,550.00	
26 50 10.05	Single Fixture pole and foundation	EA	13	\$10,000.00	\$130,000.00	Vendor equipment estimate from previous projects.	\$21,000.00	\$273,000.00		\$1,650.00	\$21,450.00	
	ELECTRICAL SUBTOTAL				\$498,000.00			\$821,700.00	65%		\$529,650.00	6%
ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES	UNIT COST	TOTAL COST		UNIT COST	TOTAL COST	
DIVISION 31	EARTHWORK											
31 11 50.01	Misc. Removals	LS	1	\$70,000.00	\$70,000.00	escalated 40%	\$88,600.00	\$88,600.00		\$27,500.00	\$27,500.00	
31 11 50.02	Remove Existing AC Pavement	SF	19,770	\$2.70	\$53,379.00	Vineyard Avenue Grade Separation - Contractor Bid	\$2.00	\$39,540.00		\$1.10	\$21,747.00	
31 11 50.03	Remove Existing PCC Pavement	SF	300	\$4.00	\$1,200.00	Vineyard Avenue Grade Separation - Contractor Bid	\$16.00	\$4,800.00		\$5.50	\$1,650.00	
31 11 50.04	Remove Existing 8" Tall Chain-link Fence	LF	1,026	\$10.00	\$10,260.00	Redlands First Mile - Engineer's Estimate with Padding	\$6.00	\$6,156.00		\$11.00	\$11,286.00	
31 11 50.05	Relocate Existing Shelter	LS	1	\$1,000.00	\$1,000.00		\$6,100.00	\$6,100.00		\$8,250.00	\$8,250.00	
31 11 50.06	Remove and Salvage Existing Oil Drip Pans	EA	3	\$500.00	\$1,500.00	Redlands First Mile - Engineer's Estimate with Padding	\$1,940.00	\$5,820.00		\$11,000.00	\$3,300.00	
31 11 50.07	Remove Existing Gate	EA	2	\$1,250.00	\$2,500.00		\$1,580.00	\$3,160.00		\$825.00	\$1,650.00	
31 11 50.08	Remove Existing Curb	LF	12	\$9.00	\$108.00	Laguna Niquel to San Juan Capistrano Passing Siding	\$63.00	\$756.00		\$22.00	\$264.00	
31 11 50.09	Destroy and Seal Existing Ground Water Monitoring Well	LS	1	\$5,000.00	\$5,000.00		\$14,500.00	\$14,500.00		\$8,250.00	\$8,250.00	
31 20 00.01	Over-Excavation and Reconnection	CY	3,300	\$40.00	\$132,000.00	Per Caltrans District 8 Cost Data	\$10.00	\$33,000.00		\$46.34	\$152,922.00	
31 20 00.02	Excavation	CY	3,100	\$49.00	\$151,900.00	Laguna Niquel to San Juan Capistrano Passing Siding	\$64.00	\$198,400.00		\$139.46	\$432,326.00	
31 20 00.03	Embankment	CY	60	\$40.00	\$2,400.00	Per Caltrans District 8 Cost Data	\$56.00	\$3,360.00		\$275.00	\$16,500.00	
	EARTHWORK SUBTOTAL				\$431,247.00			\$404,192.00	-6%		\$685,645.00	59%
DIVISION 32	EXTERIOR IMPROVEMENTS											
32 12 00.01	Hot Mix Asphalt (HMA) Pavement	TON	111	\$135.00	\$14,985.00	Vineyard Avenue Grade Separation - Contractor Bid	\$190.00	\$21,090.00		\$120.00	\$13,320.00	
32 12 43.01	Open Graded Friction Course	TON	253	\$100.00	\$25,300.00		\$309.00	\$78,177.00		\$120.00	\$30,360.00	
32 12 43.02	Asphalt Treated Permeable Base	CY	97	\$100.00	\$9,700.00		\$309.00	\$29,973.00		\$100.00	\$9,700.00	
32 16 00.01	6" Curb & Gutter per City of Riverside Std. Plan 200, Type 1	LF	362	\$49.00	\$17,738.00	Laguna Niquel to San Juan Capistrano Passing Siding	\$60.00	\$21,720.00		\$25.00	\$9,050.00	
32 16 00.02	Construct 3" PCC Ribbon Gutter	LF	68	\$50.00	\$3,400.00	Vineyard Avenue Grade Separation - Contractor Bid	\$72.00	\$4,896.00		\$100.00	\$6,800.00	
32 31 13.01	Bollards	EA	29	\$850.00	\$24,650.00		\$1200.00	\$34,800.00		\$1000.00	\$29,000.00	
32 31 19.01	Tubular Steel (Perimeter) Fence	LF	1,131	\$130.00	\$147,030.00	Vincent Bids	\$190.00	\$214,890.00		\$15.00	\$16,965.00	
32 31 19.02	Tubular Steel Gate (Double Panel Swing)	EA	2	\$3,000.00	\$6,000.00	Redlands First Mile - Engineer's Estimate with Padding	\$12,500.00	\$25,000.00		\$1,500.00	\$3,000.00	

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CONTRACT

**FOR CONSTRUCTION OF RIVERSIDE DOWNTOWN METROLINK
STATION LAYOVER FACILITY EXPANSION PROJECT**

RCTC Agreement No. 19-33-029-00

February 28, 2019

BETWEEN

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND**

REYES CONSTRUCTION INC.

Contract-1

**CONSTRUCTION OF THE RIVERSIDE DOWNTOWN METROLINK
STATION LAYOVER FACILITY EXPANSION PROJECT
RCTC AGREEMENT NO. 19-33-029-00**

1. PARTIES AND DATE.

This Contract is made and entered into this ____ day of _____, 2019 by and between the Riverside County Transportation Commission (hereinafter called the "Commission") and Reyes Construction, Inc. (hereinafter called the "Contractor"). This Contract is for that Work described in the Contract Documents entitled

**CONSTRUCTION OF THE RIVERSIDE DOWNTOWN METROLINK
STATION LAYOVER FACILITY EXPANSION PROJECT**

2. RECITALS.

2.1 The Commission is a County Transportation Commission organized under the provisions of Sections 130000, et seq. of the Public Utilities Code of the State of California, with power to contract for services necessary to achieving its purpose;

2.2 Contractor, in response to a Notice Inviting Bids issued by Commission on **February 28, 2019**, has submitted a bid proposal FOR CONSTRUCTION OF RIVERSIDE DOWNTOWN METROLINK STATION LAYOVER FACILITY EXPANSION PROJECT

2.3 Commission has duly opened and considered the Contractor's bid proposal and duly awarded the bid to Contractor in accordance with the Notice Inviting Bids and other Bid Documents.

2.4 Contractor has obtained, and delivers concurrently herewith, Performance and Payment Bonds and evidences of insurance coverage as required by the Contract Documents.

3. TERMS.

3.1 Incorporation of Documents.

This Contract includes and hereby incorporates in full by reference this Contract and the following Contract Documents provided with the above referenced Notice Inviting Bids, including all exhibits, drawings, specifications and documents therein, and attachments thereto, all of which, including all addendum thereto, are by this reference incorporated herein and made a part of this Contract:

- a. NOTICE INVITING BIDS
- b. INSTRUCTIONS TO BIDDERS
- c. CONTRACT BID FORMS
- d. FORM OF CONTRACT

Contract-2

- e. PAYMENT AND PERFORMANCE BOND FORMS
- f. ESCROW AGREEMENT FOR SECURITY DEPOSITS
- g. CONTRACT APPENDIX

PART "A" - Regulatory Requirements and Permits
PART "B" - General Conditions
PART "C" - Special Provisions
PART "D" - Contract Plans
PART "E" - DBE Requirements
PART "F" - Federal Minimum Wage Requirements
PART "G" - Federal Transit Administration Requirements for
Federal Aid Construction Contracts
PART "H" - Cooperative Agreement RCTC and SCRR

- h. ADDENDUM NOS. 1, 2, 3, 4

3.2 Contractor's Basic Obligation.

Contractor promises and agrees, at his own cost and expense, to furnish to the Commission all labor, materials, tools, equipment, services, and incidental and customary work for the construction of the Riverside Downtown Metrolink Station Layover Facility Expansion Project. Notwithstanding anything else in the Contract Documents, the Contractor shall complete the Work for a total of Four Million Three Hundred Seventy-Nine Thousand Eight Hundred Fifty-Eight Dollars (\$4,379,858), as specified in the bid proposal and pricing schedules submitted by the Contractor in response to the above referenced Notice Inviting Bids. Such amount shall be subject to adjustment in accordance with the applicable terms of this Contract. All Work shall be subject to, and performed in accordance with the above referenced Contract Documents.

3.3 Period of Performance.

Contractor shall perform and complete all Work under this Contract within **320 working days** of the effective date of the **Limited Notice to Proceed**, and in accordance with any completion schedule developed pursuant to provisions of the Contract Documents. Contractor agrees that if such Work is not completed within the aforementioned periods, liquidated damages will apply as provided by the applicable provisions of the General Conditions, found in Part "B" of the Contract Appendix. The amount of liquidated damages shall equal one thousand seven hundred dollars **(\$1,700.00)** for each day or fraction thereof, it takes to complete the Work, or specified portion(s) of the Work, over and above the number of days specified herein or beyond the Project Milestones established by approved Construction Schedules.

3.4 Commission's Basic Obligation.

Commission agrees to engage and does hereby engage Contractor as an independent contractor to furnish all materials and to perform all Work according to the terms and conditions herein contained for the sum set forth above. Except as otherwise provided in the Contract Documents, the Commission shall pay to Contractor, as full consideration for the satisfactory performance by the Contractor of services and obligation required by this Contract, the above referenced compensation in accordance with Compensation Provisions set forth in the Contract Documents.

3.5 Contractor's Labor Certification.

Contractor maintains that he is aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Work. A certification form for this purpose is attached to this Contract as Exhibit "A" and incorporated herein by reference, and shall be executed simultaneously with this Contract.

3.6 Successors.

The parties do for themselves, their heirs, executors, administrators, successors, and assigns agree to the full performance of all of the provisions contained in this Contract. Contractor may not either voluntarily or by action of law, assign any obligation assumed by Contractor hereunder without the prior written consent of Commission.

3.7 Notices.

All notices hereunder and communications regarding interpretation of the terms of the Contract or changes thereto shall be provided by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid and addressed as follows:

Contractor:

Reyes Construction, Inc.
1383 S. Signal Dr.
Pomona, CA 91766
Attn: Ricardo Jimenez

Commission:

Riverside County Transportation Commission
P.O. Box 12008
Riverside, California 92502-2208
Attn: Executive Director

Any notice so given shall be considered received by the other party three (3) days after deposit in the U.S. Mail, first class postage prepaid, addressed to the party at the above address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

REYES CONSTRUCTION, INC.

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

By: _____
Name

By: _____
Anne Mayer
Executive Director

Title

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel, RCTC

DRAFT

Contract-5

EXHIBIT "A"

CERTIFICATION
LABOR CODE - SECTION 1861

I, the undersigned Contractor, am aware of the provisions of Section 3700 et seq. of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of the Code. I agree to and will comply with such provisions before commencing the Work governed by this Contract.

CONTRACTOR:

Name of Contractor: Reyes Construction, Inc.

By:

Signature

Name

Title

Date

32 Edelman
Irvine, CA 92618
(949) 299-1400
(949) 502-5542
www.spectrumcgi.com

The logo for Spectrum Construction Group, Inc. features the word "SPECTRUM" in a bold, white, sans-serif font, centered within a solid red rectangular background.

April 25th, 2019

Riverside County Transportation Commission
4080 Lemon St. 3rd Floor
Riverside, CA 92502

Attention: Jose Mendoza

RE: RCTC Agreement 19-33-029-00

Dear Mr. Mendoza,

Spectrum Construction Group, Inc. ("Spectrum") has reviewed the bid submitted by Reyes Construction ("Reyes") to the Riverside County Transportation Commission ("RCTC") on 4/11/19.

General Information – Lack of Basic Information

Reyes's bid lists in the numeric designation for the amount of the bid bond "10". It does not state 10% of the Amount bid. This clerical error can be utilized by Reyes to circumvent the public contract bidding process as it is ambiguous to the amount set forth in the event Reyes is too low. If Reyes were to withdraw its bid, would RCTC's pursuit of the bond result in \$10.00 being granted by Reyes's bonding company?

Non-Responsive to Bid Forms

Reyes fails to complete information on page CBF-54 of the bid forms by stating the contract number is "TBD". This is referring to the RCTC Agreement No. and is a non-responsive answer to this bid requirement in accordant with the terms of IFB 19-33-029-00.

Reyes fails to complete form CBF-65. Reyes simply attached a certificate of insurance. At present, Reyes does not have adequate coverage per RCTC requirements and has not "certified" the ability to obtain such insurance. The lack of completion of this form should render Reyes's bid non-responsive.

The public agency's determination of questions regarding bid responsiveness is determined on the face of the documents submitted before the bid date.

32 Edelman
Irvine, CA 92618
(949) 299-1400
(949) 502-5542
www.spectrumcgi.com

SPECTRUM

Conclusion

Please consider this letter to be a formal protest against any award of the contract to a bidder other than Spectrum. We reserve the right to supplement this protest with additional facts when we receive the requested information.

We also request notice pursuant to Government Code section 54954.1 of all meetings related to the award. We ask to be faxed all staff reports or recommendations concerning this project as soon as they are available to the public. If this letter is insufficient to accomplish any of these purposes, please let us know immediately what else is required so we can comply.

Summary

Spectrum has submitted a responsive and responsible bid for the above-referenced project.

We hereby request that you award Agreement NO 19-33-029-00 to Spectrum Construction Group, Inc., the lowest responsive and responsible bidder.

Thank you,



Bisher Aljazzar

President

May 6, 2019

**VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Spectrum Construction Group Inc.
32 Edelman
Irvine, CA 92618

SUBJECT: Riverside County Transportation Commission
Construction of Riverside Downtown Metrolink Station Layover Facility Expansion
Project (Agreement No. 19-33-029-00)
Notice of Rejection of Bid Protest

Dear Mr. Bisher Aljazzar:

The Riverside County Transportation Commission ("Commission") has reviewed the bid protest letter filed by Spectrum Construction Group Inc. ("Spectrum") dated April 25, 2019 as well as the email correspondence from Mr. Bill Abdel dated April 23, 2019 (collectively "Protest") with regards to the above captioned project ("Project"). Based on our review, the Protest is meritless as it pertains to the bid submitted by the lowest responsible bidder submitting a responsive bid on the Project – Reyes Construction, Inc. ("Reyes").

As a threshold matter, a bid must conform to the material terms of the bid package. (*DeSilva Gates Constr. v. Department of Transp.* (2015) 242 Cal.App.4th 1409; *Menefee v. County of Fresno* (1985) 163 Cal.App.3d 1175.) A bid is responsive if it promises to do what the bidding instructions demand. (*Williams v. Clovis Unified Sch. Dist.* (2007) 146 Cal.App.4th 757; *Valley Crest Landscape Inc. v. City of Davis* (1996) 41 Cal.App.4th 1432, 1438.) Responsiveness should be determined from the face of the bid. (*Great W. Contractors, Inc. v. Irvine Unified Sch. Dist.* (2010) 187 Cal.App.4th 1425.) However, a bid may be responsive even if there is a discrepancy in the bid, as long as the discrepancy is inconsequential, that is, the discrepancy must not affect the amount of the bid or give a bidder an advantage over others. (*Ghilotti Constr. Co. v. City of Richmond* (1996) 45 Cal.App.4th 897; *Bay Cities Paving & Grading, Inc. v. San Leandro* (2014) 223 Cal.App.4th 1181.) A deviation must be capable of facilitating corruption or extravagance, or likely to affect the amount of bids or the response of potential bidders. These considerations must be evaluated from a practical rather than hypothetical standpoint, with reference to the factual circumstances of the case. (*Ghilotti Constr. Co. v. City of Richmond* (1996) 45 Cal.App.4th 897, 908-09, internal citations omitted.)

With the foregoing in mind and in reviewing the bid submitted by Reyes, it is clear the alleged errors in the bid are not errors at all and certainly do not amount to material mistakes requiring the Commission to reject the bid as nonresponsive.

The bid bond includes the designation "10" in the numeric listing of the bid bond amount. Spectrum asserts this renders the bid bond ambiguous as to its penal sum. However, this ignores the balance of the bond form in which Reyes and its surety input "TEN Percent of Amount Bid" in the written sum of the bid bond and the existing form language indicating the bond amount cannot be "less than ten percent (10%) of the Total Bid Price." These references to 10% of the total bid as being the penal sum of the bond are clear and unambiguous.

The alleged failure by Reyes to input the contract number in the DUNS form is not a material error. The reference in the form to contract number could be interpreted to mean either the Agreement number referenced in the bid specifications or to the federal aid contract number, which was not provided to bidders. The omission, therefore, is likely more a product of an ambiguity in the form versus bidder error. Beyond the content of the form, this omission neither affects the amount of the bid nor does it render the bid materially different than intended. There is no advantage conferred onto Reyes based on the omission of the contract number from a form that while included in the bid package, is not in fact legally required.

With respect to the argument from Spectrum that the Reyes insurance certificate does not satisfy the insurance requirements under the contract documents, that too is at most an immaterial mistake. As a preliminary matter, the Evidence of Insurance form is required for the benefit of the Commission and it is within the Commission's discretion to determine whether an insurance submittal is sufficient for a particular project being bid. The form itself indicates the bidder may satisfy the form by either having the bidder's insurance agent sign the form or submitting a certificate of insurance in place of the signed form. Reyes chose the latter and submitted a certificate of insurance. While the certificate of insurance submitted by Reyes did not include limits meeting those specified in the insurance requirements, the Commission is satisfied based on the insurance reflected in the certificate that Reyes will be able to supplement its limits and meet the insurance requirements. Reyes will be required to submit evidence of appropriate insurance prior to commencing work on the project together with all endorsements and proof of policy language required in the insurance specifications. If Reyes fails to do so, the Commission has a clear remedy via declaring Reyes in default, executing on its bid bond and awarding to the next lowest responsible bidder submitting a responsive bid or rejecting all bids and rebidding.

The Protest states Spectrum's bid is responsive while the bid ahead of Spectrum submitted by Reyes is nonresponsive. This claim is at best disingenuous given the clear material bid error in Spectrum's own bid. The Commission notes Spectrum's statement of the total bid price in the bid schedule deviates by \$76,135 from the calculated total bid price using Spectrum's unit pricing. This error is exacerbated by Spectrum's failure to fill out the unit pricing in the updated bid schedule instead indicating the Commission should "See Original Bid Schedule Attached For Unit Prices." There are substantive differences between the two bid schedules wherein quantities were changed by the Commission for several bid items while one bid item was removed entirely. This renders it unclear whether Spectrum's intent was to in fact carry over all of the unit prices from the original bid schedule into the updated bid schedule or Spectrum changed some of the unit pricing to account for changes in quantities and elimination of a bid line item. This is an error that actually affects the amount of the bid, is therefore material and renders Spectrum's bid nonresponsive. We note the clear policy and purpose associated with the review of bids and bid protests as dictated by the court in *Ghilloti, supra*:

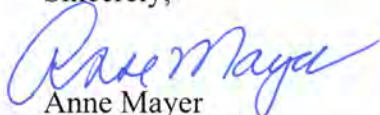
They must also be viewed in light of the public interest, rather than the private interest of a disappointed bidder. 'It certainly would amount to a disservice to the public if a losing bidder were to be permitted to comb

through the bid proposal or license application of the low bidder after the fact, [and] cancel the low bid on minor technicalities, with the hope of securing acceptance of his, a higher bid. Such construction would be adverse to the best interests of the public and contrary to public policy.' (*Judson Pacific-Murphy Corp. v. Durkee* (1956) 144 Cal.App.2d 377,383, 301 P.2d 97.)

(*Ghilotti, supra* 45 Cal.App.4th at 908-09.) Consistent with this policy, the Commission finds the Protest wholly meritless and rejects it in its entirety.

The Commission intends to consider award of this contract at its meeting on June 12, 2019. This letter represents the final decision on the Protest, and no further action will be taken to reconsider the decision to reject the Protest as meritless. In response to the reservation of rights to supplement the Protest set forth in your letter, please note the bid protest procedures under the bid specifications do not provide any bidder the right to supplement their bid protest following submission. Any such supplement or sur-reply to this Notice of Rejection of Bid Protest will not be considered.

Sincerely,



Anne Mayer
Executive Director

cc: Marlin Feenstra, Project Delivery Director

AGENDA ITEM 9H

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Gary Ratliff, Facilities Administrator Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment to On-Call Station Repair and Maintenance

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 18-24-001-02, Amendment No. 2 to Agreement No. 18-24-001-00, with Braughton Construction Co. Inc. (Braughton) for additional station repair, maintenance and modernization services for an additional amount of \$1,222,000 and a total amount not to exceed \$3,942,000; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the amendment on behalf of the Commission.

BACKGROUND INFORMATION:

The Commission owns and operates nine commuter rail stations (Riverside-Downtown, Riverside-La Sierra, Corona-North Main, Jurupa Valley/Pedley, Corona-West, Riverside-Hunter Park/UCR, Moreno Valley/March Field, Perris-Downtown, and Perris-South). Station maintenance, repair, and modernization services are essential to preserve and maintain the Commission's property investments and improve the patrons' experience. On-call station maintenance, repair, and modernization services efficiently and effectively respond to hazards, provide safety measures, and preserve assets including pavement, shelters, signs, pathways, elevators, fencing, and structures. Services generally are related to minor construction and repair, maintenance and service of assets at regular intervals, and improvements/modernization of property assets.

In October 2017 following a competitive procurement, the Commission awarded an agreement to Braughton to provide on-call station minor construction repair and maintenance services for a three-year term, for a total authorization of \$2.72 million. In June 2018, the Commission approved an amendment of the agreement in order to add on-call maintenance and repair services for Commission-owned toll buildings; however, no change was requested for the agreement authorization amount.

Since original contract approval, there has been an increased need for station and toll building maintenance and repair activities as well as station modernization, requiring an increase in the agreement authorization amount. To date, \$2.4 million has been obligated on task orders related to these projects, leaving \$315,000 for the remaining term of the agreement through September 2020. Staff projects the need for an additional authorization of \$1,222,000 for station maintenance and improvement projects including paving, painting, canopies/shelters, elevator modernization, and pathway/access. SB 1 State of Good Repair grant funds and State Transit Assistance (STA) funds are available for these station needs.

Staff recommends Commission approval of the amendment for on-call station repair, maintenance and modernization services with Braughton for an additional amount of \$1,222,000 and a total amount not to exceed \$3,942,000. Staff also recommends authorization for the Chair or the Executive Director to execute the amendment.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$1,222,000
Source of Funds:	STA and SB 1			Budget Adjustment:	No
GL/Project Accounting No.:	004011 90701 00000 0000 265 90501				
Fiscal Procedures Approved:	<i>Theresa Iuvino</i>			Date:	05/08/2019

Attachment: Draft Agreement No. 18-24-001-02

**AMENDMENT NO. 2 TO AGREEMENT WITH
BRAUGHTON CONSTRUCTION INC.
FOR ON-CALL MAINTENANCE AND REPAIR SERVICES**

1. PARTIES AND DATE

This Amendment No. 2 to the Agreement for on-call maintenance and repair services is made and entered into as of _____, 2019, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and BRAUGHTON CONSTRUCTION, INC. ("Consultant"), a California corporation.

2. RECITALS

- 2.1 The Commission and the Consultant have entered into an agreement dated October 31, 2017 for the purpose of providing on-call maintenance and repair services for the Commission's Commuter Rail Stations (the "Master Agreement").
- 2.2 The Commission and the Consultant have entered into an Amendment No. 1 dated June 1, 2018 for the purpose of providing on-call maintenance and repair services for the Commission owned Toll Buildings.
- 2.3 The parties now desire to amend the Master Agreement in order to provide additional on-call maintenance and repair services for the Commission's Commuter Rail Stations and Toll Buildings.

3. TERMS

- 3.1 The maximum compensation for Services performed pursuant to this Amendment shall be One Million Two Hundred Twenty-Two Thousand Dollars (\$1,222,000). Work shall be performed at the rates set forth in the Master Agreement.
- 3.2 The total not-to-exceed amount of the Master Agreement, as amended by this Amendment No. 2, shall be increased from Two Million Six Hundred Thousand Dollars (\$2,600,000) to Three Million Eight Twenty-Two Thousand Dollars (\$3,822,000).

- 3.3 Except as amended by this Amendment No. 2, all provisions of the Master Agreement, as amended by Amendment No. 1, 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.
- 3.4 This Amendment No. 2 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.5 This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.

[Signatures on following page]

**SIGNATURE PAGE TO
AGREEMENT NO. 18-24-001-02**

**AMENDMENT NO. 2 TO AGREEMENT WITH
BRAUGHTON CONSTRUCTION INC.
FOR ON-CALL MAINTENANCE AND REPAIR SERVICES**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**BRAUGHTON
CONSTRUCTION, 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 9I

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Mark Lancaster, Capital Projects Manager Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of Agreement for Construction Management Services, Materials Testing, and Construction Surveying and Approval of Various Agreements for the Interstate 15/Railroad Canyon Road Interchange Improvements Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 19-31-030-00 to Arcadis U.S., Inc. to perform construction management services, materials testing, and construction surveying for the Interstate 15/Railroad Canyon Road Interchange Improvements Project (Project) in the amount of \$ 5,450,793, plus a contingency amount of \$545,079 for potential changes in scope, for a total amount not to exceed \$ 5,995,872;
- 2) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the Project;
- 3) Approve Agreement No. 10-72-016-07, Amendment No. 7 to Agreement No. 10-72-016-00 with the city of Lake Elsinore (City) to identify the Commission as the implementing agency for the Construction Phase and authorize \$22,248,700 in Transportation Uniform Mitigation Fee (TUMF) regional arterial funds for the construction phase;
- 4) Approve Agreement No. 19-31-031-00 with the City for enhanced landscaping and aesthetics and the City's contribution of \$755,000;
- 5) Approve Agreement No. 19-31-077-00, between the Commission and Caltrans that defines the roles and responsibilities for Project construction;
- 6) Approve Agreement No. 19-31-069-00 with the California Highway Patrol (CHP) for Construction Zone Enforcement Enhancement Program (COZEED) for an amount not to exceed \$477,300; and
- 7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

Since May 2011, the Commission has managed the Project (see Project map on Attachment 1) on behalf of the City. The project approval and environmental document phase was completed in

August 2017. In September 2017, the Commission awarded a contract to WKE, Inc. to perform final engineering services and prepare final plans, specifications, and cost estimate (PS&E) for the construction of the Project. The design is now 95 percent complete, and staff anticipates advertisement for construction bids in December 2019. With the pending completion of PS&E, staff, in cooperation with Caltrans and the City, is preparing the Project for the construction phase.

Proceeding to construction of the Project requires procurement of a contract for construction management services and the development of additional agreements with various parties.

DISCUSSION:

Procurement Process for Construction Management Services

Pursuant to Government Code 4525 et seq, 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 construction management services, materials testing, and construction surveying for the Project. Evaluation criteria included elements such as qualifications of firm, staffing and project organization, project understanding and approach, and the ability to respond to the requirements set forth under the terms of a request for qualifications (RFQ).

RFQ No. 19-31-030-00 for construction management services, materials testing, and construction surveying for the Project was released by staff on January 10, 2019. A public notice was advertised in the *Press Enterprise*, and the RFQ was posted on the Commission's Planet Bids website, which is accessible through the Commission's website. Through Planet Bids, 83 firms downloaded the RFQ; 19 of these firms are located in Riverside County. A pre-submittal meeting was held on January 24 and attended by 23 firms. Staff responded to all questions submitted by potential proposers prior to the February 7 clarification deadline date. Seven firms – ABA Global, Inc. (Glendora); Arcadis U.S., Inc. (Riverside); Berg & Associates, Inc. (San Pedro); DHS Consulting (San Diego); Fountain Head (Anaheim); S2 Engineering, Inc. (Rancho Cucamonga); and Southstar Engineering (Riverside) – submitted responsive and responsible statements of qualifications prior to the 2:00 p.m. submittal deadline on February 21. Based on the evaluation criteria set forth in the RFQ, the firms were evaluated and scored by an evaluation committee comprised of Commission, Bechtel, City, and Caltrans staff.

Based on the evaluation committee's assessment of the written proposals and pursuant to the terms of the RFQ, the evaluation committee shortlisted and invited five firms (Arcadis U.S., Inc.; Berg & Associates, Inc.; DHS Consulting; S2 Engineering; and Southstar Engineering) to the interview phase of the evaluation and selection process. Interviews were conducted on March 19.

Following the interviews, 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 Arcadis U.S., Inc. to provide construction management services, materials testing, and construction surveying for the Project, as it earned the highest total evaluation score.

Subsequently, staff negotiated the scope of work (including the appropriate level of effort, labor categories/mix, etc.), cost, and schedule proposal received from Arcadis U.S., Inc. for the Project services and established a fair and reasonable price.

Staff recommends award of Agreement No. 19-31-030-00 with Arcadis U.S., Inc. to perform construction management services, materials testing, and construction surveying for the Project, based on the final negotiated project scope and cost of \$5,450,793, plus a contingency amount of \$545,079 for potential changes in scope, for a total amount not to exceed \$5,995,872. Staff also recommends authorizing the Executive Director or designee to approve the use of the contingency amount as may be required for the Project.

Commission - City Agreements

The existing agreement with the City needs to be amended to identify the Commission as the implementing agency for the construction phase of the Project, provide for reimbursement of Commission staff and consultant costs estimated at \$1 million, and authorize TUMF regional arterial funding of \$22,248,700 for construction. Staff recommends approval of the amendment to the agreement between the Commission and the City for the Project.

Enhanced Landscaping and Aesthetics Funding Agreement

The City desires to contribute \$755,000 for enhanced landscaping and aesthetic features on the Project, in accordance with the Commission's policy. Therefore, staff recommends approval of Cooperative Agreement No. 19-31-031-00 between the Commission and the City stipulating the City will contribute \$755,000 for enhanced landscaping and aesthetics to be constructed as part of the Project.

Caltrans Construction Cooperative Agreement

An agreement with Caltrans is required to identify the Commission and Caltrans responsibilities for the construction phase of the Project. The Commission will be the implementing agency, and Caltrans responsibilities include quality assurance review. The funding summary in the agreement will also indicate the construction phase funding comprised of the following:

- Local funding consisting of \$22,248,700 of TUMF regional arterial funds and a \$755,000 City contribution of Traffic Impact Fees for enhanced landscaping and aesthetics;
- \$2.9 million from State Transportation Improvement Program/Regional Improvement Program (STIP/RIP); and

- \$15 million in State Senate Bill (SB 1) Local Partnership Program (LPP) funds secured by the Commission.

Construction Zone Enforcement Enhancement Program Agreement

As with all highway projects, an agreement is required with CHP to provide COZEED services for speed enforcement and traffic queuing control for the safety of motorists and construction workers during nighttime lane closures construction work. Staff recommends approval of the COZEED agreement in the amount of \$477,300.

Authorization for Execution of Agreements and Financial Impact

Staff recommends Commission authorization for the Chair or Executive Director to finalize and execute the agreements with Arcadis U.S., Inc.; the City; Caltrans; and the CHP, pursuant to legal counsel review.

The Project costs for construction management, materials testing, and construction surveying and other agency costs are \$7,228,192, as summarized below:

Cost Description	Amount
Construction management, materials testing, and construction surveying	\$ 5,995,872
Enhanced landscaping and aesthetics	755,000
CHP COZEED	477,300
Total	\$ 7,228,172

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21+	Amount:	\$1,400,000 \$5,828,172
Source of Funds:	TUMF, City Contribution, STIP/RIP, and SB 1 LPP funds			Budget Adjustment:	No N/A
GLA No.:	005104 81302 00000 0000 210 72 81301 005104 81304 00000 0000 210 72 81301				
Fiscal Procedures Approved:	<i>Theresa Iuvino</i>			Date:	05/14/2019

Attachments:

- 1) Draft Agreement No. 19-31-030-00 with Arcadis U.S., Inc.
- 2) Draft Agreement No. 10-72-016-07 with City
- 3) Draft Agreement No. 19-31-031-00 with City
- 4) Draft Agreement No. 19-31-077-00 with Caltrans

**MODEL
PROFESSIONAL SERVICES AGREEMENT

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT WITH
ARCADIS U.S., INC.
FOR
CONSTRUCTION MANAGEMENT, MATERIALS TESTING AND CONSTRUCTION
SURVEYING SERVICES
FOR THE INTERSTATE 15 / RAILROAD CANYON ROAD INTERCHANGE
IMPROVEMENTS PROJECT**

1. PARTIES AND DATE.

This Agreement is made and entered into this ____ day of _____, 2019, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and ARCADIS U.S., INC. ("Consultant"), a CORPORATION.

2. RECITALS.

2.1 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").

2.2 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.

2.3 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.

2.4 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, engineering surveying and testing services to public clients, is licensed in the State of California (as necessary), and is familiar with the plans of the Commission.

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2.5 The Commission desires to engage Consultant to render such services for the Interstate -15/Railroad Canyon Road Interchange Project ("Project"), as set forth in this Agreement.

3. TERMS.

3.1 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, engineering surveying and testing 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.

3.2 Commencement of Services. The Consultant shall commence work upon receipt of a written "Notice to Proceed" or "Limited Notice to Proceed" from Commission.

3.3 Term. The term of this Agreement shall be from the date of execution of this Agreement or the date of issuance of the Notice to Proceed by the Commission, whichever occurs first, to the issuance by the Commission to Consultant of a Notice of Final Acceptance, as defined in paragraph 3.12 below, or December 31, 2024, 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.

3.4 Commission's Representative. The Commission hereby designates the Commission's Executive Director, or his or her designee, to act as its Representative for the performance of this Agreement ("Commission's Representative"). Commission's Representative shall have the authority to act on behalf of the Commission for all purposes under this Agreement. Commission's Representative 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 Representative or his or her designee.

3.5 Consultant's Representative. Consultant hereby designates Carole Sanders 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 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

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Representative 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 Representative.

3.6 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 of Section 3.14. The key personnel for performance of this Agreement are identified in the attached organization chart.

3.7 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 Representative 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 the Project. In the event that Commission's Representative, in his sole discretion, determines the formally submitted work product to be not in accordance with the standard of care established under this agreement, Commission's Representative may require Consultant to revise and resubmit the work at no cost to the Commission.

3.8 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.

3.9 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

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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.

3.10 Opportunity to Cure. 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.

3.11 Inspection of Work. Consultant shall allow the Commission's Representative to inspect or review Consultant's work in progress at any reasonable time.

3.12 Final Acceptance. Upon determination by the Commission that Consultant has satisfactorily completed the Services required under this Agreement and within the term set forth in Section 3.3, 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.

3.13 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 a governmental body. If the Consultant performs any work knowing it to be contrary to the requirements of laws, rules and regulations and without giving written

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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.

3.14 Termination.

3.14.1 Notice; Reason. Commission may, by written notice to Consultant, terminate this Agreement, in whole or in part, at any time by giving written notice to Consultant of such termination, and specifying the effective date thereof ("Notice of Termination"). Such termination may be for Commission's convenience or because of Consultant's failure to perform its duties and obligations under this Agreement, including, but not limited to, the failure of Consultant to timely perform Services pursuant to the Schedule of Services described in Section 3.15 of this Agreement. Consultant may not terminate this Agreement except for cause.

3.14.2 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.

3.14.3 Effect of Termination For Convenience. If the termination is to be for the convenience of the Commission, the Commission shall compensate Consultant for Services fully and adequately provided through the effective date of termination. Such payment 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 Representative 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.

3.14.4 Effect of Termination for Cause. If the termination is for cause, Consultant shall be compensated for those Services which have been fully and adequately completed and accepted by the Commission as of the date the Commission provides the Notice of Termination. In such case, the Commission may take over the work and prosecute the same to completion by agreement or otherwise. Further, 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 in Section 3.9. Termination of this Agreement for cause may be considered by the Commission in determining whether to enter into future agreements with Consultant.

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3.14.5 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.

3.14.6 Procurement of Similar Services. In the event this Agreement is terminated, in whole or in part, as provided by this Section, the Commission may procure, upon such terms and in such manner as it deems appropriate, services similar to those terminated.

3.14.7 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.

3.15 Schedule and Progress of Services.

3.15.1 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 Representative, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.15.2 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 Representative.

3.15.3 Trend Meetings. Consultant shall conduct trend meetings with the Commission's Representative 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.

3.15.4 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

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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.

3.16 Delay in Performance.

3.16.1 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.

3.16.2 Written Notice. If Consultant believes it is entitled to an extension of time due to conditions set forth in subsection 3.16.1, 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.

3.16.3 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.

3.17 Status of Consultant/Subconsultants.

3.17.1 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.

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3.17.2 Prevailing Wages. By its execution of this Agreement, Consultant certifies that it is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. (“Prevailing Wage Laws”), which require the payment of prevailing wage rates and the performance of other requirements on certain “public works” and “maintenance” projects. If the Services are being performed as part of an applicable “public works” or “maintenance” project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. Copies of the prevailing rate of per diem wages 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. Certified Payrolls are to be submitted whenever required by Prevailing Wage laws.

3.17.3 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.

3.17.4 Subcontracting. Consultant shall not subcontract any portion of the work or Services required by this Agreement, except as expressly stated herein, without prior written approval of the Commission. If Consultant wishes to use a firm as a subcontractor which is not specified in the proposal upon which this Agreement was awarded, prior written approval must be obtained from the Commission. The Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

Consultant has, as part of its proposal, identified certain companies/firms that will be subconsultants utilized by Consultant (“Subconsultants”) for Project delivery. A list of said Subconsultants is attached hereto as Exhibit “C” Part 2 and made a part hereof. The Commission hereby approves the use by Consultant of the Subconsultants identified in Exhibit “C” Part 2. In the event and prior to the replacement of any Subconsultant approved herein, the Consultant shall seek and obtain the Commission’s written approval. Exhibit “C” Part 2 also sets forth the rates at which each Subconsultant shall bill the Consultant for Services and that are subject to reimbursement by the Commission to Consultant. The cost of Addition Direct Costs, as defined in exhibit “C,” shall be the same for both the Consultant and all subconsultants, unless otherwise identified in Exhibit “C” Part 2.

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Consultant acknowledges that approval of Consultant's utilization of the identified Subconsultants together with the incorporation of Subconsultants' rate schedules and cost proposals into this Agreement shall in no way be construed to create any contractual relationship between any Subconsultant and the Commission. The Subconsultant rate schedules and cost proposals contained herein are for accounting purposes only. In the event that any Subconsultant shall bring any action, claim or proceeding purporting to enforce any right purportedly arising under this Agreement, the Consultant shall be responsible for the Commission's reasonable legal fees without regard to the merits of any such claim.

3.18 Ownership of Materials/Confidentiality.

3.18.1 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.

3.18.2 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

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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.

3.18.3 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.

3.19.1 Indemnification. To the fullest extent permitted by law, Consultant shall defend, 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,

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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. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.19.2 Indemnification. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold City, its council, 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 City, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be

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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 City 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 City, its council, officials, officers, employees, consultants, agents, or volunteers. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.20 Insurance.

3.20.1 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 addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.20.2 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 types of insurance for the duration of the Agreement. Consultant's 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); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto); and (3) *if Consultant has employees, Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required 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 and advertising injury and property damage. If General Liability Insurance or includes a general aggregate limit, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability*: \$1,000,000 per accident for bodily

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injury and property damage; and (3) *Workers' Compensation and Employer's Liability*: Statutory Workers' Compensation limits as required by the applicable Labor Code and Employer's Liability limits of no less than \$1,000,000 per accident for bodily injury or disease.

3.20.3 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. Such insurance shall be in an amount not less than \$2,000,000 per claim.

3.20.4 Aircraft Liability Insurance. Consultant, *prior* to the direct or indirect use of any civil aircraft to provide Service under this Agreement, shall procure and maintain, or cause to be procured and maintained, aircraft liability insurance or equivalent form, with a single limit of not less than **\$5,000,000** per each occurrence. Such insurance shall include coverage for owned, hired and non-owned aircraft and passengers, and shall name, or be endorsed to name, the Commission, its directors, officials, officers, employees, consultants, and agents as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant.

3.20.5 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.1) General Liability. The general liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(A.2) General Liability. The general liability policy shall be endorsed to state that: (1) the City, its council, officials, officers, employees and agents shall be covered as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the City, its council, 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 City, its council, 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.

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(B.1) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(B.2) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the City, its council, 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, its 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 City, council, 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. 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. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided or canceled except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the Commission; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the Commission, its directors, officials, officers, employees and agents.

3.20.6 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

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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.

3.20.7 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.

3.20.8 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.

3.20.9 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.

3.21 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.

3.22 Fees and Payment.

3.22.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall be on the basis of direct costs plus a fixed fee as further set forth in Exhibit "C" and shall not exceed the maximum amount of [Five Million Four

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Hundred Twenty-Nine Thousand, Six Hundred Thirty-One Dollars] (\$5,429,631), without written approval of Commission's Executive Director.

3.22.2 Payment of Compensation. Consultant shall submit a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the Statement. Charges specific to each Milestone listed in the Schedule of Services shall be listed separately on an attachment to each statement. Each statement shall be accompanied by a monthly progress report and spreadsheets showing hours expended for each task for each month and the total Project to date. Each statement shall include a cover sheet bearing a certification as to the accuracy of the statement signed by the Consultant's Project Manager or other authorized officer.

3.22.3 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 as permitted by law or authorized by the Commission. .

(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.

3.22.4 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by the Commission's Representative.

3.23 Prohibited Interests.

3.23.1 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

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making of this Agreement. For breach or violation of this warranty, the Commission shall have the right to rescind this Agreement without liability.

3.23.2 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.

3.23.3 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.

3.23.4 Covenant Against Contingent Fees. The Consultant represents and 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 Section 3.14, 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.

3.23.5 Covenant Against Expenditure of Local Agency, State or Federal Funds for Lobbying. **Omitted Intentionally**

3.24 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred and fees charged under this Agreement. The Federal Acquisition Regulations in Title 48, CFR 31 shall be the governing factors regarding allowable elements of cost. All such records shall be clearly identifiable. Consultant shall allow a representative of the Commission or any duly authorized representative of the Commission during normal business hours to examine, audit, and make transcripts or copies of any and all ledgers and books of account, invoices, vouchers, canceled checks, and any other records or documents created pursuant to this Agreement. All such information shall be retained by Consultant for at least three (3) years following termination of this Agreement.

3.25 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,

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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.

3.26 Right to Employ Other Consultants. Commission reserves the right to employ other consultants in connection with the Project. As required, Consultant shall cooperate fully with any other consultant engaged by the Commission on the Project.

3.27 Governing Law. This Agreement shall be governed by and construed with the laws of the State of California. Venue shall be in Riverside County.

3.28 Attorneys' Fees. 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.

3.29 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.30 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.

3.31 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:

Arcadis U.S., Inc.
630 Plaza Drive, Suite 200
Highlands Ranch, CO 80129

Attn: Nabil Fraywat

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.

3.32 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.

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3.33 Amendment or Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.34 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.

3.35 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.36 Provisions Applicable When Federal Department of Transportation Funds Are Involved. Omitted Intentionally

3.37 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]

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SIGNATURE PAGE TO PROFESSIONAL SERVICES AGREEMENT

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By:

Anne Mayer
Executive Director

CONSULTANT

Printed

Signature

Name

Title

Approved as to Form:

By: _____
Best Best & Krieger LLP
General Counsel

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MODEL AGREEMENT - EXHIBIT "A"

SCOPE OF SERVICES

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SCOPE OF WORK

The Riverside County Transportation Commission is seeking proposals from qualified engineering professionals to provide Construction Management (CM), Materials Testing, Construction Surveying, and Public Outreach services for construction of the I-15/Railroad Canyon Road Interchange Improvements Project located in the City of Lake Elsinore in the County of Riverside, CA. Services will include pre-construction plan, specification, and estimate (PS&E) review, bid analysis, and award recommendation; construction inspection; preparation of progress payments and change orders, schedule and claim analysis; Contractor interface and contract administration; office engineering; and other assorted duties as appropriate for construction management, as well as materials testing, construction surveying, public outreach, and project closeout tasks. The project's final design is scheduled for completion by September 2019.

Background Information

The following information will be available on the Commission's website located at www.rctc.org/doing-business/.

- 60% Plan set
- 60% Standard Special Provisions
- 60% Engineer's estimate
- Environmental Commitments Record
- Estimated Working Days
- Technical Reports:
 - Aerially Deposited Lead Report
 - Asbestos – Containing Materials Survey
 - Foundation Report
 - Geotechnical Design Report
 - Materials Report
 - Traffic Stripe Sampling Report
 - Storm Water Data Report
 - Transportation Management Plan
 - Bat Survey

Construction Schedule (Tentative)

The anticipated construction schedule for the project is shown below:

Advertisement Date:	December 2019
Bids Due:	January 2020
Recommendation to Committee:	February 2020
Anticipated Commission Award:	March 2020
Notice to Proceed	April 2020

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Anticipated Completion Date
Complete Close-Out

May 2023
December 2023

Performance Requirements

Construction Management: OFFEROR shall furnish a Project Manager or a Resident Engineer as a single point of contact for this agreement and to coordinate OFFEROR'S operations with COMMISSION. The single point of contact shall be responsible for all matters related to OFFEROR'S personnel and operations. The Resident Engineer shall be in responsible charge of construction activity within the Project. The Resident Engineer shall be a Civil Engineer, registered in the State of California. Other Assistant Resident Engineers may be assigned to each specific project responsibilities as needed. If the Resident Engineer is not also a registered Landscape Architect, a registered Landscape Architect shall be assigned to the project responsible for daily on-site inspections and decisions regarding highway planting and the irrigation systems that comprise a portion of the Project.

The number of OFFEROR personnel assigned to the project will vary throughout the duration of the agreement. OFFEROR personnel shall be assigned, in varying levels of responsibility, as needed by the OFFEROR to meet the project schedule, project requirements, and construction activities.

The typical workday includes all hours worked by the construction Contractor. If necessary, overtime for OFFEROR personnel may be required.

OFFEROR personnel shall be knowledgeable of and comply with all applicable local, state, and federal regulations related to construction and construction engineering. OFFEROR personnel shall cooperate and consult with COMMISSION, State, and City officials during the course of the Project. Offeror shall consult with and coordinate activities of third party agencies and utilities. OFFEROR personnel shall perform duties as may be required to assure that construction is being performed in accordance with the Project plans and specifications. OFFEROR personnel shall keep accurate and timely records and document all work performed by the Contractor and OFFEROR.

OFFEROR shall monitor for Contractor's compliance with the labor standards provisions of the contract and the related wage determination decisions of the Secretary of Labor.

OFFEROR personnel shall assist COMMISSION and local agencies in obtaining compliance with the safety and accident prevention provisions of the projects. Local agencies will retain jurisdictional control for traffic control.

All services required hereunder shall be performed in accordance with California Department of Transportation guidelines, regulations, policies, procedures,

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manuals, and standards, except as noted in the special provisions or superseded/augmented by Commission's procedures.

Provided below is a suggested basic staffing plan with qualifications per position. Proposer is not required to adhere to the suggested list but may propose as they believe warranted for the project.

- 1) Suggested Core Construction Management Staffing
 - a. Project Manager/ Resident Engineer PE
 - b. Scheduler
 - c. Office/Labor Compliance Administrator
 - d. Community Outreach Administrator
 - e. Assistant Resident Engineer/Lead Inspector PE
 - f. Structure Representative PE
 - g. Structure Inspector
 - h. Roadway Inspector
 - i. Roadway Inspector
 - j. Roadway Inspector/Storm Water Inspector QSP, QSP
 - k. Landscape Inspector
 - l. Roadway/Electric Inspector
- 2) Support Services
 - a. Source Inspection
 - b. Surveys
 - c. Environmental Compliance
 - d. Materials Testing

Materials Testing: The number of field testing personnel assigned to the project will vary throughout the duration of the construction contract. OFFEROR personnel will be assigned as needed by the Resident Engineer to meet the schedule of the construction Contractor.

A field technician will be required throughout the construction contract period. At times, additional technicians may be required to provide support for on-going construction activities. The duration of assignments could vary from a minimum of a few days to the full term of the project. OFFEROR personnel will be available within two (2) days of written notification by COMMISSION.

It is the intent of COMMISSION to maintain a consistency of material testing quality throughout each phase of each project. OFFEROR is therefore encouraged to provide, wherever and whenever possible, the same field personnel for the duration of the project.

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On days when work is not performed by the construction contractor, such as rainy or unsuitable weather days, OFFEROR will not provide services unless authorized by the COMMISSION Construction Manager.

If a member of OFFEROR's personnel is on a leave of absence, OFFEROR's project manager/RE will provide an equally qualified replacement employee until the original member returns to work. The replacement employee will meet all the requirements of a permanently assigned employee.

All personnel will be knowledgeable of, and comply with, all applicable local, Caltrans, and federal regulations; cooperate and consult with COMMISSION and local agency officials during the course of the contract; and perform other duties as may be required to assure that the construction is being performed in accordance with permit requirements, the project plans and specifications. OFFEROR's personnel will keep records and document the work as directed by the Resident Engineer.

OFFEROR personnel shall assist COMMISSION and local agencies in obtaining compliance with the safety and accident prevention provisions of the project. Local agencies will retain jurisdictional control for local traffic control.

All services required hereunder will be performed in accordance with Caltrans regulations, policies, procedures, manuals, and standards as modified by the Commission's General Conditions and procedures.

Construction Surveying: OFFEROR will furnish surveying crew(s) to perform construction surveys for the project. The number of survey crew(s) assigned to the project will vary throughout the duration of the construction contract. OFFEROR personnel will be assigned as needed by the Resident Engineer to meet the schedule of the construction contractor.

It is the intent of COMMISSION to maintain a consistency of construction survey quality throughout each phase of each project. Therefore, OFFEROR is encouraged to provide the same field personnel for the duration of construction. It is important that the Field Party Chief(s) assigned to a project be completely familiar with the survey control and staking requirements established for the project.

Construction surveying will not be performed when conditions such as weather, traffic, and other factors prevent safe and efficient operation.

If OFFEROR's survey crew personnel assigned to the project is on a leave of absence, the Project Manager will provide an equally qualified replacement(s) until the original employee(s) returns to work. The replacement will be required to meet all the requirements of the permanently assigned employee.

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OFFEROR personnel will:

- Be knowledgeable of, and comply with all, applicable local, state, and federal regulations.
- Cooperate and consult with COMMISSION officials during the course of the contract.
- Perform duties as may be required to assure construction is performed in accordance with the project plans and specifications.
- Keep contemporaneous records and document work as directed by the Resident Engineer.

All services required hereunder will be performed in accordance with Caltrans regulations, policies, procedures, manuals, and standards as modified by the Commission's General Conditions and procedures.

Duties and Responsibilities

1. Pre-construction Services

a. Plan Review

OFFEROR shall review construction contract documents prior to construction. Tasks include review of plans, specifications, technical reports, Resident Engineer's pending files, and associated items in order to verify completeness and consistency throughout the Project. At a minimum, OFFEROR shall check for quantity discrepancies, potential conflicts, constructability, and consistency between plans, specifications and pay items. OFFEROR'S plan review shall include a review of various discipline plans (e.g., layout, drainage, bridge, landscaping, electrical, etc.) for conflicting or missing information.

b. Schedule

OFFEROR shall review the proposed Project schedule, compare it to the Project plans and specifications, and provide recommendations to COMMISSION, as appropriate, to ensure efficiency of Contractor and OFFEROR operations and safe and expeditious completion of the Project.

c. Budget

OFFEROR shall review the Project estimate and provide recommendations to COMMISSION, as appropriate, to ensure efficient utilization of funds and control of project costs.

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2. Bid Process

a. Bid Documents

OFFEROR shall assist COMMISSION, as requested, with the following tasks:

- 1) Review of bid documents
- 2) Review bid questions and draft responses
- 3) Prepare bid tabulations

b. Pre-construction Meetings

OFFEROR shall assist COMMISSION in conducting one or more, pre-construction meetings with all involved parties on the Project. Parties may include, but are not limited to, the Contractor, the design engineer, Caltrans, county, cities, utility companies, and developers.

c. Contract Award

OFFEROR shall assist COMMISSION, as requested, with the following tasks:

- 1) Review bids for completeness and responsiveness
- 2) Perform bid analysis
- 3) Check Contractor references, licenses, insurance, and sureties
- 4) Coordinate with prospective Contractor for award of construction contract.

All processes will be consistent with procedures outlined by Caltrans for Special Funded Programs.

3. Project Administration

a. OFFEROR shall administer the project construction contract using Caltrans Construction Manual as a guideline.

b. OFFEROR shall conduct regular project coordination meetings with Contractor, COMMISSION, local agencies, and design engineer, as appropriate.

c. OFFEROR shall prepare Contractor progress payments and maintain payment records and supporting documentation. All progress payments shall be reviewed by COMMISSION for approval.

d. OFFEROR shall establish and maintain Project records. Project record

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keeping shall include, but are not limited to, RE and Assistant RE daily reports, correspondence, memoranda, contract documents, requests for information (RFIs), change orders, claims, COMMISSION and engineer directives, meeting minutes, shop drawings, supplementary drawings, review and approval of submittals, schedule reviews and preparation of weekly working day statements, quantity calculations and/or documented field measurement/count and Daily Extra Work Reports that support progress payments. OFFEROR shall maintain a record of the names, addresses, and telephone and fax numbers of the Contractors, subcontractors, and principal material suppliers.

- e. OFFEROR shall establish and maintain a filing system for each Project using the Caltrans Construction Manual as a guideline. OFFEROR shall transmit certain project records to the Commission using either e-Rooms or InfoWorks, an electronic transfer and collection system. (Commission will train OFFEROR in the requirements and use of the system.)
- f. OFFEROR shall monitor Contractors' construction schedules on an ongoing basis and alert COMMISSION to conditions that may lead to delays in completion of the Project.
- g. OFFEROR shall prepare and submit a Monthly Report for the project. The Monthly Report shall describe construction activity, accomplishments, issues and status of submittals, RFIs, Change Orders and the project budget and schedule status against the approved Baseline Schedule. A minimum of four (4) construction photos shall be submitted with each monthly report.
- h. OFFEROR shall review and ensure compliance with environmental requirements.
- i. OFFEROR shall participate in partnering sessions with the Contractor, COMMISSION, and Local Agencies, if required.
- j. OFFEROR shall assure that the Project meets all provisions of the Commission and Caltrans Quality Assurance Program Manual. OFFEROR shall prepare and submit a project-specific Quality Assurance Plan (QAP) to the COMMISSION for review and approval. The QAP shall be reviewed quarterly and updated as necessary. All OFFEROR'S project personnel shall indicate their review of the QAP by signature.
- k. OFFEROR shall review Contractors' certified payroll records and other labor compliance records and assure the construction Contractor's compliance with Contract requirements
- l. OFFEROR shall monitor and maintain records to assure that the

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construction Contractor complies with all provisions of the Storm Water Pollution Prevention Plan (SWPPP).

- m. OFFEROR shall assure that the Project meets all applicable regulations of the Air Quality Management District (AQMD).

4. Construction Coordination

- a. OFFEROR shall provide a minimum of one qualified Senior Resident Engineer and other qualified Resident Engineers, as needed to effectively manage the Project.
- b. OFFEROR Resident Engineer shall act as the prime point of contact between Contractor, COMMISSION, OFFEROR's construction surveyor, OFFEROR's materials inspector, OFFEROR's public outreach, and utility companies. OFFEROR may, when requested by COMMISSION, act as point of contact between design engineers, cities, and the public.
- c. OFFEROR shall maintain regular contact with COMMISSION's Construction Manager.
- d. OFFEROR shall coordinate relocations and arrangements for power for the site with utility companies and their designees.
- e. OFFEROR shall review Project plans and special provisions for possible errors and deficiencies prior to construction of any specific element and report such findings to COMMISSION. Should COMMISSION determine that changes are necessary, OFFEROR shall process and implement change orders in accordance with contract documents.
- f. OFFEROR shall provide all required monitoring, coordination, and tracking of construction progress to ensure the Project proceeds on schedule and according to the order of work in the plans and special provisions. OFFEROR shall expedite work, as required, to maintain schedule in conjunction with the overall construction staging program.
- g. OFFEROR shall review shop drawings, coordinating with the Source Inspection Project Manager and Division of Structures as appropriate. OFFEROR shall coordinate resolution of Requests for Information (RFI) with the Commission's designer and communicate actions and status with the Commission's Construction Manager. OFFEROR shall log and track all submittals and requests.
- h. OFFEROR shall provide a qualified SWPPP coordinator who shall review Contractor-prepared Storm Water Pollution Prevention Plans (SWPPP) and

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coordinate approval with COMMISSION. OFFEROR shall cooperate with monitoring agency inspections and field reviews.

- i. OFFEROR shall coordinate the implementation of any changes with the Construction Manager and the design engineer. All change orders shall be prepared using Commission's format and procedures. All change orders will be submitted to Caltrans (on the State Highway System) and the Commission for approval.
- j. OFFEROR shall review and approve falsework, shoring and other temporary work plans.
- k. OFFEROR shall review and approve Traffic Control Plans and forward to local jurisdictions for approval as necessary.
- l. OFFEROR shall coordinate all Project construction activities with other on-going projects within and adjacent to the Project limits.

OFFEROR shall review existing highway electrical and traffic systems arrangements with County and arrange, through the construction Contractor, any temporary facilities required during construction.

5. Construction Inspection

- a. OFFEROR shall coordinate all required inspections necessary for the Project. OFFEROR shall ensure that appropriate City and local agencies are notified and present as required throughout the Project. OFFEROR shall notify COMMISSION immediately regarding any directives, recommendations, notices, etc. received from agencies other than COMMISSION before taking action.
- b. OFFEROR shall perform and document daily on-site inspections of the progress and quality of construction to determine if the work being performed is in general conformance with the contract documents, permits, all applicable laws, codes, and ordinances.
- c. OFFEROR shall exercise reasonable care and diligence to discover and promptly report to COMMISSION any and all defects or deficiencies in the materials or workmanship used in the Project.
- d. OFFEROR personnel assigned to the Project shall be thoroughly familiar with Caltrans Standard Specifications, Caltrans Standard Plans, and Caltrans Erosion Control and Highway Planting requirements. OFFEROR personnel shall have the ability to read and interpret construction plans and

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specifications. OFFEROR personnel shall also have knowledge of State of California Construction Safety Orders (CalOSHA) and traffic control practices as specified in the Work Area Traffic Control Handbook (WATCH). In addition, OFFEROR personnel shall be familiar with the construction requirements of Storm Water Pollution Prevention Program.

- e. Assignments to be performed by OFFEROR personnel shall include, but are not limited to, the following:
 - 1) Earthwork inspection including source and quality of imported and/or fill material and compaction; subgrade and paving inspection including checking alignment and grade; structure work inspection including foundation construction (piling), structure element formwork, reinforcing and prestressing steel installation, concrete placement; subsurface and finish drainage system inspection; signing and striping inspections, electrical and highway traffic system inspection, Landscape hardscape, soil amendment, SWPPP compliance; planting and irrigation installation inspection; fencing; temporary and permanent traffic barriers and device inspection; monitor construction traffic control, material haul routes, and detours, and any other duties that may be required to determine that construction of the Project is being performed in accordance with the contract documents.
 - 2) Identifying actual and potential problems associated with the Project and recommending sound engineering solutions.
 - 3) Arrange testing in accordance with Caltrans highway materials testing and planting procedures. Arrange for necessary corrective work, as required. Provide comprehensive materials records including materials sources, inspection & test results and documented compliance with specifications.
 - 4) Maintaining awareness of safety and health requirements. Monitoring Contractors' compliance with applicable regulations and construction contract provisions for the protection of the public and Project personnel.
 - 5) Preparing complete and accurate daily reports, calculations, project records, payment quantity documents, reports, and correspondence related to Project activities. Documents shall be sufficient to support actual cost of force account work.
 - 6) Preparing construction sketches, drawings, and cross-sections, as necessary.

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- 7) Keep records of all deviations from the approved plans to assist the Design Engineer in the preparation of as-built plans. Provide final clearance dimensions from roadways to bridge soffits.
- 8) Providing inspections for environmental compliance. Coordinate with third-party consultants, Native American Monitors or stake holders for special monitoring or inspections and disposal of hazardous material, if required.
- 9) Maintaining awareness of water discharge requirements. Monitoring Contractors' compliance with applicable regulations and construction contract provisions.
- 10) Monitoring Contractors' compliance with applicable regulations required by AQMD.
- 11) Coordinate Contractor's lane traffic closures with Caltrans, the City, and adjacent local agencies, County, and the Sheriff including, when necessary, the provision of CHP services for COZEED operations. Maintain records of COZEED participation to support the Commission's payment process for the CHP.
- 12) Monitor work associated with Temporary Construction Easements and communicate with land owners through the Commission's representatives.
- 13) Other duties as may be required or reasonably requested.

6. **Project Support**

a. Construction Surveys

OFFEROR shall perform construction surveying services, field calculations, and home office calculations to support construction of the projects. OFFEROR may be requested to review available survey data, construction plans, and right-of-way plans to confirm compatibility and to identify discrepancies prior to and during construction of proposed projects. The survey effort shall assist the Construction Management team in all phases of construction. The Resident Engineer will assign survey work by issuing a "Request for Survey Services". Requests may include, but not be limited to, the following types of surveys and related services:

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1) Construction Surveys

Survey calculations and adjustments shall be performed with established and computed coordinates based on the California Coordinate System.

Cross-section data collection shall be performed by conventional and terrain line interpolation survey methods.

Survey data will include topography, cross-section, and other survey data in computer formats compatible with the Caltrans computer survey and design systems.

Prepare and maintain survey documents. Survey documents include survey field notes, maps, drawings, and other survey documents.

Perform construction staking, including but not limited to:

- Utility locations
- Clearing limits
- TCE and R/W limits
- Slope staking
- Rough grade
- Finish grade
- Storm drain, sanitary sewer, and irrigation system
- Drainage structures
- Curb, gutters, sidewalk
- Horizontal and vertical control for structures and portions of structures (bents, abutments, wingwall)

Monitor foundation for settlement, if required

Provide measurements to support earthwork quantity calculations

Global Positioning Satellite (GPS) equipment shall be made available if required by the COMMISSION

2) Right of Way Lines

Existing right of way will be established from Local Agency's record information and existing monumentation.

- Right of way monumentation shall be renewed and restored in accordance with Section 10.4 of the Caltrans "Survey Manual" and the State of California Land Surveyor's Act.

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- Corner records and records of surveys shall be prepared and filed in accordance with the applicable standards and the State of California Land Surveyor's Act.
- Perpetuate existing monumentation. Includes restoring, renewing, referencing, and resetting existing boundary related monumentation. In addition, stake areas where construction disturbs the existing right of way, preparing and filing required maps and records.
- Right of Way Surveys. Includes research and preparation filing of required maps and records. In addition, locate and set monuments for right of way and staking for right of way fences.
- Final monumentation. Includes setting of centerline points of control upon completion of construction.

3) Special Design – Data Surveys

Includes drainage, utility, and surveys required for special field studies.

b. Materials Testing and Geotechnical Services

OFFEROR will provide experienced personnel, equipment, and facilities to perform various construction materials sampling and testing. Material plant, Laboratory, and field materials sampling, and testing will be used to ensure, concrete, hot mix asphalt, pavement, and embankment construction work conforms to California State Department of Transportation (Caltrans) standards, specifications, and special provisions for material quality and workmanship.

All field and laboratory testing shall be performed in accordance with California Test Methods.

OFFEROR will be responsible for the accuracy and completeness of all test data compilation and results.

c. Public Outreach

OFFEROR shall implement a public outreach program for the project. OFFEROR shall manage public outreach activities for the project, as directed by the COMMISSION and in coordination with local jurisdictions and Caltrans. OFFEROR will be responsible for, but not limited to, the following outreach activities:

- Develop Public Outreach Plan with measurable goals and take part in project kickoff meeting with RCTC and prime consultant;

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- Prepare project “key messages” for consistent use throughout the project;
- Attend construction meetings, determine information of interest to the public, and recommend course of action for outreach;
- Prepare and disseminate electronic Construction Updates in both English and Spanish and post to RCTC for webpage;
- Develop and maintain database of elected officials, agencies, schools, businesses, hospitals, fire and law enforcement contacts;
- Host briefing(s) for emergency responders prior to start of construction and provide updates related to key construction activities;
- Maintain communication with local stakeholders via emails, telephone calls, and door-to-door canvassing, as directed;
- Establish and maintain a public inquiry/response protocol and maintain log;
- Establish project email address, draft responses for review, and respond promptly to inquiries;
- Respond to public inquiries/calls/emails;
- Organize groundbreaking and ribbon-cutting ceremonies;
- Organize project site visits by dignitaries or key stakeholders;
- Organize public workshops or informational meetings for the project;
- Develop project fact sheet, with updates at project milestones;
- Develop content and updates for Commission’s website;
- Develop weekly (minimum) social media posts (Facebook, Twitter, Instagram) and provide to RCTC for posting; monitor comments and draft responses to comments;
- Develop short (60-second or less) monthly project update videos and provide to RCTC for posting; monitor comments and draft responses to comments;
- Provide photography and videography of project construction for use in public outreach materials;
- Assist in preparing community presentations about the project for Commission staff and arrange for briefings to Chamber of Commerce and civic groups;
- Attend community meetings on behalf of the Commission as directed, such as staffing informational booths or providing brief comments at civic or business events;
- Provide monthly summary report of outreach activities and metrics to RCTC, assess progress toward goals, and recommend changes to outreach plan, as needed.

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d. Permits

OFFEROR shall review the project for permit compliance and coordinate with COMMISSION and the design engineer to ensure that necessary permits are obtained. OFFEROR shall assist COMMISSION in the coordination, timely processing and verification of approval for all permits. OFFEROR shall maintain permits and permit documentation on site.

7. Cost and Schedule

- a. OFFEROR shall prepare and track the following:
1. Contract pay item quantities, materials-on-hand and progress payments
 2. Extra work/Compensation adjustment payments
 3. Contract change orders
 4. Supplemental work items
 5. Agency-furnished materials
 6. Contingency balance
 7. Project budget
 8. Anticipated final cost
- b. OFFEROR shall review and monitor Contractor's schedule and inform COMMISSION of any significant changes or deviations in the schedule.
- c. OFFEROR shall provide and maintain a Project staffing plan of field office personnel. In cooperation with COMMISSION, the staffing plan shall be periodically updated to reflect Project progress and needs.

8. Contract Change Orders and Claims

- a. OFFEROR shall receive and evaluate requests for changes and/or substitutions by the Contractor. Contract Change Orders submitted to COMMISSION shall be accompanied by OFFEROR recommendations. Where applicable, OFFEROR shall convey proposed changes to design engineer, Caltrans Oversight Engineers or other project principals. If the requested changes are accepted, OFFEROR shall negotiate and prepare appropriate Contract Change Orders.
- b. OFFEROR shall attempt to avoid all unnecessary Contract Change Orders. When a Contract Change Order is necessary, OFFEROR shall consult with COMMISSION prior to its preparation. Unless directed otherwise by COMMISSION, the preferred method of payment for Contract Change Orders should be as follows:

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1. Agreed Price
 2. Adjustment in compensation to a bid item
 3. Time and materials or Force Account
- c. OFFEROR shall attempt to identify all potential claims, track and monitor unresolved claims, and implement claims avoidance processes.
- d. OFFEROR shall assist COMMISSION, as requested, in the identification, resolution, and final disposition of claims filed by the Contractor or third parties against COMMISSION or the Project.

9. Safety

In addition to the requirements specified elsewhere in this agreement, the following shall also apply:

- a. OFFEROR shall implement a comprehensive safety program including preparation of a project-specific Accident/Illness Prevention Plan and conduct regular tail-gate safety meetings for OFFEROR personnel. OFFEROR shall provide a monthly report of traffic and site safety incidents, accidents and issues to the COMMISSION as part of the Monthly Report.
- b. OFFEROR shall comply with State of California Construction Safety Orders and provisions of the Caltrans Construction Manual.
- c. OFFEROR shall provide appropriate safety training for all OFFEROR field personnel.
- d. OFFEROR shall provide all necessary safety equipment as required for OFFEROR personnel.

10. Project Close Out

- a. OFFEROR shall prepare a list of items to be completed and/or corrected by the Contractor for final completion of the Project.
- b. OFFEROR shall collect and furnish as-built information to the design engineer for preparation of as-built drawings including utility locations, electrical system element locations and system requirements, prestressing drawings and pile logs, as applicable.
- c. OFFEROR shall review and verify completeness of as-built drawings.
- d. OFFEROR shall conduct a final walk-through with COMMISSION, Caltrans, Local Agencies, Contractors, and design engineers.

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- e. OFFEROR shall prepare final construction reports including the Project Completion Report in the format and content requirements set forth by Caltrans and the COMMISSION.
- f. OFFEROR shall prepare and deliver to COMMISSION all project files in hard copy and/or electronic format.
- g. OFFEROR shall assist COMMISSION and Contractor in obtaining final release of all project permits.

DELIVERABLES. NOTE: The OFFEROR shall maintain records as described below in the Construction Field Office. In addition, certain records shall be transmitted electronically as the work proceeds to the Commission using SharePoint and/or Laserfiche per the Commissions procedures.

- a. Inspector daily reports, extra work diaries, Landscape Architect, and Resident Engineers' daily diaries.
- b. Monthly Project Activity Summary Reports.
- c. Monthly Contractor progress payments, back-up documentation, and Contractor payment records.
- d. Contractor final payment documents, delivered to COMMISSION no later than ten (10) working days after acceptance by COMMISSION of the completed construction project.
- e. Project Completion Report.
- f. All project files, project reports, correspondence, memoranda, shop drawings, project logs, schedule analyses and weekly working day statements, change order data, claims and claim reports, and Contractor payment records.
- g. Certified payrolls and fringe benefit statements for all employees, OFFEROR and Contractor, who are subject to the State and/or Federal prevailing wage rates.
- h. All material test results shall be provided in accordance with the applicable Standard Specifications and Special Provisions, and test methods. Failing tests shall be immediately reported to the Resident Engineer or Structures Representative. All test results shall be recorded on the appropriate forms. The test documents will be legible and show the identity of the tester where appropriate. A notebook containing all results will be kept. All test

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equipment shall be calibrated per California Test requirements and regularly verified.

- i. Unless otherwise specified in the survey request, the deliverables shall conform to the following:
 1. Survey points, lines, and monuments shall be established, marked, identified, and referenced as required by survey request and requirements herein.
 2. Survey notes, drawings, calculations, and other survey documents and information shall be completed as required by the survey request and the requirements herein.
- j. All original survey documents resulting from this contract, including original field notes, adjustment calculations, final results, and appropriate intermediate documents, shall be delivered to the Resident Engineer and shall become the property of COMMISSION. A copy of all survey documents furnished by COMMISSION shall be retained by OFFEROR for future reference.

When the survey is performed with a total station survey system, the original field notes shall be a hard copy in a readable format of the data (observations) as originally collected and submitted by the survey party. The hard copy shall be signed by the Party Chief. If the Party Chief is not licensed, the person in “responsible charge” will be required to sign.

- k. Survey deliverables shall follow the format specified below:
 - Horizontal Control
 - Alpha numeric hard copy point listing with adjusted California Coordinate System northing and eastings and the appropriate descriptions.
 - Vertical Control
 - Alpha numeric hard copy benchmark listing with adjusted elevations compatible with the design datum.
 - Topography
 - Alpha numeric hard copy listing, hard copy drawing, and computer aided drawing and design (CADD) digital drawing. The CADD drawing shall be compatible with the systems utilized by Caltrans.

Data collection method used to collect cross-section data and the coding (feature description) of terrain data for cross-sections shall conform to the survey request requirements. Deliverables shall depend on the data collection method as follows:

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- Conventional Cross – Sections (each cross – section):
For each cross - section and alpha numeric listing, a hard copy drawing, and a computer formatted file compatible with the systems utilized by Caltrans.
- Terrain Line Interpolation Cross – Section Data (each terrain line interpolation survey):
Terrain line interpolation cross – sections shall include an alpha numeric listing, a hard copy plan view drawing of the terrain lines, and a computer input file. The computer input file shall be provided in a format compatible with the systems utilized by Caltrans.

I. Data Collector Data

If specified in the survey request, the raw data from the data collector shall be provided in a format conforming to the survey request requirements

m. Other

As specified in the survey request.

Equipment and Materials to be provided by Offeror

1. OFFEROR will provide office space, telephones, desks, chairs, computers, and appropriate office equipment. One (1) office with a desk, chair, telephone, and computer with software and a laser printer (8½ x 11 & 11 x 17) will be reserved for the COMMISSION.
2. OFFEROR shall provide all necessary equipment including software, materials, supplies, miscellaneous tools, and safety equipment required for its personnel to perform the services accurately, efficiently, and safely. Only those items listed in Attachment B, OFFEROR Cost Proposal, shall be reimbursed by COMMISSION.
3. OFFEROR personnel shall provide vehicles for field personnel suitable for the location and nature of the work involved. Vehicles shall be equipped with flashing yellow lights, either permanently or temporarily affixed.
4. OFFEROR personnel shall be provided with a mobile radio, cellular phone, or other means to assure full-time communication. If a radio system is used, OFFEROR shall provide a base station at the field office.
5. OFFEROR personnel shall be provided with all applicable standard plans, specifications, and other standards as appropriate.

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6. For Materials Testing, OFFEROR and its staff shall be fully equipped at all times to perform the services required, including but not limited to the following:

- a. An on-site mobile laboratory or laboratory in close proximity to the project will be required. The type and location of the lab should be such that it can meet the needs of the project in an efficient, time effective manner. The laboratory shall be fully staffed, equipped, and supplied to conduct all required soils, materials, and concrete breaking tests in a timely manner.
- b. OFFEROR's personnel will be provided with radios, mobile phones, or other means to assure full-time communication. OFFEROR vehicles will have flashing lights, visible from the rear, with a driver control switch. Vans without side windows will not be used. COMMISSION furnished magnetic logos will be affixed to each side of the vehicle at all times the vehicle is being used for the work under this agreement.

Each vehicle shall be fully contained with all necessary equipment and supplies necessary to perform the field sampling and tests required.

- c. Field personnel will be provided with all necessary safety equipment to permit work to be performed safely and efficiently within operating highway and construction zone environments.
- d. All equipment to be calibrated as per Section 3-10 and 3-11 of Caltrans' Quality Assurance Program Manual.

7. For construction surveying, OFFEROR and staff shall have adequate equipment and supplies to complete the required survey work. Equipment and supplies shall, include, but not be limited to:

a. Survey vehicles

Survey vehicles will be suitable to perform the required work in varying terrain and conditions encountered on the project. Vehicles shall be fully equipped with all necessary tools, instruments, supplies, and safety equipment required to perform the work accurately, efficiently, and safely. Vehicles shall be equipped with a flashing yellow beacon light.

b. Data Processing Systems

Data processing systems shall include hardware and software to:

- Performing survey and staking calculations from the design plans and specifications;

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- Reduce survey data collected with conventional and total station survey systems;
 - Perform network adjustments for horizontal and vertical control surveys;
 - Format survey data to be compatible with the Caltrans computer survey and data system.
- c. Drafting equipment and supplies.
- d. Digital calculators.
- e. Hand tools as appropriate for the requested survey work.
- f. Traffic cones (minimum 25). Traffic cones shall be 28 inches in height (minimum).
- g. Traffic control devices as required to perform the requested survey work. Traffic control devices include signs, sign bases, flags, and hand held signs.
- h. Leveling instruments and equipment:
- Self-leveling level. Precision: standard deviation in one mile of double run leveling 0.005 feet or less.
 - Suitable level rods for the work to be performed.
- i. Distance measuring instruments and equipment:
- Electronic distance measurer (EDM). Precision: standard deviation 3 mm plus 3 PPM, or less; Range: Minimum one mile under average atmospheric conditions.
 - Prisms, sufficient to perform the required work.
 - Tapes; steel, cloth.
- j. Angle measuring instruments and equipment:
- Theodolite for non-control surveys; Precision: direct circle reading to three seconds, or equivalent, horizontal and vertical.
 - Targets as required to perform the work.
- k. When required for efficient survey operations, total station survey systems consisting of an electronic angle measuring instrument, EDM, and electronic data collector shall be provided. The angle measuring instruments and EDM shall conform to the requirements for the equipment previously listed.

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- l. Radio or cellular communications equipment for communication between field office and field crews.
- m. Caltrans manuals, standards, forms, and other policies and procedures to be followed to perform the required work.

Materials to be Furnished by Commission

- 1. COMMISSION will provide copies of all Project construction documents including plans, special provisions, reports, designer prepared resident engineer files, and contracts.
- 2. COMMISSION will provide copies of all previously secured permits and Project authorizations.
- 3. Magnetic COMMISSION logos to be affixed to OFFEROR vehicles.

Standards

All construction inspection, surveys, materials sampling and testing, and contract administration shall be in accordance with the Contract documents and current Caltrans Manuals including:

- 1. Construction Manual and its revisions
- 2. Bridge Construction Records and Procedures Manual
- 3. Quality Assurance Program Manual
- 4. Manual of Traffic Controls for Construction and Maintenance Work Zones
- 5. Caltrans Standard Specifications and Standard Plans
- 6. Caltrans Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual
- 7. Manual of Test (3 volumes)
- 8. Survey Manual
- 9. District 8 Standard Staking Procedures Manual

Work not covered by the manuals shall be performed in accordance with accepted professional standards.

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Surveys performed by OFFEROR shall conform to the requirements of the Land Surveyor's Act. In accordance with the Land Surveyor's Act, "responsible charge" for the work shall reside with the Licensed Land Surveyor or a pre-January 1, 1982, Registered Professional Civil Engineer in the State of California.

Unless otherwise specified in the survey request, control surveys shall conform to second order (modified) accuracy standards as specified in the Caltrans "Survey Manual".

Additional standards for specific survey work may be included in the applicable request for survey. Such standards supplement the standards specified herein. If additional standards conflict with the standards specified herein, the "Survey Request's" standard shall govern.

The Resident Engineer and COMMISSION will decide all questions which may arise as to the quality or acceptability of deliverables furnished and work performed for this agreement. Any OFFEROR employee who does not perform adequately will be replaced if directed by the COMMISSION Construction Manager.

Availability and Work Hours

The typical workday includes all hours worked by COMMISSION's construction Contractor. The construction Contractor's operations may be restricted to specific hours during the week, which will become the normal workday for OFFEROR's personnel. On days when work is not performed by the construction contractor, such as rainy or unsuitable weather days, OFFEROR services will not be provided unless authorized by the COMMISSION Construction Manager.

Unless otherwise directed by COMMISSION, the normal work week will consist of 40 hours. From time to time, overtime may be required. However, overtime will be worked only when approved in writing by COMMISSION.

Limitations to Authority

OFFEROR does not have the authority to:

1. Authorize deviations from the contract documents.
2. Approve substitute materials or equipment; except as authorized in writing by COMMISSION.
3. Conduct or participate in tests or third party inspections; except as authorized in writing by COMMISSION.
4. Assume any of the responsibilities of the Contractors, Contractors'

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Superintendent, or subcontractors.

5. Exercise control over or be responsible for construction means, methods, techniques, sequences, procedures, or safety precautions.
6. Communicate directly with subcontractors or material suppliers without the prior consent of the Contractor.
7. Verbally authorize or approve change orders or extra work for the Project.
8. Offer or receive incentives, inducements, or other forms of enumeration to or from the Contractor to perform services or work outside the terms of any executed contracts for this Project.

Third Party Relationships

This Agreement is intended to provide unique services for a specific project. In the development of the Project, COMMISSION has worked closely with various agencies and others in the preparation of the construction documents and other Project related materials. COMMISSION, however, is solely responsible for and will be the sole point of contact for all contractual matters related to the Project. OFFEROR shall take direction **only** from COMMISSION and shall regularly inform **only** COMMISSION of Project progress, outstanding issues, and all Project related matters.

During the course of the Project, OFFEROR may find occasion to meet with City representatives, the design engineer, Project Offerors, or other third parties who have assisted with the Project. These entities may, from time to time, offer suggestions and/or recommendations regarding the Project or elements of the Project. While COMMISSION enjoys a close relationship with and has considerable confidence in the capabilities of these other parties, OFFEROR shall not act on any suggestions, solicited or unsolicited, without obtaining specific direction from COMMISSION. All oral and written communication with outside agencies or Offerors related to the project shall be directed only to COMMISSION. Distribution of Project related communication and information shall be at the sole discretion of COMMISSION representatives.

Construction Site Safety

In addition to the requirements specified elsewhere in this agreement, the following also will apply:

1. OFFEROR will conform to the safety provisions of the Caltrans Construction Manual.

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2. OFFEROR's field personnel will wear white hard hats with proper suspension, orange vests with reflective tape, sleeved shirt, long pants, and leather boots with ankle support and rubber soles at all times while working in the field.
3. OFFEROR will provide appropriate safety training for all OFFEROR's personnel.
4. All safety equipment will be provided by OFFEROR.

Basis for Survey and Monument Staking

COMMISSION will designate the existing horizontal and vertical control monuments that are the basis of OFFEROR performed surveys. COMMISSION will provide the California Coordinate System values and/or elevation values for these monuments. OFFEROR shall adjust OFFEROR performed surveys to be the designated control monuments and the values.

Monuments established by OFFEROR shall be marked by OFFEROR with furnished disks, plugs, tags. In addition, OFFEROR shall identify OFFEROR established monuments by tagging or stamping the monuments with the license or registration number of OFFEROR'S surveyor who is in "responsible charge" of the work.

Personnel Qualifications and Responsibilities

The quantity and qualifications of field personnel to be assigned will be determined by the scope of the Project and the degree of difficulty of required tasks to be performed. All personnel and personnel assignments shall be subject to approval by COMMISSION.

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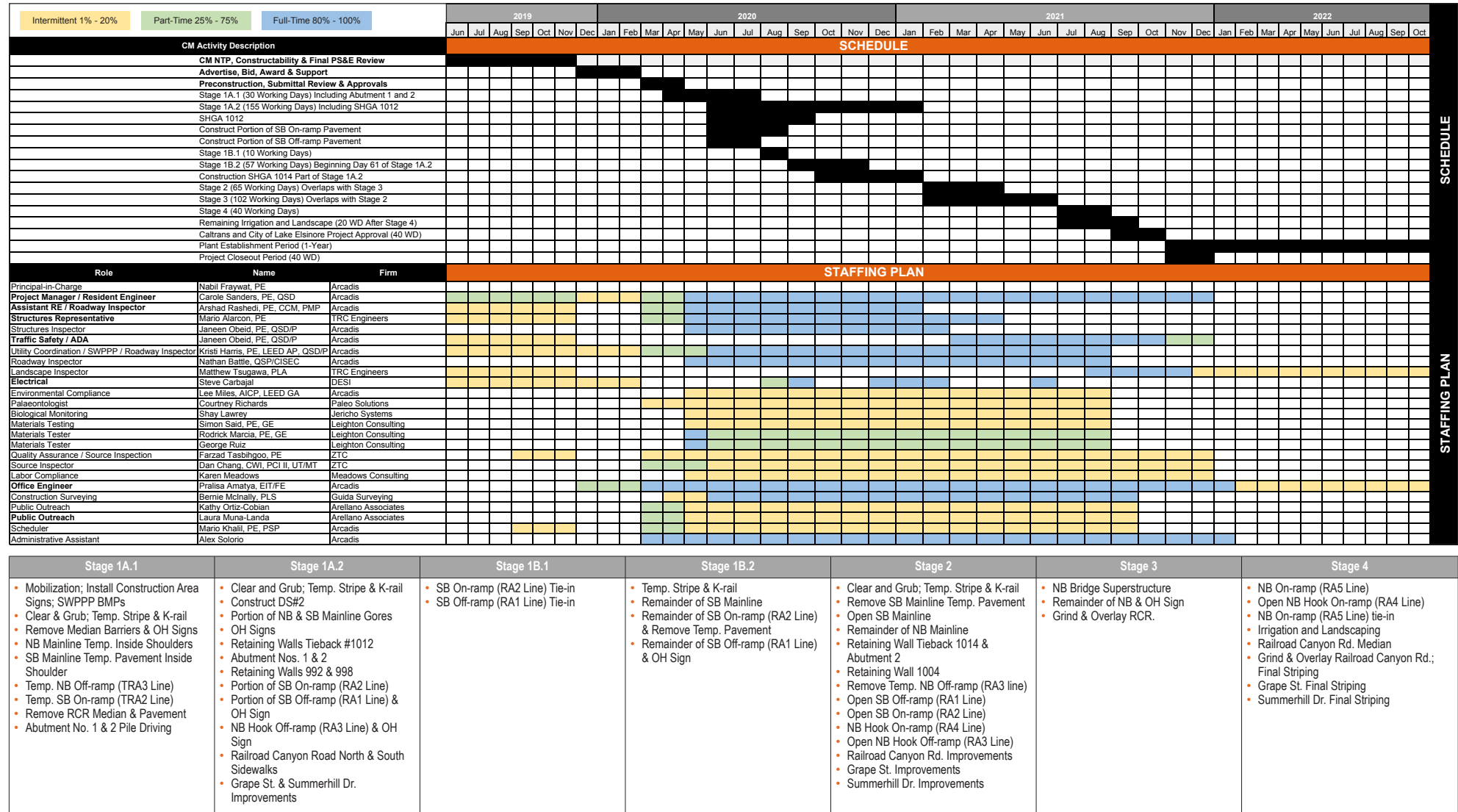
MODEL AGREEMENT - EXHIBIT "B"

SCHEDULE OF SERVICES

C. Project Understanding and Approach

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Figure 9: CM Task Schedule and Staffing Plan



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EXHIBIT “C”

COMPENSATION PROVISIONS

[attached behind this page]

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EXHIBIT "C"

COMPENSATION SUMMARY SHEET

FIRM	PROJECT TASKS/ROLE	COST
<i>Prime Consultant:</i>		
Arcadis U.S., Inc.	Construction Management	\$2,948,041.98
<i>Sub Consultants:</i>		
TRC Engineers	Structures Rep. & Inspection	\$492,932.35
DESI	Electrical Inspection	\$279,489.12
Meadows	Labor Compliance	\$53,634.93
Arellano and Associates	Public Outreach	\$223,967.21
Paleo Solutions	Paleontology	\$48,037.88
Jericho	Environmental Monitoring	\$32,458.01
Leighton	Materials Testing	\$418,993.12
ZT Consulting Group	Quality Assurance	\$120,195.16
Guida Surveying	Construction Surveying	\$362,274.22
Vali Cooper & Associates	Landscape Arch/Inspection	\$135,568.63
SUBTOTAL		\$5,115,592.61
OTHER DIRECT COSTS		\$335,200.00
TOTAL COST PROPOSAL¹		\$5,450,792.61

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.

Agreement No. 10-72-016-07

**AMENDMENT NO. 7 TO AGREEMENT FOR
TUMF REGIONAL ARTERIAL IMPROVEMENTS
WITH THE CITY OF LAKE ELSINORE
RAILROAD CANYON ROAD @ I-15 IMPROVEMENTS
COOPERATIVE AGREEMENT FOR
MANAGEMENT AND FUNDING
OF CONSTRUCTION PHASE**

1. Parties and Date.

1.1 This Amendment No. 7 is executed and entered into this ____ day of _____, 2019, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and the CITY OF LAKE ELSINORE ("City"). RCTC and City are sometimes collectively referred to herein as the "Parties".

2. Recitals.

2.1 RCTC and the City have entered into an agreement entitled "Agreement for the Funding of TUMF Regional Arterial Improvements with the City of Lake Elsinore" dated February 4, 2010 (the "Master Agreement"). The Master Agreement provides the terms and conditions, scope of work, schedule and funding amount for the Project Approval and Environmental Document ("PA&ED") Phase related to the Railroad Canyon Road at the I-15 Improvements Project (hereinafter the "Project"). The Project is more specifically described in Exhibit "B" of the Master Agreement.

2.2 RCTC and the City have entered into an Amendment No. 1 to the Master Agreement, dated June 6, 2011, ("Amendment No. 1") for the purpose of increasing the Funding Amount and assuming the City's existing professional services agreement with SC Engineering for the PA&ED services for the Project.

2.2 RCTC and the City have entered into an Amendment No. 2 to the Master Agreement, dated December 19, 2013, ("Amendment No. 2") for the purpose of increasing the Funding Amount.

2.3 RCTC and the City have entered into an Amendment No. 3 to the Master Agreement, dated July 15, 2014, ("Amendment No. 3") for the purpose of providing additional TUMF funding for the completion of the PA&ED Phase of the Project.

2.4 RCTC and the City have entered into an Amendment No. 4 to the Master Agreement, dated April 12, 2016 ("Amendment No. 4") for the purpose of providing additional TUMF funding for design and right of way related services for the Project.

Agreement No. 10-72-016-07

2.5 RCTC and the City have entered into an Amendment No. 5 to the Master Agreement, dated May 8, 2016 (“Amendment No. 5”) for the purpose of providing additional TUMF funding for the completion of the PA&ED Phase of the Project.

2.6 RCTC and the City have entered into an Amendment No. 6 to the Master Agreement, dated June 25, 2018 (“Amendment No. 6” or the “Agreement”) for the purpose of providing additional TUMF funding for preparation of Project Plans Specifications & Estimate and Right of Way (“PS&E and R/W”) phases of work.

2.7 As a condition precedent to the effectiveness of Amendment No. 6, the City entered into a Transportation Uniform Mitigation Fee Program Agreement to Reimburse TUMF Funds Railroad Canyon Road/I-15 Interchange with WRCOG (“WRCOG TUMF Agreement”) setting forth the terms and conditions related to distribution of TUMF Program Funds by WRCOG in the amount of \$1,922,179 (“TUMF Zone Funds”) related to the work completed under Amendment No. 6.

2.8 The Parties now desire, pursuant to this Amendment No. 7, to set forth the terms and conditions related to the funding and completion of the Project Construction (“CONS”) phase of work.

2.9 The Parties agree that RCTC shall, at the City’s request, continue management activities for Project consultants, and shall award construction management and construction contracts as required for the Work (as defined below) contemplated under this Amendment No. 7. City may elect to provide independent quality assurance (“IQA”) for the Work as provided herein.

2.10 RCTC intends by this Amendment No. 7 to allocate TUMF Regional Funds to the City, for distribution to RCTC, as the agency awarding and administering construction management and construction contract for the Work, subject to the conditions provided herein, and to participate in the joint development of the Project, as defined herein.

2.11 The Parties agree that the Work to be completed under this Amendment No. 7 shall be governed by the terms and conditions set forth in Amendment No. 6, as amended herein.

3. Terms. The terms and conditions contained under the Master Agreement shall not apply to this Amendment No. 7. This Amendment No. 7 shall be governed, in its entirety, by the terms and conditions set forth in Amendment No. 6, as amended by this Amendment No. 7. As used herein, the term “Agreement” shall mean and refer to Amendment No. 6.

3.1 Description of Work. For purposes of this Amendment No. 7, the “Work”, as that term is used in the Agreement, shall mean and refer to the Railroad Canyon Rd. @ I-15 Improvement Project CONS phase for construction management and construction (“the Work”). The Work to be completed under this Amendment No. 7, including a timetable and a detailed scope of work, is more fully described in Exhibit “A” attached hereto and, pursuant to Section 3.15 of the Agreement, is subject to modification as requested by the City and approved by

RCTC. The Work shall be consistent with the following defined RCTC award for services detailed as follows:

- 1) Construction Management Services
- 2) Construction Contract

The Project, as that term is used in the Agreement, as hereby amended, is more fully described in Exhibit “B” attached to this Amendment No. 7. It is understood and agreed that the TUMF Regional Funds shall be expended only as set forth in the Agreement, as amended by this Amendment No. 7, and only for the Work, as defined herein.

The Parties intended to allocate TUMF Regional Funds to the City, which shall be distributed to RCTC, as the administering agency, for the Project.

3.2 RCTC Funding Amount. For purposes of this Amendment No. 7, the “Funding Amount”, as that term is used in the Agreement, shall mean a sum not to exceed Twenty Two Million, Two Hundred Forty Eight Thousand Seven Hundred Dollars (\$22,248,700), to be used exclusively for eligible Work expenses as described in the Agreement, as amended by this Amendment No. 7 (“Funding Amount”). The City hereby directs RCTC to utilize the Funding Amount and to distribute said funds to RCTC to pay for or reimburse RCTC for costs incurred in administering and managing the construction management and construction contracts for the Work. The City acknowledges and agrees that the Funding Amount may be less than the actual cost of the Work, and that RCTC shall not contribute TUMF Regional Funds in excess of the maximum TUMF share for the phase/project identified in Exhibit H-1 of the TUMF Nexus Study.

The Parties acknowledge that the total funding under the Master Agreement, as previously amended and as amended by this Amendment No. 7, including the previous funding of PA&ED, PS&E, and Right of Way phases, is a total not to exceed value of Thirty Million, Three Hundred Eighty Three Thousand, Eight Hundred Twenty-One Dollars (\$30,383,821).

3.2.1 Eligible Work Costs. For purposes of this Amendment No. 7, the “Total Work Cost”, as that term is used in the Agreement, may include the following, provided that such items are included in the scope of work attached to this Amendment No. 7 as Exhibit “A”: (1) RCTC and/or consultant, and construction contractor costs associated with direct Work coordination and support; (2) funds expended in preparation of preliminary engineering studies, construction management; (3) funds expended for preparation of environmental review documentation, project management and support for the Work; (4) all costs associated with right-of-way acquisition, including right-of-way engineering, appraisal, acquisition, legal costs for condemnation procedures if authorized by the City, and costs of reviewing appraisals and offers for property acquisition; (5) costs reasonably incurred if condemnation proceeds; (6) costs incurred in the preparation of plans, specifications, and estimates by consultants managed by RCTC; (7) RCTC costs associated with bidding, advertising and awarding of the Work contracts; (8) construction costs, including change orders to construction contract approved by the City;

Agreement No. 10-72-016-07

and (9) construction management, field inspection, plant establishment period, and material testing, preparation of as-built plans, record of survey, and project close-out costs.

3.2.2 Additional Terms Regarding Eligible and Ineligible Costs. Additional terms regarding eligible and ineligible Work costs are as set forth in the Agreement. Section 3.2.2 of the Agreement, setting forth ineligible Work costs, is hereby amended to include City inspection fees.

3.3 Section 3.6 of the Agreement, titled Representatives of the Parties, is hereby amended to substitute Grant Yates, City Manager, or his or her designee, as the City's representative.

3.4 This Amendment No. 7 may be signed in counterparts, each of which shall constitute an original. Facsimile signatures, including signatures transmitted by electronic mail, shall have the same force and effect as original signatures.

3.5 This Amendment No. 7 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.6 Except as amended by this Amendment No. 7, all provisions of the 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. 7.

[Signatures on following page]

SIGNATURE PAGE
TO
AMENDMENT NO. 7 TO AGREEMENT FOR
TUMF REGIONAL ARTERIAL IMPROVEMENTS
WITH THE CITY OF LAKE ELSINORE
RAILROAD CANYON ROAD @ I-15 IMPROVEMENTS
COOPERATIVE AGREEMENT FOR
MANAGEMENT AND FUNDING
OF CONSTRUCTION PHASE

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

CITY OF LAKE ELSINORE

By: _____
Anne Mayer, Executive Director

By: _____
Grant Yates, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

By: _____
Barbara Leibold, City Attorney

EXHIBIT “A”
SCOPE OF WORK,
FUNDING AND TIMETABLE

SCOPE OF WORK: This Agreement is for the Construction (which shall include construction management and construction contracts) Phase.

2019 FTIP Scope of Work per Consistency Amendment No. - (approved Oct -1, 2018):

AT I-15/RR CYN RD IC: WIDEN RR CANYON RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RECONSTRUCT NORTH BOUND EXIT/ENTRY RAMPS TO HOOK RAMP CONNECTING TO GRAPE ST, WIDEN SOUTH BOUND ENTRY RAMP FROM 1-3 LNS, WIDEN SHOULDERS SOUTH BOUND EXIT RAMP, WIDEN GRAPE ST TO CONSTRUCT DEDICATED RIGHT TURN LANE AT NORTH BOUND HOOK RAMP AND RAIL ROAD CANYON RD, & CONSTRUCT RAMP ACCEL/DECEL LANES AT RAILROAD CANYON RD.

FUNDING: TUMF, local, state and/or federal funding for each Phase of Work which are part of this Agreement are as follows:

Phase	ZONE TUMF (distributed by WRCOG)	REGIONAL TUMF (distributed by RCTC)	OTHER FUNDING SOURCES	TOTAL BY PHASE
CONSTRUCTION		\$22,248,700	\$18,675,000*	\$40,923,700
TOTAL BY SOURCE	\$0	\$22,248,700	\$18,675,000*	\$40,923,700

* Consist of STIP/RIP Funds of \$2,920,000, \$15,000,000 SB-1 Funds, \$755,000 City Traffic Impact fees

TIMETABLE: Provide at a minimum the beginning and ending dates for each phase of work including major milestones within a phase.

Phase	Estimated Completion Date
PS&E	10/1/2019
RIGHT OF WAY	12/31/19
CONSTRUCTION	12/31/24

Exhibit A

EXHIBIT “A-1”

GUIDANCE for COMPLETION OF EXHIBIT A

The following list of items generally identified as eligible or ineligible for TUMF Regional Funding reimbursement are consistent with those used to develop the costs for improvements in the first NEXUS Study prepared by WRCOG.

In general, all improvements, with the exception of sidewalks, must be within the curbs of the roadway and extend no further than the curb returns at intersections. In addition, all improvements on or connecting to interstate and state route facilities shall be consistent with Caltrans Highway Design Manual standards.

Items which are typically considered eligible include:

- Asphalt concrete pavement, up to 16’ per lane, to accomplish a 12’ travel lane and ancillary treatment and appropriate base materials
- Concrete curb and gutter and associated drainage – paved roadway shoulders and swale may be used as a substitute
- Class II Bike Lanes
- Paved and painted 14’ median, may be used as a dual left turn lanes
- Traffic signals at intersections with state highways and major arterials which are also on the TUMF Network
- Pavement striping and roadway signing as required.

Items which are not typically considered eligible include:

- Portland Cement pavement or other aesthetic pavement types (except at intersections)
- Major rehabilitation or overlay of existing pavement in adjacent roadway lanes
- Raised Medians
- Parking Lanes
- Landscaping
- Lighting
- Class I Bike Lanes

Exhibit A-1

EXHIBIT “B”

“PROJECT” DESCRIPTION, FUNDING AND MILESTONES

PROJECT DESCRIPTION:

AT I-15/RR CYN RD IC: WIDEN RR CANYON RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RECONSTRUCT NORTH BOUND EXIT/ENTRY RAMPS TO HOOK RAMP CONNECTING TO GRAPE ST, WIDEN SOUTH BOUND ENTRY RAMP FROM 1-3 LNS, WIDEN SHOULDERS SOUTH BOUND EXIT RAMP, WIDEN GRAPE ST TO CONSTRUCT DEDICATED RIGHT TURN LANE AT NORTH BOUND HOOK RAMP AND RAIL ROAD CANYON RD, & CONSTRUCT RAMP ACCEL/DECEL LANES AT RAILROAD CANYON RD.

FUNDING: The following are the TUMF, local, state and/or federal funding for each Phase of Work.

Phase	ZONE TUMF (distributed by WRCOG)	REGIONAL TUMF (distributed by RCTC)	OTHER FUNDING SOURCES	TOTAL
*PA&ED		\$2,555,000		\$2,555,000
** PS&E	\$972,179	\$2,980,121		\$3,952,300
RIGHT OF WAY	950,000	\$2,600,000	\$237,500***	\$3,787,500
*****CONSTRUCTION	\$0	\$22,248,700	\$18,675,000*****	\$40,923,700
TOTAL	\$1,922,179	\$30,383,821	\$18,912,500	\$51,218,500

* See Recitals to Agreement regarding previous funding for PA&ED.

** See Recitals to Agreement regarding previous funding for Right of Way and PS&E phase, which include funding for pre-construction-advertisement of Project for bids and recommendation of award. Funding for advertisement and recommendation for award shall not be authorized until completion of Right of Way acquisition necessary for the Project.

Exhibit B

Agreement No. 10-72-016-07

*** City of Lake Elsinore \$237,500 in federal Interstate Maintenance Discretionary funds for right of way phase.

**** Consists of STIP/RIP Funds of \$2,920,000, \$755,000 City Traffic Impact Fees, and \$15,000,000 SB-1 Funds

*****Construction shall include construction management, construction support services, construction contract, and construction close out.

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Exhibit B

RCTC Agreement No.: 19-31-031-00

**COOPERATIVE AGREEMENT
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
THE CITY OF LAKE ELSINORE**

**FOR INSTALLATION OF CITY REQUESTED ENHANCED LANDSCAPING
AS PART OF THE I-15 RAILROAD CANYON RD INTERCHANGE**

This Cooperative Agreement ("Cooperative Agreement") is made and entered into this ____ day of _____, 2018 by and between the Riverside County Transportation Commission ("RCTC") and the City of Lake Elsinore ("CITY"). RCTC and the CITY are sometimes referred to herein individually as "Party", and collectively as "Parties".

RECITALS

WHEREAS, RCTC is undertaking the I-15/Railroad Canyon Road Interchange project ("Project").

WHEREAS, the I-15/Railroad Canyon Road Interchange project includes a certain level of aesthetics and landscaping features, estimated at \$1,225,000 (3.5%) of the construction capital cost (\$35 million) of the I-15/Railroad Canyon Road Interchange project.

WHEREAS, the CITY desires to contribute an additional \$755,000 to fund enhanced Railroad Canyon Road IC project aesthetic improvements and landscaping to be included in the Railroad Canyon Road IC work in the CITY.

WHEREAS, the "Project" as that term is used in this Cooperative Agreement shall mean and refer to the installation of the enhanced aesthetics and landscaping in the CITY, and related improvements necessary for the installation of the aesthetics and landscaping, as further detailed in Exhibit "A" and "B".

WHEREAS, it is the intent of the Parties to enter into this Cooperative Agreement to establish and coordinate the responsibilities of the Parties with respect to the Project, as further set forth herein.

WHEREAS, pursuant to the terms of this Cooperative Agreement, RCTC shall complete the Project utilizing the same consultants and construction contractor ("Contractor") selected for completion of the Railroad Canyon Road project.

WHEREAS, the Parties acknowledge that RCTC has or shall fully comply with the California Environmental Quality Act (CEQA) and all other applicable laws, as a precondition to construction of the Project.

WHEREAS, the Railroad Canyon Road IC and the Project are also subject to a cooperative agreement entered into between RCTC, City, and the California Department of Transportation ("Caltrans"). The Project shall be deemed complete upon Caltrans approval in accordance with said cooperative agreement ("Caltrans contract acceptance").

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by RCTC and the CITY as follows:

TERMS

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Cooperative Agreement as though fully set forth herein.

2. Term. This Cooperative Agreement shall be effective as of the date first set forth above, and shall continue in effect until the Project is accepted by the CITY ("Term").

3. Agreement to Cooperate. The Parties agree to mutually cooperate in order to help ensure that the Project is successfully completed with minimum impact to both Parties, and the public.

3.1 The scope of work for the Project is attached to this Cooperative Agreement as Exhibit "A" and "B".

4. Obligations of the CITY.

4.1 CITY Review of Lowest Responsible Bid.

a. CITY shall be provided a copy of the lowest responsible, responsive bid, as determined by RCTC.

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, RCTC may reduce the level of landscaping and aesthetics so that the cost of such improvements are within the Project funding commitment of \$1,980,000 ("Total Project Budget").

4.2 CITY Reimbursement of RCTC for the Project.

a. The CITY shall deposit funds with RCTC for the CITY's share of Project costs to be incurred under this Cooperative Agreement in an amount not to exceed \$755,000 in accordance with the cost allocation set forth in Exhibit "C", attached hereto and incorporated herein by this reference, and with the provisions below ("City Total Contribution") for the sole purpose of carrying out the Project.

4.3 The Parties agree that the dollar amounts set forth in Exhibit "C" are estimates. RCTC shall timely inform the CITY if the actual costs are anticipated to exceed the City Total Contribution. If the CITY agrees to fund actual costs in excess of the City Total Contribution, the Parties shall execute an amendment to this Agreement, and the attached Exhibit "C" to reflect such additional funding, and the CITY shall timely deposit the additional funding amount with RCTC. If the CITY does not agree to fund actual Project costs in excess of the City Total Contribution, RCTC shall have the right to reduce the level of Project improvements so that the Project remains within the Total Project Budget. This provision shall apply to the initial bid for the Project, and to any change order work related to the Project that may arise during construction.

4.4 After RCTC opening of construction contract bids, the CITY shall deposit the City Total Contribution within thirty (30) days receipt of written notice from RCTC.

4.5 The CITY may provide a CITY oversight engineer or other CITY staff to oversee the Project work during plan preparation and construction, at its own cost.

4.6 The CITY shall process any required CITY encroachment permits required for the Project at no cost to RCTC or the Contractor, provided that RCTC or the Contractor, as the case may be, submits a complete application for such encroachment permits consistent with CITY's requirements. The determination on whether the application is complete and whether an encroachment permit may be issued shall be made by the CITY in its sole and absolute discretion pursuant to its municipal code, policies, procedures, and any other applicable law.

4.7 The CITY shall timely review design plans for the Project, and provide any approvals or comments within thirty (30) days of receipt of the plans. If the CITY fails to provide any comments or its approval within said time period, RCTC shall provide notice to the City Engineer of the CITY that the design plans shall be deemed approved by the CITY if no comments are received within an additional 15 days. The CITY shall inspect the Project upon written notice of completion of the work by RCTC to the CITY, and shall provide approval or identify any punch list work within fifteen (15) days.

4.8 Following the CITY's approval of the Project's completion of punch list work and Caltrans contract acceptance of the Project, the CITY shall be solely responsible and liable for the operation, maintenance and use of, including all subsequent public use of, the Project, at no cost or expense to RCTC.

4.9 Following approval of this Cooperative Agreement, the CITY shall seek to enter into any necessary agreements with Caltrans for maintenance and operations and use of, including all subsequent public use of, the Project, at no cost or expense to RCTC. However, RCTC shall cooperate, coordinate, and assist the CITY in seeking to enter into the necessary agreements with Caltrans for maintenance and operations and use of, including all subsequent public use of, the Project.

4.10 Following Caltrans contract acceptance of the Project, the CITY shall be responsible for obtaining an encroachment permit from Caltrans to perform any necessary landscaping maintenance work within Caltrans right of way in relation to the Project.

5. Obligations of RCTC

5.1 RCTC shall be responsible for providing all services to complete the Project, as identified in Exhibit "A" and Exhibit "B", or as reasonably necessary for Project completion. Such services include, but are not limited to, construction management and inspections of the Project until the Project is accepted by Caltrans. RCTC shall utilize its Railroad Canyon Road IC design consultant in order to prepare Plans, Specifications and Estimates for enhanced aesthetics and landscaping at the I-15/ Railroad Canyon Road IC based on the design requirements of Caltrans and the CITY, as depicted in Exhibit "A", Conceptual Landscaping Plan and Exhibit "B" Conceptual Aesthetic Plan.

5.2 RCTC shall be responsible for the process of selecting the Contractor in compliance with all applicable local, state, and federal laws.

5.3 RCTC shall be responsible for obtaining all applicable environmental clearances and permits necessary to complete the Project.

5.4 RCTC's share of the Project cost shall not exceed \$1,225,000 ("RCTC Total Contribution"). In carrying out the Project, Project costs shall be paid in prorated shares out of the City Total Contribution and the RCTC Total Contribution.

5.5 The City Total Contribution fund allocations for each "Contract Item of Work" in Exhibit "C" shall not be modified without the express prior written approval of the CITY. RCTC acknowledges and agrees that, unless otherwise provided pursuant to a written amendment to this Cooperative Agreement, the CITY's financial contribution to the Project under this Cooperative Agreement shall not exceed the City's Total Contribution and that the City Total Contribution shall only be used for the Project.

5.6 RCTC shall provide the CITY an opportunity to review and approve all design documents for the Project prior to finalization of such design document for the Project for public bidding purposes. Additionally, RCTC shall also provide the CITY an opportunity to review and approve any changes to such design documents due any necessary change orders occurring after commencement of work for the Project.

5.7 RCTC shall provide the CITY an opportunity to inspect the Project work during construction.

5.8 In the event the CITY and RCTC are in disagreement with a design standard or construction method for installation of aesthetics and landscaping, CITY standards shall prevail for Project improvements in CITY right of way and STATE standards shall prevail for Project Improvements in STATE right of way.

5.9 RCTC shall obtain or shall require the Contractor to obtain all required permits and approvals for all Project work.

5.10 As between RCTC and the CITY, RCTC shall be responsible for construction inspection of the Project work to ensure conformance with the construction contract. RCTC shall allow CITY staff access to the Project site, upon reasonable notice, to perform observation of any Project improvements. CITY inspectors shall communicate any construction deficiencies during construction, including a final punch list, to RCTC for completion.

5.11 RCTC shall assign any warranties for the Contractor's work on the Project to the CITY upon Caltrans contract acceptance of the Project.

6. For the period during which RCTC or the Contractor controls the Project job site, RCTC shall require that the Contractor provide, for the entire period of construction, insurance consistent with RCTC's standard requirements, which conform to the Caltrans Standard Specifications. RCTC shall require that the CITY be included as an additional insured under such policies.

7. Dispute Resolution. Unless otherwise specified herein, the Parties shall submit any unresolved dispute to RCTC's Executive Director and the CITY's City Manager for negotiation. The Executive Director and the City Manager agree to undertake good faith attempts to resolve said dispute, claim, or controversy within ten (10) calendar days after the receipt of written notice from the Party alleging that a dispute, claim or controversy exists. The Parties additionally agree to cooperate with the other Party in scheduling negotiation sessions. However, if said matter is not resolved within thirty (30) calendar days after conducting the first negotiating session, either Party may, but is not required to, request that the matter be submitted to further dispute resolution procedures, as may be agreed upon by the Parties.

8. Legal Action. If a matter is not resolved within thirty (30) calendar days after the first negotiating session between the Executive Director and the City Manager, unless otherwise agreed upon in writing by the Parties, either Party may proceed with any other remedy available in law or in equity.

9. Indemnification.

9.1 RCTC shall indemnify, defend and hold the CITY, its directors, officials, officers, employees, agents, consultants and contractors free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of RCTC, its officials, officers, employees, agents, consultants or contractors in the performance of RCTC's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

9.2 The CITY shall indemnify, defend and hold RCTC, its directors, officials, officers, employees, agents, consultants and contractors free and harmless from

any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of the CITY, its officials, officers, employees, agents, consultants or contractors in the performance of the CITY's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

9.3 The indemnification provisions set forth in this Section 8 shall survive any expiration or termination of this Cooperative Agreement.

10. RCTC Disclaimer. In no event shall RCTC be responsible or liable for the quality, suitability, operability or condition of any design or construction by the Project consultants or the Contractor, as applicable, and RCTC expressly disclaims any and all express or implied representations or warranties with respect thereto, including any warranties of suitability or fitness for use. This section shall not affect any warranties provided to RCTC by its Contractor related to the Project and as assigned by RCTC to the CITY pursuant to Section 5.10.

11. Force majeure. The failure of performance by either Party (except for payment obligations) hereunder shall not be deemed to be a default where delays or defaults are due to war; insurrection; strikes; lock-outs; riots; floods; earthquakes; fires; casualties; acts of God; acts of the public enemy; epidemics; quarantine restrictions; freight embargoes; lack of transportation; governmental restrictions; unusually severe weather; inability to secure necessary labor, materials or tools; delays of any contractor, subcontractor, railroad, or suppliers; acts of the other Party; acts or failure to act of any other public or governmental agency or entity (other than that acts or failure to act of the Parties); or any other causes beyond the control or without the fault of the Party claiming an extension of time to perform or relief from default. An extension of time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within thirty (30) days of the commencement of the cause. Times of performance under this Cooperative Agreement may also be extended in writing by mutual agreement between the Parties.

12. Amendments. This Cooperative Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing.

13. Assignment of Cooperative Agreement. Neither Party may assign or transfer its respective rights or obligations under this Cooperative Agreement without the express written consent of the other Party. Any purported assignment or transfer by one Party without the express written consent of the other Party shall be null and void and of no force or effect.

14. Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. No consent or approval of either Party shall be deemed to waive or render unnecessary such Party's consent to or approval of any subsequent act of the other Party.

Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Cooperative Agreement.

15. Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Cooperative Agreement shall be declared invalid or unenforceable by valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Cooperative Agreement, which shall be interpreted to carry out the intent of the parties hereunder.

16. Termination. Both RCTC and CITY shall have the right at any time, to terminate this Cooperative Agreement, with or without cause, by giving thirty (30) calendar days written notice to the other party, specifying the date of termination. Notwithstanding the foregoing, following commencement of construction of the Project, the CITY may only terminate this Cooperative Agreement for cause, after providing RCTC notice of such cause, and reasonable opportunity to cure. In the event that this Cooperative Agreement is terminated prior to completion of the Project, RCTC shall return any unspent City Total Contribution funds, after all costs incurred prior to the date of termination are deducted, to the CITY and shall provide a full accounting, in a form and with information required by the CITY, of all City Total Contribution funds spent and unspent by RCTC in connection with this Cooperative Agreement and the Project within 45 days of such termination. This full accounting shall include such other information that may be reasonably requested by CITY.

17. Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Cooperative Agreement, shall survive any such expiration or termination.

18. Third Party Beneficiaries. There are no third-party beneficiaries to this Cooperative Agreement.

19. Entire Agreement. This Cooperative Agreement contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE
TO
COOPERATIVE AGREEMENT NO. 19-31-031-00**

IN WITNESS WHEREOF, the parties hereto have executed this Cooperative Agreement on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

CITY OF LAKE ELSINORE

By: _____
Anne Mayer, Executive Director

By: _____
Grant Yates
City Manager

Approved as to Form:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
General Counsel

By: _____
Barbara Leibold
City Attorney

ATTESTATION:

By: _____
Susan Domen
City Clerk

EXHIBIT “A”

Conceptual Landscaping Plan

[attached behind this page]

DRAFT

EXHIBIT “B”

Conceptual Aesthetic Plan

[attached behind this page]

EXHIBIT "C"
COST ALLOCATION

Contract Item of Work	Estimated Landscaping & Aesthetics Cost	RCTC	CITY
Aesthetic Features	\$ 250,000	\$ 0	\$ 250,000
Landscaping	\$1,400,000	\$ 980,000	\$ 354,000
Contingency	\$ 330,000	\$ 245,000	\$ 151,000
Total	\$1,980,000	\$ 1,225,000	\$ 755,000

RCTC contribution for Aesthetics and Landscaping shall not exceed \$1,225,000.

CITY's contribution for Project shall not exceed \$755,000.

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.

COOPERATIVE AGREEMENT DRAFT

This AGREEMENT, effective on _____, 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 COMMISSION.

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, *Modify existing I-15/Railroad Canyon Road interchange by widening Railroad Canyon Road, widen the NB and SB onramps, reconstruct NB diamond off ramp to NB off/on hook ramps, and construct a deceleration lane at the NB offramp and acceleration lane on the SB onramp to I-15* 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 August 25, 2017 (Cooperative Agreement No. 1416).
 - CALTRANS approved the Finding of No Significant Impact on August 25, 2017 (Cooperative Agreement No. 1426).
 - COMMISSION is developing the R/W Certification (Cooperative Agreement No. 1657).
 - COMMISSION is developing the Plans, Specifications and Estimate (Cooperative Agreement No. 1416).
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. The PARTIES will sponsor the WORK included in this AGREEMENT as shown in the table below:

PROJECT COMPONENT	SPONSOR
CONSTRUCTION	COMMISSION

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.

- COMMISSION 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. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for the WORK in that component. 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.
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 Independent Quality Assurance (IQA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
19. CALTRANS' independent quality assurance (IQA) efforts are to ensure that COMMISSION's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). An IQA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs IQA it does so for its own benefit. No one can assign liability to CALTRANS due to its IQA.

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. COMMISSION 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 PARTIES 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	
National Pollutant Discharge Elimination System (NPDES), State Water Resources Control Board	

CONSTRUCTION

27. As the CONSTRUCTION IMPLEMENTING AGENCY, COMMISSION 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. CALTRANS will not issue an encroachment permit to COMMISSION 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 agreement required for the WORK are executed.
 - Any new or amended Freeway Agreement required for the WORK are executed.
32. COMMISSION will require the construction contractor to furnish payment and performance bonds naming COMMISSION as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS Standard Specifications.
33. COMMISSION 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, COMMISSION also accepts responsibility to administer the construction contract.
34. 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.

35. CALTRANS will not issue an encroachment permit to COMMISSION's construction contractor until CALTRANS accepts:
 - The payment and performance bonds
 - The CONSTRUCTION Quality Management Plan
36. 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 is subject to review and approval by the State Materials Engineer.
37. 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 COMMISSION, as the "well operator", will have a written agreement with any consultant or external entity performing these tests.
38. COMMISSION 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.
39. COMMISSION will implement changes to the construction contract through Change Orders. PARTIES will review and concur on all Change Orders over \$100,000.
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. COMMISSION will administer and process all construction contract claims pursuant to the requirements set forth under Public Contract Code, Section 9204. CALTRANS will provide Independent Quality Assurance for the claims process.

42. COMMISSION 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. COMMISSION 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, COMMISSION 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 COMMISSION for relief from maintenance of the PROJECT or a portion thereof.
44. PARTIES confirm that upon WORK completion, no maintenance agreement will be necessary.
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, COMMISSION 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, COMMISSION 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 User's 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. COMMISSION 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. COMMISSION 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. COMMISSION, 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 COMMISSION, their contractors, consultants, agents, and 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 documents. PARTIES will consult with each other prior to the release of any public documents related to the WORK.

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. COMMISSION, 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.
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 COMMISSION 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, IMPLEMENTING AGENCY will place the PROJECT right-of-way in a safe and operable condition acceptable to CALTRANS.
73. 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

74. The cost of awards, judgements, or settlements generated by the WORK are to be paid from the funds obligated in this AGREEMENT.
75. The cost of legal challenges to the environmental process or documentation may be paid from the funds obligated in this AGREEMENT.
76. 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.

Project Files

77. COMMISSION will furnish CALTRANS with the Project History Files related to the PROJECT facilities on State Highway System within sixty (60) days following the completion of each PROJECT COMPONENT. COMMISSION will prepare the Project History File in accordance with the Project Development Procedures Manual, Chapter 7. All material will be submitted neatly in a three-ring binder and on a CD ROM in PDF format.

Environmental Compliance

78. 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.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

79. As the IMPLEMENTING AGENCY, COMMISSION will prepare and submit to CALTRANS a Completion Report, in accordance with to the California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines.

COMMISSION must submit a Completion Report for the construction component to CALTRANS for approval within four (4) months of Construction Contract Acceptance or when the project becomes operable, whichever is sooner. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC. The Completion Report should not be delayed due to claims, plant establishment periods, ongoing environmental mitigation monitoring, or other reasons.

COMMISSION must submit a Completion Report for a pre-construction component to CALTRANS for approval within four (4) months of acceptance of that pre-construction component. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC.

COMMISSION must submit a Final Delivery Report to CALTRANS for approval within four (4) months of conclusion of all remaining project activities beyond the acceptance of the construction contract. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC. The Final Delivery Report will reflect final project expenditures, any changes that occurred after submittal of the Completion Report, and an updated evaluation of the benefits.

80. In those instances where PARTIES have signed a PROJECT scope, cost, and schedule and benefit baseline data agreement (BASELINE AGREEMENT), PARTIES agree to abide by the terms and conditions of that PROJECT BASELINE AGREEMENT. The PROJECT BASELINE AGREEMENT is attached to and made a part of this AGREEMENT, by reference.
81. Notwithstanding anything to the contrary in this AGREEMENT, PARTIES are not permitted to make changes to the scope, cost, schedule or benefits of the PROJECT, unless approved by CTC.
82. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines and the CTC's Local Partnership Program (LPP) Guidelines Resolution G-17-33.

PARTIES agree that contributed funds originating from the LPP can be expended on any item identified in the PROJECT. Should a COMMISSION nominated project encounter a cost over-run, LPP will not fund the cost increase. Any costs increases should be funded from other fund sources.

GENERAL CONDITIONS

Venue

83. 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

84. 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

85. Neither CALTRANS nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by COMMISSION, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon COMMISSION under this AGREEMENT. It is understood and agreed that COMMISSION, 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 COMMISSION, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
86. Neither COMMISSION nor any of their 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 COMMISSION 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

87. 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.
88. 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

89. COMMISSION will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. COMMISSION waives 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.

90. 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

91. 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

92. 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 COMMISSION 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.

93. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

94. 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.

DEFINITIONS

PARTY – Any individual signatory party to this AGREEMENT.

PARTIES – The term that collectively references all of the signatory agencies to this AGREEMENT.

WORK BREAKDOWN STRUCTURE (WBS) – A WBS is a standardized hierarchical listing of project work activities/products in increasing levels of detail. The CALTRANS WBS defines each PROJECT COMPONENT as a group of work activities/products. The CALTRANS WBS is defined in the CALTRANS Workplan Standards Guide.

DRAFT

SIGNATURES

PARTIES are empowered by California Streets and Highways Code 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.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original. This AGREEMENT is not fully executed until all original signatures are attached.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Janice Benton
Interim District Director

VERIFICATION OF FUNDS AND AUTHORITY:

Mary Risaliti
District 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 Mayer
Executive Director

Attest:

Name Tbd
Title TBD

Approved as to form and procedure:

Best, Best and Krieger
Legal Council

FUNDING SUMMARY NO. 01

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY →</u>			<u>COMMISSION</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
STATE	CALTRANS	STIP/RIP	0	2,920,000	2,920,000
STATE	CALTRANS	SB1, SLPP	0	15,000,000	15,000,000
LOCAL	COMMISSION	Local	0	17,003,700	17,003,700
LOCAL	COMMISSION	Local	6,000,000	0	6,000,000
Totals			6,000,000	34,923,700	40,923,700

<u>SPENDING SUMMARY</u> v 21				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	CALTRANS	<u>COMMISSION</u>	<u>COMMISSION</u>	
STIP/RIP	0	0	2,920,000	2,920,000
SB1, SLPP	0	0	15,000,000	15,000,000
Local	0	0	17,003,700	17,003,700
Local	0	6,000,000	0	6,000,000
Totals	0	6,000,000	34,923,700	40,923,700

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 COMMISSION invoices for rates in excess of CalHR rates, COMMISSION will fund the cost difference and reimburse CALTRANS for any overpayment.

Invoicing and Payment

6. 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, COMMISSION will pay invoices within five (5) calendar days of receipt of invoice.
7. If COMMISSION has received EFT certification from CALTRANS then COMMISSION will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
8. 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.
9. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then COMMISSION will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.
10. If CALTRANS reimburses COMMISSION for any costs later determined to be unallowable, COMMISSION will reimburse those funds.

CONSTRUCTION Support

11. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION Capital

12. COMMISSION 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 08-1694 and any amendments to the agreement. The final signature date on this document terminates agreement 08-1694 except survival articles. All survival articles in agreement 08-1694 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.

CALTRANS

_____	_____
Name	Date
Interim District Director	

CERTIFIED AS TO ALL FINANCIAL OBLIGATIONS/TERMS AND POLICIES

_____	_____
Name	Date
District Budget Manager	

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

_____	_____
Name	Date
Executive Director	

AGENDA ITEM 9J

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Michelle McCamish, Management Analyst Brian Cunanan, Commuter and Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2019/20 Measure A Commuter Assistance Buspool Subsidy Funding Continuation Requests

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, 2019 to June 30, 2020, to the existing Riverside I buspool; and
- 2) Require subsidy recipients to meet monthly buspool reporting requirements as supporting documentation to receive payments.

BACKGROUND INFORMATION:

As part of the Measure A Western County Commuter Assistance Program, the Commission provides funding support to buspools used by Riverside County residents for their commutes along the State Route 91 corridor. The Commission adopted the Measure A buspool subsidy in October 1990, and established a monthly subsidy rate of \$1,175 or \$25/seat/month in support of commuter buspool operations. To provide additional guidance, the Commission also established a minimum buspool ridership policy in June 1995. In July 2004, the Commission set the monthly subsidy rate at \$1,645 (\$35/seat/month) to help offset increases to operational costs during the previous 14 years. In June 2018, the Commission approved an increase in the monthly subsidy rate to \$2,350 (\$50/seat/month) to offset the buspool's continuing rising costs.

DISCUSSION:

As all commuter assistance incentives provided by the Commission to encourage use of alternative modes of transportation, the \$50/seat/month subsidy is administered as a user-end subsidy. The Commission's subsidy is an important factor that makes buspools an attractive alternative for these commuters with roundtrip commutes in excess of 100 miles.

While the monthly cost of each existing buspool varies according to the number of route miles and the resulting negotiated service price, the Commission's monthly subsidy reflects a subsidy

rate of 15 percent. This subsidy rate remains cost-effective compared to the typical public transit subsidy rate of 80 percent.

Maximum Monthly Buspool Fare Per Rider	RCTC Subsidy Per Seat	Subsidy Rate
\$330	\$50	15%

Unlike some of the other Commission-approved ridesharing incentives that have a limited term, the buspool subsidy is ongoing. To renew its annual subsidy, an existing buspool is required to:

- Request, in writing, continuation of funding from the Commission for the new fiscal year;
- Consistently meet minimum ridership requirements; and
- Submit monthly ridership reports throughout the year.

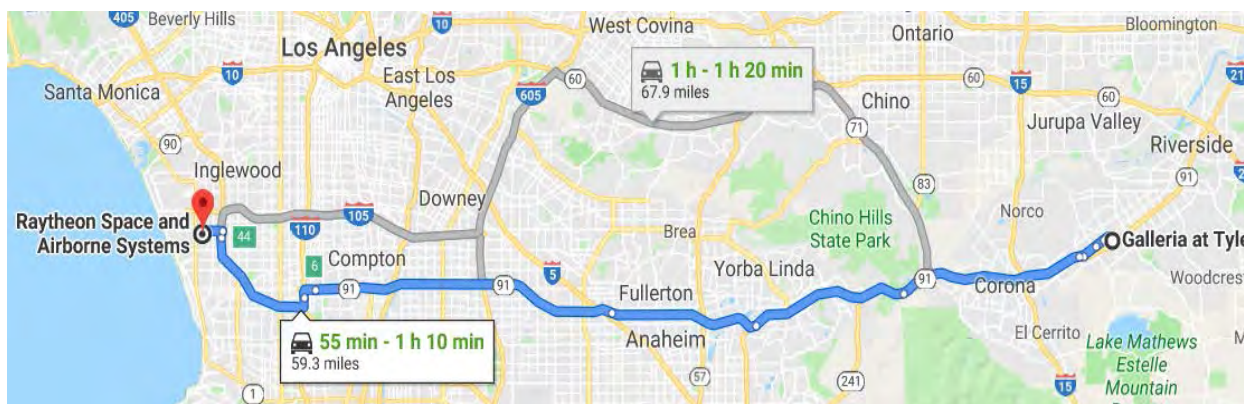


Figure 1: Riverside I Route

In reducing the number of vehicles on SR-91 during peak periods, the buspool program is projected to save more than 21,000 commuter trips and 1.3 million miles of travel in Fiscal Year 2018/19. The benefits projected for FY 2018/19 by offering this subsidy are illustrated below:

Buspools	Average Riders/Month	Roundtrip Distance	Annual Miles Saved	Annual One-Way Trips Reduced
Riverside I	33	~121 mi	1,029,442	17,072
Riverside II	18	~137 mi	310,442	4,532
			Miles Saved 1,339,884	Trips Reduced 21,604

Unfortunately, the Riverside II buspool ridership dropped below the minimum ridership requirements in fall 2018. This buspool was afforded several months to increase its ridership. Ultimately, it was unsuccessful at meeting the minimum ridership requirements established, and staff was forced to discontinue the subsidy to that buspool in January 2019. Staff reached out to

the buspool coordinator and remaining riders of the Riverside II buspool to encourage them to join the Riverside I buspool, which had available seats.

The Riverside I buspool absorbed several of the riders from the discontinued buspool and 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 33 riders/month.



Figure 2: Example of Riverside I Bus

The buspool subsidy is funded by 2009 Measure A Western County Public Transit-Commuter Assistance funds, and \$80,000 is included in the FY 2019/20 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 2019/20.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$80,000
Source of Funds:	2009 Measure A Western County Public Transit-Commuter Assistance funds			Budget Adjustment:	No
GL/Project Accounting No.:	002109 81030 00000 0000 263 41 81002				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/16/2019

Attachment: Riverside I Renewal Request

CATALINA FUENTES
Send correspondences to:
Raytheon Company
2000 E. El Segundo Blvd.
PO Box 902
Bldg. R1 Rm. 9Z24 MS. B500
El Segundo, CA 90245-4501

April 22, 2019

Attn.: Michelle McCamish, Management Analyst
Commuter & Motorist Assistance
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. McCamish,

In compliance with the requirements of the Riverside County Transportation Commission (RCTC), I am requesting an extension of funding for the period of July 1, 2019 to June 30, 2020 for the “Riverside” to El Segundo Commuter Buspool. I am the buspool coordinator and I coordinate this buspool independently from any employer.

The monthly cost to operate this bus pool from Cee People Tours, LLC is \$315. RCTC provides a \$2350.00 monthly bus subsidy, Raytheon & Boeing provides a \$75 monthly subsidy and the remaining \$205 is paid for by the riders. All non-Raytheon & Non-Boeing employees pay \$280.

The following is the Riverside to El Segundo Bus pool schedule:

AM Departure	Galleria at Tyler, Riverside	4:10 a.m.
AM Departure	Corona Park & Ride- 20 E. Grand Blvd.	4:22 a.m.
AM Arrival	Raytheon, El Segundo	5:13 a.m.
PM Departure	Raytheon, El Segundo	3:00 p.m.
PM Arrival	Corona Park & Ride Lot	4:45 p.m.
PM Arrival	Galleria at Tyler, Riverside	5:00 p.m.

Information on this buspool is available with rideshare programs at Raytheon Aerospace Corporation, Boeing and the Los Angeles Air Force base. Employees receive this information through direct mailings, newsletter articles, and electronic messaging from these employers. These employer rideshare programs also share this information with other local employee transportation coordinators.

Thank you for your continued support of this successful buspool program.

Sincerely,

Catalina E. Fuentes

Catalina Fuentes
Riverside Bus pool Coordinator

AGENDA ITEM 9K

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2018
TO:	Riverside County Transportation Commission
FROM:	Monica Morales, Management Analyst Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Years 2019/20 – 2021/22 Short Range Transit Plans

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Fiscal Years 2019/20 – 2021/22 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 Commuter Rail Program; and
- 2) Authorize the Executive Director or designee to approve final versions of the SRTPs.

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 years. In Riverside County, there are seven public bus transit operators (Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA) and the Commission as commuter rail transit operator – a total of eight transit operators.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure federal, state, and local funds are allocated to transit operators to provide needed transit services for county residents. An annual SRTP update is a mechanism to meet this obligation. The purpose of the annual SRTP is to determine transit needs in each service area and ability to meet those needs. It also requires analysis of current and proposed transportation services, a review of key performance indicators, and the transit operators to address recommendations made by regular performance audits.

SRTP Planned Service Highlights for FY 2019/20

As of the writing of this report, final SRTPs have yet to be approved by the respective governing bodies for each agency. Staff will continue to work with each transit operator to receive final versions before the Commission is scheduled to approve funding allocations in July. Funding

allocations for FY 2019/20 will be based on *Table 4: Summary of Funds Requested*. This table is used as the primary basis for allocating operating and capital revenues under the Commission's authority. Future funding needs for FYs 2020/21 – 2021/22 are solely for projection and planning purposes and are not obligated.

For FY 2019/20, it is estimated that countywide ridership will reach almost 13.8 million, an increase of about 1 percent from planned ridership for FY 2018/19. Countywide operating expenses will total \$146,491,237, an increase of about 5 percent over the FY 2018/19 budget. Since a decline in transit ridership that began in FY 2014/15, transit operators have tailored their service plans to focus on growing markets such as commuter and express bus service, improving frequencies and enhancing services along the most productive corridors and routes, and promoting transit to attract new riders through free fare campaigns and travel training programs.

Below are service and capital program highlights for FY 2019/20 for each of the SRTPs.

Banning – Pass Transit

Banning provides both Dial-A-Ride and three fixed route services and operates under the brand "Pass Transit" with the Beaumont. It primarily covers the areas of Banning and Cabazon and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning was unable to provide a draft SRTP as of the writing of this report due a citywide computer system shutdown. However, Banning provided *Table 4: Summary of Funds Requested*, which includes a FY 2019/20 operating and capital budget of \$2,002,822 and \$362,740, respectively. This is an increase of 8 percent from FY 2018/19.

Beaumont – Pass Transit

Beaumont provides both Dial-A-Ride and seven fixed route services. It primarily operates in Beaumont with stops in Banning and Calimesa. Beaumont estimates a total of \$3,039,329 in operating and \$2,911,246 in capital assistance needs, a combined increase of 46 percent from FY 2018/19. The significant change is due to increases in the capital program, including land acquisition for a new compressed natural gas (CNG) station and the planning of a new administration and operations facility.

Planned services and projects for FY 2019/20 include:

- Adoption of an interagency service agreement with Banning for transfer of passengers to Banning buses at connecting points with the intent on discontinuing Route 2, which travels through Ramsey Street in Banning;
- Increased service and frequency on Commuter Link 120;
- Commencement of a Comprehensive Operational Analysis (COA);
- Construction of a new CNG Station;
- Planning for an administration, maintenance and operations facility;

- Brand and logo update;
- Installation of passenger amenities through a Low Carbon Transit Operations Program grant; and
- Continuation of travel training program to encourage use of public transportation.

Corona

Corona operates two fixed routes known as the Corona Cruiser and a Dial-A-Ride program for seniors and persons with disabilities. Corona closely coordinates all transfers with both RTA and Metrolink services. Corona estimates a total of \$2,769,156 in operating and \$233,198 in capital assistance needs, a combined decrease of 46 percent from FY 2018/19, due primarily to the prior year capital program that included major projects such as the Intelligent Transportation System and purchase of expansion buses.

Planned services and projects in FY 2019/20 include:

- Additional morning peak service for fixed routes;
- Implementation of a Free Fare program;
- Starting a COA to identify strengths as well as opportunities for service improvements; and
- Procuring services for fixed route planning, scheduling and run-cutting, as well as quarterly inspection of buses to ensure state of good repair.

City of Riverside – Special Services

Riverside Special Services (RSS) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RSS serves as the primary paratransit provider for those eligible within the city of Riverside. RSS differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RSS estimates a total of \$4,707,700 in operating and \$345,010 in capital assistance needs, an increase of 9 percent from FY 2018/19.

Planned services and projects in FY 2019/20 include:

- Implementation of an electronic payment method along with an electronic fare collection;
- Replacement of two CNG mini-buses that have met their useful life; and
- Increasing marketing efforts to promote RSS services more throughout the community.

PVVTa

PVVTa provides six fixed route/deviated fixed routes services known as "Desert Roadrunner," Americans with Disabilities Act (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 \$1,526,160 in operating and \$273,758 in capital assistance needs, an increase of 5 percent from FY 2018/19.

Planned services and projects for FY 2019/20 include:

- Modification of Route 4 by adding three additional roundtrips to Ripley and Mesa Verde with a total of six trips daily;
- Continuation of the Blythe Wellness Express with service two days a week and an added trip on alternating Fridays;
- Adding passenger amenities at strategic locations; and
- Encouraging new ridership through targeted marketing.

RTA

RTA operates 36 local, intercity, and regional fixed routes; nine CommuterLink express routes; and Dial-A-Ride services. As the Consolidated Transportation Service Agency (CTSA) for Western Riverside County, RTA 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 \$92,435,032 in operating and \$42,084,030 in capital assistance needs, an increase of 8 percent from FY 2018/19.

Planned services and projects for FY 2019/20 include:

- Increasing frequencies on various routes on weekdays and weekends;
- Implementing a new Route 4 linking the cities of Eastvale, Norco and Corona;
- Expanding CommuterLink Routes 204, 206, 208, and 217 to improve connectivity with all weekday Metrolink trains;
- Replacement of 35 heavy-duty CNG buses, 41 Type VII CNG buses, and 29 Dial-A-Ride Type II vehicles; and
- Facility maintenance projects for state of good repair/rehabilitation such as ADA and fuel station upgrades and safety and security enhancements.

SunLine

SunLine operates 14 local and regional fixed routes and 2 express routes known as “SunBus” and demand response service branded as “SunDial.” SunLine is the CTSA for the Coachella Valley and is responsible for coordinating transit services in the Coachella Valley. SunLine estimates a total of \$40,840,150 in operating and \$12,711,407 in capital assistance needs, an increase of 15 percent from FY 2018/19.

Planned services and projects for FY 2019/20 include:

- Redesign of the transit service system that focuses on consolidating fixed routes to provide more productive routes with higher frequencies;
- Introduction of microtransit services;
- Facility and infrastructure projects such as replacement of operations facility, hydrogen fueling station, CNG fueling station, and Center of Excellence facility;
- Purchase of 9 replacement CNG fixed route buses;
- Expansion of SunLine property to include a solar farm; and
- Increased revenue through the advertising program.

Commission's Rail Program

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 the 9 stations that are located in Western Riverside County. The Western County Commuter Rail SRTP reflects the Commission's share of Metrolink operating and capital plans, as well as station capital improvements requiring state and federal approvals. Other station operating expenses that are funded with Measure A are found in the Commission's approved FY 2019/20 budget. Total operating and capital costs are estimated at \$33,496,729.

Planned services and projects for FY 2019/20 include:

- Continued operations and target marketing of the Perris Valley Line Metrolink service extension;
- Continued support of special trains including Festival of Lights, Angels Express and Rams Trains;
- Positive Train Control;
- State of Good Repair projects such as elevator rehabilitation; and
- Continued Next Generation Rail and Transit Study.

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 2019/20 include the completion of a Tier 1 Program-level Environmental Documentation and Service Development Plan. Total capital costs are estimated at \$450,000 for FY 2019/20 for the completion of these planning efforts.

Attachments: FYs 2019/20 – 2021/22 Operator SRTPs (Posted on Commission Website)

- 1) City of Banning
- 2) City of Beaumont
- 3) City of Corona
- 4) City of Riverside
- 5) PVVTA
- 6) RTA
- 7) SunLine
- 8) Western Riverside Rail Program
- 9) Coachella Valley Rail Program

AGENDA ITEM 9L

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Policy Update on the Use of State Transit Assistance Funding by Operators

STAFF RECOMMENDATION:

This item is for the Commission to approve the use of unallocated and unprogrammed State Transit Assistance (STA) funds for transit operating assistance under eligibility standards as outlined in the Transportation Development Act (TDA) Guidelines and Public Utilities Code (PUC) § 99314.6 for transit operators and PUC § 99234.9 and 99313.7 for rail services.

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. In Riverside County, there are seven public bus transit operators (cities of Banning, Beaumont, Corona, and Riverside; Riverside Transit Agency; SunLine Transit Agency; and Palo Verde Valley Transit Agency) and the Commission as commuter rail transit operator – a total of eight transit operators. While funding sources include local, state, and federal funds, the primary source of public transit funding is provided from the TDA of 1971 which consists of two major sources of formula funding:

- 1) Local Transportation Fund (LTF) – 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.
- 2) State Transit Assistance – STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the county’s population compared to the state’s population (*STA 99313 Funds*). The remaining 50 percent is allocated according to the prior year proportion of the county’s transit operator passenger fare and local support revenues (*STA 99314 Funds*).

The Commission typically approves allocations for TDA funds in July of every year for the eight transit operators. LTF and STA can be utilized for operating and capital projects; however, in November 2010, the Commission approved a policy to limit the use of STA funds for capital

expenditures and operating purposes only under emergency circumstances. Staff's recommendation at the time was based on the current economy and the volatility of the STA program.

Staff reviewed the current policy in conjunction with the needs of the transit operators to deliver more effective service and recommends the current STA policy be updated to allow transit operators to utilize this revenue for operating purposes based on the following assessment:

1. **STA stability** – STA apportionment revenues fluctuated significantly through Fiscal Year 2010/11 – from a low of \$0 in FY 2010/11 to a high of \$18.9 million in FY 2006/07. Since FY 2011/12, actual STA apportionment revenues have stabilized and averaged \$13.3 million annually. As of June 30, 2018, approximately \$64.4 million is available in unallocated STA fund balance.
2. **Increased funding from Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017** – SB 1 increased the fuel tax on diesel and in turn increased the STA program statewide by about \$250 million annually, of which about \$15 million is expected to come back to Riverside County. This increase was intended not only for capital projects, but for operating purposes to improve and expand existing transit networks.
3. **More funding opportunities for capital projects** – New and existing state and federal programs primarily concentrate on infrastructure enhancements, rehabilitation, and preventative maintenance. Aside from the traditional STA, SB 1 also created STA State of Good Repair for replacement and rehabilitation and the Transit and Intercity Rail Capital Program. Federal formula funds such as the Federal Transit Administration (FTA) Sections 5337 and 5339 funds are available for state of good repair and replacement and purchase of buses. FTA Section 5307 can be used for preventative maintenance, an operating expense which is capital grant-funded, but is generally limited for capital investment.

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.

In order to utilize STA funds for operating purposes, an operator must meet efficiency standards as outlined in the TDA Guidelines and 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 Commission's current STA policy also precluded the Commission's utilization of STA funds for operating expenses. Per PUC § 99234.9 and 99313.7, the Commission as the RTPA can also file claims for rail passenger service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities. Staff also recommends that STA funds be utilized for Commission-owned station operations and right of way maintenance of rail properties.

There is no financial impact for this item.

City of Banning
FY 2019/20
Short Range Transit Plan

Draft 5/15/19

Table 4 - Summary of Funds Requested for FY 2019/20

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP*	Fare Box	Other ⁽¹⁾
FY 19/20 Operating Assistance		\$2,002,822	\$1,743,957			\$53,765	\$204,000	\$1,100
Subtotal: Operating		\$2,002,822	\$1,743,957	\$0	\$0	\$53,765	\$204,000	\$1,100
CNG Facility State of Good Repair (FY 18/19)	20-01			\$325,000	\$37,740			
Subtotal: Capital		\$362,740		\$325,000	\$37,740	\$0	\$0	\$0
Total: Operating & Capital		\$2,365,562	\$1,743,957	\$325,000	\$37,740	\$53,765	\$204,000	\$1,100

10.24055%

Note: Other (1) is from Interest Income
LCTOP (FY 18/19)

Draft 5.14.19

City of Beaumont

SHORT RANGE TRANSIT PLAN

FY 2019/20 – 2021/22



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CHAPTER 1 – SYSTEM OVERVIEW

1.0 Introduction

A Short Range Transit Plan (SRTP) is a three year planning document that is updated annually. Its purpose is to evaluate the current transit system and analyze that system for improvements. Capital improvement projects are proposed for funding and operational needs are assessed. The service area, demographics, and operational performance are considered. This document is for the City of Beaumont for Fiscal Year (FY) 2019/2020 and looking ahead to FY 2020/21 and FY 2021/22.

1.1 Description of Service Area

The City of Beaumont's system services approximately 50 square miles and includes the City of Beaumont, the City of Calimesa and parts of unincorporated Riverside County area of Cherry Valley. Additionally, Beaumont transports passengers into the City of Banning and the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two Commuter Links to connect Pass Area passengers into San Bernardino County. This express service stops in Beaumont, Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Medical Offices and Loma Linda Veterans Affairs (VA) Hospital. SBTC offers extensive connection possibilities for passengers and includes Metrolink, OmniTrans, Victor Valley Transit Agency (VVTA), RTA and Mountain Transit.

System Map follows:

SYSTEM MAP



1.2 Population Profile and Demographic Projections

According to the most recent report published by California Department of Finance in May 2018, Beaumont is the second fastest growing city in Riverside County; second to our neighbor to the west, City of Calimesa. Beaumont has experienced a 3.2% population increase from January 2017 to January 2018. The California Department of Finance reports Beaumont's population to be 48,237 in January 2018. There are 15,500 housing units in Beaumont and continues to grow.

Beaumont has 12 schools located within Beaumont Unified School District: 7 elementary, 2 middle, 1 charter, and 2 high schools. Transportation provided by Beaumont Unified School District was eliminated several years ago. Many families rely on public transportation to transport youth passengers to and from school. Youth population (under age 19) in Beaumont is 31%¹; However, ridership reports taken throughout the year show youth passengers make up 56% of total passenger base on Beaumont.

Beaumont has two large active adult communities, with another under construction. There is a reported senior population (persons over the age of 55) of 10,873 persons or 25% of Beaumont's population². The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

Released in May 2018, 2013-2017 American Community 5-year Estimate done by U.S. Census Bureau shows a population of 43,641 and diversity is outlined below:

Demographic	Population Estimation	Percent
RACE		
Total population	43,641	100%
One race	41,453	95%
Two or more races	2,188	5%
One race	41,453	95%
White	29,925	68.6%
Black or African American	2,912	6.7%
American Indian or Alaska Native	302	.7%
Asian	3,603	8.3%
Native Hawaiian or other Pacific	127	.3%
Some other race	4,584	10.5%
Two or more races	2,188	5.0%
White and Black or African	201	.5%
White and American Indian	334	.8%

¹ 2013-2017 American Community Survey 5-year Estimates U.S. Census Bureau

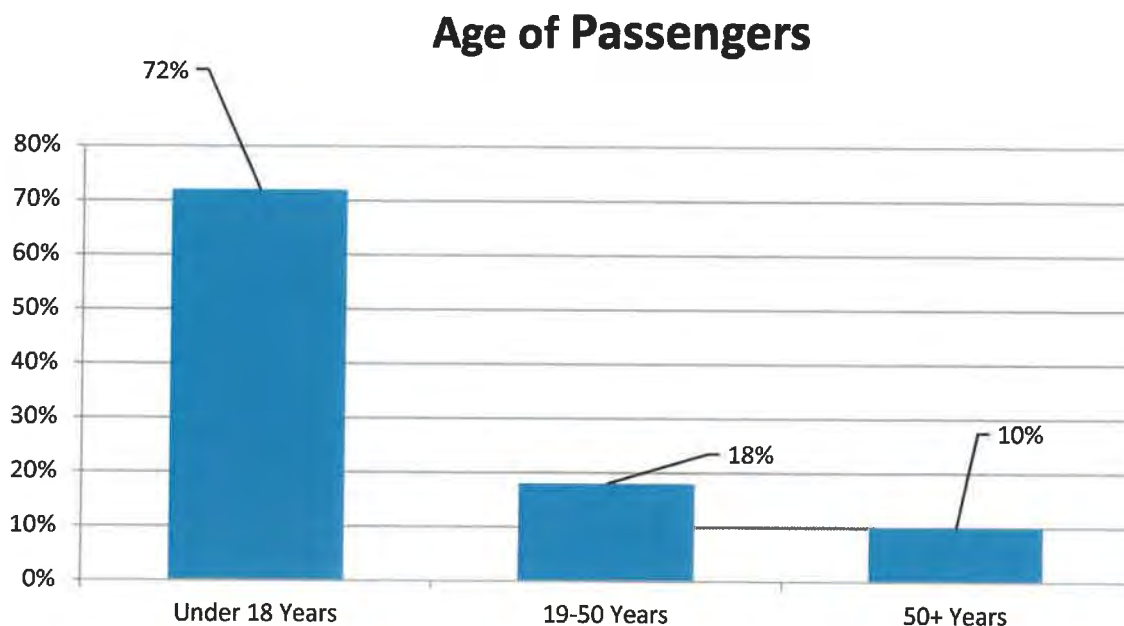
² 2013-2017 American Community Survey 5-year Estimates U.S. Census Bureau

White and Asian	466	1.1%
HISPANIC OR LATINO AND RACE		
Total Population	43,641	100%
Hispanic or Latino	18,592	42.6%
Mexican	15,840	36.3%
Puerto Rican	508	1.2%
Cuban	187	.4%
Other Hispanic or Latino	2,057	4.7%
Not Hispanic or Latino	25,049	57.4%
White alone	17,440	40%
Black or African American alone	2,841	6.5%
American Indian or Alaska Native	145	.3%
Asian alone	3,508	8.0%
Native Hawaiian or other Pacific	117	.3%
Some other race alone	126	.3%
Two or more races	872	2.0%

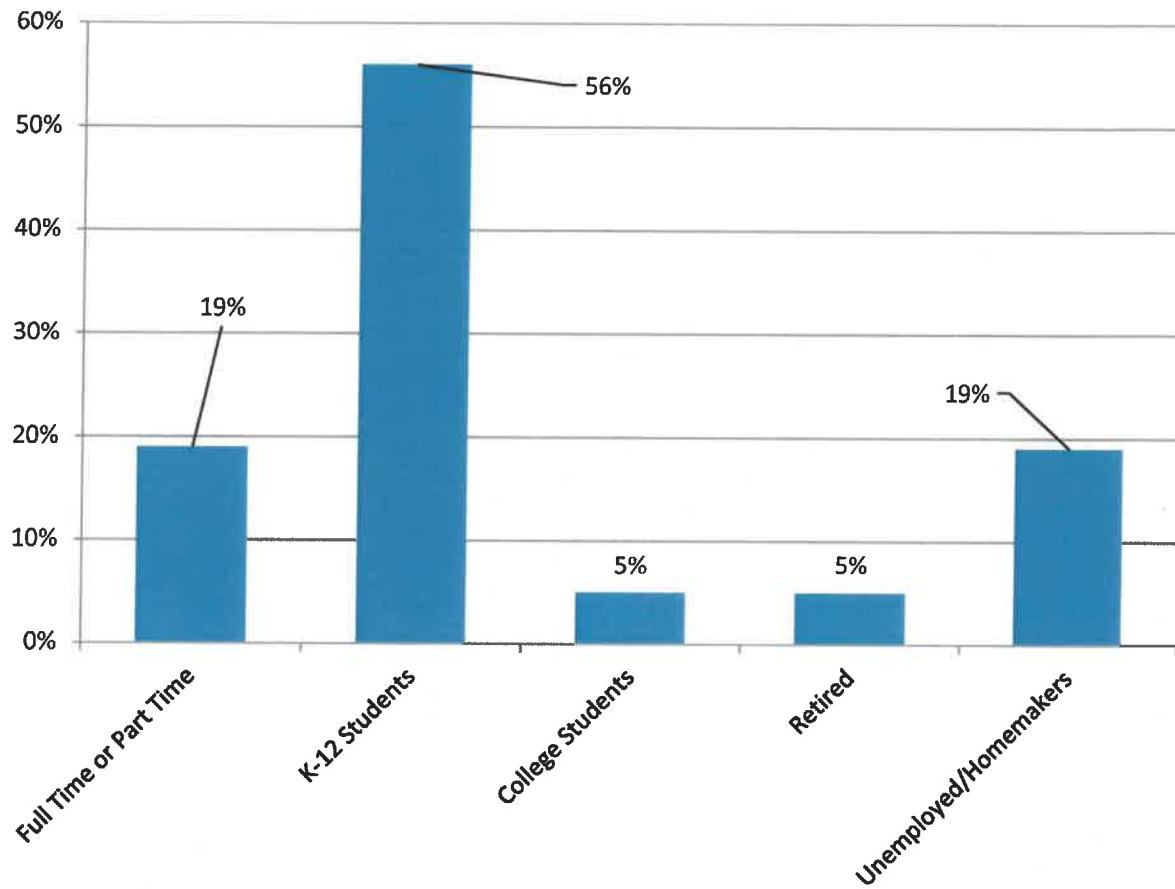
Ridership Demographics

Ridership surveys conducted in the most recent COA conducted in 2013 show the average passenger to be 21 years of age, 56% of all passengers are female, and Veterans of Armed Forces make up 2% of all passengers.

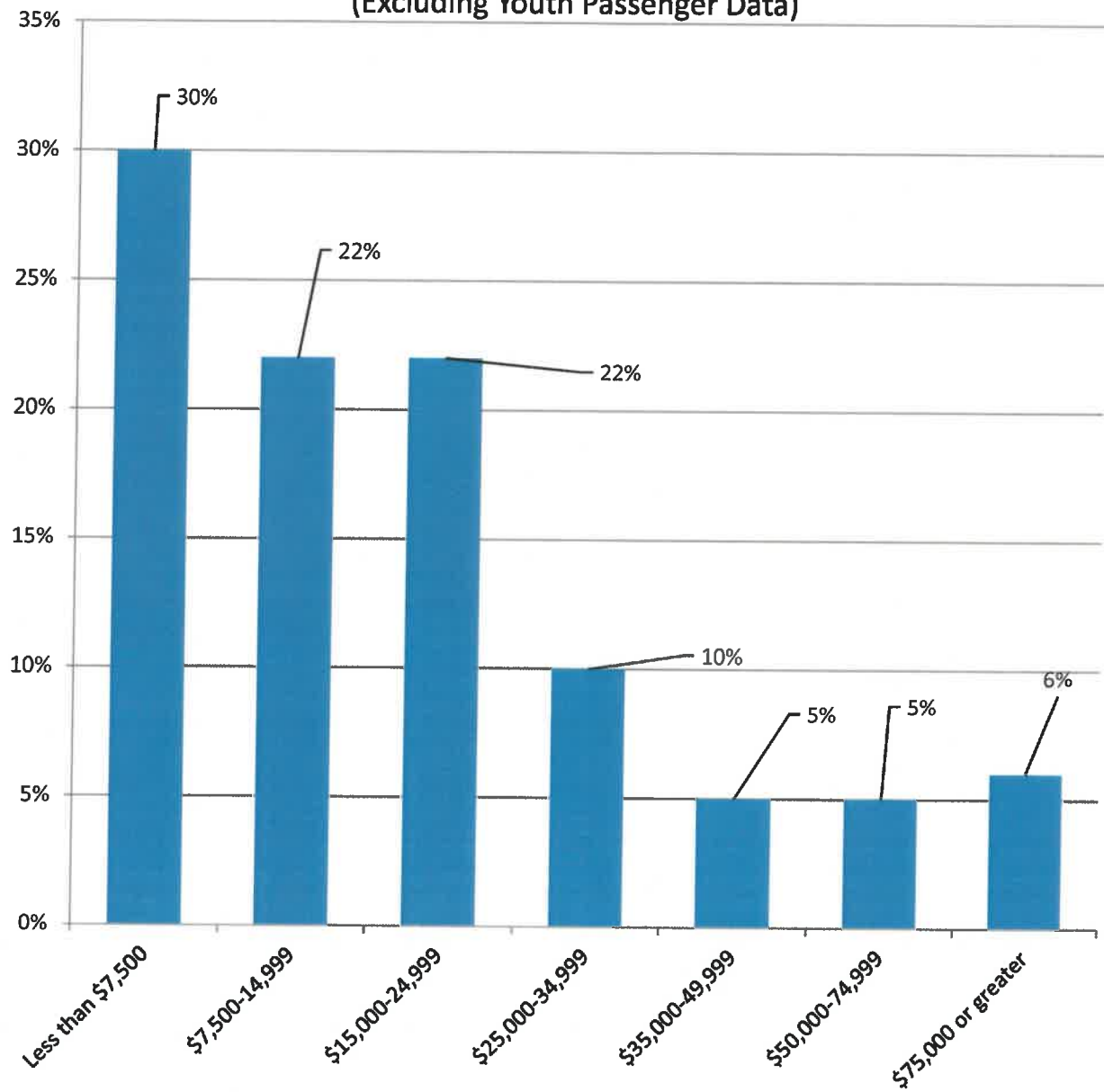
The following charts are compiled from data collected from 2013 passenger surveys:



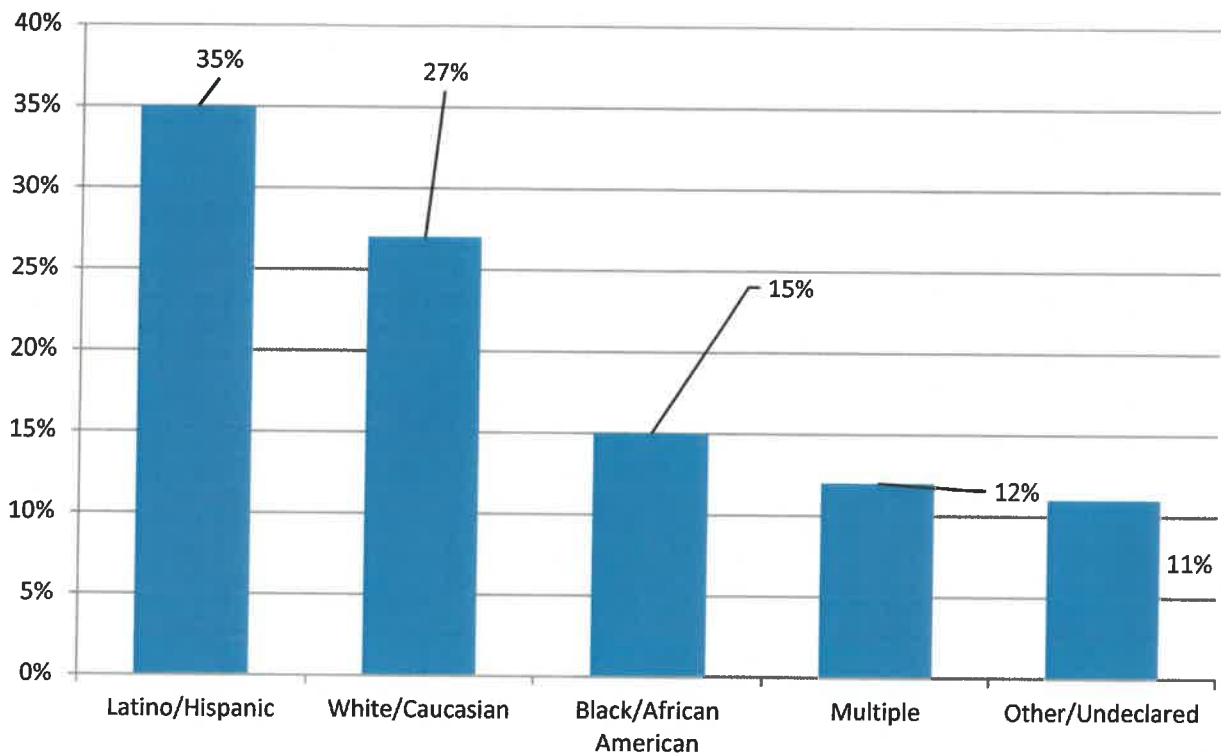
Employment Status



Household Income (Excluding Youth Passenger Data)



Passenger Ethnicity



General passengers surveyed indicate 58% do not currently have a driver's license, 55% state they do not have access to an operating vehicle and are transit dependent, and 33% are discretionary riders, have access to a vehicle, and choose to ride public transit because driving is too expensive.

1.3 Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service

Beaumont operates seven days a week. Operation schedule is as follows:

<u>Sunday</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>
Route 2	Route 2	Route 2	Route 2	Route 2	Route 2	Route 2
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
	Route 7*	Route 7*	Route 7*	Route 7*	Route 7*	
	Route 9*	Route 9*	Route 9*	Route 9*	Route 9*	
	CL 120	CL 120	CL 120	CL 120	CL 120	CL 120
	CL 125	CL 125	CL 125	CL 125	CL 125	
						Route 3/4

* Peak Service

Fixed Route

Beaumont operates a total of six fixed routes. Monday – Friday, Route 2 is operated by two buses and Route 7 with three. During the peak of the service weekday, 11 buses are on route.

Fixed route service is projected to show a decrease in FY 19 compared to FY 18, FY 19 is projected to close with 168,950 passenger trips compared to 173,865 in FY 18. This is a 2.91% decrease.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 7:26 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

During the holidays of Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, and Day after Thanksgiving, Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day or Christmas Day.

Paratransit Services

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of the unincorporated area of Riverside County, known as Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed bus route and are certified under American Disabilities Act (ADA). In Beaumont and Cherry Valley, a qualified passenger currently extends to seniors over the age of 65.

DAR service has experienced a decrease in passenger trips in projected FY 19 compared to FY 18. FY 18 had 10,211 passenger trips and FY 19 is projected to end at 9,128 passenger trips. This is a decrease of 11.86%.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 7:00 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

Senior *without* ADA certification

Monday through Friday	8:00 a.m. to 4:00 p.m.
-----------------------	------------------------

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, and Day after Thanksgiving. No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Regional Express Bus Service

Commuter Link 120 was introduced in 2013 and is one of Beaumont's Regional Express Bus Service. Since 2013, ridership has increased as well as available connections with regional agencies. In 2018, the route was reconfigured to include more frequent service to San Bernardino Transit Center when the Commuter Link 125 was introduced. The CL 120 travels from Beaumont Walmart and Civic Center with stops in Calimesa, and SBTC. At SBTC, passengers can connect with Metrolink, OmniTrans, RTA, Mountain Transit and VVTA.

Commuter Link 120 has grown over the years. Projection of passenger trips in FY 19 is 12,996 and is a 4.94% increase over FY 18 which saw 12,354 trips. It is a 12.73% increase from 11,341 passenger trips made in FY 17.

Commuter Link 125 was introduced in September 2018 and is the second commuter link for regional passenger connections. Service includes Beaumont Walmart and Civic Center with stops in Calimesa, Citrus Plaza (Alabama & Lugonia) in Redlands, Kaiser Medical Offices in Redlands and Loma Linda Veteran's Affairs (LLVA) Hospital. At these stops, passengers can connect with various OmniTrans routes including SBX and RTA at LLVA. Since September 2018, the Commuter link has an increase in passengers from 347 passenger trips to 481 in March 2019.

Commuter Link service hours are:

Monday through Friday
Saturday

4:30 a.m. to 8:15 p.m.
7:50 a.m. to 6:30 p.m.

1.4 Current and Proposed Fare Structure

In 2018, Beaumont adopted the current fare schedule for two items. 1- increase the cost of 10-ticket books, and 2- add the fare option of commuter link plus local passes. Beaumont has not had a change in the fare schedule since 2012.

Current fare schedule follows:

FARE SCHEDULE

**Have exact fare ready when bus arrives. Drivers cannot make change.
NO REFUNDS**

FIXED ROUTE FARES

Fare Categories	Base Fare	Day Pass	10 Ride Punch Card	10 Ticket Book	Monthly Pass
General	\$1.15	\$3.00	N/A	\$11.50	\$36.00
Child (46" tall or under) Accompanied by a paying adult	\$.25	N/A	N/A	N/A	N/A
Senior/Disabled (60+)*	\$.65	\$1.80	N/A	\$6.50	\$21.50
Military Veterans*	\$.65	\$1.80	N/A	\$6.50	\$21.50
Deviations (Route 3)	\$.25	N/A	N/A	N/A	N/A
Jury Duty**	FREE	N/A	N/A	N/A	N/A
Go Pass: MSIC students* (During valid school session only)	FREE	N/A	N/A	N/A	N/A
Active Military*	FREE	N/A	N/A	N/A	N/A

COMMUTER LINK FARES

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	\$3.00	\$27.00	\$7.00	\$75.00
Child (46" tall or under) Accompanied by a paying adult	\$2.00	\$18.00	\$5.00	\$50.00
Senior/Disabled*	\$2.00	\$18.00	\$5.00	\$50.00
Military Veterans*	\$2.00	\$18.00	\$5.00	\$50.00
Active Military*	FREE	N/A	N/A	N/A

COMMUTER LINK +LOCAL FARES

* If you plan to use a senior, disabled, youth, military or GoPass discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes/tickets.

** Jury Duty - All jurors summoned to serve in Banning courthouses are able to ride for free **directly to and from the courthouse via Route 2**. Jurors must show their current and valid juror summons badge to the bus driver.

DIAL-A-RIDE FARES

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion & Child (46" tall or under)	\$3.00	N/A
PCA (w/I.D.)**	FREE	FREE
No Show	\$2.00	N/A

Dial-A-Ride is a transportation service for ADA, disabled and seniors over 65 years of age. Reservations are required at least 24-hours in advance and may be made by calling (951) 769-8532.

**If you plan to use a PCA (Personal Care Attendant) free fare, you must show proper ID each time you board the bus.



Questions? (951) 769-8530

Effective: July 1, 2018

Beaumont Transit continues to explore fare media outlets and in 2018 partnered with Token Transit to offer mobile fare options to Beaumont passengers. Token Transit is a mobile fare app making it easy for passengers to purchase their one way or multi use fare on their smart phones. Many neighboring agencies have begun using this mobile fare option, as has Beaumont Transit, for consistency with passengers.

It is proposed for FY 20 to implement an incremental fare increase to offset increasing operation expenses; while recognizing that our neighboring city fares remain the same.

Proposed fare schedule for FY 20:

FARE SCHEDULE

Have exact fare ready when bus arrives. Drivers cannot make change.
NO REFUNDS

Proposed July 2019

FIXED ROUTE FARES

Fare Categories	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.25	\$3.10	\$12.50	\$39.13
Child (46" tall or under) Accompanied by a paying adult. Limit 2 children at discounted fare.	\$.25	N/A	N/A	N/A
Senior/Disabled (60+)*	\$.75	\$1.90	\$7.50	\$24.80
Military Veterans*	\$.75	\$1.90	\$7.50	\$24.80
Deviations (Route 3 and 4)	\$.50	N/A	N/A	N/A
Go Pass: MSJC students* (During valid school session only)	FREE	N/A	N/A	N/A
Active Military*	FREE	N/A	N/A	N/A

COMMUTER LINK FARES

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	\$3.50	\$31.50	\$8.00	\$75.00
Child (46" tall or under) Accompanied by a paying adult	\$2.50	\$22.50	\$6.00	\$50.00
Senior/Disabled*	\$2.50	\$22.50	\$6.00	\$50.00
Military Veterans*	\$2.50	\$22.50	\$6.00	\$50.00
Active Military*	FREE	N/A	N/A	N/A

* If you plan to use a senior, disabled, or military discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes/tickets.

* Go Pass passengers must have a valid sticker on their school ID to board at no charge.

COMMUTER LINK + LOCAL FARES

DIAL-A-RIDE FARES

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion & Child (46" tall or under)	\$3.00	N/A
PCA (w/I.D.)**	FREE	FREE
No Show	\$2.00	N/A

Dial-A-Ride is a transportation service for ADA, disabled and seniors over 65 years of age. Reservations are required at least 24-hours in advance and may be made by calling

**If you plan to use a PCA (Personal Care Attendant) free fare, you must show proper ID each time you board the bus.



Questions? (951) 769-8530

Proposed July 2019

1.5 Revenue Fleet

Fleet Characteristics

Beaumont consists of nineteen (19) vehicles. Fifteen (15) are cutaways, three (3) 40-foot buses and our newest addition is a 32-foot EZ Rider II CNG bus.



Of the nineteen (19) vehicles, ten (10) are fueled by Compressed Natural Gas (CNG); the other nine (9) are gasoline fueled. All recent and future bus purchases are powered by CNG, as is RCTC's policy. All vehicles are outfitted with bike racks and are ADA compliant with wheelchair lifts and tie down stations. Three (3) buses have audio announcement systems for the visually impaired. Fourteen (14) are equipped with passenger seatbelts.

Nineteen (19) vehicles are made up as follows:

- Six (6) are Ford E-450 16 passenger buses
 - o Five (5) are gasoline powered; One (1) is CNG
- Five (5) are Ford F-550 30 passenger buses
 - o Three (3) are gasoline powered; Two (2) are CNG
- Four (4) are C-5500
 - o One (1) gasoline powered; Three (3) CNG
- Three (3) are XHF-40 powered by CNG
- One (1) EZ Rider II powered by CNG

1.6 Existing Facility/Planned Facility

Existing Facility

The Administrative services for the Beaumont Transit Department are in the heart of downtown Beaumont and located at the Beaumont Civic Center, 550 E 6th Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located. The

Fleet maintenance service is located at 550 California Ave, approximately 1 mile from the administrative building.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are completed by the Transit Department in Building D. Walk in customers, including the purchase of fare media, are completed at City Hall.

Planned Facility

Administration, Fleet Maintenance and Operations have outgrown our facilities. Buses and other resources are located at separate locations creating a disconnect. Currently, Beaumont is actively pursuing the purchase of property in the industrial area of Beaumont. It is proposed to build an administrative, fleet maintenance and operations facility at this location. This location will also contain a public CNG Station with plans to expand to an electric vehicle charging station for our growing fleet. The State of California's goal is to transition to 100% zero-emission bus fleets by 2040. It is Beaumont's intention to prepare to meet this goal by replacing gas buses, as it becomes necessary, with electric vehicles.

Design and construction of a CNG station is the primary focus. For too many years, Beaumont has been without a CNG station to fuel its fleet. In FY 18, after some long-awaited remodeling and repairs to the only CNG station in Beaumont, owned and operated by Beaumont Unified School District, Beaumont CNG buses can fuel there within specific hours Monday through Friday. Although we can fuel locally during specific hours, it is still necessary to drive our fleet to other locations to fuel, which include a one-way trip of 14.6 miles to the RTA fueling station in the city of Hemet. Another location is 18.3 miles away in the city of Moreno Valley. Our last option for CNG fuel is in the city of Redlands located 17.6 miles away.

1.7 Existing Coordination between Transit Agencies

Because of geographical isolation, coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services in Banning as well as shopping in Beaumont. Beaumont has implemented multiple agreements with surrounding transit operators, including OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). Beaumont intends to enter into an interagency service agreement with the City of Banning effective July 1, 2019. With this new agreement, the current Cooperative Services Agreement from 2001 will be terminated, thereby terminating the "Pass Transit" branding.

As Beaumont expands service to critical connection areas such as SBTC, interagency service agreements have become more prevalent and necessary. Agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi use (day, week or month) pass from OmniTrans or VVTA receive a \$1.00 discount on commuter service or free connection with our fixed route wherever we connect.

- Passengers presenting RTA multi use pass (day, week or month) connect for free to Beaumont's commuter and fixed route service wherever the two agencies connect.

It is Beaumont's hope that having an interagency service agreement with Banning will allow Pass area transit dependent residents to move about the region in a seamless manner, without an increase in cost from our current fare structure.

CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Overall systemwide passenger trips in FY 19 is projected to remain consistent with FY 18 systemwide passenger trips. In FY 18, Beaumont system serviced 196,430 passenger trips. In FY 19 projected systemwide passenger trips is anticipated to close at 196,932 trips. Beaumont offers three types of service: fixed route, commuter, and paratransit. In FY 19, Fixed Route service accounts for 86.68% of total passenger trips, 8.78% for commuter and 4.53% for paratransit.

2.1 Fixed Route Service

Beaumont system operates six fixed routes, using nine buses.

Route 2 -Beaumont to Cabazon

Beaumont's trunk route is Route 2 and has two-hour headway from Beaumont to Cabazon. Weekday service is achieved by two buses, referred to internally as Route 2-1 and 2-2. Both Saturday and Sunday have one bus on the route. This route services many low-income apartment complexes and brings passengers to major places of interest such as commercial, grocery, social services, the courthouse, DMV, and employment opportunities.

Route 2 has experienced an increase in passenger trips compared to FY 18. March 2019, YTD, Route 2 had 56,344 passenger trips. This is an 8.49% increase of 51,561 passenger trips in FY 18. Compared to FY 17 YTD passenger trips, which was 54,551, Route 2 has an increase of 3.18%. Route 2 makes up 38.94% of all passenger trips system wide and averages 10.59 passengers transported per revenue hour.

ROUTE 2

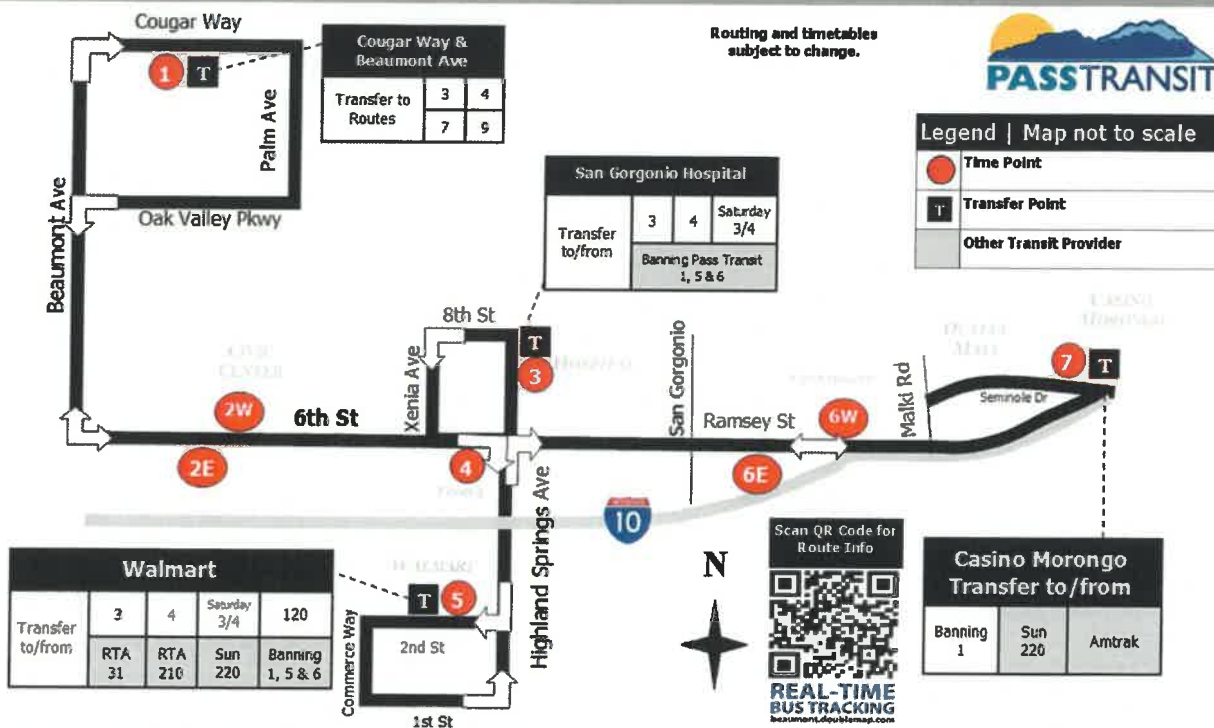
Beaumont to Cabazon

Effective December 1, 2017

Info: (951) 769-8530

Beaumont.doublemap.com

www.passtransit.com



Route 3 - Beaumont High School to Walmart via Sundance

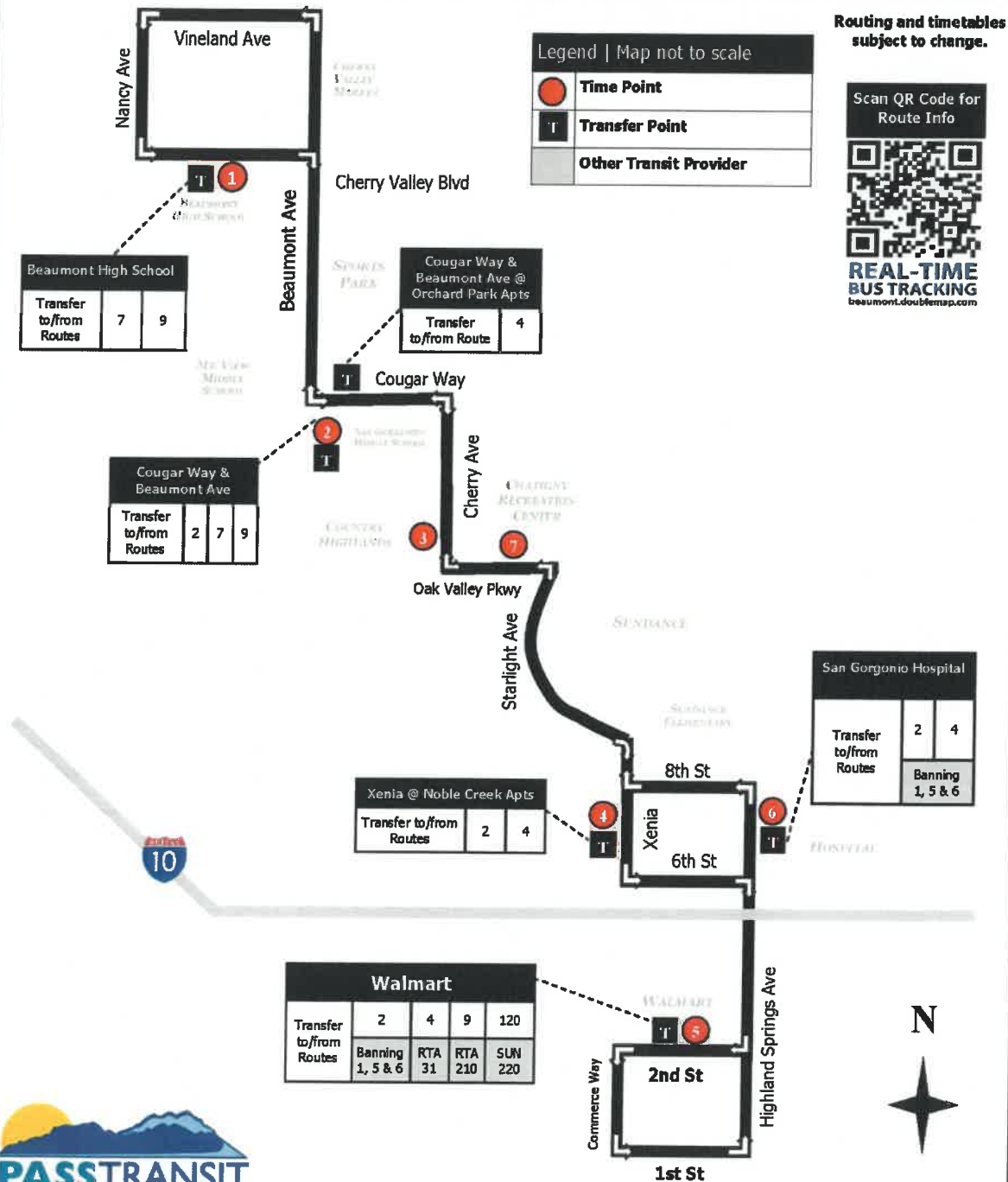
Route 3 is a weekday one-hour headway servicing north area of Beaumont including parts of Cherry Valley to Walmart via the easternmost residential community commonly known as Sundance. It also has a deviation built into the route for those living outside City of Beaumont city limits, in Cherry Valley, north of Brookside Ave.

Route 3 has experienced a decline in passenger trips over the years. March 2019, YTD, Route 3 had 17,261 passenger trips. This is a 16.91% decline over the 20,179 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 22,991, Route 3 has showed a 33.20% decline. Route 3 currently makes up 12.24% of total system wide passenger trips and averages 8.95 passengers transported per revenue hour.

ROUTE 3 WEEKDAY SERVICE (Except Holidays)

Beaumont, Cherry Valley to Walmart via Sundance

Effective December 1, 2017



Route 4 - Downtown to Walmart

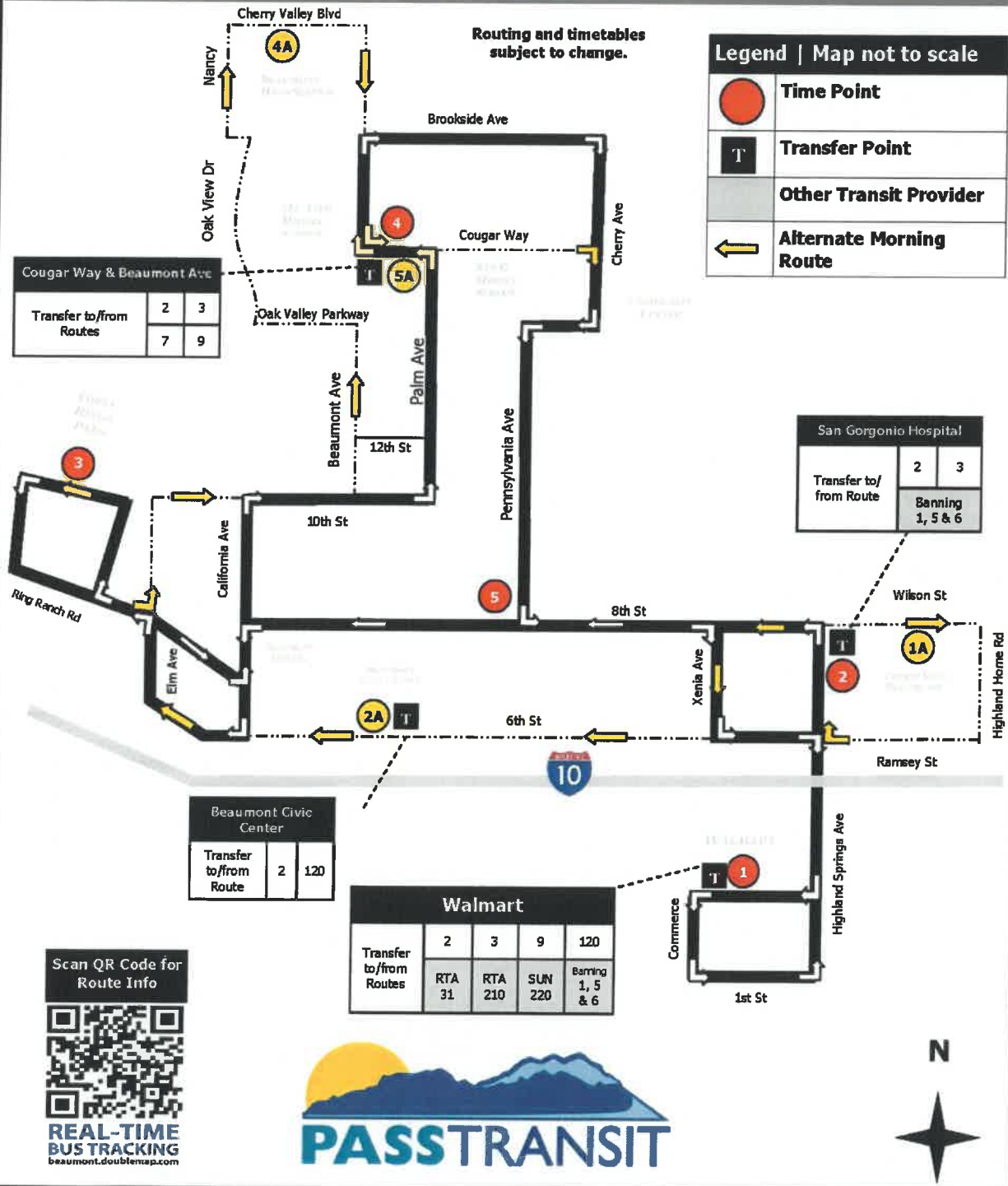
Route 4 is a weekday one-hour headway route which runs primarily east to west via downtown residential areas. The route connects passengers with the local library, two elementary schools, a community center, both middle schools and the commercial shopping area of Walmart. A deviation is also available to the residential and industrial area south of Interstate 10.

Route 4 has experienced a slight decline in passenger trips over the years. March 2019, YTD, Route 4 had 17,794 passenger trips. This is a .31% decline over the 17,849 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 18,378, Route 4 has showed a 3.28% decline. Route 4 currently makes up 12.54% of total system wide passenger trips and averages 8.24 passengers transported per revenue hour.

ROUTE 4 WEEKDAY SERVICE (Except Holidays)

Downtown via 3 Rings Ranch and Walmart

Effective December 1, 2017



Route 7- Tournament Hills/Fairway Canyon to Beaumont High School

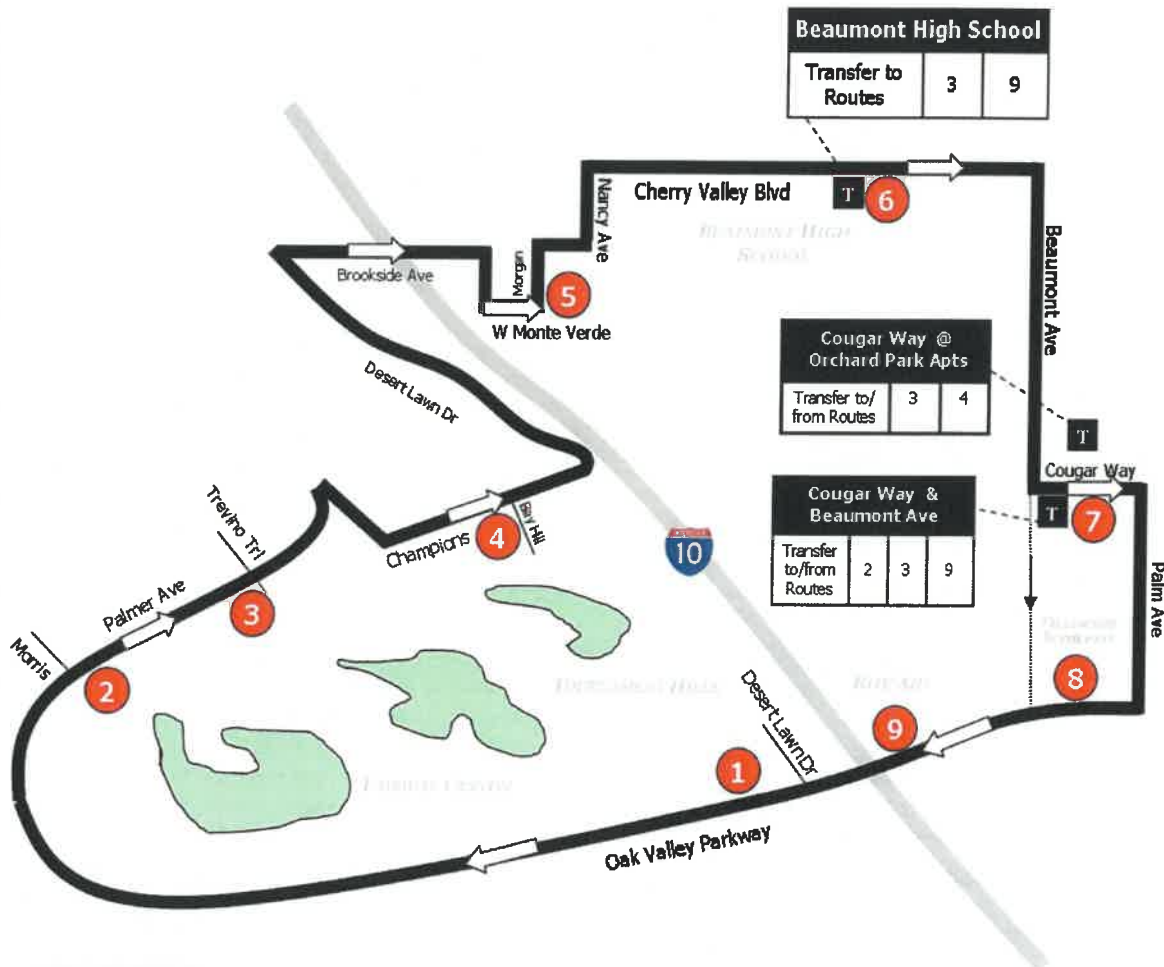
Route 7 is a weekday peak hour service. This route was designed to service passengers during the peak hours of morning and afternoon between the westernmost residential areas of Beaumont, both middle schools, and high school. There are two buses on this route, which we internally refer to as Route 7-1 and 7-2. There is also an afternoon tripper for the peak hours.

Route 7 has experienced a decline in passenger trips over the years. March 2019, YTD, Route 7 had 22,568 passenger trips. This is a 15.23% decline over the 26,005 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 24,497, Route 7 has shown an 8.55% decline. Route 7 currently makes up 15.74% of total system wide passenger trips and averages 28.68 passengers transported per revenue hour.

ROUTE 7

WEEKDAY SERVICE | Tournament Hills & Fairway Cnyn
(when school is in session)

Routing and timetables
subject to change.



Scan QR Code for
Route Info



**REAL-TIME
BUS TRACKING**
beaumont.doublemap.com

Legend | Map not to scale

	Time Point
	Transfer Point
	Afternoon bus from BHS



Route 9 - Seneca Springs to Beaumont High School

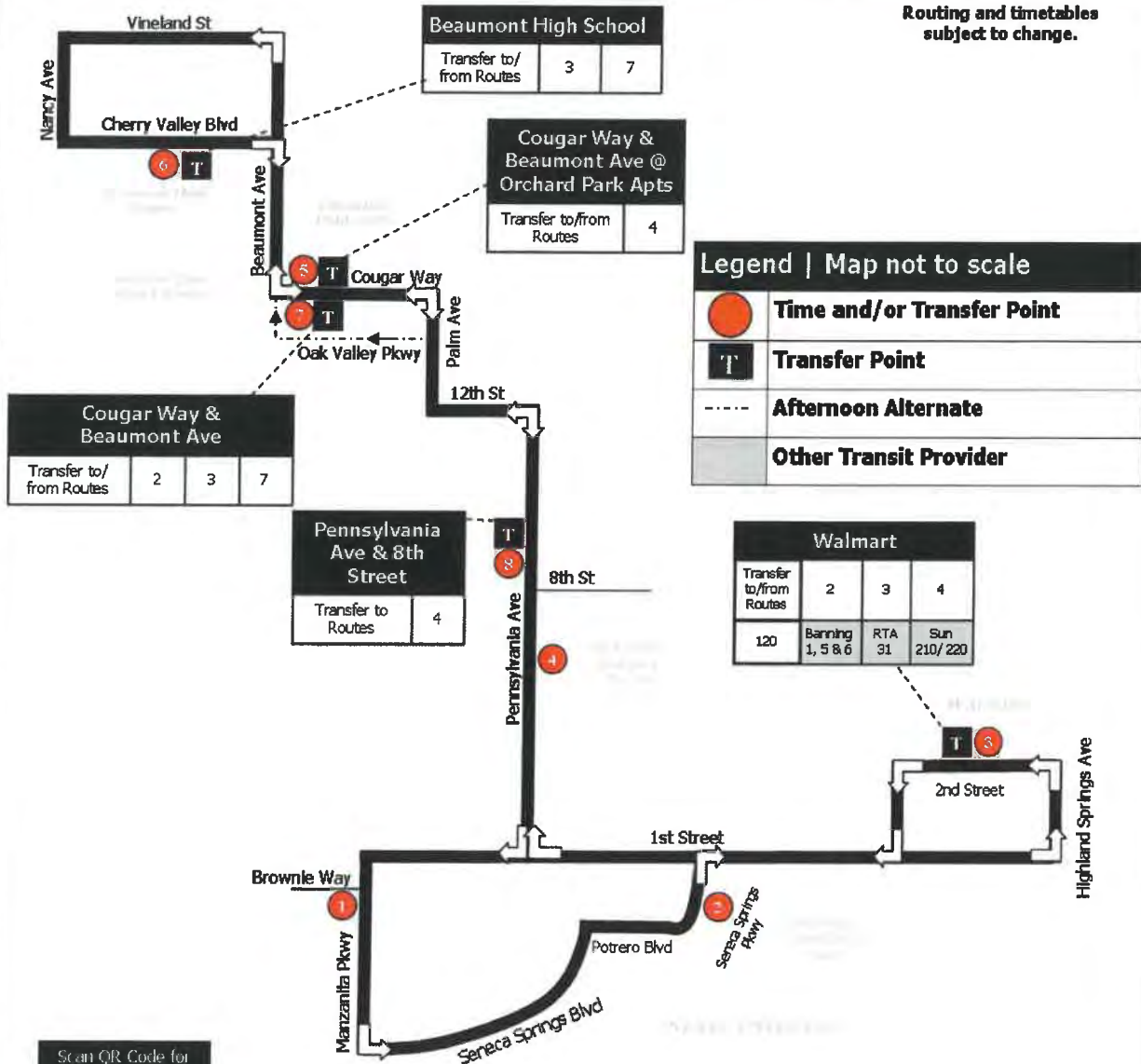
Route 9 is a weekday peak hour service and was designed to service passengers during the peak morning and afternoon hours between Beaumont's southeast residential area, both middle schools, and high school.

Route 9 has experienced a decline in passenger trips over the years. March 2019, YTD, Route 9 had 8,694 passenger trips. This is a 23.71% decline over the 10,775 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 8,585, Route 9 has showed an 1.25% increase. Route 9 currently makes up 6.0% of total system wide passenger trips and averages 13.05 passengers transported per revenue hour.

ROUTE 9

WEEKDAY SERVICE (when school is in session)
Seneca Springs

Routing and timetables
 subject to change.



Legend | Map not to scale

- Time and/or Transfer Point
- T** Transfer Point
- Afternoon Alternate
- Other Transit Provider

Scan QR Code for
 Route Info

**REAL-TIME
 BUS TRACKING**
 beaumont.doublemap.com



Route 3/4 – Saturday service from Cherry Valley to Walmart

Route 3/4 is a one-hour headway service and offers Saturday service as well as limited service on recognized holidays. It is a combination route of Routes 3 and 4.

Route 3/4 has experienced an increase in passenger trips over the years. March 2019, YTD, Route 3/4 had 2,121 passenger trips. This is a 2.64% increase over the 2,065 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 1,973, Route 3/4 has shown a 6.98% increase. Route 3/4 currently makes up 1.41% of total system wide passenger trips and averages 4.97 passengers transported per revenue hour.

Effective January 7, 2017

N



Commuter Link 120

Commuter Link 120 is an express commuter service connecting the Pass Area with San Bernardino County. Originating at Beaumont Walmart, this express service stops at the Beaumont Civic Center, Calimesa, and San Bernardino Transit Center.

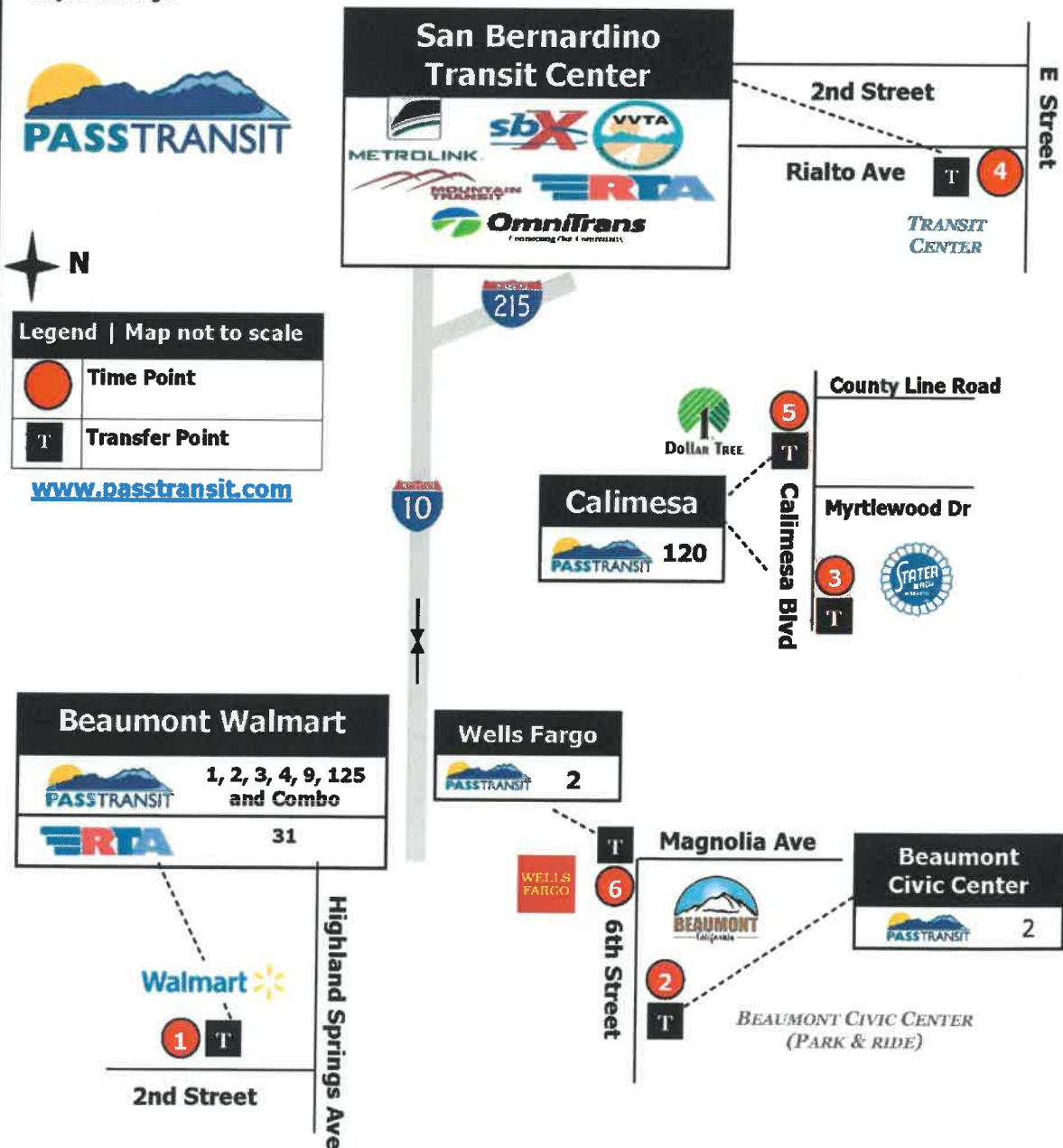
Route 120 has remained flat in FY 19 over FY 18 but shows an increase when compared to FY 17 YTD. March 2019, YTD, Route 120 had 9,300 passenger trips. This is a .6% decline over the 9,356 passenger trips in FY 18. Compared to FY17 YTD passenger trips, which was 8,716, Route 120 has showed an increase of 6.28% decline. Route 120 currently makes up 6.47% of total system wide passenger trips and averages 3 passengers transported per revenue hour.

COMMUTER LINK 120

Beaumont, Calimesa to San Bernardino Transit Center
Effective **October 15, 2018**

Monday—Friday and Saturday Service (Except Holidays)

Routing and timetables
subject to change.



Commuter Link 125



Commuter Link 125 was introduced in September 2018 and is also an express commuter service connecting the Pass Area with San Bernardino County. Originating at Beaumont Walmart, this express service stops at the Beaumont Civic Center, Calimesa, Citrus Grove Plaza (Alabama & Lugonia Ave) in Redlands, Redlands Kaiser Medical Offices and Loma Linda Veterans Affairs Hospital.

Commuter Link 125 is a new commuter link which started in September 2018. It has experienced an increase in passenger base from 347 passenger trips in its first month and has shown a gradual increase to 469 passenger trips in March 2019.

COMMUTER LINK 125

Beaumont, Calimesa, Citrus Plaza @ Alabama/Lugonia,
Kaiser Redlands Medical Offices, Loma Linda VA Hospital
Effective October 15, 2018

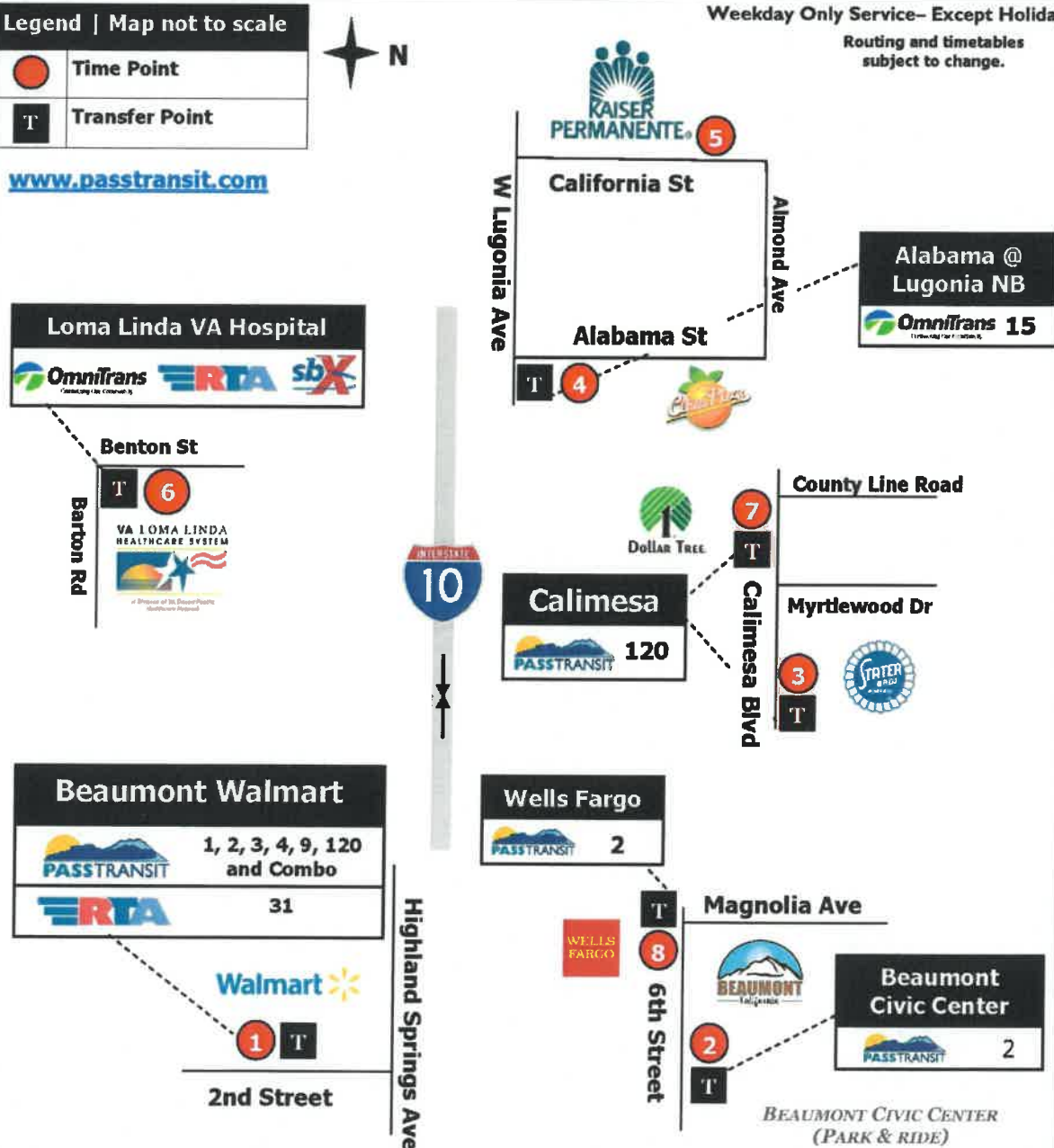
Legend | Map not to scale

	Time Point
	Transfer Point

www.passtransit.com

Weekday Only Service- Except Holidays

Routing and timetables
subject to change.



2.2 Dial-A-Ride Service (DAR)

DAR is made up of two buses and is a reservation-based system. This curb to curb service is a complimentary service to our fixed route system and is available to qualified passengers. Service is provided for persons with ADA certification in the cities of Beaumont and parts of Cherry Valley who live 3/4 of a mile from a fixed bus route. Certification is obtained through the ADA application process with RTA. Additionally, this service is also available for persons over the age of 65. Projected passenger trips in FY 19 is 9,128 and is a 11.89% decrease compared to FY 18 which had 10,211 passenger trips.

2.3 Key Performance Indicators

Riverside County Transportation Commission adopted a Productivity Improvement Plan (PIP) for the transit operators of Riverside County. Although compliance with PIP is no longer required, it is used for monitoring and service improvement to improve efficiency. Beaumont's performance indicators are shown in Tables 7 and 8.

2.4 Productivity Improvement Efforts

Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).

Pass Area residents are invited to attend travel training trips led by the staff of Beaumont. Destinations include Los Angeles Union Station, Downtown Disney, and Oceanside. The purpose of travel training is to empower the public with strategy and knowledge of local transit system, as well as other regional connecting systems such as Metrolink, RTA and Metro. Education of public transit, by means of travel training informational meetings and outings, will assist in the alleviation of common fears surrounding public transit and get passengers comfortable with moving around and using public transportation.

Beaumont has received a grant from Low Carbon Transit Operations Program (LCTOP) for Free Fare Promotion on Beaumont buses which has been extended to Banning Transit for March 1-May 17, 2019 implementation. This Free Fare Promotion has shown an increase in passenger trips in March 2019 over March 2018. Beaumont transit system saw 19,677 passenger trips in March 2019 over the 17,154 passenger trips made in March 2018. This is a 12.82% increase.

To help our system grow, Beaumont intends to conduct a Comprehensive Operations Analysis (COA). A COA was last conducted in 2013 and although it was not formally adopted, parts of its analysis were implemented, including the addition of a second bus on Route 2 and the expansion of the route to Cabazon via Ramsey Street in Banning. The purpose of the 2019 COA will be to determine demographics and needs of the residents of Beaumont, as well as connecting passengers traveling into and out of the city via our commuter links. An analysis of our growing city and our increased residential, commercial and industrial areas will require the implementation of new routes and route design. COA professionals will be crucial to the connectivity of routes and determining service needs to better service passengers in the area.

2.5 Major Trip Generators and Projected Growth

More than half of Beaumont's passengers attend BUSD schools. They are primarily traveling to and from home and high school/middle schools. This clientele is expected to increase as the population and housing continues to grow. Current increases in Routes 7 and 9 are largely due to this factor. To service a larger audience of this category, peak hour services have been adjusted. There will be no added buses for peak service in FY 20. Peak oriented service costs more to provide than all-day service because they require additional vehicles and drivers which are not utilized to their full potential³.

The City of Beaumont continues to grow with 450 more homes planned for FY 20. Beaumont Transit is challenged with the opportunity to grow with the population. Our population is currently reported to be 48,237 by the California Department of Finance. As it quickly approaches 50,000, Beaumont will soon be in the urban category, therefore requiring 20% farebox recovery ratio within five years, as mandated by the Transportation Development Act (TDA). Homes are being built in previously vacant land areas. Routes will be created or adjusted based on the need for service in the various areas, as determined in the COA.

Beaumont offers two commuter services to connect passengers to San Bernardino County and beyond. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Both commuters have grown in passenger trips month over month and are widely popular with inquiries from traveling passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

2.6 Equipment, Passenger Amenities and Facility Needs

A continuous look at our future and the amenities needed to grow our system, show a need for replacement of vehicles. Six of our nineteen vehicles are over at or approaching 10 years old; another four are nine years old. Funding for replacement will be necessary in the coming years. Delivery time of one year from date of approved purchase is a normal experience for bus procurement in Beaumont. At least three buses are nearing retirement and are considered for replacement. Capital funding request is submitted in Table 4 for replacing these retiring vehicles.

Twenty-two (22) shelters have been installed in Beaumont. Half of them are prominently in commercial areas serviced by Route 2. The other half are located in high ridership areas such as high-density residential areas and schools. There are also a dozen benches strategically placed in Beaumont service system. Benches have also been installed in the city of Calimesa at critical commercial areas where passengers connect with Commuter Links 120 and 125.

Beaumont has applied for a Low Carbon Transit Operation Program (LCTOP) grant to improve three bus stop locations popularly used by connecting passengers. Included are bus stops located at the Beaumont Library, as well as the Wells Fargo location located on 6th Street serviced by Commuter Links and Route 2. Beaumont Walmart will also be rehabilitated with landscaping,

³ TMD, Comprehensive Operations Analysis City of Beaumont Service Recommendations, June 2014.

benches information kiosks and other amenities to increase transit visibility and passenger comfort to the hundreds of passengers connecting at this location daily.

Included in Table 4 is a capital request for a re-branding and logo update. Needed in the coming fiscal years is the revamping of the system signage including bus stop signs, schedule holders and bus graphics. Bus stop signs, originally installed in early 2000's, have become faded and invisible to untrained eyes. Repurposed from RTA, schedule holders were donated, installed and are currently in use in Beaumont since 2010. These schedule holders have become increasingly difficult to maintain as graffiti and vandalism are often the case. Beaumont intends to update our logo to include a new design and move away from the Pass Transit brand. Current graphics on buses are weathered, oxidized and peeling. To implement the new branding, graphics on buses will be updated.

As discussed in section 1.6, Planned Facility, Beaumont needs consolidated and enlarged administrative, vehicle maintenance and operations facility in conjunction with CNG and future electric charging station.

CHAPTER 3 - PLANNED SERVICE CHANGES AND IMPLEMENTATION

3.1 Recent Service Changes

September 2018 brought about changes to our Commuter Link system. With the introduction of Commuter 125, the Commuter 120 route and schedule was analyzed and adjusted to increase service, frequency and reliability. Public comments and analysis determined there are two regional transportation needs. One is for commuting, as offered on Commuter 120 and the other for medical services, offered on Commuter 125.

Commuter 125 was designed to relieve the Loma Linda Veterans Hospital from the Commuter 120 which travels to the San Bernardino Transit Center. Commuter 125 travels to Redlands and Kaiser Medical offices in Redlands and continues to the Loma Linda Veterans Hospital. This enables Commuter 120 to increase its frequency traveling only to San Bernardino Transit Center from Beaumont and Calimesa.

3.2 Recommended Service Changes

FY 20 will bring significant service changes to the Beaumont system. At Banning's request, Beaumont will no longer operate Route 2 in the City of Banning. Pending the approval of an Interagency Service Agreement with Banning, Beaumont will cooperate with Banning in transferring passengers at Walmart and San Geronio Hospital without an additional fare to the passenger. It is Beaumont's intent to provide adequate and timely service to the transit dependent passengers within Beaumont that need social services primarily located along Banning's Ramsey in the City of Banning.

In FY 20, Route 2 will operate with a single bus and operate on a 1-hour headway. Weekends it will extend its service to Casino Morongo and Outlet Mall via I-10 freeway.

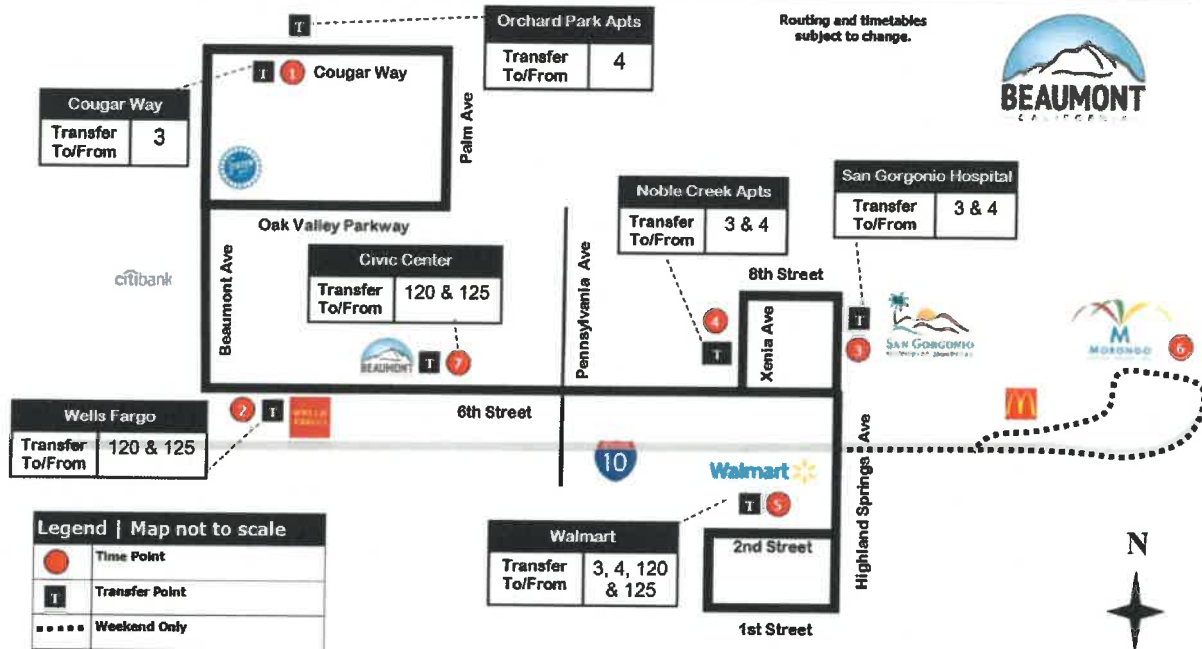
ROUTE 2

Beaumont- Cougar Way to Walmart

Proposed Effective July 1, 2019

Info: (951) 769-8530

Beaumont.doublemap.com



In FY 20, Commuter Link 120 will have a second bus added to the route. This will increase frequency of the popular route which in turn increases service to Calimesa to connect to San Bernardino and Beaumont. Additionally, the Commuter 120 will have a route change to service Casino Morongo and the Outlet mall on the days it runs with is Monday – Saturday.

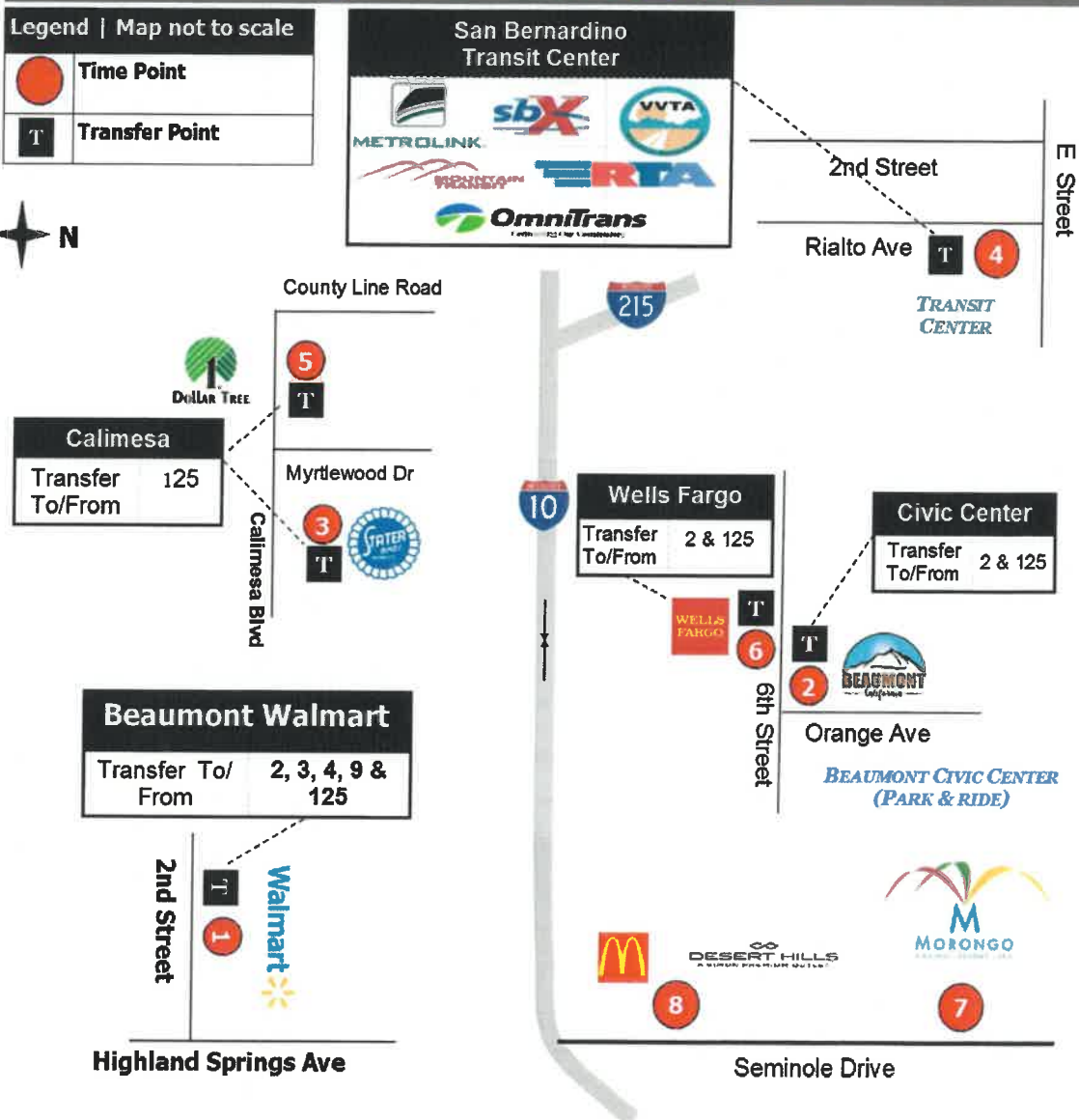
COMMUTER LINK 120

Beaumont, Calimesa to San Bernardino Transit Center
and Casino Morongo

Proposed Effective July 1, 2019

Legend | Map not to scale

	Time Point
	Transfer Point



A Lyft voucher program for Senior and ADA passengers to offset the expense of DAR service is being explored. This voucher program will mirror a similar program offered by OmniTrans. The program consists of a 50-50 share in fare directly redeemable with Lyft when the service is used.

3.3 Marketing Plans and Promotions

FY 19 began a Free Fare Project through grant funding made available by LCTOP. Originally presented for free vouchers to college students and veterans, it has been extended to include all of Beaumont and Banning Local transit systems. Operating from March 1 through May 31, 2019, all passengers ride free on Beaumont and Banning Transit systems. Beaumont has seen an increase in passenger trips systemwide in March 2019 over March 2018 by 12.82% or 2,523 passenger trips.

In the month of July, \$0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4 and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy points of interest that these routes service. Destinations include the Community Center, library, Sports Park, city pool, shopping, as well as multiple parks.

In conjunction with October's Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit's Facebook.

Marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff, annual Veteran's Expo, 'Stuff the Bus' food drive, Rider Appreciation events, and multiple community presentations and events.

Throughout the year our service is marketed with free rides, visible appearances, and provides functional use for the City. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit. In 2018, three parades were participated in: Cherry Festival parade and two holiday light parades.



Beaumont offers free shuttle service to the annual Cherry Festival located in Beaumont. This annual festival, arts/crafts, food and entertainment gathering is a four-day event and has an attendance of over 50,000. In 2018, there were 1,619 passenger trips used by festival patrons.

Travel Training continues to be a successful program to teach Pass Area residents how to ride public transportation from the Pass Area to places of interest. Travel Training season begins in Spring and runs through summer with trips to Union Station, Downtown Disney and Oceanside. A common consensus with passengers is that public transportation is intimidating. Travel training offers guidance to individuals, ease concerns, and empower passengers to make similar trips on their own in the future. In the year 2018, 101 people took the trip with Beaumont.

3.4 Budget Impact on Proposed Changes

Route 2 restructuring will create opportunity to shift assets to expanding regional commuter service on the Commuter Link 120. Operating costs saved on Route 2 will be used on an additional bus on Commuter Link 120.

CHAPTER 4 – FINANCIAL AND CAPITAL PLANS

4.1 Operating and Capital Budget

Beaumont is requesting \$2,735,230 in LTF funding for FY20 for operating expenses. This is a \$331,390 increase over FY 19. Increases are attributed to the increase in fuel costs, salaries, and the need to conduct a COA.

Capital improvement project listed on Table 4 includes 6 projects.

- 20-01- CNG Station- \$1,500,000: Construction of CNG Station at new parcel currently in escrow located at 4th and Veile Ave.
- 20-02- Administrative, Fleet Maintenance & Operations Facility- \$500,000: construction of facility at parcel also designated as the site for CNG Station.
- 20-03- Brand and Logo Update- \$100,000: Replace bus stop signs, information kiosks and bus identification to correspond with new logo and branding.
- 20-04- Passenger Amenities- \$71,246 LCTOP grant: Funded through LCTOP, install bus shelters at 3 locations including the rehabilitation and improvement of Walmart Regional Connection Hub.
- 20-05- Shop Tools- \$40,000: Tools such as vehicle lift, heavy duty tire machine and tire balancer will increase safety for mechanics and save time while conducting their inspections and repairs.
- 20-06- Three Ford F550 Entourage Type E for Replacement- \$700,000: Aging fleet has met its useful life. Three vehicles have been identified as needing replacement.

4.2 Funding Plans to Support Proposed Operating and Capital Program

Capital projects are funded through STA as well as from LCTOP, MSRC and SGR grants.

4.3 Regulatory and Compliance Requirements

The American with Disabilities Act of 1990

The Dial-A-Ride service provides ADA paratransit service as a required element of ADA. The system uses a self-certification process with professional verification. Beaumont Transit works with RTA to certify ADA passengers and work under the umbrella of RTA's ADA policy.

Title VI

Beaumont Transit System does not utilize federal funds for operating expenses. As such, Title VI requirements do not currently apply to the transit system.

Alternatively Fueled Vehicles (RCTC Policy)

Beaumont Transit System operates ten CNG buses and nine gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

State Transit Assistance (STA) Compliance

Generally, Beaumont does not utilize STA funding for operating expenses. As such, compliance with the Public Utilities Commission requirement is not applicable.

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
City of Beaumont

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type	# of Active Vehicles FY 2018/ 19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2010	CMD	C 5500	28	1	32	CN	1		190,064	209,957	209,957
2008	EBC	FORD E450	16	1	24	GA	1		262,608	264,564	264,564
2009	EBC	FORD E450	16	1	24	GA	1		253,737	255,602	255,602
2015	EBC	XHF 40	43	1	40	CN	1		42,308	49,224	49,224
2011	EDN	EDN	30	1	33	GA	1		208,250	235,534	235,534
2011	EDN	EDN	30	1	33	CN	1		120,509	139,876	139,876
2011	EDN	FORD 550	30	1	33	GA	1		232,890	273,299	273,299
2016	EDN	FORD E-450	20	1	24	CN	1		16,047	29,799	29,799
2011	EDN	FORD F550	30	1	33	GA	1		251,850	298,203	298,203
2016	EDN	FORD F550	30	1	33	CN	1		26,154	40,391	40,391
2015	EDN	XHF 40	43	1	40	CN	1		26,476	31,767	31,767
2015	EDN	XHF 40	43	1	40	CN	1		30,857	36,337	36,337
2009	GMC	C-5500	28	1	32	CN	1		160,603	176,510	176,510
2009	STR	C-5500	28	1	32	CN	1		176,728	195,886	195,886
2010	STR	C-5500	30	1	32	GA	1		263,811	301,699	301,699
Totals:			445	15			15		2,262,892	2,538,648	169,243

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
City of Beaumont

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/ 19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2010	FRD	Ford E450	16	1	24	GA	1		300,618	330,434	330,434
2010	FRD	Ford E-450	16	1	24	GA	1		304,491	337,947	337,947
2010	FRD	Ford E-450	16	1	24	GA	1		304,600	335,587	335,587
Totals:			48	3			3		909,709	1,003,968	334,656

Table 2 -- City of Beaumont -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

Fleet Characteristics	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Peak-Hour Fleet		108	14	70	12
Financial Data					
Total Operating Expenses	\$2,385,210	\$2,567,639	\$2,670,933	\$1,673,098	\$2,610,230
Total Passenger Fare Revenue	\$233,847	\$235,430	\$268,724	\$169,009	\$281,000
Net Operating Expenses (Subsidies)	\$2,151,364	\$2,332,210	\$2,402,209	\$1,504,089	\$2,329,230
Operating Characteristics					
Unlinked Passenger Trips	194,129	197,775	242,743	144,237	165,316
Passenger Miles	927,769	945,103	1,161,519	689,859	1,436,725
Total Actual Vehicle Revenue Hours (a)	25,253.5	24,771.8	28,749.0	18,006.8	23,653.0
Total Actual Vehicle Revenue Miles (b)	424,978.0	420,009.0	528,135.0	332,915.9	481,289.0
Total Actual Vehicle Miles	453,177.0	447,136.0	556,675.0	350,391.7	504,023.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$94.45	\$103.65	\$92.91	\$92.91	\$110.36
Farebox Recovery Ratio	9.80%	9.17%	10.06%	10.10%	10.76%
Subsidy per Passenger	\$11.08	\$11.79	\$9.90	\$10.43	\$14.09
Subsidy per Passenger Mile	\$2.32	\$2.47	\$2.07	\$2.18	\$1.62
Subsidy per Revenue Hour (a)	\$85.19	\$94.15	\$83.56	\$83.53	\$98.48
Subsidy per Revenue Mile (b)	\$5.06	\$5.55	\$4.55	\$4.52	\$4.84
Passenger per Revenue Hour (a)	7.7	8.0	8.4	8.0	7.0
Passenger per Revenue Mile (b)	0.46	0.47	0.46	0.43	0.34

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- City of Beaumont -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Excluded Routes

Fleet Characteristics	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Peak-Hour Fleet		36	2	14	4
Financial Data					
Total Operating Expenses	\$1,967,672	\$984,718	\$560,000	\$292,205	\$1,364,146
Total Passenger Fare Revenue	\$179,273	\$44,807	\$19,930	\$8,872	\$123,109
Net Operating Expenses (Subsidies)	\$1,788,399	\$939,911	\$540,070	\$283,333	\$1,241,037
Operating Characteristics					
Unlinked Passenger Trips	145,012	18,923	8,605	5,028	63,111
Passenger Miles	696,058	90,830	41,305	24,134	848,500
Total Actual Vehicle Revenue Hours (a)	18,572.3	6,912.1	3,386.0	1,988.6	12,751.0
Total Actual Vehicle Revenue Miles (b)	337,034.0	165,555.0	94,301.0	52,582.0	343,950.0
Total Actual Vehicle Miles	355,849.0	173,479.0	98,238.0	53,558.0	352,253.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$105.95	\$142.46	\$165.39	\$146.94	\$106.98
Farebox Recovery Ratio	9.11%	4.55%	3.55%	3.04%	9.02%
Subsidy per Passenger	\$12.33	\$49.67	\$62.76	\$56.35	\$19.66
Subsidy per Passenger Mile	\$2.57	\$10.35	\$13.08	\$11.74	\$1.46
Subsidy per Revenue Hour (a)	\$96.29	\$135.98	\$159.50	\$142.48	\$97.33
Subsidy per Revenue Mile (b)	\$5.31	\$5.68	\$5.73	\$5.39	\$3.61
Passenger per Revenue Hour (a)	7.8	2.7	2.5	2.5	4.9
Passenger per Revenue Mile (b)	0.43	0.11	0.09	0.10	0.18

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- City of Beaumont -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Non-Excluded Routes

Fleet Characteristics	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Peak-Hour Fleet		72	12	56	8
Financial Data					
Total Operating Expenses	\$417,538	\$1,582,922	\$2,110,933	\$1,380,893	\$1,246,084
Total Passenger Fare Revenue	\$54,573	\$190,623	\$248,794	\$160,137	\$157,891
Net Operating Expenses (Subsidies)	\$362,965	\$1,392,298	\$1,862,139	\$1,220,756	\$1,088,193
Operating Characteristics					
Unlinked Passenger Trips	49,117	178,852	234,138	139,209	102,205
Passenger Miles	231,711	854,272	1,120,214	665,724	588,225
Total Actual Vehicle Revenue Hours (a)	6,681.2	17,859.8	25,363.0	16,018.2	10,902.0
Total Actual Vehicle Revenue Miles (b)	87,944.0	254,454.0	433,834.0	280,333.9	137,339.0
Total Actual Vehicle Miles	97,328.0	273,657.0	458,437.0	296,833.7	151,770.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$62.49	\$88.63	\$83.23	\$86.21	\$114.30
Farebox Recovery Ratio	13.07%	12.04%	11.78%	11.60%	12.67%
Subsidy per Passenger	\$7.39	\$7.78	\$7.95	\$8.77	\$10.65
Subsidy per Passenger Mile	\$1.57	\$1.63	\$1.66	\$1.83	\$1.85
Subsidy per Revenue Hour (a)	\$54.33	\$77.96	\$73.42	\$76.21	\$99.82
Subsidy per Revenue Mile (b)	\$4.13	\$5.47	\$4.29	\$4.35	\$7.92
Passenger per Revenue Hour (a)	7.4	10.0	9.2	8.7	9.4
Passenger per Revenue Mile (b)	0.56	0.70	0.54	0.50	0.74

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Beaumont-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

Fleet Characteristics	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Peak-Hour Fleet		96	12	62	11
Financial Data					
Total Operating Expenses	\$2,245,883	\$2,259,302	\$2,416,000	\$1,624,677	\$2,380,230
Total Passenger Fare Revenue	\$212,713	\$215,369	\$258,988	\$165,912	\$258,000
Net Operating Expenses (Subsidies)	\$2,033,169	\$2,043,934	\$2,157,012	\$1,458,765	\$2,122,230
Operating Characteristics					
Unlinked Passenger Trips	184,250	187,489	233,860	138,191	156,187
Passenger Miles	884,400	899,947	1,122,524	663,317	1,388,341
Total Actual Vehicle Revenue Hours (a)	22,106.6	21,606.1	26,258.0	16,183.8	20,866.0
Total Actual Vehicle Revenue Miles (b)	384,578.0	380,714.0	497,194.0	310,434.0	446,602.0
Total Actual Vehicle Miles	407,720.0	404,305.0	522,772.0	325,506.2	465,746.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$101.59	\$104.57	\$92.01	\$100.39	\$114.07
Farebox Recovery Ratio	9.47%	9.53%	10.71%	10.21%	10.83%
Subsidy per Passenger	\$11.03	\$10.90	\$9.22	\$10.56	\$13.59
Subsidy per Passenger Mile	\$2.30	\$2.27	\$1.92	\$2.20	\$1.53
Subsidy per Revenue Hour (a)	\$91.97	\$94.60	\$82.15	\$90.14	\$101.71
Subsidy per Revenue Mile (b)	\$5.29	\$5.37	\$4.34	\$4.70	\$4.75
Passenger per Revenue Hour (a)	8.3	8.7	8.9	8.5	7.5
Passenger per Revenue Mile (b)	0.48	0.49	0.47	0.45	0.35

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Beaumont-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Excluded Routes

Fleet Characteristics	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Peak-Hour Fleet		36	2	14	4
Financial Data					
Total Operating Expenses	\$1,967,672	\$984,718	\$560,000	\$292,205	\$1,364,146
Total Passenger Fare Revenue	\$179,273	\$44,807	\$19,930	\$8,872	\$123,109
Net Operating Expenses (Subsidies)	\$1,788,399	\$939,911	\$540,070	\$283,333	\$1,241,037
Operating Characteristics					
Unlinked Passenger Trips	145,012	18,923	8,605	5,028	63,111
Passenger Miles	696,058	90,830	41,305	24,134	848,500
Total Actual Vehicle Revenue Hours (a)	18,572.3	6,912.1	3,386.0	1,988.6	12,751.0
Total Actual Vehicle Revenue Miles (b)	337,034.0	165,555.0	94,301.0	52,582.0	343,950.0
Total Actual Vehicle Miles	355,849.0	173,479.0	98,238.0	53,558.0	352,253.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$105.95	\$142.46	\$165.39	\$146.94	\$106.98
Farebox Recovery Ratio	9.11%	4.55%	3.55%	3.04%	9.02%
Subsidy per Passenger	\$12.33	\$49.67	\$62.76	\$56.35	\$19.66
Subsidy per Passenger Mile	\$2.57	\$10.35	\$13.08	\$11.74	\$1.46
Subsidy per Revenue Hour (a)	\$96.29	\$135.98	\$159.50	\$142.48	\$97.33
Subsidy per Revenue Mile (b)	\$5.31	\$5.68	\$5.73	\$5.39	\$3.61
Passenger per Revenue Hour (a)	7.8	2.7	2.5	2.5	4.9
Passenger per Revenue Mile (b)	0.43	0.11	0.09	0.10	0.18

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Beaumont-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Non-Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		60	10	48	7
Financial Data					
Total Operating Expenses	\$278,211	\$1,274,585	\$1,856,000	\$1,332,472	\$1,016,084
Total Passenger Fare Revenue	\$33,440	\$170,562	\$239,058	\$157,040	\$134,891
Net Operating Expenses (Subsidies)	\$244,771	\$1,104,022	\$1,616,942	\$1,175,432	\$881,193
Operating Characteristics					
Unlinked Passenger Trips	39,238	168,566	225,255	133,163	93,076
Passenger Miles	188,342	809,117	1,081,219	639,182	539,841
Total Actual Vehicle Revenue Hours (a)	3,534.2	14,694.0	22,872.0	14,195.2	8,115.0
Total Actual Vehicle Revenue Miles (b)	47,544.0	215,159.0	402,893.0	257,852.0	102,652.0
Total Actual Vehicle Miles	51,871.0	230,826.0	424,534.0	271,948.2	113,493.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$78.72	\$86.74	\$81.15	\$93.87	\$125.21
Farebox Recovery Ratio	12.02%	13.38%	12.88%	11.79%	13.27%
Subsidy per Passenger	\$6.24	\$6.55	\$7.18	\$8.83	\$9.47
Subsidy per Passenger Mile	\$1.30	\$1.36	\$1.50	\$1.84	\$1.63
Subsidy per Revenue Hour (a)	\$69.26	\$75.13	\$70.70	\$82.80	\$108.59
Subsidy per Revenue Mile (b)	\$5.15	\$5.13	\$4.01	\$4.56	\$8.58
Passenger per Revenue Hour (a)	11.1	11.5	9.8	9.4	11.5
Passenger per Revenue Mile (b)	0.83	0.78	0.56	0.52	0.91

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

City of Beaumont
FY 2019/2020 - FY 2021/2022

Table 2A- Excluded Routes

Route	Mode	Service Type	Route Description	Date of Implementation	Exemption End Date
120	FR	Directly Operated	Monday - Saturday Commuter Link Service	September 2018	September 2021
125	FR	Directly Operated	Direct service from Beaumont Walmart to Calimesa, Mountain Grove Plaza, Kaiser Permanente Redlands Medical Offices and VA Ambulatory Care Center.	September 2018	September 2021
2	FR	Directly Operated	Monday- Sunday Service. Trunk route servicing Cherry Valley to Walmart.	July 2019	July 2022

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.

Table 3 - SRTP Route Statistics
City of Beaumont -- 2
FY 2019/20
All Routes

Data Elements												All Routes
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy	
BEA-120	All Days	2	18,558	501,066	5,947.0	6,352.0	192,207.0	196,485.0	\$625,238	\$53,804	\$571,434	
BEA-125	All Days	1	5,857	122,997	3,187.0	3,338.0	94,097.0	95,525.0	\$350,262	\$19,196	\$331,066	
BEA-2	All Days	1	38,696	224,437	3,617.0	3,563.0	57,646.0	60,243.0	\$388,646	\$50,109	\$338,537	
BEA-3	Weekday	1	23,475	136,155	2,624.0	2,767.0	35,659.0	39,576.0	\$300,611	\$32,380	\$268,231	
BEA-3/4	Saturday	1	2,885	16,733	580.0	611.0	8,781.0	9,156.0	\$130,102	\$8,650	\$121,452	
BEA-4	Weekday	1	24,200	140,360	2,935.0	3,018.0	39,798.0	40,649.0	\$300,978	\$31,692	\$269,286	
BEA-7	Weekday	3	30,692	178,014	1,070.0	1,244.0	13,686.0	17,479.0	\$145,291	\$41,632	\$103,859	
BEA-9	Weekday	1	11,824	68,579	906.0	550.0	4,728.0	6,633.0	\$139,102	\$20,537	\$118,565	
BEA-DAR	All Days	1	9,129	48,384	2,787.0	3,080.0	34,687.0	38,277.0	\$230,000	\$23,000	\$207,000	
Service Provider Totals		12	165,316	1,436,725	23,653.0	24,523.0	481,289.0	504,023.0	\$2,610,230	\$281,000	\$2,329,230	



Table 3 - SRTP Route Statistics
City of Beaumont -- 2
FY 2019/20
All Routes

Route #	Day Type	Performance Indicators									
		Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	\$105.14	\$3.25	\$33.69	8.60%	\$30.79	\$1.14	\$96.09	\$2.97	3.1	0.10
BEA-125	All Days	\$109.90	\$3.72	\$59.80	5.48%	\$56.52	\$2.69	\$103.88	\$3.52	1.8	0.06
BEA-2	All Days	\$107.45	\$6.74	\$10.04	12.89%	\$8.75	\$1.51	\$93.60	\$5.87	10.7	0.67
BEA-3	Weekday	\$114.56	\$8.43	\$12.81	10.77%	\$11.43	\$1.97	\$102.22	\$7.52	8.9	0.66
BEA-3/4	Saturday	\$224.31	\$14.82	\$45.10	6.64%	\$42.10	\$7.26	\$209.40	\$13.83	5.0	0.33
BEA-4	Weekday	\$102.55	\$7.56	\$12.44	10.52%	\$11.13	\$1.92	\$91.75	\$6.77	8.2	0.61
BEA-7	Weekday	\$135.79	\$10.62	\$4.73	28.65%	\$3.38	\$0.58	\$96.88	\$7.57	28.7	2.24
BEA-9	Weekday	\$153.53	\$29.42	\$11.76	14.76%	\$10.03	\$1.73	\$130.87	\$25.08	13.1	2.50
BEA-DAR	Weekday	\$82.53	\$6.63	\$25.19	10.00%	\$22.67	\$4.28	\$74.27	\$5.97	3.3	0.26
Service Provider Totals		\$110.36	\$5.42	\$15.79	10.76%	\$14.09	\$1.62	\$98.48	\$4.84	7.0	0.34

City of Beaumont
Pass Transit
FY 2018/2019

Table 3A- Individual Route Descriptions and Area Served

Route	Description	Area/Sites Served
2	Trunk Route on major arterial roads of Beaumont Ave, 6th Street as well as Ramsey St into Cabazon	Areas of interest include Beaumont downtown commercial area and 2nd Street Marketplace, including banks and grocery stores. Also services Walmart transportation hub, San Geronio Hospital.
3	Cherry Valley via Sundance to Walmart	Services schools such as elementary, middle and high school, deviations into rural Cherry Valley, 2nd Street Marketplace and connection opportunity with Walmart transportation hub
4	Downtown Beaumont via residential	Services community center, elementary, middle schools, high school, library, sports park, 2nd Street Marketplace and Walmart transportation hub
7	Northwest Beaumont	Middle schools and high school, Fairway Canyon and Tournament Hills.
9	South Beaumont	Middle schools and high school, Seneca Springs
3/4	Combination of Routes 3 and 4	Saturday only service servicing Cherry Valley, Sports Park, community center, and commercial areas of Beaumont.
120	Commuter Service to San Bernardino	Direct service from Beaumont Walmart to Calimesa and San Bernardino Transit Center.
125	Commuter Service to VA Ambulatory Care Center	Direct service from Beaumont Walmart to Calimesa, Mountain Grove Plaza, Kaiser Permanente Redlands Medical Offices and VA Ambulatory Care Center.
DAR	Curb to Curb Direct Service for qualified residents of Beaumont and parts of Cherry Valley	Citywide service for those qualified passengers living 3/4 of a mile of fixed route service in Beaumont and Cherry Valley to Beaumont, Cherry Valley and parts of Banning.

City of Beaumont
FY 2019/2020
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY-2019/2020

Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
Operating Expenses FR & Admin		\$ 1,589,730	\$ 1,404,730			\$ 185,000	
Commuter 120 & 125 Operating & Admin		\$ 1,048,500	\$ 975,500			\$ 73,000	
FY 16/17 LCTOP Commuter 125 Operations		\$ 16,899			\$ 16,899		
DAR Operating Expenses		\$ 253,000	\$ 230,000			\$ 23,000	
Interest & Other Income		\$ 6,200					\$ 6,200
Comprehensive Operations Analysis		\$ 125,000	\$ 125,000				
Subtotal: Operating		\$ 3,039,329	\$ 2,735,230	\$ -	\$ 16,899	\$ 281,000	\$ 6,200
Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
CNG Station		\$ 1,500,000		\$ 1,500,000			
Administrative, Fleet Maintenance & Operations Facility		\$ 500,000		\$ 500,000			
Brand and Logo Update		\$ 100,000		\$ 100,000			
Passenger Amenities		\$ 71,246			\$ 71,246		
Shop Tools		\$ 40,000		\$ 40,000			
3 - Ford F550 Entourage Type E for Replacement		\$ 700,000		\$ 700,000			
Subtotal: Capital		\$ 2,911,246	\$ -	\$ 2,840,000	\$ 71,246	\$ -	\$ -
Total: Operating & Capital		\$ 5,950,575	\$ 2,735,230	\$ 2,840,000	\$ 88,145	\$ 281,000	\$ 6,200

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-01

FTIP No: _____

PROJECT NAME:

CNG Station

PROJECT DESCRIPTION:

CNG Station to be built at a location closing sale at 4th and Veile Ave in Beaumont. This will also be a location where transit administration, fleet maintenance and operations will be located. The requested funding will be used to build the station infrastructure.

PROJECT JUSTIFICATION:

There are no other CNG fuel stations available to the public in the Pass Area. To be in the industrial area of Beaumont, the station will be accessible to Interstate 10, Highway 60 and 79, and conducive to fueling commercial vehicles. Currently, Beaumont operates 10 CNG buses and does not have a reliable place to fuel them. Daily, a single mechanic is charged with fueling buses by driving outside of the Pass Area to fuel (Hemet, Moreno Valley and Redlands). This request will be used for the building of the station. Prior year allocations will be used, in part, for the purchase of property on 4th and Veile Ave.

PROJECT SCHEDULE:

Start Date	Completion Date
Current	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	19-20	\$1,500,000
Total		\$1,500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
N/A	N/A	15-3	CNG Station Improvements	199,095.90
		16-1	CNG Station Improvements	300,000
		18-1	CNG Station Improvements	300,000
		19-1	CNG Station Improvements	300,000

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-02

FTIP No: _____

PROJECT NAME:

Administrative, Fleet Maintenance & Operations Facility

PROJECT DESCRIPTION:

Construction of administration, fleet maintenance and operations Facility located in the industrial area of Beaumont.

PROJECT JUSTIFICATION:

Currently, administrative, operations and fleet maintenance are in two different locations and have outgrown their facilities. Buses are parked in both locations because all buses do not fit entirely at either location. The separation of the department is creating increased operational expenses. Administration and operations are located at City Hall campus while maintenance is located on California Ave & 5th Street. Both locations are in a downtown specific area and have updated uses in the general plan. It is necessary to consolidate transit in one location, outside of the downtown area, and into an area conducive to the business of transit. Building will be located in the same location as CNG Station at 4th & Veile Ave.

PROJECT SCHEDULE:

Start Date	Completion Date
December 2019	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	19-20	\$5,00,000
Total		\$5,00,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
				0

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-03

FTIP No: _____

PROJECT NAME:

Brand and Logo Update

PROJECT DESCRIPTION:

Wrap buses and produce bus stop signage with new design.

PROJECT JUSTIFICATION:

Bus wraps and bus stop signage are faded, deteriorated and vandalized. A new logo, including color scheme and graphics will be placed on buses and bus stop signs produced to distinguish Beaumont Transit system from other transit systems in the area.

PROJECT SCHEDULE:

Start Date	Completion Date
December 2019	June 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	19-20	\$100,000
Total		\$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
				0

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-04

FTIP No: _____

PROJECT NAME:

Passenger Amenities

PROJECT DESCRIPTION:

Install passenger amenities including bus shelters, benches, lighting, trashcans and landscaping at 3 locations.

PROJECT JUSTIFICATION:

Funded by LCTOP grant, passenger amenities will be installed in two locations of disadvantaged community as well as improving Walmart regional connection area.

PROJECT SCHEDULE:

Start Date	Completion Date
September 2019	June 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LCTOP	18-19	\$71,246
Total		\$71,246

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
				0

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-05

FTIP No: _____

PROJECT NAME:

Shop Tools

PROJECT DESCRIPTION:

Purchase of vehicle lift, heavy duty tire machine and tire balancer.

PROJECT JUSTIFICATION:

Vehicle maintenance department is responsible for the repair and maintenance of all transit fleet. To complete work, mechanics need basic tools to increase safety and avoid injury. Heavy duty tire machine will remove the physical activity of removing large tires and relocating to a different area of the shop. Additionally, shuttle vehicles are being repaired on floor stands, a vehicle lift is necessary for proper maintenance of the vehicles.

PROJECT SCHEDULE:

Start Date	Completion Date
July 2019	November 2019

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	19-20	\$40,000
Total		\$40,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
		17-2	Mobile Bus Lift, Jack Stands & Tools	\$ 4,742.59

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2020-06

FTIP No: _____

PROJECT NAME:

3- CNG Ford F 550 Entourage Type E for Replacement

PROJECT DESCRIPTION:

Purchase of three new CNG fueled cutaway buses for replacement with video camera and GPS system.

PROJECT JUSTIFICATION:

Five of Beaumont's nineteen bus fleet has mileage of over 10-year life expectancy. These new vehicles will replace retiring vehicles.

PROJECT SCHEDULE:

Start Date	Completion Date
July 2019	June 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	19-20	\$700,000
Total		\$700,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 5/1/19)
		12-01	GPS System	\$ 4,117.75
N/A	N/A	15-1	2 Type 7 Bus for Replacement/Expansion	\$29,725.82
		19-02	Type H EZ Rider II	\$18,417.50

City of Beaumont
FY 2020/2021
Summary of Funds Requested
Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY-2020/2021

Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
Operating Expenses FR and Admin		\$ 1,884,730	\$ 1,695,730			\$ 189,000	
Commuter 120 & 125 Operating Expenses		\$ 827,685	\$ 748,685			\$ 79,000	
DAR Operating Expenses		\$ 253,000	\$ 230,000			\$ 23,000	
Interest & Other Income		\$ 6,200					\$ 6,200
Subtotal: Operating		\$ 2,971,615	\$ 2,674,415	\$ -	\$ -	\$ 291,000	\$ 6,200
Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
CNG Station	Capital Project Number (1)						
	21-01	200,000		200,000			
Administrative, Maintenance and Operations Facility		5,000,000		5,000,000			
Subtotal: Capital		\$ 5,200,000	\$ -	\$ 5,200,000	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 8,171,615	\$ 2,674,415	\$ 5,200,000	\$ -	\$ 291,000	\$ 6,200

Table 5.1- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2021-01

FTIP No: _____

PROJECT NAME:

CNG Station

PROJECT DESCRIPTION:

Construction of CNG Station at 4th Street & Veile Ave.

PROJECT JUSTIFICATION:

CNG Station in the same location as administration, fleet maintenance and operations, this fueling station will be open to the public. There are no other CNG fueling stations in the Pass Area open to the public. Located in the industrial area with access to Interstate 10, Highway 60 and 79, this fueling site location will be conducive to fueling commercial vehicles. Beaumont transit does not have a reliable CNG fueling location in the Pass Area. The construction of a station will eliminate the need for additional staff time and vehicle miles to travel out of the Pass Area to fuel.

PROJECT SCHEDULE:

Start Date	Completion Date
Current	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	20-21	200,000
Total		\$200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 4/1/19)
			MSRC	200,000

Table 5.1- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2021-02

FTIP No: _____

PROJECT NAME:

Administrative, Maintenance and Operations Facility

PROJECT DESCRIPTION:

Construction of administration, fleet maintenance and operations Facility located in the industrial area of 4th St and Veile Ave.

PROJECT JUSTIFICATION:

Currently, administrative, operations and fleet maintenance are in two different locations and have outgrown their facilities. Buses are parked in both locations because all buses do not fit entirely at either location. Administration and operations are located at City Hall campus while maintenance is located on California Ave & 5th Street. Both locations are in a downtown specific area and have updated uses in the general plan. It is necessary to consolidate transit in one location, outside of the downtown area, and into an area conducive to the business of transit. Building will be located in the same location as CNG Station.

PROJECT SCHEDULE:

Start Date	Completion Date
December 2019	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	20-21	\$5,000,000
Total		\$5,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 4/1/19)

City of Beaumont

FY 2021/2022

Summary of Funds Requested
Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY-2021/2022

Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
Operating Expenses FR and Admin		\$ 1,884,730	\$ 1,695,730			\$ 189,000	
Commuter 120 & 125 Operating Expenses		\$ 829,185	\$ 748,685			\$ 80,500	
DAR Operating Expenses		\$ 253,000	\$ 230,000			\$ 23,000	
Interest & Other Income		\$ 4,500					\$ 4,500
Subtotal: Operating		\$ 2,971,415	\$ 2,674,415	\$ -	\$ -	\$ 292,500	\$ 4,500
Project Description		Total Amount of Funds	LTF	STA	LCTOP	Fare Box	Interest
Electric Vehicles, Buses & Infrastructure		5,000,000		5,000,000			
Subtotal: Capital		\$ 5,000,000		\$ 5,000,000			
Total: Operating & Capital		\$ 7,971,415	\$ 2,674,415	\$ 5,000,000	\$ -	\$ 292,500	\$ 4,500

Table 5.2- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: 2022-01

FTIP No: _____

PROJECT NAME:

Electric Vehicles, Buses and Infrastructure

PROJECT DESCRIPTION:

Construct electric vehicle charging station at operations facility, located at 4th St & Viele Ave. Procure electric shuttle vehicles and buses for the replacement of gas vehicles currently in the fleet.

PROJECT JUSTIFICATION:

Existing gas vehicles are aging and reaching life expectancy. In coordination with the mandates of the State of California and their emissions goal, Beaumont Transit intends to retiring gas vehicles and buses with electric vehicles and buses.

PROJECT SCHEDULE:

Start Date	Completion Date
September 2021	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	22-01	\$5,000,000
Total		\$5,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 4/1/19)

City of Beaumont
Pass Transit
FY 2019/2020 - FY 2021/2022

Table 6- Progress to Implement Triennial Performance Audit

Audit Recommendations (Covering FY 2012/13-2014/15)	Action(s) Taken and Results
Continue to ensure the timely completion and submittal of the annual State Controller Transit Operators Financial Transactions Reports.	Beaumont continues to strive for timely completion of SCO reports. New software has been purchased and migration into it complete. Additional staff in the Finance Department has been added to prevent delays.
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Separate documents have been prepared and submitted.
Work with Riverside Transit Agency and Mt San Jacinto College on fare revenue reimbursement from the college GoPass Revenue Agreement.	Mt San Jacinto and RTA were approached. With no solution available to share fare revenue, Beaumont Pass Transit has applied for a grant to transport college students aside from the Go Pass program
Track ridership trends for those using mobility devices.	Passengers using mobility devices are being tracked.

Table 7 -- Service Provider Performance Targets Report
FY 2018/19 Short Range Transit Plan Review
City of Beaumont

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	242,743			
Passenger Miles	1,161,519			
Total Actual Vehicle Revenue Hours	28,749.0			
Total Actual Vehicle Revenue Miles	528,135.0			
Total Actual Vehicle Miles	556,675.0			
Total Operating Expenses	\$2,670,933			
Total Passenger Fare Revenue	\$268,724			
Net Operating Expenses	\$2,402,209			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.06%	>= 10.00%	10.10%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$92.91	<= \$91.10	\$92.91	Falls to Meet Target
2. Subsidy Per Passenger	\$9.90	>= \$9.10 and <= \$12.32	\$10.43	Meets Target
3. Subsidy Per Passenger Mile	\$2.07	>= \$1.90 and <= \$2.58	\$2.18	Meets Target
4. Subsidy Per Hour	\$83.56	>= \$72.33 and <= \$97.85	\$83.53	Meets Target
5. Subsidy Per Mile	\$4.55	>= \$4.27 and <= \$5.77	\$4.52	Meets Target
6. Passengers Per Revenue Hour	8.40	>= 6.72 and <= 9.09	8.00	Meets Target
7. Passengers Per Revenue Mile	0.46	>= 0.40 and <= 0.54	0.43	Meets Target
Note: Must meet at least 4 out of 7 Discretionary Performance Indicators				
Productivity Performance Summary:				
Service Provider Comments:				

FY 2018/19 - Table 8 -- SRTP Performance Report
Service Provider: City of Beaumont
All Routes

Performance Indicators	FY 2016/17 End of Year Actual	FY 2017/18 3rd Quarter Year-to-Date	FY 2018/19 Plan	FY 2018/19 Target	Plan Performance Scorecard (a)
Passengers	194,129	148,468	242,743	None	
Passenger Miles	927,769	709,343	1,161,519	None	
Revenue Hours	25,253.5	18,682.1	28,749.0	None	
Total Hours	28,008.7	20,372.7	31,148.0	None	
Revenue Miles	424,978.0	316,605.0	528,135.0	None	
Total Miles	453,177.0	336,634.0	556,675.0	None	
Operating Costs	\$2,385,210	\$1,876,763	\$2,670,933	None	
Passenger Revenue	\$233,847	\$179,891	\$268,724	None	
Operating Subsidy	\$2,151,364	\$1,696,872	\$2,402,209	None	
Operating Costs Per Revenue Hour	\$94.45	\$100.46	\$92.91	<= \$91.10	Fails to Meet Target
Operating Cost Per Revenue Mile	\$5.61	\$5.93	\$5.06	None	
Operating Costs Per Passenger	\$12.29	\$12.64	\$11.00	None	
Farebox Recovery Ratio	9.80%	9.59%	10.06%	>= 10.0%	Meets Target
Subsidy Per Passenger	\$11.08	\$11.43	\$9.90	>= \$9.10 and <= \$12.32	Meets Target
Subsidy Per Passenger Mile	\$2.32	\$2.39	\$2.07	>= \$1.90 and <= \$2.58	Meets Target
Subsidy Per Revenue Hour	\$85.19	\$90.83	\$83.56	>= \$72.33 and <= \$97.85	Meets Target
Subsidy Per Revenue Mile	\$5.06	\$5.36	\$4.55	>= \$4.27 and <= \$5.77	Meets Target
Passengers Per Revenue Hour	7.70	7.90	8.40	>= 6.72 and <= 9.09	Meets Target
Passengers Per Revenue Mile	0.46	0.47	0.46	>= 0.40 and <= 0.54	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2018/19 Plan to the FY 2018/19 Primary Target.

Beaumont Transit
FY 2019/2020- FY 2021/2022
Short Range Transit Plan

Table 9 Highlights of SRTF

- Adopt Interagency Service Agreement with City of Banning for transfer of passengers to Banning buses at connecting points for the intent of eliminating operations in City of Banning.
- Eliminate one bus on Route 2.
- Add one bus on Commuter Link 120 to increase service and frequency.
- Conduct a Comprehensive Operations Analysis to determine demographics and needs of residents of Beaumont as well as connecting passengers traveling on commuter links.
- Acquire land in industrial area of Beaumont to build CNG station and administration, maintenance and operations facility.
- Procure 3 cutaway vehicles for replacement.
- Brand and logo update.
- Install passenger amenities with LCTOP grant funding
- Continue Travel Training program to encourage the use of public transportation.

Table 9A-Operating and Capital Data

Operating and Financial Date	FY 16/17	FY 17/18	FY 18/19 Estimate based from 3Q actuals	FY 19/20 Planned
System wide Ridership	196,377	196,430	191,811	165,316
Operating Costs per Revenue Hour	\$94.45	\$96.37	\$92.91	\$110.36

Table 9B- Fare Revenue Calculation
(Consistent with Commission Recovery Policy)

Revenue Source included in Farebox Calculation	FY 16/17 Audited	FY 17/18 Audited	FY 18/19 Estimate based from 3Q actuals	FY 19/20 Planned
1. Passenger Fares	219,522	234,182	225,345	281,000
2. Interest	4,475	4,984	2,811	6,200

3. General Fund Supplement	0	0	0	0
4. Measure A	0	0	0	0
5. Advertising Revenue	0	0	0	0
6. Gain on Sale of Capital Assets	0	0	0	0
7. CNG Revenue	0	0	0	0
8. Lease/Other Revenue	0	0	0	0
9. Federal Excise Tax Refund	0	0	0	0
10. Investment Income	0	0	0	0
11. CalPers CERBT	0	0	0	0
12. Fare Revenue from Exempt Routes	0	32,371	15,537	123,109
13. Other Revenues	0	0	5,363	16,899
TOTAL REVENUE For Farebox Calculation (1-13)	224,665	206,795	217,982	164,091
TOTAL OPERATING EXPENSES For Farebox Calculation	2,406,572	2,221,266	2,183,963	1,658,284
Farebox Recovery Ratio	10.72%	9.09%	10.00%	10.1%

Short Range Transit Plan

Fiscal Year 2019/20 - 2021/22



City of Corona Buses

City of Corona

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Chapter 1 – System Overview

1.0 INTRODUCTION

The Short Range Transit Plan (SRTP) sets the objectives and strategies for Fiscal Year (FY) 2019/20 for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2019/20 – 2021/22).

1.1 DESCRIPTION OF SERVICE AREA

CCTS operates demand response Dial-A-Ride (DAR) and fixed route service dubbed the Corona Cruiser. DAR service commenced in 1977 and available to the general public throughout Corona service area until January 2, 2018. The service is now available only to the following rider groups: Seniors 60 and older; Persons with Disabilities; and Persons certified under Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). The complementary paratransit Dial-A-Ride service area extends beyond city limits to ensure compliance with the Americans with Disabilities Act ¾-mile corridor from a Corona Cruiser fixed route. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA. Corona Cruiser fixed route began operating in 2001 and serves the city-center as well as commercial, retail, and residential areas on the eastern and southern portion of the city.

See service maps on the following pages.

City of Corona
THE CIRCLE CITY
**CORONA CRUISER
SERVICE AREA MAP**



City of Corona
THE CIRCLE CITY
CORONA
DIAL-A-RIDE
SERVICE AREA MAP

SATELLITE POINTS

Norco Satellite Points/Puntos satelites en Norco

- Department of Public & Social Services
- Norco College (RCC)
- Department of Motor Vehicles (DMV)
- Brunswick Classic Lanes
- Target

LEGEND

CORONA DIAL-A-RIDE

- DIAL-A-RIDE TO NORCO COLLEGE & NORCO SATELLITE LOCATIONS
- CITY OF CORONA BOUNDARY
- COUNTY AREAS OF SERVICE
- SATURDAY SERVICE TO DOS LAGOS
- CORONA CRUISER RED LINE
- CORONA CRUISER BLUE LINE
- 3/4 MILE CORRIDOR OUTSIDE CORONA DIAL-A-RIDE SERVICE AREA

POPULAR DESTINATIONS:

- | | | | |
|---------------------|-------------|---------------------------------------|-----------------------|
| CITY HALL | POST OFFICE | METROLINK | SENIOR CENTER |
| PARK | PARK & RIDE | HOSPITAL | LIBRARY |
| INTERMEDIATE SCHOOL | HIGH SCHOOL | CORONA REGIONAL REHABILITATION CENTER | CORONA TRANSIT CENTER |

RTA's Fixed Routes

- RapidLink Gold Line
- Route 1
- Route 3
- CommuterLink 205
- CommuterLink 206

MAP NOT TO SCALE

1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Based on the 2013-2017 American Community Survey 5-year Estimate, CCTS serves a diverse population of 163,585 city residents. The city encompasses 39 square miles. That diversity is reflected in the table below.

City Population and Diversity

Demographic	Population Estimate	Percent
Race		
Total population	163,585	100.0%
One race	156,414	95.6%
Two or more races	7,171	4.4%
One race	156,414	95.6%
White	108,425	66.3%
Black or African American	8,480	5.2%
American Indian and Alaska Native	594	0.4%
Asian	18,940	11.6%
Native Hawaiian and Other Pacific Islander	753	0.5%
Some other race	19,222	11.8%
Two or more races	7,171	4.4%
White and Black or African American	956	0.6%
White and American Indian and Alaska Native	880	0.5%
White and Asian	2,083	1.3%
Black or African American and American Indian and Alaska Native	62	0.0%
Hispanic or Latino and Race		
Total population	163,585	100.0%
Hispanic or Latino (of any race)	71,506	43.7%
Mexican	62,249	38.1%
Puerto Rican	778	0.5%
Cuban	770	0.5%
Other Hispanic or Latino	7,709	4.7%
Not Hispanic or Latino	92,079	56.3%
White alone	59,770	36.5%
Black or African American alone	8,133	5.0%
American Indian and Alaska Native alone	207	0.1%
Asian alone	18,709	11.4%
Native Hawaiian and Other Pacific Islander alone	711	0.4%
Some other race alone	442	0.3%
Two or more races	4,107	2.5%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimate

The table below lists passenger characteristics for Dial-A-Ride and Cruiser service. Passenger characteristic estimates are based on derived data compiled over the first nine months of FY 2018/19.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors/Persons with Disabilities	14.1%	General Public	30.7%
Persons with Disabilities	55.4%	Students	27.4%
ADA Certified	28.7%	Seniors/Persons with Disabilities	33.5%
Personal Care Attendants	1.1%	RTA Transfers	24.2%
Metrolink Transfers	0.4%	Children	1.9%
Children	0.3%	Metrolink Transfers	0.9%

1.3 FIXED ROUTE TRANSIT SERVICES AND PARATRANSIT SERVICE

City of Corona Transit Service (CCTS) provides both fixed route (Corona Cruiser) and Dial-A-Ride (DAR) services. DAR service began in 1977, while the Corona Cruiser commenced in 2001. CCTS serves local business, retail stores, parks, school and entertainment venues. The City contracts with the private sector to provide a turn-key transit operation.

Using passenger trips from the first nine months of FY 2018/19 as a basis for estimating fiscal year-end totals, system wide passenger trips are expected to decrease by 10.7 percent to 169,828 total passenger trips compared to 188,061 passenger trips in FY 2017/18. While it is difficult to pinpoint with certainty the cause of declining passenger trips, increased congestion throughout CCTS' service area is a factor in challenging buses to remain on schedule especially during peak service hours. When buses are less reliable, passengers will find better alternatives. However, the cause of the majority of the decline in ridership for FY 2018/19 is due to the change from General Public to Specialized Dial-A-Ride Services whereas general public Dial-A-Ride services had accounted for 10 percent of the riders.

CCTS staff is optimistic that the decrease in passenger trips will bottom-out and is projecting a 4.8% increase for overall system-wide passenger trips to 178,300 for FY 2019/20. Staff will focus on efficiencies and additional marketing efforts which includes working with the school district and senior housing in the area to promote the use of public transportation.

Corona Cruiser – Blue and Red Lines

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, library, civic center, and commercial/retail areas. This route also serves the unincorporated area of Home Gardens. The Blue Line operates every 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial areas along Sixth Street and the Ontario Avenue/California Avenue retail area. The Red Line also covers South Corona along Ontario Avenue/Temescal Canyon Road to serve the county area of El Cerrito,

The Crossings shopping complex at Cajalco Road/Temescal Canyon Road, and The Shops at Dos Lagos on Saturdays. The Red Line operates every 50-66 minutes.

The Cruiser schedule is as follows:

	<u>Blue Line</u>	<u>Red Line</u>
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

The Cruiser does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center/North Main Metrolink Station.

CCTS and RTA have a reciprocal agreement that allows valid pass-holders a no cost, one-way transfer between the Cruiser and RTA buses at bus stops served by both Cruiser and RTA buses. Transfers between bus systems are an effective way to promote public transit as a low cost, eco-friendly, and stress-free alternative to automobile trips.

Corona Dial-A-Ride

Dial-A-Ride provided service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act (ADA). Reservations for DAR service can be made from one to fourteen days in advance; however, same day service may be accommodated if space is available. Dial-A-Ride provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and application is available online at www.riversidetransit.com or by calling RTA at (951) 795-7887.

For individuals certified for ADA complementary service, service hours are expanded to match Cruiser hours. Passengers certified under the ADA receive priority service. Voicemail message reservations are accepted for ADA clients on Sundays and Holidays for next day service.

The Dial-A-Ride schedule is as follows:

	Non-ADA Complementary Paratransit	ADA Complementary Paratransit
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

Dial-A-Ride service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1.4 CURRENT FARE STRUCTURE AND PROPOSED FARE STRUCTURE

The below table depicts the current fare structure:

Fare Structure

Fare Type	Fare Price
Corona Cruiser	
Cash - General Public	\$1.50
Cash - Seniors / Persons with Disabilities / Medicare Card Holders	\$0.70
Cash - Children (46" tall or under)	\$0.25
Day Pass - General Public	\$4.00
Day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$2.00
15-day Pass - General Public	\$17.50
15-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$8.05
15-day Pass - Students	\$12.25
31-day Pass - General Public	\$35.00
31-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$16.10
31-day Pass - Students	\$24.50
Dial-A-Ride	
Seniors / Persons with Disabilities / Medicare Card Holders	\$2.50
Buddy Fare	\$1.25
Children	\$0.50

Note: Fixed Route fare structure effective July 5, 2010; Dial-A-Ride fare structure effective January 2, 2018.

To incentivize the use of public transit as a viable alternative to automobile trips, CCTS is using Air Quality Management District (AQMD) funds to subsidize multi-day passes (15-day and 31-day passes) on the Cruiser. The use of these funds allows CCTS to reduce the cost of multi-day passes by 30 percent for Cruiser riders but enables CCTS to recover an adequate fare.

1.5 REVENUE FLEET

The CCTS active fleet consists of 20 transit buses. All CCTS buses are compliant with the Americans with Disabilities Act (ADA) requirement for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 ElDorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered with Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

1.6 EXISTING FACILITY/PLANNED FACILITIES

CCTS operates from facility located at 735 Public Safety Way. MV Transportation, the vendor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the vendor at an off-site garage; they currently use subcontractors to perform the preventive maintenance and repairs while pursuing a maintenance facility of their own.

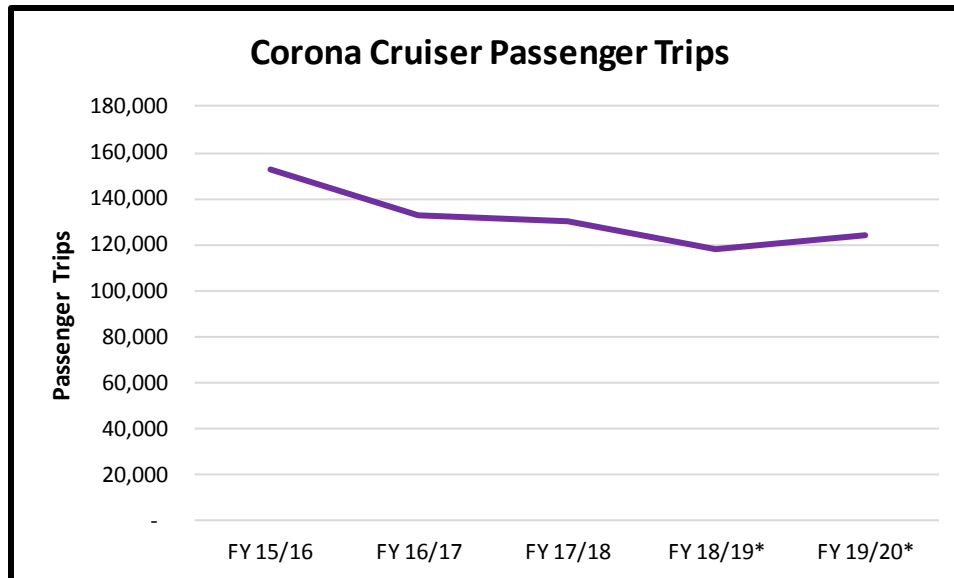
1.7 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

CCTS staff and Riverside Transit Agency (RTA) planning and operations staff work together to coordinate bus stop location/re-location, bus routing, layover areas/facilities, and transfer points where Cruiser and RTA passengers possessing valid day or multi-day passes can ride for free with a one-way transfer between systems.

Chapter 2 – Existing Service and Route Performance

2.1 FIXED ROUTE SERVICE – ROUTE BY ROUTE ANALYSIS

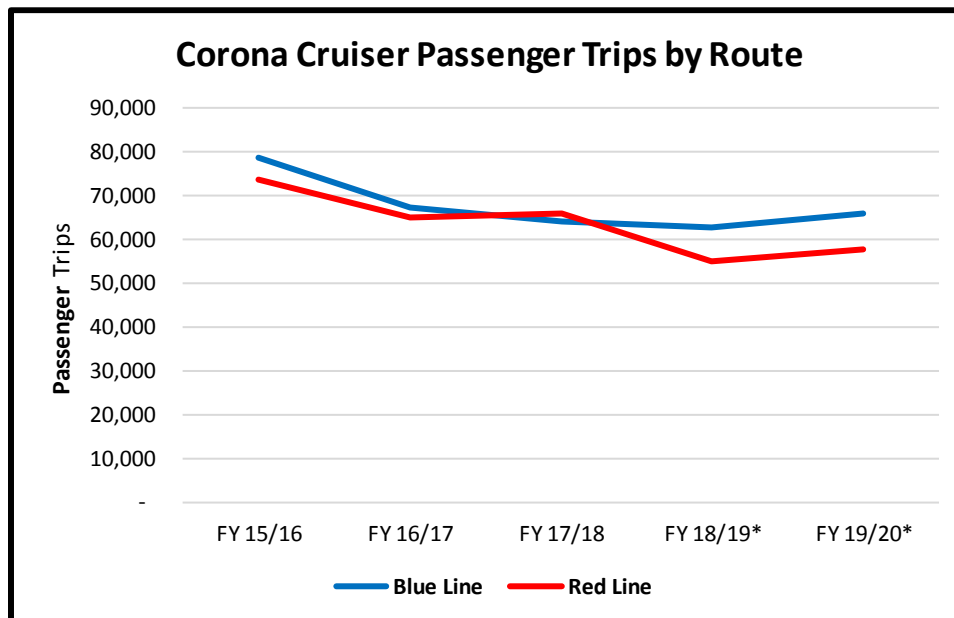
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. Passenger trips on the Cruiser totaled 129,972 in FY 2017/18. Using the number of passenger trips recorded during the first nine months of FY 2018/19 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decline by 10.3 percent, or 12,135 trips, compared to the previous fiscal year for a total of approximately 117,850. Based on improving conditions outlined below, CCTS staff is cautiously projecting a 4.8 percent increase, or 5,900 more trips, in year-over-year passenger trips for a total of 123,750 passenger trips for FY 2019/20. See graphs on the following page of passenger trends by route.



* FY 2018/19 year-end estimate is based on data collected from July 2018-March 2019.

** FY 2019/20 projections are based on a 4.8 percent increase over estimated FY 2018/19 year-end totals.

Passenger trips on the Blue Line are expected to decrease by 2.2 percent or 1,375 trips in FY 2018/19 when compared to the previous year. Passenger trips on the Red Line are estimated to decrease by 19.5 percent or 10,760 trips when compared to the same period. The decrease in passengers on the Red Line may be due to the Cajalco Road/I-15 Interchange Improvement project which started in June 2018. This project is causing a trickling effect whereas people are utilizing alternative routes (i.e. Temescal Canyon, path of travel for the Red Line). The increased congestion may cause the buses to slow down and making them unreliable. Majority of the riders in the project location are students.

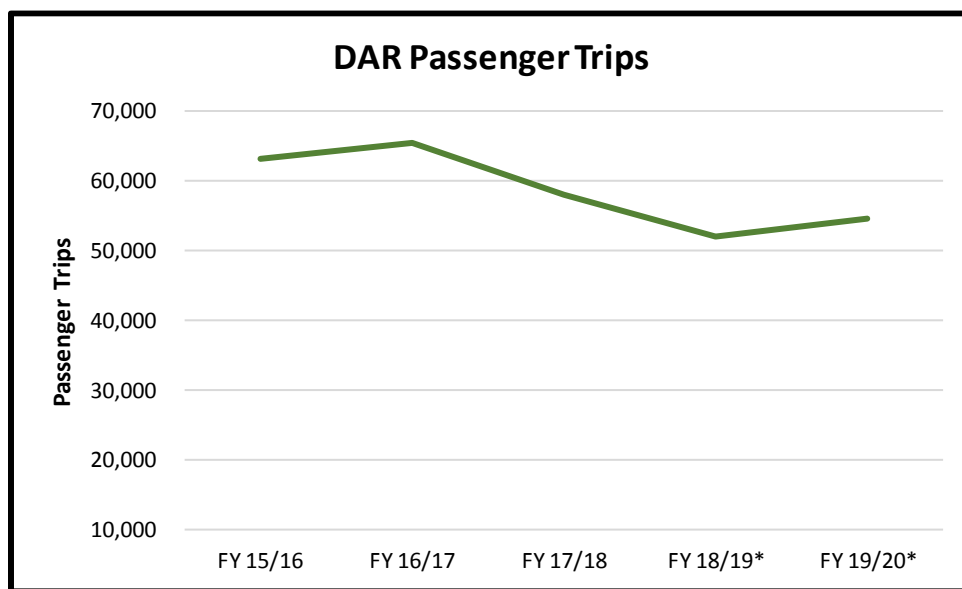


* FY 2018/19 year-end estimate is based on data collected from July 2018-March 2019.

** FY 2019/20 projections are based on a 4.8 percent increase over estimated FY 2018/19 year-end totals.

2.2 DIAL-A-RIDE SERVICE – SYSTEM PERFORMANCE

Dial-A-Ride provided 58,089 passenger trips in FY 2017/18. Using data collected from the first nine months of FY 2018/19 as a basis for estimating year-end totals, passenger trips may decrease by 11.7 percent, or 6,100 trips, as compared to FY 2017/18. The decrease in FY 2018/19 passenger trips may be attributed to the elimination of general-public DAR. General public accounted for about 10 percent of the riders; students account for many of the general public riders on DAR. While staff is projecting a decline in ridership for FY 2018/19, FY 2019/20 is expected to see an increase of 4.8 percent, or 2,600 in year-over-year passenger trips through more marketing efforts such as working with the senior center, the various apartment complexes and through social media.



* FY 2018/19 year-end estimate is based on data collected from July 2018-March 2019.

** FY 2019/20 projections are based on a 4.8 percent increase over estimated FY 2018/19 year-end totals.

2.3 KEY PERFORMANCE INDICATORS

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short Range Transit Plan (SRTP) and allocates local, state and federal funding. RCTC developed and monitors eight performance indicators that measure productivity – these indicators and year-to-date performance are listed in the table on the next page. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating cost through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service with combined system-wide blended farebox recovery of 15 percent. Fare revenue includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the system-wide 15 percent endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Performance Indicators

***Combined Corona Cruiser fixed route and Dial-A-Ride Performance
Based on data from RCTC TransTrack Table 7 for the period July 2018-March 2019***

Performance Indicators		FY 2017/18 Target	FY 2018/19 3rd Qtr. Performance	Year-to-Date Performance Scorecard
Mandatory:				
1.	Farebox recovery ratio*	≥ 15.0%	14.82%	Fails to Meet Target
Discretionary				
1.	Operating cost per revenue hour	≤ \$75.05	\$76.48	Fails to Meet Target
2.	Subsidy per passenger	≥ \$8.47 and ≤ \$11.47	\$11.06	Meets Target
3.	Subsidy per passenger mile	≥ \$1.98 and ≤ \$2.68	\$2.58	Meets Target
4.	Subsidy per hour	≥ \$53.87 and ≤ \$72.89	\$65.14	Meets Target
5.	Subsidy per mile	≥ \$4.34 and ≤ \$5.88	\$5.47	Meets Target
6.	Passenger per revenue hour	≥ 5.44 and ≤ 7.36	5.90	Meets Target
7.	Passengers per revenue mile	≥ 0.43 and ≤ 0.59	0.49	Meets Target

Through the third quarter of this fiscal year (July 2018-March 2019), CCTS has recorded a farebox recovery of 14.82 percent. A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap between fare revenue received throughout the year and the amount required to meet the 15 percent farebox recover ratio. The contribution of funds is made only after all revenues and expenses are finalized following the close of the fiscal year. The size of the contribution varies each year depending on the final amount of revenues and expenses; however, the City's year-end contribution has always ensured CCTS meets the mandatory farebox recovery ratio. In addition, CCTS expects to meet the target for Subsidy per Passenger upon close of the fiscal year as final revenues are recognized and subsidy is decreased.

Table 7, Service Provider Performance Targets Report, appearing on page 40 of this plan, shows in greater detail on FY 2018/19 performance targets and actual performance by indicator.

Table 8, SRTP Performance Report, appearing on page 41 of this plan, lists performance targets set by RCTC for FY 2019/20.

Table 8 indicates CCTS meets the mandatory farebox recovery ratio and six of seven discretionary targets. The target for farebox recovery ratio is set for 15 percent. The target for operating costs per revenue hour for FY 2019/20 is calculated using operating costs accumulated during the first nine months of the current fiscal year (July 2018-March 2019 in this case), increase in revenue hour cost for transit operating contract and adjustment by the Consumer Price Index (CPI). Currently, CPI is 3.48 percent.

While the cost of contracting services has increased by over 20%, overall FY 19-20 budget FY is showing a decrease of 4 percent when compared to FY 18-19 budget. FY 18-19 budget had included costs for consulting services for vehicle maintenance oversight program and fixed route planning, scheduling and run-cutting project which were not implemented. In addition, FY 18-19 budget had also included costs for increased revenue hours for service improvements which were not implemented as a comprehensive operations analysis had not been completed. FY 19-20 also show a decrease in fuel costs attributed to all vehicles using CNG fuel.

2.4 PRODUCTIVITY IMPROVEMENT EFFORTS

Productivity decreased between FY 2014/15 and FY 2018/19 on the Corona Cruiser and Dial-A-Ride as measured by the number of passengers per revenue hour and revenue miles showed year-over-year. Productivity continue to drop through the current year. Productivity for Dial-A-Ride, however, showed an improvement between FY 2015/16 and FY 2016/17, but showed similar declines in productivity for FY 2017/18. Along with all other vehicles, bicycles, and pedestrians, Corona Cruiser and Dial-A-Ride buses are impacted by increased traffic congestion resulting from construction work throughout City of Corona. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

As related previously in this plan, CCTS staff is optimistic that the decline in productivity, as well as the decrease in passenger trips, will start to bottom-out and begin to slowly improve throughout FY 2019/20.

Productivity Measures

Mode	Productivity Measure	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19*
Corona Cruiser	Passengers per revenue hour	11.50	10.42	9.06	8.93	8.16
	Passengers per revenue mile	0.97	0.89	0.77	0.75	0.69
Dial-A-Ride	Passengers per revenue hour	3.90	3.65	3.92	3.79	3.61
	Passengers per revenue mile	0.29	0.28	0.30	0.30	0.30

*FY 2018/19 performance is measured covering the period July 2018 through March 2019.

2.5 MAJOR TRIP GENERATORS AND PROJECTED GROWTH

Major trip destinations within the city are the commercial/retail areas along McKinley Street and Sixth Street, The Crossings shopping area on Cajalco Road and Temescal Canyon, medical facilities along Magnolia Avenue, regional transit facilities off Main Street, the Corona Public Library, the Senior Center, and the Civic Center. El Cerrito Middle School and Centennial High are also major trip generators.

Cruiser patrons use the service for work, shopping trips, making stops at pharmacies and grocery stores, and accessing restaurants and movie theaters. Over the past three years, students have made up an increasing share of Corona Cruiser and Dial-A-Ride passengers. Many Dial-A-Ride passengers use the service to get to work and care centers, doctor visits, and Corona's two Metrolink Stations.

CCTS staff is cautiously optimistic that the decrease in passenger trips experienced in the current Fiscal Year (July 2018 - June 2019) will start to bottom-out, and slowly improve throughout FY 2019/20 through more marketing efforts outlined in section 3.3. As such, a 4.8 percent increase in passenger trips – to 178,319, or 8,491 more passenger trips (made up of 5,892 more passenger trips on the Corona Cruiser and 2,600 passenger trips on Dial-A-Ride) - is projected for FY 2019/20.

2.6 EQUIPMENT, PASSENGER AMENITIES, AND FACILITY NEEDS

CCTS plans to continue upgrading bus stop accessibility and passenger amenities; planned improvements are as follows:

- Replace existing passenger shelters that display advertising with new shelters. The design of the new shelters will be based on the existing design, but re-worked to include two panels for advertising; and,
- Replace older blue fiberglass bus benches with metal benches.
- Add, expand, and/or replace damaged concrete at bus stops to improve accessibility.

Recently, CCTS completed the following upgrades:

- Battery replacement on solar-powered lighting at various bus passenger shelters.
- Relocate passenger shelter from Fullerton (adjacent to Centennial High School) to the corner of Magnolia and Fullerton to serve the Blue Line WB bus stop.

Chapter 3 – Planned Service Changes and Implementation

3.1 RECENT SERVICE CHANGES

There have been no service changes during FY 2018-19 as most of the efforts were put towards transitioning of the new transit operations contractor.

3.2 RECOMMENDED LOCAL & EXPRESS ROUTE MODIFICATIONS

CCTS staff is proposing the following service enhancements in FY 2019/20 through FY 2021/22:

- New weekday schedule – To be an effective and useful transportation option, buses need to consistently operate according to the published schedule. Bus passengers need to be able to rely on the bus to pick them up on schedule and deliver them to their destination on schedule. An unreliable transit system will lose riders. Passenger trips peaked for the Corona Cruiser and Dial-A-Ride in FY 2013/14 and have declined since. Increased

traffic congestion from a growing local and regional population, delays related to a myriad of construction projects, operational challenges, and a slow response by CCTS to adjust published schedules addressing these challenges have contributed to declining passenger trips.

- CCTS staff will release solicitation for a Comprehensive Operations Analysis (COA) to examine service delivery and efficiency. The COA will be used to formulate recommendations for service improvements that maximize ridership and service performance effectiveness in meeting the needs of the patrons. Service improvements will include:
 - Increase weekday bus frequency during morning peak hours by adding an additional bus on the Blue Line and the Red Line. This will reduce headway by 30 minutes, thereby improving transit service and opportunity to increase ridership. This will provide patrons with options to utilize Corona Cruiser with additional time intervals.
 - Add additional routes as needed pursuant to the recommendation from the COA.

3.3 MARKETING PLANS AND PROMOTION

Marketing strategies include:

- Bus Shelter Program – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days, and protection from rain during inclement weather. These shelters will feature two-panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers, and as an ambassador as to how public transit can beautify a neighborhood and itself function as marketing tool inviting motorist to try public transit.
- Poetry and Art on the Bus Program – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contest inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. The program is in its eleventh year with artwork and poetry totaling 293 entries in 2019.
- Free Fare Program – Implement a free fare program which will include the following programs: special free fare days, such as Bike to Work Day, Dump the Pump Day, days for targeted passengers; Fixed Route Training Program; and Summer Student Program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. Low Carbon Transit Operations Program Funds will be utilized to offset the costs for this project.
- Updated Schedule – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- Social Media – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.

3.4 BUDGET IMPACT AND PROPOSED CHANGES

CCTS relies on a contribution from the City's general fund to meet the mandatory farebox recovery ratio (mandated to recover blended rate of 15 percent of operating costs through fare revenue). However, the City's general fund continues to reflect a sluggish regional economy so CCTS is incrementally increasing service next Fiscal Year to not overburden the general fund. In addition, during FY 2017/18, CCTS eliminated general use Dial-A-Ride service to reduce the farebox recovery ratio requirement from 20% to a blended rate of 15% (for both Fixed Route & DAR) and introduced federal funds for operating in an effort to reduce the general fund contribution.

In July 2018, the City awarded new contract for transit operations with a contract start date of September 1, 2018. The cost per revenue hour will increase by 21 percent from prior year's contract rate. This increase in revenue hour cost is anticipated due to additional requirements set forth in the scope of work, including: increased data collection, reporting and monitoring requirements for both operations and maintenance; additional staffing requirements to include dedicated staff for road supervision; video surveillance for money counting area; and conducting oil sampling/analysis as a quality assurance measure for revenue vehicles. The additional requirements were necessary in monitoring the No-shows, ADA requirements (phone statistics), on-time performance, and ensure state of good repair of revenue vehicles by conducting oil sampling and using a Computerized Maintenance Management System that analyzes the trends of maintenance operation.

Chapter 4 – Financial and Capital Plans

4.1 OPERATING AND CAPITAL BUDGET

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing a budget of \$2.77 million for FY 2019/20, representing a 4 percent decrease (\$115,437) over the current year FY 18-19 budget. Year-over-year decrease in operating costs are due to FY 2018/19 budget including costs for Vehicle Maintenance Oversight Project and Fixed Route Planning, Scheduling and Run-cutting projects that were not implemented.

In addition, FY 18/19 budget had also reflected increased costs of operating more service in order to update the fixed route bus schedule. Due to competing priorities, the changes to the bus schedule did not materialize. FY 19-20 budget does not reflect costs for increased revenue hour service until an analysis is performed of the current system; however, the budget does reflect costs for a Vehicle Maintenance Oversight and a Comprehensive Operations Analysis. FY 19-20 budget reflects a 2.5 percent decrease in the cost of marketing, materials, and utilities and 7.4 percent decrease in fuel. Decrease in fuel cost is due to the system using all CNG fueled vehicles. However, these costs are offset with increase to Salaries and Benefits due to increased costs in PERS benefits. See Budget by Category and Mode on the following page:

Budget by Category and Mode

Category	Mode	FY 2018/19 SRTP	FY 2019/20 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 190,000	\$ 238,420	\$ 48,420	25.5%
	Fixed Route	\$ 223,000	\$ 293,166	\$ 70,166	31.5%
	Subtotal	\$ 413,000	\$ 531,586	\$ 118,586	28.7%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 41,201	\$ 40,795	\$ (406)	-1.0%
	Fixed Route	\$ 31,172	\$ 29,775	\$ (1,397)	-4.5%
	Subtotal	\$ 72,373	\$ 70,570	\$ (1,803)	-2.5%
Fuel					
	Dial-A-Ride	\$ 90,000	\$ 90,000	\$ -	0.0%
	Fixed Route	\$ 126,000	\$ 110,000	\$ (16,000)	-12.7%
	Subtotal	\$ 216,000	\$ 200,000	\$ (16,000)	-7.4%
Contracted Services					
	Dial-A-Ride	\$ 995,449	\$ 979,000	\$ (16,449)	-1.7%
	Fixed Route	\$ 1,187,772	\$ 988,000	\$ (199,772)	-16.8%
	Subtotal	\$ 2,183,221	\$ 1,967,000	\$ (216,221)	-9.9%
Total					
	Dial-A-Ride	\$ 1,316,650	\$ 1,348,215	\$ 31,565	2.4%
	Fixed Route	\$ 1,567,944	\$ 1,420,941	\$ (147,003)	-9.4%
	Total	\$ 2,884,594	\$ 2,769,156	\$ (115,438)	-4.0%

4.2 FUNDING PLANS TO SUPPORT PROPOSED OPERATING AND CAPITAL PROGRAM

CCTS is proposing a funding plan that includes state funding (Local Transportation Fund), Federal Transit Administration (FTA) funds and Low Carbon Transportation Operations Program) to support more than 80 percent of operating costs. The remaining 20 percent will be generated by passenger fares, bus shelter advertising, and local funds. CCTS will use State Transit Assistance and FTA funding to cover proposed capital purchases in FY 2019/20.

4.3 REGULATORY AND COMPLIANCE REQUIREMENTS**Half Fare During Non-Peak Hours**

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours.

The base fare for Cruiser service is \$1.50 during peak and non-peak hours. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 throughout the service day.

Americans with Disabilities Act (ADA)

The ADA requires that complementary paratransit service be available to ADA certified persons during the same hours and days of operation available to Cruiser (fixed route) passengers. Complementary paratransit service must be provided within $\frac{3}{4}$ of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the $\frac{3}{4}$ mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). When demand exceeds capacity, requests for service from ADA certified passengers receive priority. As such, CCTS maintains zero denials for ADA certified passengers.

Provision of Service - ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a personal care attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – The ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the Cruiser (fixed route system). No fares may be charged for Personal Care Attendants (PCAs). ADA certified individuals are charged \$2.50 per trip which is less than twice the fare for a trip on the Cruiser ($\$1.50 \times 2 = \3.00). A companion is charged \$2.50 per trip as well.

Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE); all public agencies receiving U.S. Department of Transportation (USDOT) funds, that anticipate awarding \$250,000 or more in USDOT-assisted contracts, must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified Suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' first DBE program and DBE triennial goal and methodology on December 12, 2017. The DBE goal & methodology is

for federal Fiscal Years 2018-2020 (October 1, 2017 through September 30, 2020) and has received FTA concurrence on January 10, 2018.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on-board CCTS buses.

No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.

The current CCTS 2018-2020 Title VI program received FTA concurrence on September 21, 2017. The next program is due on June 1, 2020.

Transportation Development Act Triennial Audit

CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit document review in September 2015 and site visit in October 2015 covering Fiscal Years 2012/13 through 2014/15. The triennial performance audits are administered and coordinated by RCTC. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit which suggests improvements in three areas as summarized in Table 6 Progress Implementing Triennial Performance Audit Recommendations.

Federal Transit Administration Triennial Review

A Federal Transit Administration (FTA) Triennial Review field review for the period of 2014-2016 was completed in March 2017. The table on the following page describes the deficiencies and FTA's recommended corrective action. CCTS staff has responded to and corrected all deficiencies mentioned on the following page. City received closeout letter dated April 9, 2018.

Federal Transit Administration (FTA) Triennial Review FY 2014-2016		
Review Area	Deficiency	Corrective Action
Technical Capacity	Late MPRs/FFRs	Submit to the FTA Region IX Office procedures for submitting Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) on time
Title VI	Title VI program not submitted or expired	Upload the required Title VI program to the TrAMS and notify the FTA Region IX RCRO
Satisfactory Continuing Control	Real property use issues	Submit to FTA Region IX Office the following items: <ul style="list-style-type: none"> Excess Real Property Inventory and Utilization Plan for the FTA-funded contribution to the facility that is no longer needed for transit purposes, as stated in the City's Grant Agreement, and that states how the recipient plans to use or dispose of the excess real property. Identify which disposition method the City will pursue, along with a timeline, in compliance with FTA Circular 5010.1E, Chapter IV: Real Property, Section 2.j, "Real Estate Disposition" and Section 2.j. (2), "Disposition".

National Transit Database

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2018 was October 30, 2018. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The annual NTD report for 2018 is still under review.

Alternative Fueled Vehicles (RCTC Policy)

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred options. CCTS operates using CNG-powered buses.

TABLES

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/ 19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2015	EDN	EZ RiderII	30	7	32	CN	7	0	422,067	556,007	79,429
Totals:			30	7			7	0	422,067	556,007	79,430

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/ 19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2017		E-450	18	11	25	CN	11	0		148,492	13,499
2012	EDN	AEROTECH	20	2	26	CN	2	0	591,499	304,450	152,225
Totals:			38	13			13	0	591,499	452,942	34,842

Draft: 5/8/19

Table 2 -- City of Corona -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		36	14	27	14
Financial Data					
Total Operating Expenses	\$2,196,757	\$2,299,524	\$2,884,594	\$1,654,152	\$2,769,156
Total Passenger Fare Revenue	\$444,547	\$312,647	\$422,153	\$245,125	\$415,750
Net Operating Expenses (Subsidies)	\$1,752,211	\$1,986,876	\$2,462,441	\$1,409,027	\$2,353,406
Operating Characteristics					
Unlinked Passenger Trips	198,049	188,061	200,305	127,371	180,018
Passenger Miles	853,120	805,577	858,360	545,228	778,228
Total Actual Vehicle Revenue Hours (a)	31,358.0	29,898.0	32,456.0	21,629.6	29,445.0
Total Actual Vehicle Revenue Miles (b)	392,383.0	368,853.0	381,425.0	257,379.0	346,342.0
Total Actual Vehicle Miles	439,496.0	412,713.0	425,811.0	295,638.0	397,910.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$70.05	\$76.91	\$88.88	\$76.48	\$94.05
Farebox Recovery Ratio	20.24%	13.60%	14.63%	14.82%	15.01%
Subsidy per Passenger	\$8.85	\$10.57	\$12.29	\$11.06	\$13.07
Subsidy per Passenger Mile	\$2.05	\$2.47	\$2.87	\$2.58	\$3.02
Subsidy per Revenue Hour (a)	\$55.88	\$66.46	\$75.87	\$65.14	\$79.93
Subsidy per Revenue Mile (b)	\$4.47	\$5.39	\$6.46	\$5.47	\$6.80
Passenger per Revenue Hour (a)	6.3	6.3	6.2	5.9	6.1
Passenger per Revenue Mile (b)	0.50	0.51	0.53	0.49	0.52

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
COR-BLUE	All Days	3	62,729	247,781	7,124.0	8,549.0	80,420.0	85,420.0	\$693,965	\$103,756	\$590,209
COR-DAR	All Days	9	62,181	312,770	14,858.0	17,727.0	175,033.0	209,869.0	\$1,348,215	\$203,303	\$1,144,912
COR-RED	All Days	2	55,108	217,677	7,463.0	9,041.0	90,889.0	102,621.0	\$726,976	\$108,691	\$618,285
Service Provider Totals		14	180,018	778,228	29,445.0	35,317.0	346,342.0	397,910.0	\$2,769,156	\$415,750	\$2,353,406

Performance Indicators											
Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	\$97.41	\$8.63	\$11.06	14.95%	\$9.41	\$2.38	\$82.85	\$7.34	8.8	0.78
COR-DAR	All Days	\$90.74	\$7.70	\$21.68	15.07%	\$18.41	\$3.66	\$77.06	\$6.54	4.2	0.36
COR-RED	All Days	\$97.41	\$8.00	\$13.19	14.95%	\$11.22	\$2.84	\$82.85	\$6.80	7.4	0.61
Service Provider Totals		\$94.05	\$8.00	\$15.38	15.01%	\$13.07	\$3.02	\$79.93	\$6.80	6.1	0.52

TABLE 3A – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED

Mode	Route	Description	Service Area/Sites
Corona Cruiser			
Blue Line		WalMart at McKinley Street West to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Corona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
Red Line		The Crossings shopping area at Cajalco Road and Temescal Canyon Road to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
Dial-A-Ride			
City-Wide		Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Brunswick Classic Lanes, Target and Norco College

TABLE 4 – SUMMARY OF FUNDS REQUESTED FOR FY 2019/20

City of Corona Transit System
FY 2019/20
SUMMARY OF FUNDS REQUESTED
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2019/20

Table 4 - Summary of Funds Requested for FY 2019/20

Project Description		Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339^	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
FY 18 - Operating Revenues		\$ 1,929,156	\$ 1,513,406							\$ 11,000	\$ 290,750	\$ 114,000
Capital Cost of Operating for Fixed Route & Dial-A-Ride		\$ 742,000	\$ 148,400		\$ 593,600							
Vehicle Maintenance Oversight Project		\$ 50,000						\$ 50,000				
Comprehensive Operations Analysis (programmed in CA-2018-080-00)		\$ 48,000			\$ 48,000							
Subtotal: Operating		\$ 2,769,156	\$ 1,661,806	\$ -	\$ 641,600	\$ -	\$ -	\$ 50,000	\$ -	\$ 11,000	\$ 290,750	\$ 114,000
Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339^	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Intelligent Transportation System - update project to include advanced fare payment system	20-1	\$ 50,000		\$ 10,000		\$ 40,000						
Digital Land Mobile Radio System	20-2	\$ 135,000		\$ 29,674		\$ 105,326						
Purchase ADA accessible van	20-3	\$ 48,198						\$ 48,198				
Subtotal: Capital		\$ 233,198	\$ -	\$ 39,674	\$ -	\$ 145,326	\$ -	\$ 48,198	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 3,002,354	\$ 1,661,806	\$ 39,674	\$ 641,600	\$ 145,326	\$ -	\$ 98,198	\$ -	\$ 11,000	\$ 290,750	\$ 114,000

^Section 5339 Fund includes FY 16/17 (\$60,947) and FY 17/18 funds (\$84,379).

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes \$11,000.

**Other revenues include City contribution \$95,000; Bus Shelter Advertising \$7,000; and local contribution \$10,000.

Fare Box	\$ 290,750	Pax Fares
	\$ 11,000	AB 2766 Subsidy
	<u>\$ 301,750</u>	
Other	\$ 7,000	Shelter advertising
	\$ 97,000	Gen'l Fund
	\$ 10,000	Local contribution
	<u>\$ 114,000</u>	
Total	\$ 415,750	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER: SRTP Project No: 20-01 **FTIP No:** RIV190603

PROJECT NAME: Intelligent Transportation System (ITS))

PROJECT DESCRIPTION: Add an advanced fare payment system to the ITS project (19-01). Including an advanced fare payment system will provide customers with convenience for paying fares and will improve bus efficiency by simplifying fare collection for the operators.

PROJECT JUSTIFICATION: The ITS is necessary as an effort to ensure customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency.

PROJECT SCHEDULE:

Start Date	Completion Date
July 2019	Dec 2021

PROJECT FUNDING SOURCES (REQUESTED): CCTS is requesting Federal Transit Administration (FTA) funds with State Transit Assistance (STA) as match funds. (STA) capital funds.

Fund Type	Fiscal Year	Amount
FTA 5339	FY 2016/17	\$40,000
STA	FY 2019/20	\$10,000
Total		\$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description	Unexpended Balance (as of 6/30/17)
To be programmed	RIV190603	19-01	ITS	\$500,000

FY 2019/20 SRTP**Table 4A – Capital Project Justification****PROJECT NUMBER:** SRTP Project No: 20-02 **FTIP No:** not assigned – new project**PROJECT NAME:** Digital Mobile Land Communication System**PROJECT DESCRIPTION:** Purchase and install a new digital land mobile communications system to replace the current system in place. The replacement communication system will include a remote base station, remote controller, on-board radio equipment and hand-held radios. The system will continue to provide enhanced safety and security of passengers, drivers and buses by providing a reliable link between the buses, transit dispatch and first responders.**PROJECT JUSTIFICATION:** The current communication system was installed in 2014 and the equipment is starting to show wear and tear.**PROJECT SCHEDULE:**

Start Date	Completion Date
July 2020	December 2021

PROJECT FUNDING SOURCES (REQUESTED): CCTS is requesting Federal Transit Administration (FTA) funds with State Transit Assistance (STA) as match funds. (STA) capital funds.

Fund Type	Fiscal Year	Amount
FTA 5339	FY 2016/17	\$ 20,947
FTA 5339	FY 2017/18	\$ 84,379
STA	FY 2019/20	\$30,124
Total		\$135,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description	Unexpended Balance (as of 6/30/17)
Not applicable				

FY 2019/20 SRTP**Table 4A – Capital Project Justification****PROJECT NUMBER:** SRTP Project No: 20-03 **FTIP No:** not applicable**PROJECT NAME:** Purchase ADA accessible van**PROJECT DESCRIPTION:** Purchase an ADA accessible van to transport passengers/wheelchair to support the current Dial-A-Ride Program.**PROJECT JUSTIFICATION:** Transporting few passengers (or one wheelchair) may be more efficient using a smaller vehicle rather than a larger vehicle such as a cutaway.**PROJECT SCHEDULE:**

Start Date	Completion Date
Jan 2019	June 2020

PROJECT FUNDING SOURCES (REQUESTED): CCTS is requesting State of Good Repair Funds.

Fund Type	Fiscal Year	Amount
SGR	FY 2018/19	\$48,198
Total		\$48,198

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description	Unexpended Balance (as of 6/30/17)
Not applicable	Not applicable	19-03	Purchase ADA van	\$48,039

TABLE 5.1 – SUMMARY OF FUNDS REQUESTED FOR FY 2020/21

City of Corona Transit System
FY 2020/21
SUMMARY OF FUNDS REQUESTED
Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY 2020/21

Project Description		Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
FY 18 - Operating Revenues		\$ 1,983,361	\$ 1,555,174							\$ 11,000	\$ 305,188	\$ 112,000
Capital Cost of Operating for Fixed Route & Dial-A-Ride		\$ 748,000	\$ 149,600		\$ 598,400							
Vehicle Maintenance Oversight Project		\$ 50,000						\$ 50,000				
Subtotal: Operating		\$ 2,781,361	\$ 1,704,774	\$ -	\$ 598,400	\$ -	\$ -	\$ 50,000	\$ -	\$ 11,000	\$ 305,188	\$ 112,000
Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Subtotal: Capital		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 2,781,361	\$ 1,704,774	\$ -	\$ 598,400	\$ -	\$ -	\$ 50,000	\$ -	\$ 11,000	\$ 305,188	\$ 112,000

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes \$11,000.

**Other revenues include City contribution \$95,000; Bus Shelter Advertising \$7,000; and local contribution \$10,000.

Fare Box	\$ 305,188	Pax Fares
	\$ 11,000	AB 2766 Subsidy
	\$ 316,188	
Other	\$ 7,000	Shelter advertising
	\$ 95,000	Gen'l Fund
	\$ 10,000	Local contribution
	\$ 112,000	
Total	\$ 428,188	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION

No Projects

TABLE 5.2 – SUMMARY OF FUNDS REQUESTED FOR FY 2021/22

City of Corona Transit System

FY 2021/22

SUMMARY OF FUNDS REQUESTED

Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY 2021/22

Project Description		Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
FY 18 - Operating Revenues		\$ 2,016,183	\$ 1,579,183							\$ 11,000	\$ 309,000	\$ 117,000
Capital Cost of Operating for Fixed Route & Dial-A-Ride		\$ 748,400	\$ 149,680.0		\$ 598,720							
Vehicle Maintenance Oversight Project		\$ 50,000						\$ 50,000				
Subtotal: Operating		\$ 2,814,583	\$ 1,728,863	\$ -	\$ 598,720	\$ -	\$ -	\$ 50,000	\$ -	\$ 11,000	\$ 309,000	\$ 117,000
Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Subtotal: Capital		\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 2,814,583	\$ 1,728,863	\$ -	\$ 598,720	\$ -	\$ -	\$ 50,000	\$ -	\$ 11,000	\$ 309,000	\$ 117,000

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes \$11,000.

**Other revenues include City contribution \$95,000; Bus Shelter Advertising \$7,000; and local contribution \$10,000.

Fare Box	\$ 309,000	Pax Fares
	\$ 11,000	AB 2766 Subsidy
	\$ 320,000	
Other	\$ 7,000	Shelter advertising
	\$ 100,000	Gen'l Fund
	\$ 10,000	Local contribution
	\$ 117,000	
Total	\$ 437,000	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION

No Projects

**TABLE 6 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA)
TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS***

Audit Recommendations (Covering FY 2012/13 to FY 2014/15)	Action/Remedy
Revise the no-show policy in conformance with FTA findings	<p>The rate of no-shows has averaged over 8 percent on the Dial-A-Ride service which is above general industry norms (generally below 5 percent). The City's Dial-A-Ride is open to the general public; general public rides comprise close to 20 percent and seniors and disabled individuals comprise slightly over 80 percent. No-shows affect the timeliness and efficiency of service delivery in the areas of service hours and on-time performance. The City and the FTA agreed that any future no-show policy would not take into account no-shows caused by reasons beyond the rider's control, and would only suspend riders who truly had established a pattern or practice of no-shows. A pattern or practice involves intentional, repeated, or regular actions, not isolated, accidental, or singular incidents.</p> <p>The City should continue efforts to revise its no-show policy, which provides a deterrent for repeat violators. The City and the contract operator should take the necessary steps to revise the no-show policy in a way that addresses the FTA's concern, and include the policy in transit brochures and on the website. The RTA no-show policy outlines example steps for evaluating patterns and the process for violations of the policy: It considers a customer's overall frequency of use, and establishes "a pattern of practice of abuse" that is relative to how often a person travels. The overall no-show rate for all customers is considered so that customers with average no-show records are not penalized.</p> <p>CCTS staff rolled out the No-Show policy and procedure during FY 2017/18. The policy was vetted through FTA Civil Rights Office.</p>
Review alternative farebox standards under the TDA	<p>The current farebox standard for Corona Transit is a 20 percent ratio system-wide. This ratio is met by the combination of both fixed route and Dial-A-Ride services. Other local contributions from the City have made up the difference between passenger fares and revenue needed to meet the required ratio. The local contributions have a cap on how much can be provided to transit.</p> <p>TDA allows alternative farebox recovery ratios for urban systems. One alternative is a split farebox standard: one for fixed route, and another for Dial-A-Ride. The fixed-route standard would still be 20 percent; however, the Dial-A-Ride standard could be reduced to 10 percent. The caveat with the alternative lower Dial-A-Ride standard is that it applies only to service for seniors and disabled. This means the Dial-A-Ride would need to switch from general public to a specialized service. As noted above, seniors and disabled individuals currently comprise slightly over 80 percent of the Dial-A-Ride ridership. By complying with a lower farebox standard for Dial-A-Ride, the City might be able to reallocate its transit funds to support enhanced and more</p>

	<p>productive service and/or possibly reduce its reliance on the local contribution. The alternative farebox standard and the change from general public to specialized Dial-A-Ride should be evaluated by the City as a means to further strengthen its ability to maintain the farebox recovery. Any change to the farebox would need to be formally approved by RCTC as required by TDA.</p> <p>On August 17, 2017 City Council approved the transition of General Public Dial-A-Ride to Specialized Dial-A-Ride in an effort to reduce the farebox recovery ratio to a blended rate of 15 percent. The Specialize Service went into effect January 2, 2018.</p>
Review feasibility of implementing ADA	<p>Passengers certified under the Americans with Disabilities Act (ADA) currently comprise about 25 percent of all Corona Dial-A-Ride passengers. Another 40 percent of riders are disabled but are not ADA-certified. A call must be made to schedule each ride on Corona Dial-A-Ride. Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call in-take system.</p> <p>ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations.</p> <p>CCTS staff work with current contractor (provider of transportation services) and review feasibility of establishing an ADA Subscription Services Policy. After review and consideration, City will proceed with adopting the policy.</p>

*Recommendations from the FY 2013-FY 2015 Transportation Development Act (TDA) Triennial Performance Audit.

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	200,305			
Passenger Miles	858,360			
Total Actual Vehicle Revenue Hours	32,456.0			
Total Actual Vehicle Revenue Miles	381,425.0			
Total Actual Vehicle Miles	425,811.0			
Total Operating Expenses	\$2,884,594			
Total Passenger Fare Revenue	\$422,153			
Net Operating Expenses	\$2,462,441			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	14.63%	>= 15.00%	14.82%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$88.88	<= \$75.05	\$76.48	Fails to Meet Target
2. Subsidy Per Passenger	\$12.29	>= \$8.47 and <= \$11.47	\$11.06	Meets Target
3. Subsidy Per Passenger Mile	\$2.87	>= \$1.98 and <= \$2.68	\$2.58	Meets Target
4. Subsidy Per Hour	\$75.87	>= \$53.87 and <= \$72.89	\$65.14	Meets Target
5. Subsidy Per Mile	\$6.46	>= \$4.34 and <= \$5.88	\$5.47	Meets Target
6. Passengers Per Revenue Hour	6.20	>= 5.44 and <= 7.36	5.90	Meets Target
7. Passengers Per Revenue Mile	0.53	>= 0.43 and <= 0.59	0.49	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:
--

Service Provider Comments: A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap required to meet the farebox recovery ratio.

Performance Indicators	FY 2017/18 End of Year Actual	FY 2018/19 3rd Quarter Year-to-Date	FY 2019/20 Plan	FY 2019/20 Target	Plan Performance Scorecard (a)
Passengers	188,061	127,371	180,018	None	
Passenger Miles	805,577	545,228	778,228	None	
Revenue Hours	29,898.0	21,629.6	29,445.0	None	
Total Hours	32,712.0	24,994.9	35,317.0	None	
Revenue Miles	368,853.0	257,379.0	346,342.0	None	
Total Miles	412,713.0	295,638.0	397,910.0	None	
Operating Costs	\$2,299,524	\$1,654,152	\$2,769,156	None	
Passenger Revenue	\$312,647	\$245,125	\$415,750	None	
Operating Subsidy	\$1,986,876	\$1,409,027	\$2,353,406	None	
Operating Costs Per Revenue Hour	\$76.91	\$76.48	\$94.05	<= \$79.16	Fails to Meet Target
Operating Cost Per Revenue Mile	\$6.23	\$6.43	\$8.00	None	
Operating Costs Per Passenger	\$12.23	\$12.99	\$15.38	None	
Farebox Recovery Ratio	13.60%	14.82%	15.01%	>= 15.0%	Meets Target
Subsidy Per Passenger	\$10.57	\$11.06	\$13.07	>= \$9.40 and <= \$12.72	Better Than Target
Subsidy Per Passenger Mile	\$2.47	\$2.58	\$3.02	>= \$2.19 and <= \$2.97	Better Than Target
Subsidy Per Revenue Hour	\$66.46	\$65.14	\$79.93	>= \$55.37 and <= \$74.91	Better Than Target
Subsidy Per Revenue Mile	\$5.39	\$5.47	\$6.80	>= \$4.65 and <= \$6.29	Better Than Target
Passengers Per Revenue Hour	6.30	5.90	6.10	>= 5.02 and <= 6.79	Meets Target
Passengers Per Revenue Mile	0.51	0.49	0.52	>= 0.42 and <= 0.56	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

*TABLE 9 – CCTS HIGHLIGHTS FY 2019/20-FY 2021/22***Operations**

- Improve Fixed Route Service
 - Adjust Corona Cruiser bus schedule to reflect actual trip times.
 - Introduce additional morning peak service
 - Implement a Free Fare Program
 - Increase Ridership
- Improve Dial-A-Ride Services
 - Review feasibility of establishing an ADA Subscription Services Policy
- New contract for transit operations
 - Awarded three-year contact with two one-year options
- Work with the City's contract transportation operator to improve:
 - Operations of Corona Cruiser and Dial-A-Ride service;
 - Bus maintenance and cleanliness/maintenance of bus stops; and
 - Monitoring and verifying contractor performance.
 - Improve On-Time Performance
- Conduct a Comprehensive Operational Analysis to identify strengths as well as opportunities for improvements
- Seek services for fixed route planning, scheduling and run-cutting
- Seek services for quarterly inspection of the buses to ensure state of good repair

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System

TABLE 9A – OPERATING AND FINANCIAL DATA

Performance Measure	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19 3rd Qtr Actual*	FY 2019/20 Planned
System-wide Passenger Trips	234,318	215,890	198,049	188,061	169,828	178,319
Cost per Service Hour	\$68.55	\$70.13	\$70.07	\$77.24	\$76.48	\$94.05

*All expenses (including operations contract cost and fuel) for quarter ending March 2019 have not been posted

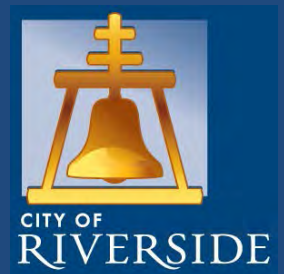
TABLE 9B – FAREBOX REVENUE CALCULATION
(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19 Est.	FY 2019/20 Plan
Passenger Fares	\$338,282	\$323,593	\$295,338	\$298,700	\$290,750
Interest Income	\$27,627	\$0	\$0	\$0	\$0
General Fund Contribution	\$54,001	\$78,000	\$45,600	\$91,453	\$97,000
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$7,977	\$7,421	\$9,929	\$7,000	\$7,000
Gain on Sale of Capital Assets	\$0	\$0	\$0	\$0	\$0
CNG Revenues	\$0	\$0	\$0	\$0	\$0
Lease / Other Revenue	\$0	\$0	\$0	\$0	\$0
Federal Excise Tax Refund	\$0	\$0	\$0	\$0	\$0
Investment Income	\$0	\$0	\$0	\$0	\$0
CalPers CERBT	\$0	\$0	\$0	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues	\$27,008	\$35,534	\$17,167.12	\$25,000	\$21,000
Total Farebox Revenues	\$454,895	\$444,548	\$368,034	\$422,153	\$415,750
Total Operating Expense	\$2,242,025	\$2,196,759	\$2,309,337	\$2,884,594	\$2,769,156
Farebox Recovery Ratio*	20%	20%	16%	15%	15%

*On August 17, 2017, City Council approved transition of General Public Dial-A-Ride to Specialized Service; Farebox recover ratio decreased from 20% to system wide blended rate of 15%.

FY 2019/20-FY 2021/22 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD - Special Transportation Division



4th DRAFT

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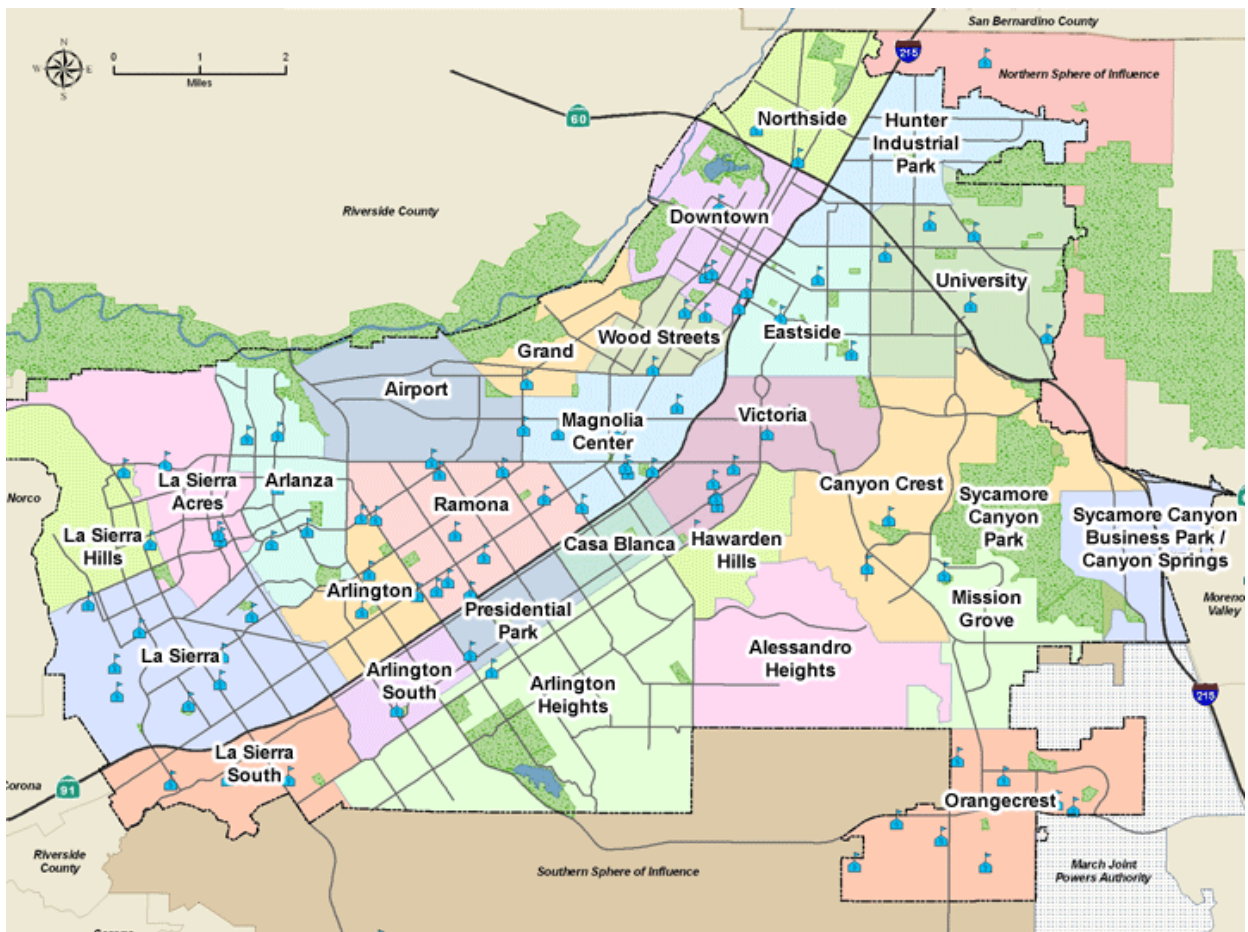
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I. SYSTEM OVERVIEW

1.1 Service Area

Special Transportation (ST) is a division within the City of Riverside's Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

Figure 1



1.2 Population Profile

The American Community Survey (ACS) data is a source of demographic information which is part of the 2010 Decennial Census Program. The ACS is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic and housing data every year. Because the ACS is conducted annually, it serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the US Census Bureau, as of 2017, the population of the City of Riverside is 324,727 residents. The senior population within the City of Riverside (those 60 years of age and over) accounts for approximately 14.2% of the population. Riverside is below the national average of seniors age 60 and over which is 21.8%, however, due to the Baby Boomer generation aging into their sixties, the senior population will continue to rise. Ridership has been trending upward for the past several years and continues to increase.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Special Transportation is an origin-to-destination rideshare transportation service. The service is limited to senior citizens (60 years of age and older) and persons with disabilities (disabilities require a physician documentation).

Special Transportation operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year's Day. Operating hours for ST are Monday through Friday, from 8:00 a.m. - 5:30 p.m. and on weekends and holidays from 9:00 a.m. – 4:00 p.m. In order to reserve a ride, passengers must call ST's reservation telephone number, during the business hours of 8:00 a.m. - 5:00 p.m., Monday through Friday, and 9:00 a.m. - 3:00 p.m. on weekends and holidays. An answering machine is available before and after business hours for cancellations.

1.4 Fare Structure and New Fare Type

The ST fare structure for a one-way trip is \$3.00 per passenger for a General Fare and \$2.00 per passenger for a Medical Fare. Clients may pay their fare in cash at boarding time or with pre-purchased tickets. General Fare and Medical Fare Ticket booklets can also be purchased in advance which contain 10 single trip tickets.

On August 8, 2017, Special Transit received approval by the City Council to increase its fare increase from \$2.00 per trip to \$3.00 for General Fares. A new fare type, Medical Fares, was created for individuals using our service for “medical related trips” such as doctors appointments, physical therapy, pharmacy visits, etc. Medical Fares would remain at \$2.00 per trip so that the general fare increase would not be a barrier to wellness for our customers on a fixed income.

1.5 Revenue Fleet

Special Transportation has been operating with a fleet of 35 paratransit compressed natural gas (CNG), alternative fuel, Type III vehicles. Special Transportation also owns one paratransit van equipped to hold six passengers and one wheelchair and a hybrid Honda Civic that is used by administrative staff in supervising routes and responding to accidents. These vehicles are not assigned to routes but are used as backups for special services.

1.6 Existing Facility

Special Transportation Offices are located at 8095 Lincoln Avenue within the City of Riverside Corporation Yard. Included in the facilities are an administration building consisting of administrative offices, a dispatch center, restrooms and a break room. Special

Transportation's facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. The facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is outfitted with state of the art safety equipment and machinery to maintain the CNG fueled vehicles.

II. EXISTING SERVICES AND ROUTE PERFORMANCE

2.1 Dial-A-Ride Service-System Performance

ST served approximately 153,559 passengers during the 2017/18 fiscal year. ST averages between 500-600 riders per day and had traveled 697,437 miles in FY2017/18. ST will embark in a rebranding campaign in the next fiscal year in the hopes of informing the residents of Riverside of the service and increasing the number of riders. We will continue to advertise in places such as Riverside's senior centers and through the City of Riverside's Activity Guide publication. We will also continue to market the programs at various Senior Fairs and events throughout the city.

2.2 Key Performance Indicators

During fiscal year 2017/18, Special Transportation met its mandatory farebox recovery ratio target and met four of the seven discretionary performance indicators, as shown in Figure 2 below:

Key Performance Indicators	Targets	Scorecard
Mandatory:		
1. Farebox Recovery Ratio	$\geq 10\%$	11.22%
Discretionary:		
1. Operating Cost Per Revenue Hour	$\leq \$66.81$	\$71.63
2. Subsidy Per Passenger	$\geq \$13.74$ and $\leq \$18.58$	\$22.19
3. Subsidy Per Passenger Mile	$\geq \$2.64$ and $\leq \$3.58$	\$3.19
4. Subsidy Per Revenue Hour	$\geq \$47.32$ and $\leq \$64.02$	\$63.59
5. Subsidy Per Revenue Mile	$\geq \$3.46$ and $\leq \$4.68$	\$5.12
6. Passengers Per Revenue Hour	$\geq \$2.89$ and ≤ 3.91	2.90
7. Passengers Per Revenue Mile	≥ 0.21 and ≤ 0.29	.23

Figure 2

2.3 Productivity Improvement Efforts

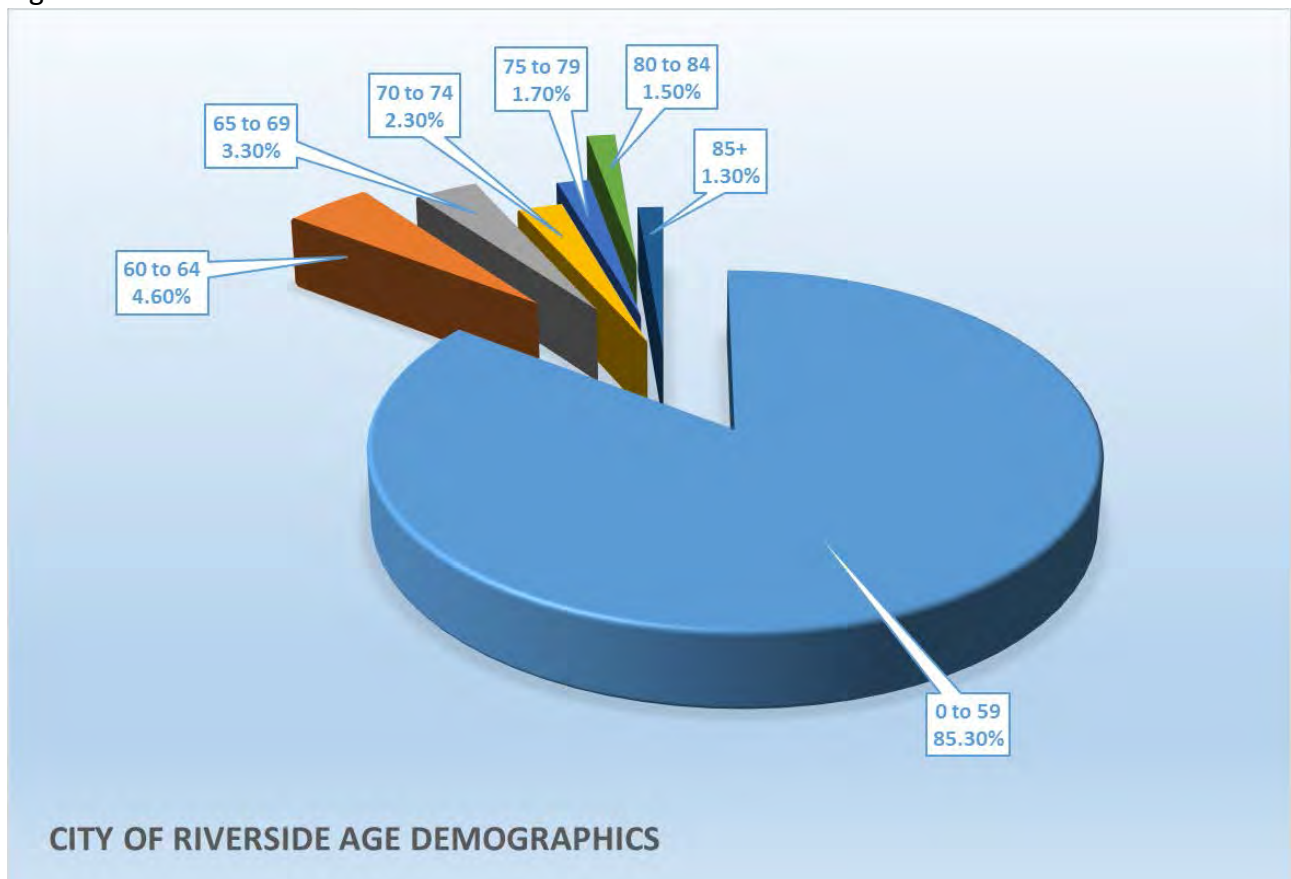
ST strives to operate an efficient service and continues to seek ways to decrease costs while maintaining high productivity. ST Staff has been working on examining different staffing scenario's to maximize route efficiency will meeting customer demands. The Operation Supervisor is constantly examining the route efficiencies of each driver and then meeting with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day. ST was successful in recruiting a second Operations Supervisor and convert a vacant Senior Office Specialist position to a Management Analyst position and fill that vacant position. ST was also able to convert three vacant full time drivers' positions to split shift positions allowing ST to meet the service demands early in the morning and in the afternoon.

For FY 2019/20, ST will continue to recruit to fill vacancies for full time and part time drivers to help meet the current service demands as well as add a Lead Dispatcher/Scheduler to the Operations staff. Implementation of an electronic fare collection system and mobile application will allow riders to pay for fares using a smart card and also reserve rides via a web portal or mobile application.

2.4 Major Trip Generators and Projected Growth Over Next Several Years

Several factors will lead to growth of ST operations over the next several years. The Baby Boomer generation, the largest generation in the last century, is aging and becoming eligible to use our services as senior citizens. This element alone makes growth virtually unavoidable. The seniors, age 60+ makes up approximately 14% of the total population of the City of Riverside. Currently, 85% of the residents of Riverside are 59 years old or younger as shown in Figure3, leading staff to anticipate a higher demand for Special Transportation services in the near future. Special Transportation falls under the auspices of the City of Riverside Parks, Recreation, and Community Service Department (PRCSD). PRCSD is also responsible for senior programs, three senior centers, as well as the Friendly Stars program for developmentally disabled adults. This relationship and the connection amongst department staff in these three areas make it possible to connect resources and advertise by word of mouth to their program participants.

Figure3



US Census Bureau, ACS DEMOGRAPHIC AND HOUSING ESTIMATES 2017

Major trip generators for the ST operations includes the various workshops around Riverside ST transport clients to and from and the Friendly Stars program on Friday evenings. During the week, a few primary locations ST frequents daily are workshops for mentally and physically disabled passengers that teach them to live independently. These passengers look forward to attending their workshops (work/school) to attain a sense of independence. Special Transportation transports over 170 passengers per day to their workshops, along with weekly transportation to Friendly Stars, which include holiday and unique programming.

III. PLANNED SERVICE CHANGES AND IMPLEMENTATION

3.1 Recent Service Changes

No service changes have been made this year.

3.1 Recommended Modifications to Paratransit Services

No modification to the present routes are needed.

3.2 Marketing Plans and Promotion

In FY 2019/20, we will continue our concerted effort to create a marketing plan for Special Transportation. Special Transportation has been working with the City of Riverside's Marketing team to help develop a brand identity for the City's paratransit service. This "Rebranding" effort will have a drastic new look to our fleet of Minibuses that will not only see a change in design but also colors used to identify our program. More importantly, this effort will also see a change in the name of our service that will better capture what we do for the senior and disabled residents of Riverside. ST will continue with its advertisements on the back of the minibuses to help promote the service. ST will print out flyers and brochures to distribute to the City's Community Centers and Senior Centers and also includes ads in other city publications such as the Activity Guide and Senior Guide. The Activity Guide is published three times per year, is mailed to over 55,000 residents and is available online at the city's website. Special Transportation Staff will continue to be present at special events (wellness fairs, grand openings, concerts, etc.) to conduct outreach to the public and distribute promotional products. For 2019/20, ST will continue its outreach efforts by presenting at various city wide events such as Senior Day to help promote the services and answer any questions residents may have. We will also increase our presence at senior living facilities resident meetings within the city and the various ADA workshops that take place in Riverside. ST has also launched a new website for the Special Transportation Services Program which will give the residents of Riverside all of the information needed to sign up and use our services.

3.3 Budget Impact on Proposed Changes

The largest budget impact to the program continues to be the cost of sustaining operations to meet service demands and the services rendered to ST by the City. These services include administrative oversight, procurement, human resources, payroll, etc. Increase in the cost of benefits and the costs for preventative maintenance has contributed to higher expenditures. The operational expense of running the program has increased over the past 10 years. Additional buses and increases in maintenance costs have contributed to the increase in operational expense. Also the increase of minimum wages in California has and will have lasting effects on the programs budget. Although ST has been able to maintain its farebox recovery ratio above the minimum 10%, the growing operational expense has forced the program to increase the fare from its current rate of \$2.00 per ride to \$3.00 per ride for General Fares and \$2.00 per ride for Medical Fares. This increase has allowed the program to maintain a greater than 10% fare box recovery ratio.

IV. FINANCIAL AND CAPITAL PLANS

4.1 Operating and Capital Budget

Special Transportation relies on Local Transportation Funds (LTF) to support its operating budget including 20% of the preventative maintenance funds needed for the fleet. The remaining 80% comes from federal section 5307 funds.

ST's overall operating budget for the 2019/20 fiscal year has increased 4.65% in comparison to the 2018/19 fiscal year as shown in Figure A. This increase can be attributed to the rate of inflation for operating cost as well as the additional staff positions that were added this year.

Figure A

Budget Item	FY 2018/19 Plan	FY 2019/20 Plan	Variance Percentage
Salaries & Benefits	\$3,003,849	\$3,195,314	6.37%
Materials & Supplies	\$39,000	\$35,085	-10.04%
Fuel	\$225,000	\$225,000	
Maintenance	\$400,000	\$400,000	
Contract Services	\$197,000	\$126,263	-35.91%
Non-Personnel Costs	\$633,548	\$726,038	14.60%
Total	\$4,498,397	\$4,707,700	4.65%

For FY 2019/20, Special Transportation will be requesting Preventative Maintenance funds to help maintain our fleet of 35 buses. ST is continuing to partially fund a contracted security guard for the FY 2019/20 in order to continue the security of the parking lot and CNG Vehicle Maintenance facilities. ST will continue to work on various projects from previous year's funds that have been approved but not completed in this fiscal year.

4.2 Funding Plans to Support Proposed Operating and Capital Program

ST will continue to take advantage of available grant opportunities as they come available through the State of California in order to support its capital programs.

4.3 Regulatory and Compliance Requirements

Special Transportation strives to remain compliant with all local, state and federal regulations. Staff stays abreast of legislative information and developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. ST complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. ST recently underwent an FTA Triennial Review on March 27 – 28, 2018. The Final report has been presented and only 1 audit find was noted in Technical Capacity - Award Management due to a progress report that was submitted one day late.

There were no violations noted during the California Highway Patrol (CHP) Safety Compliance Terminal Inspection in the areas of maintenance, driver records or driver hours of services during this year's CHP inspection that was conducted on April 3 – 5, 2019. ST received a "satisfactory" rating in all areas.

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
City of Riverside

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2010	FRD	BU	16	7	25	CN	3	4	1,278,683	1,096,201	365,400
2011	FRD	BU	16	4	25	CN	3	1	561,976	601,058	200,352
2013	GLV	BU	16	7	25	CN	7		863,588	844,815	120,687
2014	GLV	BU	16	9	25	CN	9		914,954	1,061,267	117,918
2017	GLV	BU	16	8	25	CN	8		216,384	344,173	43,021
Totals:			80	35			30	5	3,835,585	3,947,514	131,584

Table 2 -- City of Riverside -- SRTP Service Summary

FY 2019/20 Short Range Transit Plan

All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		12	27	9	27
Financial Data					
Total Operating Expenses	\$3,453,446	\$2,179,850	\$4,498,397	\$320,453	\$4,307,700
Total Passenger Fare Revenue	\$359,596	\$363,145	\$504,990	\$65,555	\$475,500
Net Operating Expenses (Subsidies)	\$3,093,850	\$1,816,705	\$3,993,407	\$254,898	\$3,832,200
Operating Characteristics					
Unlinked Passenger Trips	161,552	153,559	180,000	92,762	160,000
Passenger Miles	1,195,485	798,507	1,250,500	482,362	645,000
Total Actual Vehicle Revenue Hours (a)	45,462.0	45,475.0	62,800.0	28,157.0	61,500.0
Total Actual Vehicle Revenue Miles (b)	640,085.0	615,121.0	780,100.0	382,482.0	645,000.0
Total Actual Vehicle Miles	712,547.0	697,449.0	801,500.0	429,867.0	700,500.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$75.96	\$47.94	\$71.63	\$11.38	\$70.04
Farebox Recovery Ratio	10.41%	16.66%	11.22%	20.46%	11.03%
Subsidy per Passenger	\$19.15	\$11.83	\$22.19	\$2.75	\$23.95
Subsidy per Passenger Mile	\$2.59	\$2.28	\$3.19	\$0.53	\$5.94
Subsidy per Revenue Hour (a)	\$68.05	\$39.95	\$63.59	\$9.05	\$62.31
Subsidy per Revenue Mile (b)	\$4.83	\$2.95	\$5.12	\$0.67	\$5.94
Passenger per Revenue Hour (a)	3.6	3.4	2.9	3.3	2.6
Passenger per Revenue Mile (b)	0.25	0.25	0.23	0.24	0.25

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



Table 3 - SRTP Route Statistics

City of Riverside -- 4

FY 2019/20

All Routes

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
RSS-DAR	All Days	27	160,000	645,000	61,500.0	63,200.0	645,000.0	700,500.0	\$4,307,700	\$475,500	\$3,832,200
Service Provider Totals		27	160,000	645,000	61,500.0	63,200.0	645,000.0	700,500.0	\$4,307,700	\$475,500	\$3,832,200

Table 3 - SRTP Route Statistics

City of Riverside -- 4

FY 2019/20

All Routes

Performance Indicators											
Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RSS-DAR	All Days	\$70.04	\$6.68	\$26.92	11.03%	\$23.95	\$5.94	\$62.31	\$5.94	2.6	0.25
Service Provider Totals		\$70.04	\$6.68	\$26.92	11.03%	\$23.95	\$5.94	\$62.31	\$5.94	2.6	0.25

Table 4 - Summary of Funds Requested for 2019/20

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	State of Good Repair	Section 5339	Section 5307 - Riv-San. Bndo	Fare Box	Other
Operating Assistance		\$4,307,700	\$3,832,200					\$475,500	
Capitalized Preventative Maintenance		\$400,000	\$80,000				\$320,000		
Subtotal: Operating		\$4,707,700	\$3,912,200				\$320,000	\$475,500	
CNG Minibus Replacement (2)	FY 20-1	\$248,096		\$49,619		\$198,477			
CNG Sensor Replacement	FY 20-2	\$96,914			\$96,914				
Subtotal Capital		\$345,010	\$0	\$49,619	\$96,914	\$198,477	\$0	\$0	\$0
Total: Operating & Capital		\$5,052,710	\$3,912,200	\$49,619	\$96,914	\$198,477	\$320,000	\$475,500	\$0

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: FY 20-1

FTIP No: _____

PROJECT NAME:

CNG Minibus Replacement (2)

PROJECT DESCRIPTION:

To replace 1 CNG Mini Buses that have accrued 150,000 miles or more.

PROJECT JUSTIFICATION:

Special Transportation replaces vehicles that have reached 5 Years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.

PROJECT SCHEDULE:

Start Date	Completion Date
September 2019	June 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY19/20	\$49,619
Section 5339	FY 19/20	\$198,477
Total		\$248,096

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/17)
N/A	N/A	N/A	N/A	N/A

Table 4A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: FY 20-2

FTIP No: _____

PROJECT NAME:

SGR - CNG Detection System Replacement

PROJECT DESCRIPTION:

Replace CNG Detection System in the CNG Bay to prevent false alarms and mechanical failures. Add additional cameras on the exterior of the Transit Office, CNG Bay, and Bus Yard.

PROJECT JUSTIFICATION:

The Special Transportation CNG Bay has experienced multiple issues with the originally installed CNG detection system currently in place. These issues has caused multiple false alarms resulting in City staff and City Police to respond several times throughout all hours of the day and night because of the faulty system. Additional cost have been incurred in the attempts to repair the current system with no resolution.

PROJECT SCHEDULE:

Start Date	Completion Date
July 1, 2019	December 31, 2019

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR 99313	FY 18/19	\$93,392
SGR 99314	FY 18/19	\$3,522
Total		\$96,914

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/17)
N/A	N/A	N/A	N/A	N/A

Table 5.1 - Summary of Funds Requested for 2020/21

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	State of Good Repair	Section 5339	Section 5307 - Riv-San. Bndo	Fare Box	Other
Operating Assistance		\$4,436,931	\$3,947,166					\$489,765	
Capitalized Preventative Maintenance		\$400,000	\$80,000				\$320,000		
Subtotal: Operating		\$4,836,931	\$4,027,166				\$320,000	\$489,765	
CNG Minibus Replacement (1)	FY 21-01	\$124,048		\$24,810		\$99,238			
Subtotal Capital		\$124,048	\$0	\$24,810	\$0	\$99,238	\$0	\$0	\$0
Total: Operating & Capital		\$4,960,979	\$4,027,166	\$24,810	\$0	\$99,238	\$320,000	\$489,765	\$0

Table 5.1A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: FY 21-01 FTIP No: _____

PROJECT NAME:

CNG Minibus Replacement (1)

PROJECT DESCRIPTION:

To replace 1 CNG Mini Buses that have accrued 150,000 miles or more.

PROJECT JUSTIFICATION:

Special Transportation replaces vehicles that have reached 5 Years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.

PROJECT SCHEDULE:

Start Date	Completion Date
August 2020	May 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	20/21	\$24,810
Sec 5339	20/21	\$99,238
Total		\$124,048

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/19)
N/A	N/A	N/A	N/A	N/A

Table 5.2 - Summary of Funds Requested for 2021/22

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	State of Good Repair	Section 5339	Section 5307 - Riv- San. Bndo	Fare Box	Other
Operating Assistance		\$4,570,039	\$4,065,581					\$504,458	
Capitalized Preventative Maintenance		\$400,000	\$80,000				\$320,000		
Subtotal: Operating		\$4,970,039	\$4,145,581				\$320,000	\$504,458	
CNG Minibus Replacement (1)	FY 22-01	\$124,048		\$24,810		\$99,238			
Subtotal Capital		\$124,048	\$0	\$24,810	\$0	\$99,238	\$0	\$0	\$0
Total: Operating & Capital		\$5,094,087	\$4,145,581	\$24,810	\$0	\$99,238	\$320,000	\$504,458	\$0

Table 5.2A- Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, indicate FTIP ID Number):

SRTP Project No: FY 22-01 FTIP No: _____

PROJECT NAME:

CNG Minibus Replacement (1)

PROJECT DESCRIPTION:

To replace CNG Mini Buses that have accrued 150,000 miles or more.

PROJECT JUSTIFICATION:

Special Transportation replaces vehicles that have reached 5 Years or 150,000 miles, in accordance with Federal Transit Administration (FTA) guidelines.

PROJECT SCHEDULE:

Start Date	Completion Date
August 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	21/22	\$24,810
Sec 5339	21/22	\$99,238
Total		\$124,048

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT#, FTIP ID# AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)
N/A	N/A	N/A	N/A	N/A

TABLE 6- PROGRESS TO IMPLEMENT TDA TRIENNIAL PERFORMANCE AUDIT

Recent Audit Recommendation (Covering FY 2013-2015)	Action (s) Taken and Results to Date
<p>1. Implement the planned fare increase.</p> <p>The fare structure remained unchanged during the audit period with no adopted fare increases. The last fare increase was implemented in April 2005. STS analyzed its fare structure in order to sustain its required farebox recovery ratio, and cover increased operating and sick leave costs. One consideration in the analysis is to raise the one-way fare to \$3.00, which is comparable to RTA's Dial-A-Ride fare.</p>	<p>Special Transportation received approval and has implemented a rate increase effective September 1, 2017. General transit fares are \$3.00 and Medical fares are \$2.00 per trip.</p> <p>Completed</p>
<p>2. Include additional locally generated revenue in the farebox recovery.</p> <p>STS's current farebox ratio is slightly above the TDA standard of 10 percent. The revenues in the farebox ratio are composed primarily of passenger fares. New state legislation (SB 508) reinforces current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, bus wraps on the vehicles, and other local contributions from the City to the transit</p>	<p>Special Transportation has looked into and the possibility of advertising on our buses. After consulting with other transit agencies and looking into what resources are needed to start a program such as this it was determined that cost of administering and maintaining this type of program far exceeded the monetary benefit it would generate. We will continue to look for and examine alternative revenues to enhance the farebox revenues.</p> <p>On going</p>

<p>program. The annual TDA fiscal audit should calculate the farebox ratio inclusive of these additional revenue. STS should work with the City finance department to ensure other local transit revenues are included in the farebox ratio in the TDA fiscal audit for STS.</p>	
<p>3. Track ridership trends for those using mobility devices.</p> <p>Industry trends show that passengers using mobility devices such as wheelchairs, mobility aids, and other mobility devices are on the rise. With growth in wheelchair-bound riders and those using mobility devices on transit, active tracking of ridership trends for these types of passengers will help with dispatching and proper deployment of vehicles. On monthly and annual performance reports, STS should add a column to include number of passengers using mobility devices. Daily trip sheets might also be able to identify wheelchair riders by vehicle by day so that trends can be developed on the impact of mobility devices on transit productivity. This information could be part of the statistics being developed by STS management.</p>	<p>Special Transportation implemented a monthly report that tracks the number of wheelchair passengers we transport for that given month. This data will be used to provide a yearly analysis on the different types of riders for a given year to determine trends and also help STS in future project proposals.</p> <p><i>Completed</i></p>

4. Provide Title VI Policy documentation in Spanish and on the STS brochure.

Pursuant to the federal Civil Rights Act of 1964, the City of Riverside adopted a Title VI Program in July 2014. Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national origin be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Program compliance includes a link on the STS web page that is directed to the Title VI policy on the General Services page along with a complaint form in English. A Spanish language form is still under development. Also, the auditor could not find Title VI information on the printed STS brochure.

Special Transportation is currently revising its webpage and a link to Title VI information will be included on the new page in both English and Spanish. The Special Transit Brochures are also currently being revised and will also have Title VI information printed on the brochure as well as a web address where customers can find the Title VI information.

Completed

Table 7 -- Service Provider Performance Targets Report

**FY 2018/19 Short Range Transit Plan Review
City of Riverside**

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	180,000			
Passenger Miles	1,250,500			
Total Actual Vehicle Revenue Hours	62,800.0			
Total Actual Vehicle Revenue Miles	780,100.0			
Total Actual Vehicle Miles	801,500.0			
Total Operating Expenses	\$4,498,397			
Total Passenger Fare Revenue	\$504,990			
Net Operating Expenses	\$3,993,407			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	11.22%	>= 10.00%	20.46%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$71.63	<= \$66.81	\$11.38	Meets Target
2. Subsidy Per Passenger	\$22.19	>= \$13.74 and <= \$18.58	\$2.75	Better Than Target
3. Subsidy Per Passenger Mile	\$3.19	>= \$2.64 and <= \$3.58	\$0.53	Better Than Target
4. Subsidy Per Hour	\$63.59	>= \$47.32 and <= \$64.02	\$9.05	Better Than Target
5. Subsidy Per Mile	\$5.12	>= \$3.46 and <= \$4.68	\$0.67	Better Than Target
6. Passengers Per Revenue Hour	2.90	>= 2.89 and <= 3.91	3.30	Meets Target
7. Passengers Per Revenue Mile	0.23	>= 0.21 and <= 0.29	0.24	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

FY 2019/20 - Table 8 -- SRTP Performance Report
Service Provider: City of Riverside
All Routes

Performance Indicators	FY 2017/18 End of Year Actual	FY 2018/19 3rd Quarter Year-to-Date	FY 2019/20 Plan	FY 2019/20 Target	Plan Performance Scorecard (a)
Passengers	153,559	105,102	160,000	None	
Passenger Miles	798,507	546,530	645,000	None	
Revenue Hours	45,475.0	32,052.0	61,500.0	None	
Total Hours	61,826.0	43,624.0	63,200.0	None	
Revenue Miles	615,121.0	433,851.0	645,000.0	None	
Total Miles	697,449.0	487,724.0	700,500.0	None	
Operating Costs	\$2,179,850	\$2,733,333	\$4,307,700	None	
Passenger Revenue	\$363,145	\$294,913	\$475,500	None	
Operating Subsidy	\$1,816,705	\$2,438,420	\$3,832,200	None	
Operating Costs Per Revenue Hour	\$47.94	\$85.28	\$70.04	<= \$88.26	Meets Target
Operating Cost Per Revenue Mile	\$3.54	\$6.30	\$6.68	None	Meets Target Meets Target Better Than Target Fails to Meet Target Meets Target Fails to Meet Target Meets Target
Operating Costs Per Passenger	\$14.20	\$26.01	\$26.92	None	
Farebox Recovery Ratio	16.66%	10.79%	11.03%	>= 10.0%	
Subsidy Per Passenger	\$11.83	\$23.20	\$23.95	>= \$19.72 and <= \$26.68	
Subsidy Per Passenger Mile	\$2.28	\$4.46	\$5.94	>= \$3.79 and <= \$5.13	
Subsidy Per Revenue Hour	\$39.95	\$76.08	\$62.31	>= \$64.67 and <= \$87.49	
Subsidy Per Revenue Mile	\$2.95	\$5.62	\$5.94	>= \$4.78 and <= \$6.46	
Passengers Per Revenue Hour	3.40	3.30	2.60	>= 2.81 and <= 3.80	
Passengers Per Revenue Mile	0.25	0.24	0.25	>= 0.20 and <= 0.28	

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

Table 9 - HIGHLIGHTS OF 2019/20 SHORT RANGE TRANSIT PLAN

- **Electronic Fare Collection/Online Reservations** – In an effort to provide better service to our senior and ADA riders, Special Transportation has procured and begun implantation of an electronic payment method that would allow riders and caregivers the ability to preload rider accounts with funds so that riders may electronically pay for transit fares. Along with an electronic fare collection, a mobile application will be made available to all riders that will allow them to manage their account, view scheduled trips and the status of their scheduled pickup. The application once fully implemented will also allow riders to self-schedule future rides.
- **Procurement of 2 – 8 Passenger Transit Vans with lift.** These smaller vehicles will be used to navigate more efficiently throughout the City of Riverside allowing our service to pick up and drop off in locations our current fleet of mini-buses may have difficulty maneuvering in and out of.

Capital Projects:

- For 2019/20, Special Transportation will replace 2 CNG Mini-Buses that have met their useful life threshold.

Operating and Financial Data for the past four years and for the 2019/20 Fiscal Year are shown below.

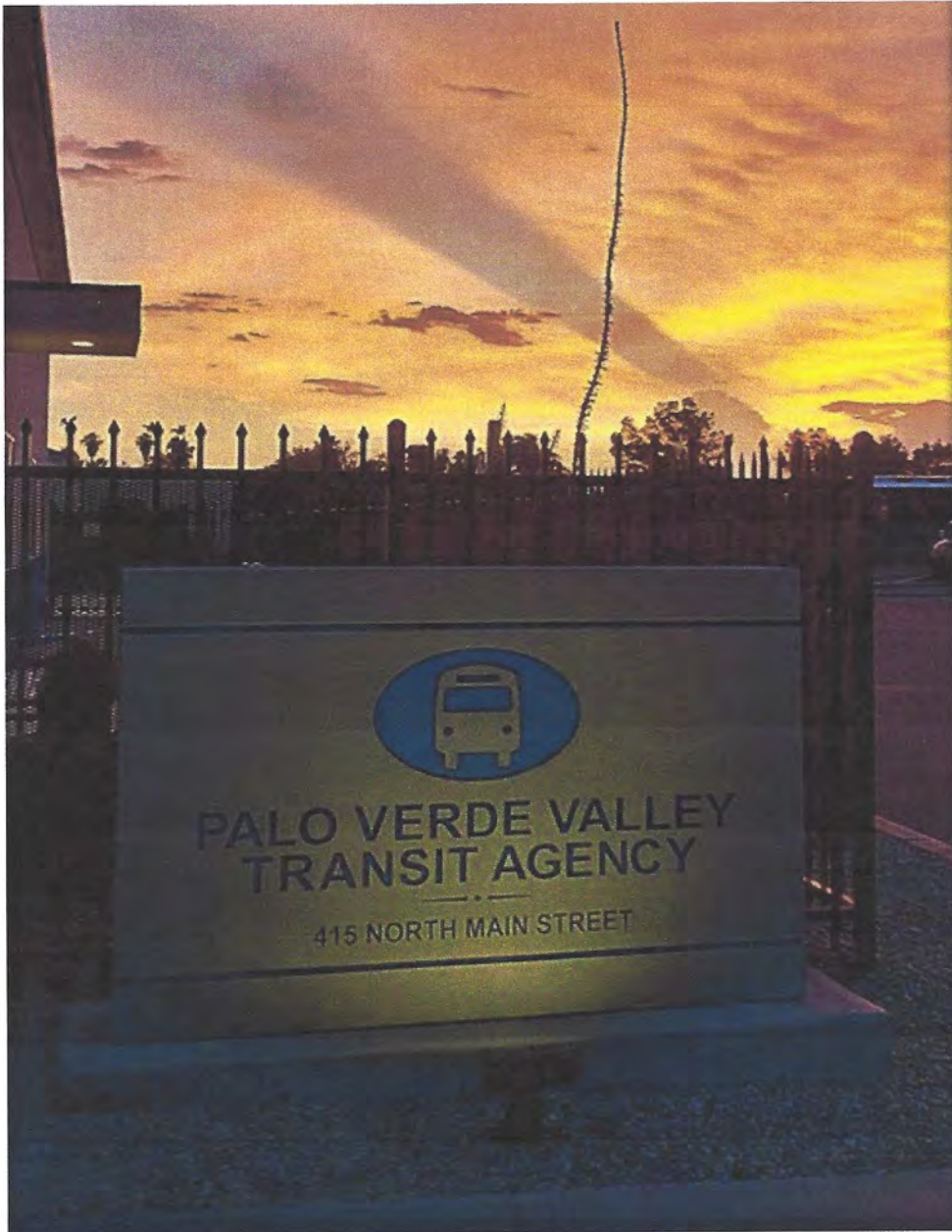
Table 9A

Operating & Financial Data	FY2015/16	FY2016/17	FY 2017/18	FY 2018/19 (Projected)	FY 2019/20 (Planned)
System Wide Ridership	188,480	161,552	153,559	150,827	160,000
Operating Cost per Revenue Hours	\$65.74	\$75.96	\$47.94	\$71.63	\$70.04

Farebox is the only source of revenue for Special Transportation. Figure 9B below reflects the farebox revue and the operating costs since FY 2014/15.

Table 9B

Fare Revenue Calculation (consistent with Commission Farebox Recovery Policy)					
Revenue Sources	FY2015/16	FY2016/17	FY 2017/18	FY 2018/19 (Estimate)	FY 2019/20 (Plan)
Passenger Fares	\$376,960	\$359,596	\$443,070	\$ 426,494	\$ 475,500
Total Revenue	\$376,960	\$359,596	\$443,070	\$426,494	\$475,500
Total Operating Expenses	\$3,323,668	\$3,453,446	\$4,053,083	\$3,396,138	\$4,307,700
Farebox Recovery Ratio	11.34%	10.41%	10.93%	12.56%	11.04%



**PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)
BLYTHE, CALIFORNIA**

**SHORT RANGE TRANSIT PLAN
FISCAL YEAR 2019/20 – 2021/22**

FINAL DRAFT 05/07/2019

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System Overview

Service Area

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. Also, PVVTA provides premier service to and from Coachella Valley.

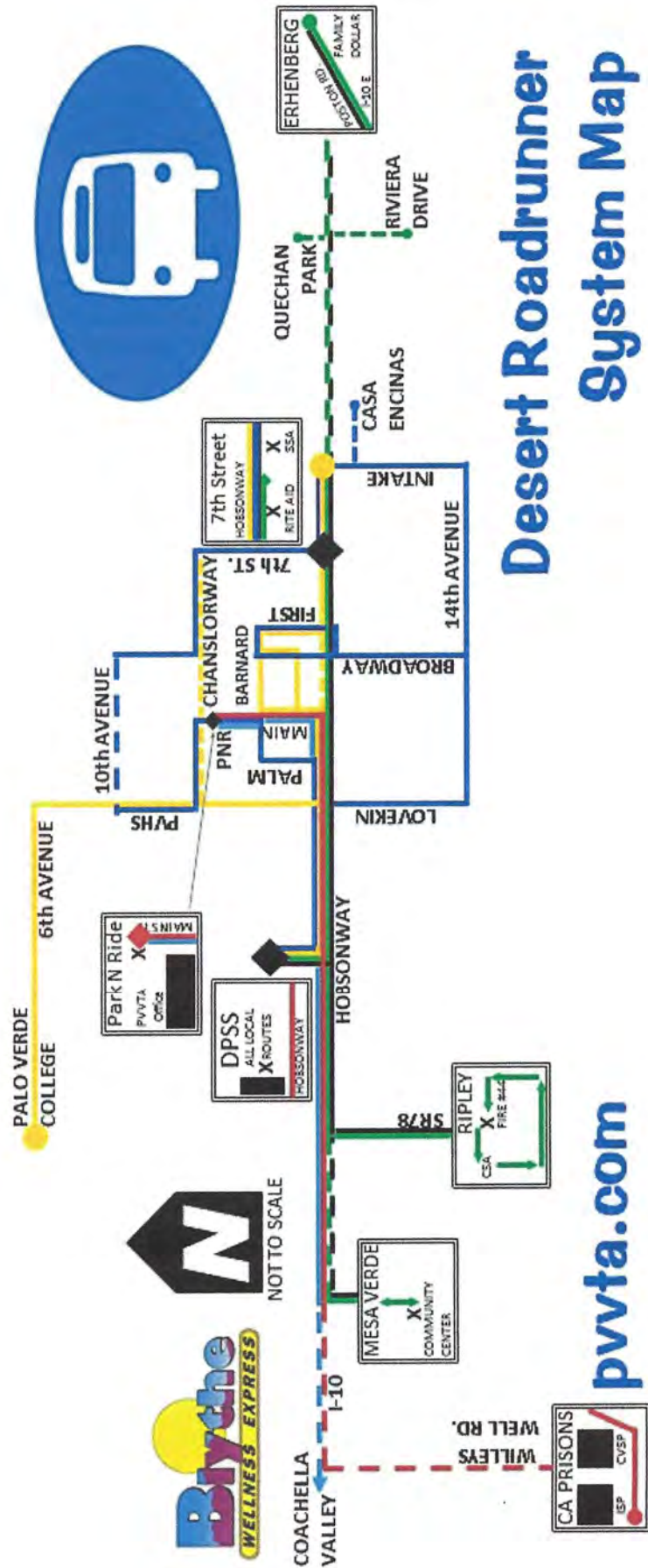
Demographics

The valley's population is approximately 18,565 residents. Population growth in the valley decreased at an average of about two percent per year but this trend is slowing over the last year. The valley is agriculturally diverse providing many outdoor jobs and direct support to the local community. Major employers include; the Ironwood State Prison, Chuckawalla Valley State Prison, the Palo Verde College and the Palo Verde Hospital.

Profile of Services

The Palo Verde Valley Transit Agency (PVVTA) provides many transit options to serve senior citizens, persons with disabilities, and the general public. PVVTA services are known to the general public under the marketing name "Desert Roadrunner". PVVTA provides five deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, California Department of Corrections facilities, and limited service to Ehrenberg, Arizona. ADA Para-transit is also provided after hours on the Fixed Routes through route deviation requests. The routes can deviate up to $\frac{3}{4}$ of a mile away from the actual mapped routes. Hours of operation for the Fixed Route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. PVVTA operates a non-emergency medical service to the Coachella Valley from Blythe called the Blythe Wellness Express (BWE).

The Transportation Reimbursement and Information Project provides transportation reimbursement to individuals unable to access PVVTA Fixed Route services. The PVVTA's transit services are contracted with Transportation Concepts of Irvine, California. Transportation Concepts has been providing transit service for PVVTA since October of 2003. PVVTA also has an agreement with the Independent Living Partnership to administer the (Desert RoadTRIP) that has been in place since 1995.



Fare Schedule

PVFTA's fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent Farebox Recovery Ratio. The schedule includes full fare and discounted ride tickets. PVFTA's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare change is necessary.

PVFTA Fare & Pass Schedule

Fixed Route Cash Fare – Routes 1, 2, 4, 5

General Public	(ages 5-59 years old)	\$ 1.75
Seniors	(ages 60 years or older)	\$ 0.85
Persons with Disabilities	(with ADA Card)	\$ 0.85
Children ages 5 and under*	(first boarding with full fare adult)	Free
Children ages 5 and under*	(second & third boarding with full fare adult)	\$ 0.85

* First (1) child Free, \$0.85 for child 2 & 3 boarding with a fare paying adult; Full Fare for all other accompanying children.

Arizona Zone Fare for travel to and from Ehrenberg, Arizona

General Public, Seniors, & Persons with Disabilities	\$ 5.00
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Fixed Route Cash Fare – Route 3 Express

General Public, Seniors, & Persons with Disabilities	\$ 3.50
Route Deviations (one way to or from route)	\$ 0.85

Route Deviations – All Fixed Routes

Route Deviations	(one way to or from route)	\$ 0.85
DV8 Card	(8 one way deviation fares)***	\$ 6.80

***Not valid for initial passenger fare, only for payment of route deviation fee.

Fixed Route Go Passes

10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 17.50
S/D 10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 8.50
General Public 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 45.00
Seniors 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Persons with Disabilities	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Summer Youth Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 40.00
10-Ride Punch Pass	(Ehrenberg, Arizona)	\$ 50.00
10-Ride Punch Pass	(Route 3 Express)	\$ 35.00
20-Ride Punch Pass	(Route 3 Express)	\$ 70.00
General Public 31-Day Pass	(Route 3 Express)	\$125.00

Other Cash Fare – X-Tend-A-Ride & Blythe Wellness Express (BWE)

X-Tend-A-Ride General Public, Seniors, & Persons with Disabilities	\$ 5.00
BWE General Public, Seniors, & Persons with Disabilities One-Way	\$ 10.00
BWE General Public, Seniors, & Persons with Disabilities Roundtrip	\$ 15.00

Maintenance & Facilities

PVVTa operates vehicles using Compressed Natural Gas (CNG) and gasoline. The fleet consists of eight active revenue generating transit buses and five support vehicles. Most of the buses are interchangeable between routes. When vehicles are retired, they are declared surplus property and sold by way of auction. PVVTa adheres to all Federal Transit Administration (FTA) and California Highway Patrol (CHP) mandated Preventive Maintenance Inspection criteria and is very proactive in maintenance efforts. Vehicle maintenance is provided under contract with Transportation Concepts.

Facilities

PVVTa continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a “one stop” shop for all their transportation needs. Over the last few years, Low Carbon Transit Operations Program funds are being used to improve the PNR lot to improve passenger safety and comfort.

Most recently, PVVTa submitted a project application for State of Good Repair (SGR) grant funds for installation of an outdoor shade structure for use to maintain alternative fleet vehicles. A shade structure would allow for fleet vehicles to be maintained in a safe, secure shaded area adjacent to the current maintenance facility.

The Blythe CNG Station has proven to be a great resource to local and regional fuel needs for Compressed Natural Gas. Since the station opened in 2014, a steady increase in the number of vehicles especially commercial fleets has been seen monthly. Currently, PVVTa staff is working with the Palo Verde Unified School District (PVUSD) on expanding the station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. PVVTa has seen vehicles use the station from travelers as far away as Canada who use this strategic route due to the reliability in CNG fuel availability. Expansion of the station is planned by early 2020 with an investment of \$500,000 committed by the CA Energy Commission to PVUSD for this project. The expansion provides for maximum capacity of the station and further reliability through better redundancy in equipment.

Emergency Reserve Fleet

As PVVTa adds new vehicles into service, older units are rotated into an emergency contingency fleet that would be implemented only as needed for emergency and public safety use. With extreme heat conditions and remote location in the Palo Verde Valley, a reserve fleet would better prepare the community in times of power outages where these vehicles would be used to transport affected residents to cooling centers within the area. For other emergency events such as floods or the breakdown of larger passenger buses on Interstate 10, this fleet would be able to assist with a large movement of passengers to safety, freeing up local law enforcement to better deal with the situation at hand.

Coordination

PVVTA actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the PVVTA Service Area. QTS provides service from Quartzsite Arizona three times a week and connects with the PVVTA system at the DPSS Transfer Center. QTS and PVVTA meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with Sunline was achieved for the success with the Blythe Wellness Express (BWE). Sunline provides operational emergency support for the BWE when the bus operates in the Sunline services area. During a potential incident, Sunline seamlessly assisted with bringing the BWE service back to normal and safe. With the 100+ mile one-way trip, the BWE requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

PVVTA is a member of CalACT a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. PVVTA participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with PVVTA on regional and State issues facing public transit.



Services & Performance

PVVTA strives to be a community-based transit provider taking into consideration the needs and concerns of locals and stakeholders who serve the Palo Verde Valley. PVVTA participates in several local advocacy committees from all aspects of community service. PVVTA is active in Homeless support, community safety, the Blythe Area Chamber of Commerce and numerous civic groups. The best way to serve the community is to be side by side through all the ups and downs of the folks who ride the bus, count on services and support the Agency in turn.



Blue Route 1 – Deviated Fixed Route City of Blythe Circulator

Blue Route 1 serves the growing community of Blythe providing riders access to many civic, educational and county sponsored public social service offices within the City of Blythe. Destinations on Blue Route 1 include: Blythe City Hall, County offices, Albertsons, Rite Aid, Palo Verde Hospital, Palo Verde Unified School District schools, Employment Development Department, Department of Motor Vehicles, Post Office, Blythe Central Garage and Public Works Department, California Highway Patrol, Senior Nutrition Program, Palo Verde Valley District Library, and various other shopping locations within the community. The route can deviate for passengers up to $\frac{3}{4}$ of mile with a 30-minute advance reservation or upon boarding.

Connections to all other deviated fixed routes can be made at various locations within Blythe and at two major transfer points, DPSS Transfer Center and Social Security (SSA) Transfer Center.

Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60-minute frequency with one bus, five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday. Services are not provided on the following days: Weekends and all Agency observed holidays.

RECOMMENDATIONS:

2019

No proposed changes this fiscal year; staff will continue to monitor service.

2020

No proposed changes this fiscal year; staff will continue to monitor service.

2021

Implement an opposite bus on the same route with 30-minute headways during peak hours.



Gold Route 2 – Deviated Fixed Route Palo Verde College Crosstown

Gold Route 2 provides riders access between the city of Blythe and Palo Verde College. This feeder route provides connections to many civic, educational, and county sponsored public social service offices, Blythe City Hall, County offices, Albertsons, Rite Aid, Palo Verde Hospital, Colorado River Fair, Employment Development Department, Blythe Recreation Center, Palo Verde Valley District Library, Palo Verde College main campus, and various other shopping locations within the community. The route can deviate for passengers up to $\frac{3}{4}$ of mile with a 30-minute advance reservation or upon boarding.

Connections to all other deviated fixed routes can be made at various locations within Blythe and at two major transfer points, DPSS Transfer Center and other major trip generators.

Gold Route 2 operates on a two-way route providing a 60-minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 6:40 pm Monday through Friday. Services are not provided on: weekends and all Agency-observed holidays. This route does not operate when the college is not in session.

RECOMMENDATIONS:

2019

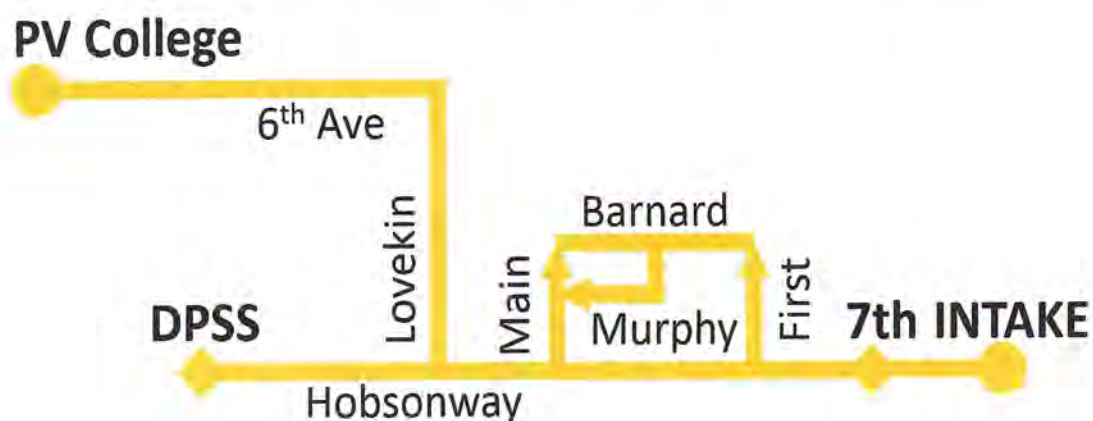
Reduce evening service to 4:30pm, by request up to 6:40pm based on current class schedule and usage.

2020

No proposed changes this fiscal year; staff will continue to monitor service.

2021

No proposed changes this fiscal year; staff will continue to monitor service.



Red Route 3 – Deviated Fixed Route CA Prisons Express

The Red Route 3 provides premium commuter service between Blythe and Chuckawalla Valley & Ironwood State Prisons, Monday through Friday with three AM and three PM trips.

This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels via Interstate 10 to the prisons.

The Red Route 3 operates from 5:15 am to 7:30 am and again from 2:00 pm to 5:00 pm, Monday through Friday. Services are not provided on the following days: Weekends and all Agency or State observed holidays.

Connections to all other deviated fixed routes can be made at various locations within Blythe and at two major transfer points, DPSS Transfer Center and Social Security (SSA) Transfer Center.

Special fares are charged on this route. All passengers pay \$3.30 one way. There are 10 and 20 ride GoPasses available, as well as a \$120.00, 31-Day GoPass which gives unlimited rides on all Desert *Roadrunner* buses for the month.

RECOMMENDATIONS:

2019

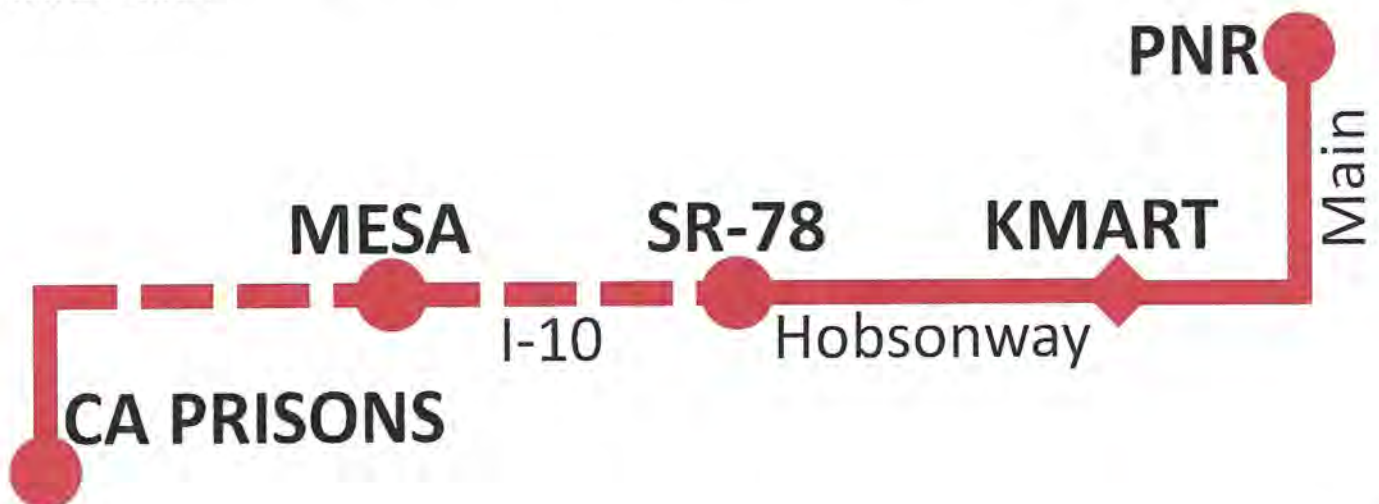
No proposed changes this fiscal year; staff will continue to monitor service.

2020

No proposed changes this fiscal year; staff will continue to monitor service.

2021

Look at the feasibility of implementing different modes of transportation for servicing the Prison facilities.



Green Route 4 – Deviated Fixed Route Rural Rider

The Green Route 4 provides deviated fixed route service between Blythe, Ripley, Mesa Verde, and Ehrenberg, Arizona.

This route serves four Park-N-Ride lots, travels down Hobsonway to State Route 78, then travels South to Ripley, West to Mesa Verde via Interstate 10 and services Ehrenberg, Arizona.

The Green Route 4 operates four round trips 6:30 am to 6:55 pm Monday through Friday. Services are not provided on: weekends and all Agency or State observed holidays.

Connections to all other deviated fixed routes can be made at various locations within Blythe and at two major transfer points, DPSS Transfer Center and other major trip generators.

RECOMMENDATIONS:

2019

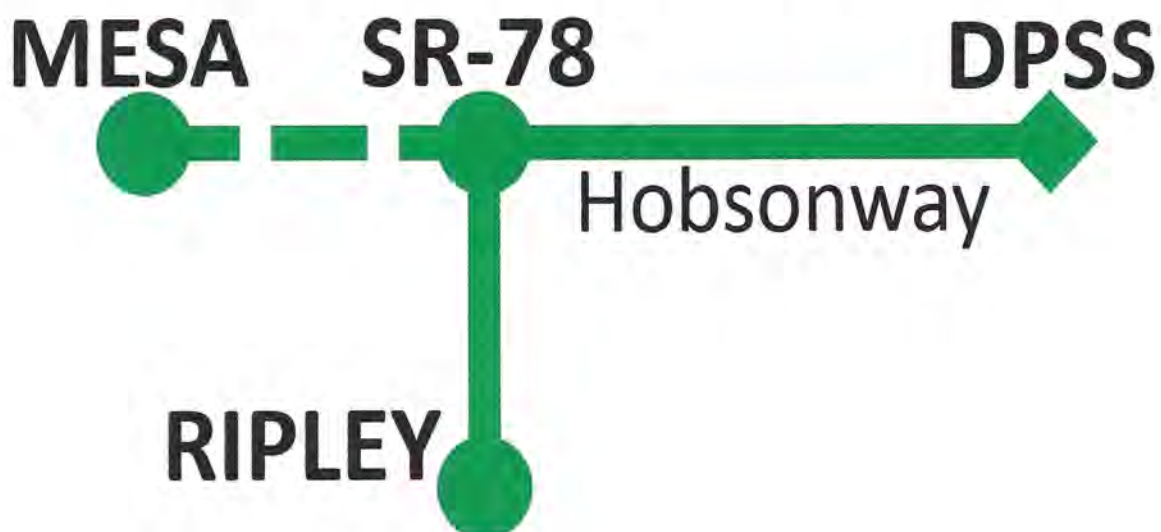
Add 3 additional roundtrips to Ripley and Mesa Verde with a total of 6 trips daily, Ehrenberg service on request only via Xtend-A-Ride.

2020

Expand evening service if feasible.

2021

No proposed changes this fiscal year; staff will continue to monitor service.



Silver Route 5 – Deviated Fixed Route Saturday Service

The Silver Route 5 provides system-wide deviated fixed route service within the city of Blythe, Ripley, Mesa Verde, and selected trips to Ehrenberg, Arizona.

This route serves all major trip-generating areas within the system on 90-minute headways.

The Silver Route 5 operates 8:00 am to 12:10 pm Saturday and Agency observed holiday operating days. Services are not provided on: Monday through Friday and all Agency-observed non-operating holidays.

RECOMMENDATIONS:

2019

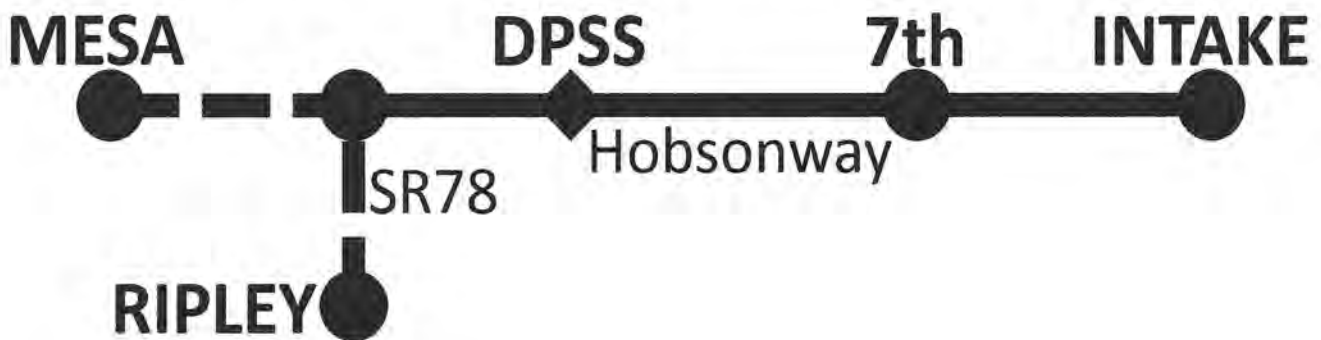
Deviation fee will be applied, Ehrenberg service by request only.

2020

No proposed changes; continue to monitor service.

2021

Look at subsidizing trips on other transportation modes such as taxi and ride sharing.



Premier Route 6 - Blythe Wellness Express

Non-Emergency Medical Service to the Coachella Valley

The Blythe Wellness Express fixed route will provide service fixed route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. The service includes one morning trip leaving the Main Street Park-and-Ride in Blythe at 6:30 am, Monday, Wednesday and Friday, and arriving back in Blythe at 4:00 pm.

This route will provide services to Desert Center (upon request) for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio; John F. Kennedy Memorial Hospital, Indio; Westfield Palm Desert; Eisenhower Medical Center, Rancho Mirage; and Desert Regional Medical Center, Palm Springs. After the last drop off at Desert Regional Medical Center, the bus will deadhead to Sunline Division 2 in Indio and run the route for pickup of passengers and head back to Blythe.

This service is not provided on weekends and Agency and State observed holidays.

RECOMMENDATIONS:

2019

Continue 2 day a week service with an extra trip on the 1st and 3rd Friday of the month.

2020

No proposed changes this fiscal year; staff will continue to monitor service.

2021

No proposed changes this fiscal year; staff will continue to monitor service.

Blythe

WELLNESS EXPRESS

Reservation and Advance Fare Payment required. Please call at least 2 days in advance of your trip date. **760.922.1140**

SCHEDULE: Monday, Wednesday and Friday ONLY

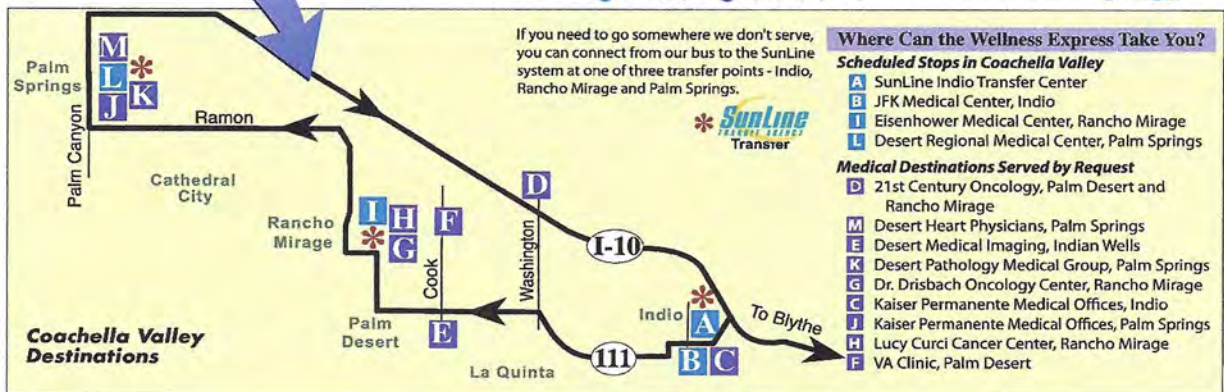
Morning: Westbound To Coachella Valley	
Blythe: Main Street Park & Ride	6:30 AM
Mesa Verde	6:40 AM
Desert Center Post Office	7:15 AM
Chiriaco Summit Rest Stop	7:35 AM
Indio: Highway 111 at Flower SunLine Transfer Center	8:05 AM
Indio: JFK Hospital	8:10 AM
Rancho Mirage: Eisenhower Med. Center	8:50 AM
Palm Springs: Desert Regional Med. Center	9:30 AM

Afternoon: Eastbound To Blythe	
Indio: Highway 111 at Flower SunLine Transfer Center	1:00 PM
Indio: JFK Hospital	1:05 PM
Rancho Mirage: Eisenhower Med. Center	1:45 PM
Palm Springs: Desert Regional Med. Center	2:05 PM
Chiriaco Summit Rest Stop	3:00 PM
Desert Center Post Office	3:20 PM
Mesa Verde	3:50 AM
Blythe: Main Street Park & Ride	4:00 PM

Stops made by request only

FARE	
• One-Way	\$10.00
• Round Trip (same day)	\$15.00

Catching the Bus in Blythe



Desert Road TRIP Trip Reimbursement

PVVTA's Desert RoadTRIP program currently provides reimbursement to individuals who do not have access to local transportation. Desert RoadTRIP will be marketed and promoted in conjunction with Independent Living Partnership to seniors (age 60 years or older), persons with disabilities and truly needy persons who live outside the service area, such as Lost Lake, resort communities along U.S. Highway 95, and Desert Center. Desert RoadTRIP participants can travel up to 460 miles a month, including using Greyhound (690 miles for a family). This equals \$147.20 per month (\$220.80 for a family per month).

In Fiscal Year 2017/18, the TRIP program provided 20 valley residents with mileage reimbursement support for 231 one-way trips and 28,236 miles of escort assisted transportation to distant medical services for a total service cost of \$7,790. This breaks down to a one-way trip cost of \$33.72 per trip and a .27 cents per mile subsidy. Since the implementation of the Blythe Wellness Express, which provides trips to the Coachella Valley for medical appointments, the number of TRIP clients has decreased by 20%.

The fare for the Desert RoadTrip service is currently at \$5 per one-way trip or \$10 per round trip. The TRIP program is currently meeting the required farebox requirement, therefore, no need for increasing the fares in FY19/20. Staff will continue to analyze the program to ensure that the farebox requirement is being met.

Volunteer drivers will continue to be recruited in order to guarantee Desert RoadTRIP users have escort transportation. PVVTA is also a partner in the Volunteer Driver Corps program.

Desert RoadTRIP is available 24 hours a day, 365 days a year.

RECOMMENDATIONS:

2019

No proposed changes this fiscal year; staff will continue to monitor service.

2020

No proposed changes this fiscal year; staff will continue to monitor service.

2021

No proposed changes this fiscal year; staff will continue to monitor service.

PVUTA X-Tend-A-Ride Community-Based Service Link

PVUTA X-Tend-A-Ride is a demand responsive service to address special areas in time where community events require general public transit service that may not be available on the fixed route system. Events in the evening, on no service days, and beyond fixed route hours would be the primary focus of this service. X-Tend-A-Ride will provide curb-to-curb service with an exclusive fare targeted to meet farebox performance requirements.

During a pre-planned community event, riders would be directed to fixed route service during regular operating hours. X-Tend-A-Ride would be available to provide service beyond regular operating hours.

Similar trial service has been utilized for Sober Driver needs, added service to the local fair, and special community events needing public awareness.

PVUTA X-Tend-A-Ride will not operate in place of fixed route services.

RECOMMENDATIONS:

2019

Add service to Ehrenberg AZ specifically by an on-request basis.

2020

Look at providing service for more community events and times where rides are needed.

2021

No proposed changes this fiscal year; staff will continue to monitor service.

Performance

Over the last few years, PVVTA has seen a cooling in increased ridership system-wide. Service performance is flat at best with increases seen in cost due to the State increase in minimum wage and fuel tax. PVVTA has seen a nominal growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families from western county.

Trip generators such as the Palo Verde College have more vacation time which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities. PVVTA continues to engage Prison staff to promote and market services to employees. Due to the continued concern PVVTA is eliminating another 2 trips on the Red Route in hopes to bring performance measure back in line with the other fixed route service.

Planning

Over the last two year, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County the BWE has shaped out to be a much needed program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides and marketing towards a larger population for civic and social service trips.

With the local services, PVVTA has seen challenges with service to the CA State Prisons and the increase in vanpool options for riders. Ridership has greatly diminished due to the appeal of lower ride cost and selectivity on the vanpools. For the Green Route 4 service, local riders have asked for more service to Ripley. This addition would provide more access to transit for the growing community. Silver Route 5 varies in ridership throughout the different months mainly due to the climate and times when shopping is needed. Staff continues to factor in these specific operational characteristics when planning service.

Service Changes

Route Changes and Modifications

PVUTA Blue Route 1 - will continue to run the existing route with no changes in routing.

PVUTA Gold Route 2 - will reduce line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm.

PVUTA Red Route 3 - will continue to run the existing route with no changes in routing.

PVUTA Green Route 4 - will add an additional three roundtrips daily, with Ehrenberg AZ service strictly by request only.

PVUTA Silver Route 5 - will continue to run the existing route with deviation fees reinstated.

PVUTA will continue the Blythe Wellness Express; two day a week and every 1st and 3rd Friday to the Coachella Valley for non-emergency medical access.

PVUTA will continue to operate XTend-A-Ride service which is a demand responsive service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

PVUTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.



Community Engagement

The following community engagement activities as well as marketing efforts will be utilized to promote ridership growth in FY 2019/20.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials.
2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.
3. Continuing the Mobility Training program to teach the public about mass transit including those with disabilities.
4. Continue to offer information on Rideshare programs available to residents and visitors of the Palo Verde Valley.
5. Continue to foster new partnerships with Palo Verde College Association of Student Governments, and new businesses coming to the city through the Shop, Save and Get Home Free Program.

6. Continue to work with marketing consultants to improve the Blythe Wellness Express and the Agency website pvvta.com.
7. Continue to co-sponsor and stay involved in community events such as Run for the Wall, Summer Safety Event, Cleanup Day and local community events.



Financial & Capital Plans

Operating Budget

The proposed Palo Verde Valley Transit Agency's operating budget for fiscal year 2019/20 is \$1,526,160 which includes \$89,000 in operating expenses for the Blythe Wellness Express (BWE), which began as a pilot program in 2017 and is now a regular PVVTA route. The Agency's regular operating budget for FY2019/20 is 9.8 percent over last year's operating budget. The increase is primarily due to an increase in operating and maintenance costs of the CNG Station, regular routes, and increase in fuel costs.

The Agency's budget includes only those expenses for the day-to-day operations of the Transit Agency. Expenses are closely monitored to assure the Agency continues to operate within its budget and is compliant with the mandatory 10 percent farebox recovery ratio.

Capital Budget

The Agency's capital budget for FY 2019/20 is \$273,758 which includes, STA funding for the purchase and replacement of a fixed route bus, support vehicle, shop maintenance truck, bus stop amenities, solar parking light and bulk purchase of tires, filters, etc., and State of Good Repair (SGR) funds for maintenance shop equipment.

Regulatory and Compliance

PVVTA adheres to all regulatory and compliance requirements as mandated by the Riverside County Transportation Commission and/or other regulatory agencies, as it pertains to ADA, DBE, EEO, etc.

A TDA Triennial Performance Audit was performed for the period of July 1, 2013, through June 30, 2015, in which there were four recommendations for improvements made by the auditor. Pursuant to the audit performed, the recommendations were:

- ✓ Continue to pursue a succession plan for the Finance Manager position.
- ✓ Continue to pursue a fare revenue sharing agreement with Palo Verde College.
- ✓ Include Desert RoadTRIP financial and operations data in the PVVTA State Controllers Report.
- ✓ Provide Title VI Policy documentation in Spanish.

PVVTA has already addressed all four recommendations outlined in the Triennial Audit.

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2014	CMD		18	1		GA	1		45,835	69,421	69,421
2010	FRD		18	1		GA		1	233,759	237,349	
2011	FRD		18	1		GA		1	232,825	232,825	
2012	FRD		18	1		CN	1		166,863	170,063	170,063
2013	FRD		26	1		CN	1		114,742	115,215	115,215
2013	FRD		26	1		CN	1		112,230	117,902	117,902
2013	FRD		26	1		CN	1		139,123	147,752	147,752
2016	FRD		18	1		GA	1		88,007	119,232	119,232
2016	FRD		18	1		GA	1		79,246	110,397	110,397
2018	FRD		18	1		GA	1		0	30,125	30,125
2019	FRD		18	1		GA	1			0	0
Totals:			222	11			9	2	1,212,630	1,350,281	150,031

PALO VERDE VALLEY TRANSIT AGENCY
FY 2019/20 - 2021/22
SHORT RANGE TRANSIT PLAN

Table 2A - Excluded Routes

Route #	Mode (FR/DR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Blythe Wellness Express (BWE)	FR	CO	Provides transportation services to hospitals, medical offices, pharmacies, and medical equipment suppliers located in Riveride County	7/1/2017	6/30/2020

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.

Table 2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		60	6	45	6
Financial Data					
Total Operating Expenses	\$868,249	\$865,873	\$1,390,714	\$886,952	\$1,526,160
Total Passenger Fare Revenue	\$125,735	\$90,161	\$139,924	\$84,800	\$391,553
Net Operating Expenses (Subsidies)	\$742,515	\$775,712	\$1,250,790	\$802,153	\$1,134,607
Operating Characteristics					
Unlinked Passenger Trips	45,807	44,047	46,052	35,759	50,161
Passenger Miles	641,298	616,658	762,082	500,626	894,477
Total Actual Vehicle Revenue Hours (a)	8,293.0	7,956.0	7,909.0	5,401.0	7,996.0
Total Actual Vehicle Revenue Miles (b)	153,869.0	182,286.0	184,733.0	130,868.0	189,808.0
Total Actual Vehicle Miles	186,618.0	216,411.0	214,055.0	151,040.0	219,008.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$104.70	\$108.83	\$175.84	\$164.22	\$190.87
Farebox Recovery Ratio	14.48%	10.41%	10.06%	9.56%	25.65%
Subsidy per Passenger	\$16.21	\$17.61	\$27.16	\$22.43	\$22.62
Subsidy per Passenger Mile	\$1.16	\$1.26	\$1.64	\$1.60	\$1.27
Subsidy per Revenue Hour (a)	\$89.54	\$97.50	\$158.15	\$148.52	\$141.90
Subsidy per Revenue Mile (b)	\$4.83	\$4.26	\$6.77	\$6.13	\$5.98
Passenger per Revenue Hour (a)	5.5	5.5	5.8	6.6	6.3
Passenger per Revenue Mile (b)	0.30	0.24	0.25	0.27	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- PVVTA-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		60	5	45	5
Financial Data					
Total Operating Expenses	\$856,804	\$728,235	\$1,094,270	\$778,563	\$1,428,160
Total Passenger Fare Revenue	\$124,235	\$84,166	\$114,439	\$76,700	\$357,468
Net Operating Expenses (Subsidies)	\$732,570	\$644,070	\$979,831	\$701,864	\$1,070,692
Operating Characteristics					
Unlinked Passenger Trips	45,807	43,569	45,575	35,202	49,380
Passenger Miles	641,298	609,966	638,062	492,828	691,327
Total Actual Vehicle Revenue Hours (a)	8,293.0	7,181.0	7,137.0	4,820.0	7,136.0
Total Actual Vehicle Revenue Miles (b)	153,869.0	148,617.0	151,885.0	106,034.0	153,219.0
Total Actual Vehicle Miles	186,618.0	178,935.0	177,576.0	124,394.0	179,750.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$103.32	\$101.41	\$153.32	\$161.53	\$200.13
Farebox Recovery Ratio	14.50%	11.56%	10.45%	9.85%	25.02%
Subsidy per Passenger	\$15.99	\$14.78	\$21.50	\$19.94	\$21.68
Subsidy per Passenger Mile	\$1.14	\$1.06	\$1.54	\$1.42	\$1.55
Subsidy per Revenue Hour (a)	\$88.34	\$89.69	\$137.29	\$145.61	\$150.04
Subsidy per Revenue Mile (b)	\$4.76	\$4.33	\$6.45	\$6.62	\$6.99
Passenger per Revenue Hour (a)	5.5	6.1	6.4	7.3	6.9
Passenger per Revenue Mile (b)	0.30	0.29	0.30	0.33	0.32

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- PVVTA-BWE -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		12	1	9	1
Financial Data					
Total Operating Expenses		\$133,442	\$283,944	\$104,092	\$89,000
Total Passenger Fare Revenue		\$5,195	\$21,785	\$7,520	\$31,285
Net Operating Expenses (Subsidies)		\$128,247	\$262,159	\$96,572	\$57,715
Operating Characteristics					
Unlinked Passenger Trips		478	477	557	781
Passenger Miles		6,692	124,020	7,798	203,150
Total Actual Vehicle Revenue Hours (a)		775.0	772.0	581.0	860.0
Total Actual Vehicle Revenue Miles (b)		33,669.0	32,848.0	24,834.0	36,589.0
Total Actual Vehicle Miles		37,476.0	36,479.0	26,646.0	39,258.0
Performance Characteristics					
Operating Cost per Revenue Hour		\$172.18	\$367.80	\$179.16	\$103.49
Farebox Recovery Ratio		3.89%	7.67%	7.22%	35.15%
Subsidy per Passenger		\$268.30	\$549.60	\$173.38	\$73.90
Subsidy per Passenger Mile		\$19.16	\$2.11	\$12.38	\$0.28
Subsidy per Revenue Hour (a)		\$165.48	\$339.58	\$166.22	\$67.11
Subsidy per Revenue Mile (b)		\$3.81	\$7.98	\$3.89	\$1.58
Passenger per Revenue Hour (a)		0.6	0.6	1.0	0.9
Passenger per Revenue Mile (b)		0.01	0.01	0.02	0.02

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		12	3	18	1
Financial Data					
Total Operating Expenses	\$244,150	\$133,442	\$426,221	\$231,695	\$89,000
Total Passenger Fare Revenue	\$19,251	\$5,195	\$36,663	\$20,042	\$31,285
Net Operating Expenses (Subsidies)	\$224,899	\$128,247	\$389,558	\$211,653	\$57,715
Operating Characteristics					
Unlinked Passenger Trips	7,267	478	6,611	6,358	781
Passenger Miles	101,738	6,692	209,902	89,012	203,150
Total Actual Vehicle Revenue Hours (a)	2,449.0	775.0	2,004.0	1,350.0	860.0
Total Actual Vehicle Revenue Miles (b)	41,510.0	33,669.0	66,446.0	49,189.0	36,589.0
Total Actual Vehicle Miles	69,612.0	37,476.0	90,836.0	66,007.0	39,258.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$99.69	\$172.18	\$212.69	\$171.63	\$103.49
Farebox Recovery Ratio	7.89%	3.89%	8.60%	8.65%	35.15%
Subsidy per Passenger	\$30.95	\$268.30	\$58.93	\$33.29	\$73.90
Subsidy per Passenger Mile	\$2.21	\$19.16	\$1.86	\$2.38	\$0.28
Subsidy per Revenue Hour (a)	\$91.83	\$165.48	\$194.39	\$156.78	\$67.11
Subsidy per Revenue Mile (b)	\$5.42	\$3.81	\$5.86	\$4.30	\$1.58
Passenger per Revenue Hour (a)	3.0	0.6	3.3	4.7	0.9
Passenger per Revenue Mile (b)	0.18	0.01	0.10	0.13	0.02

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Non-Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		60	3	27	5
Financial Data					
Total Operating Expenses	\$624,099	\$732,431	\$964,493	\$655,257	\$1,437,160
Total Passenger Fare Revenue	\$106,483	\$84,966	\$103,261	\$64,758	\$360,268
Net Operating Expenses (Subsidies)	\$517,616	\$647,465	\$861,232	\$590,499	\$1,076,892
Operating Characteristics					
Unlinked Passenger Trips	38,540	43,569	39,441	29,401	49,380
Passenger Miles	539,560	609,966	552,180	411,614	691,327
Total Actual Vehicle Revenue Hours (a)	5,844.0	7,181.0	5,905.0	4,051.0	7,136.0
Total Actual Vehicle Revenue Miles (b)	112,359.0	148,617.0	118,287.0	81,679.0	153,219.0
Total Actual Vehicle Miles	117,006.0	178,935.0	123,219.0	85,033.0	179,750.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$106.79	\$102.00	\$163.33	\$161.75	\$201.40
Farebox Recovery Ratio	17.06%	11.60%	10.70%	9.88%	25.06%
Subsidy per Passenger	\$13.43	\$14.86	\$21.84	\$20.08	\$21.81
Subsidy per Passenger Mile	\$0.96	\$1.06	\$1.56	\$1.43	\$1.56
Subsidy per Revenue Hour (a)	\$88.57	\$90.16	\$145.85	\$145.77	\$150.91
Subsidy per Revenue Mile (b)	\$4.61	\$4.36	\$7.28	\$7.23	\$7.03
Passenger per Revenue Hour (a)	6.6	6.1	6.7	7.3	6.9
Passenger per Revenue Mile (b)	0.34	0.29	0.33	0.36	0.32

(a) Train Hours for Rail Modes, (b) Car Miles for Rail Modes.

TABLE 3-A INDIVIDUAL ROUTE DESCRIPTIONS

LINE	ROUTE DESCRIPTION	AREAS/SITES SERVICED
FIXED ROUTE:		
Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Big K-Mart, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Silver Route 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
Blythe Wellness Express (BWE)	The Blythe Wellness Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service Includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 2 days a week with an extra trip on the 1st and 3rd Friday of the month

Table 3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2019/20
All Routes

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
PVTA-1	Weekday	1	21,305	298,275	2,918.0	2,969.0	40,726.0	41,229.0	\$494,374	\$124,638	\$369,736
PVTA-2	Weekday	1	9,578	134,094	1,877.0	1,974.0	42,820.0	45,302.0	\$522,979	\$131,790	\$391,189
PVTA-3	Weekday	1	5,528	77,397	736.0	1,309.0	27,284.0	48,399.0	\$143,828	\$32,283	\$111,545
PVTA-4	Weekday	1	10,360	145,033	1,202.0	1,515.0	34,481.0	36,342.0	\$229,924	\$58,507	\$171,417
PVTA-5	Saturday	1	2,609	36,528	403.0	423.0	7,908.0	8,478.0	\$37,055	\$10,250	\$26,805
PVTA-BWE	Weekday	1	781	203,150	860.0	1,384.0	36,589.0	39,258.0	\$89,000	\$31,285	\$57,715
PVTA-DAR	Weekday								\$9,000	\$2,800	\$6,200
Service Provider Totals		6	50,161	894,477	7,996.0	9,574.0	189,808.0	219,008.0	\$1,526,160	\$391,553	\$1,134,607



Table 3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2019/20
All Routes

Route #	Day Type	Performance Indicators									
		Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVTA-1	Weekday	\$169.42	\$12.14	\$23.20	25.21%	\$17.35	\$1.24	\$126.71	\$9.08	7.3	0.52
PVTA-2	Weekday	\$278.62	\$12.21	\$54.60	25.19%	\$40.84	\$2.92	\$208.41	\$9.14	5.1	0.22
PVTA-3	Weekday	\$195.42	\$5.27	\$26.02	22.44%	\$20.18	\$1.44	\$151.56	\$4.09	7.5	0.20
PVTA-4	Weekday	\$191.28	\$6.67	\$22.19	25.44%	\$16.55	\$1.18	\$142.61	\$4.97	8.6	0.30
PVTA-5	Saturday	\$91.95	\$4.69	\$14.20	27.66%	\$10.27	\$0.73	\$66.51	\$3.39	6.5	0.33
PVTA-BWE	Weekday	\$103.49	\$2.43	\$13.96	35.15%	\$73.90	\$0.28	\$67.11	\$1.58	0.9	0.02
PVTA-DAR	Weekday				31.11%						
Service Provider Totals		\$190.87	\$8.04	\$30.43	25.65%	\$22.62	\$1.27	\$141.90	\$5.98	6.3	0.26

PALO VERDE VALLEY TRANSIT AGENCY
FY 2019/20
SUMMARY OF FUNDS REQUESTED
SHORT RANGE TRANSIT PLAN

Table 4 - Summary of Funds Requested for FY 2019/20

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance (FY 18/19)		\$ 1,184,575	\$ 1,065,605					\$ 79,000	\$ 39,970
Operating Assistance (5311 Funds) (FY 18/19)		\$ 191,289			\$ 191,289				
Blythe Wellness Express Operating		\$ 100,285						\$ 11,285	\$ 89,000
LCTOP Free Ride Vouchers (FY 18/19)		\$ 50,011					\$ 50,011		
Subtotal: Operating		\$ 1,526,160	\$ 1,065,605	\$ -	\$ 191,289	\$ -	\$ 50,011	\$ 90,285	\$ 128,970
Replacement of Fixed Route Bus (CNG)	FY20-1	\$ 120,000		\$ 120,000					
Replace Support Vehicle	FY20-2	\$ 38,000		\$ 38,000					
Purchase Shop/Maintenance Truck	FY20-3	\$ 45,000		\$ 45,000					
Bulk Transit Bus Tires, Filters, etc.	FY20-4	\$ 15,000		\$ 15,000					
Bus Stop Amenities	FY20-5	\$ 10,000		\$ 10,000					
Solar Parking Light	FY20-6	\$ 10,000		\$ 10,000					
SGR/ Maintenance Shop Equipment FY18/19	FY20-7	\$ 35,758			\$ 35,758	\$ 35,758			
Subtotal: Capital		\$ 273,758	\$ -	\$ 238,000	\$ -	\$ 35,758	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 1,799,918	\$ 1,065,605	\$ 238,000	\$ 191,289	\$ 35,758	\$ 50,011	\$ 90,285	\$ 128,970

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	\$ 27,000
T.R.I.P. Revenue	\$ 800
RTAP Grant	\$ 2,000
Special Services	\$ 10,000
Misc. Revenues/Interest	\$ 170
MDAQMD Operating Funds	\$ 89,000
W	\$ 128,970
W	

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-1

FTIP No: _____

PROJECT NAME: Replacement of one (1) Fixed Route Bus (CNG)

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace one (1) CNG fixed route bus, with seating capacity of 16 passengers/2 wheelchairs.

PROJECT JUSTIFICATION

The Palo Verde Valley Transit Agency has several buses that have either met their useful life or are very close and need to be replaced in order to continue to provide reliable fixed route service to the community. Therefore, PVVTA is looking to purchase and replace one (1) CNG bus with seating capacity of 16 passengers/2 wheelchairs.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$120,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-2

FTIP No: _____

PROJECT NAME: Replace Support Vehicle.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace a support vehicle which has met its useful life.

PROJECT JUSTIFICATION

PVVTA is currently operating a 2012 support vehicle which has met its useful life and is requiring a significant amount of repairs. The cost of the repairs are not feasible and therefore, PVVTA is looking to replace the 2012 support vehicle.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$38,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-3

FTIP No: _____

PROJECT NAME: Replace Support Vehicle.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace a shop maintenance truck which has met its useful life.

PROJECT JUSTIFICATION

PVVTA is currently operating a 2012 support vehicle that has been used by the mechanic as a shop truck. This vehicle has met its useful life and is requiring a significant amount of repairs, plus it does not meet the needs of the mechanic. PVVTA is looking to replace the 2012 support vehicle with an actual shop maintenance truck which will be more reliable when a bus goes down on the road.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$45,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-4 FTIP No: _____

PROJECT NAME: Bulk Tires, Filters, etc.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase in bulk transit bus tires, filters, coolants, etc.

PROJECT JUSTIFICATION

Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$15,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC’S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-5 FTIP No: _____

PROJECT NAME: Bus Stop Amenities.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase bus benches and shelters to be placed at bus stop locations in the valley.

PROJECT JUSTIFICATION

This project has been an ongoing project but halted for a few years due to limited resources. PVVTA would like to continue with the purchase of bus shelters, benches and where necessary construction of concrete pads for the shelters and benches. The summer weather in Blythe is extremely hot and bus shelters would benefit passengers waiting for the bus by giving them a place to wait, out of the direct hot sun.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-6

FTIP No: _____

PROJECT NAME: Solar Lighting

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and install solar lighting for the PVVTA parking lot.

PROJECT JUSTIFICATION

PVVTA purchased and installed one solar light for its parking lot under LCTOP and needs to install another solar light for safety and security purposes. Lighting of the parking lot which also serves as a Park-N-Ride lot will secure the safety of transit riders catching the bus.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2019/20	\$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

FY 2019/20 SRTP

Table 4A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY20-7

FTIP No: _____

PROJECT NAME: Shop Equipment Improvement Project.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Upgrade/update heavy duty maintenance equipment.

PROJECT JUSTIFICATION

The maintenance equipment in the maintenance shop is old and needs to be upgraded/updated. This purchase will provide more efficient and safe equipment for the maintenance mechanic to use for repairs of the transit buses. With more efficient maintenance equipment, the buses will be in service much quicker.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2019	6/30/2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR	FY 2019/20	\$35,758

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/20)

PALO VERDE VALLEY TRANSIT AGENCY
FY 2020/21
SUMMARY OF FUNDS REQUESTED
SHORT RANGE TRANSIT PLAN

Table 5.1 - Summary of Funds Requested for FY 2020/21

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance		\$ 1,220,352	\$ 1,097,573					\$ 81,370	\$ 41,409
Operating Assistance (5311 Funds) BWE		\$ 223,138			\$ 191,289			\$ 11,849	\$ 20,000
		\$ -							
Subtotal: Operating		\$ 1,443,491	\$ 1,097,573	\$ -	\$ 191,289	\$ -	\$ -	\$ 93,219	\$ 61,409
Replacement of Fixed Route Bus (Gas)	FY21-1	\$ 110,000		\$ 110,000					
Bulk Transit Bus Tires, Filters, etc.	FY21-2	20,000		\$ 20,000					
Bus Stop Amenities	FY21-3	10,000		\$ 10,000					
Maintenance Shop Equipment	FY21-4	75,000		\$ 75,000					
SGR/ Maintenance Facility Improvements FY19/20	FY21-5	36,605				\$ 36,605			
		\$ -							
Subtotal: Capital		\$ 251,605	\$ -	\$ 215,000	\$ -	\$ 36,605		\$ -	\$ -
Total: Operating & Capital		\$ 1,695,096	\$ 1,097,573	\$ 215,000	\$ 191,289	\$ 36,605	\$ -	\$ 93,219	\$ 61,409

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	\$ 27,810
T.R.I.P. Revenue	\$ 824
RTAP Grant	\$ 2,300
Special Services	\$ 10,300
Misc. Revenues/Interest	\$ 175
MDAQMD Operating Funds	\$ 20,000
	\$ 61,409

FY 2020/21 SRTP

Table 5.1 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY21-1

FTIP No: _____

PROJECT NAME: Replacement of one (1) Fixed Route Bus (Gas)

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace one (1) Gas fixed route bus, with seating capacity of 16 passengers/2 wheelchairs.

PROJECT JUSTIFICATION

The Palo Verde Valley Transit Agency has several buses that have either met their useful life or are very close and need to be replaced in order to continue to provide reliable fixed route service to the community. Therefore, PVVTA is looking to purchase and replace one (1) gas bus with seating capacity of 16 passengers/2 wheelchairs.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2020	6/30/2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2020/21	\$110,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/21)

FY 2020/21 SRTP

Table 5.1 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY21-2 FTIP No: _____

PROJECT NAME: Bulk Tires, Filters, etc.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase in bulk transit bus tires, filters, coolants, etc.

PROJECT JUSTIFICATION

Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2020	6/30/2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2020/21	\$20,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/21)

Table 5.2 - Summary of Funds Requested for FY 2021/22

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance (5311 Funds) BWE		\$ 1,256,894 \$ 223,730	\$ 1,130,500		\$ 191,289			\$ 83,811 \$ 12,441	\$ 42,582 \$ 20,000
Subtotal: Operating		\$ 1,480,624	\$ 1,130,500	\$ -	\$ 191,289	\$ -	\$ -	\$ 96,253	\$ 62,582
Replacement of CNG Fixed Route Bus	FY22-1	\$ 130,000		\$ 130,000					
Replace Support Vehicle (Truck)	FY22-2	\$ 40,000		\$ 40,000					
Bulk Transit Bus Tires, Filters, etc.	FY22-3	\$ 10,000		\$ 10,000					
Bus Stop Amenities	FY22-4	\$ 12,000		\$ 12,000					
Subtotal: Capital		\$ 192,000	\$ -	\$ 192,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 1,672,624	\$ 1,130,500	\$ 192,000	\$ 191,289	\$ -	\$ -	\$ 96,253	\$ 62,582

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	\$ 28,644
T.R.I.P. Revenue	\$ 849
RTAP Grant	\$ 2,300
Special Services	\$ 10,609
Misc. Revenues/Interest	\$ 180
MDAQMD Operating Funds	\$ 20,000
	\$ 62,582

FY 2021/22 SRTP

Table 5.2 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY22-1

FTIP No: _____

PROJECT NAME: Replacement of one (1) Fixed Route Bus (CNG)

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace one (1) CNG fixed route bus, with seating capacity of 16 passengers/2 wheelchairs.

PROJECT JUSTIFICATION

The Palo Verde Valley Transit Agency has several buses that have either met their useful life or are very close and need to be replaced in order to continue to provide reliable fixed route service to the community. Therefore, PVVTA is looking to purchase and replace one (1) CNG bus with seating capacity of 16 passengers/2 wheelchairs.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2021	6/30/2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2021/22	\$130,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/22)

FY 2021/22 SRTP

Table 5.2 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY22-2 FTIP No: _____

PROJECT NAME: Replace Support Vehicle (CNG Truck).

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase and replace a CNG support vehicle which has met its useful life.

PROJECT JUSTIFICATION

PVVTA is currently operating a 2014 CNG support vehicle which has met its useful life and is requiring a significant amount of repairs. The cost of the repairs are not feasible and therefore, PVVTA is looking to replace the 2014 support vehicle.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2021	6/30/2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2021/22	\$40,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/22)

FY 2021/22 SRTP

Table 5.2 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY22-3 FTIP No: _____

PROJECT NAME: Bulk Tires, Filters, etc.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase in bulk transit bus tires, filters, coolants, etc.

PROJECT JUSTIFICATION

Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2021	6/30/2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2021/22	\$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/22)

FY 2021/22 SRTP

Table 5.2 A – Capital Project Justification

PROJECT NUMBER (If existing project in FTIP, Indicate FTIP ID number):

SRTP Project No: FY22-4

FTIP No: _____

PROJECT NAME: Bus Stop Amenities.

PROJECT DESCRIPTION (For bus purchase projects, indicate fuel type)

Purchase bus benches and shelters to be placed at bus stop locations in the valley.

PROJECT JUSTIFICATION

This project has been an ongoing project but halted for a few years due to limited resources. PVVTA would like to continue with the purchase of bus shelters, benches and where necessary construction of concrete pads for the shelters and benches. The summer weather in Blythe is extremely hot and bus shelters would benefit passengers waiting for the bus by giving them a place to wait, out of the direct hot sun.

PROJECT SCHEDULE (If existing project in FTIP, indicate original start date and new completion date):

Start Date	Completion Date
7/01/2021	6/30/2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA	FY 2021/22	\$12,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE – INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID # AND RCTC'S SRTP CAPITAL GRANT #)

FTA Grant #	FTIP ID #	RCTC/SRTP Project #	Description	Unexpended Balance (as of 6/30/22)

TABLE 6—PROGRESS TO IMPLEMENT TRIENNIAL PERFORMANCE AUDIT

Prior Audit Recommendation (Covering FY 2013 – FY 2015)	Action(s) Taken And Results
Continue to pursue and implement a succession plan for the Finance Manager position.	Steps have been taken to document and archive key functions of the Finance position. The Board has taken action to allow transfer of such duties to become easier if necessary.
Continue to pursue a fare revenue sharing agreement with Palo Verde College.	PVVTA has multiple meetings yearly about service revenue and coordination. Palo Verde College has implemented services paying the full cost for transportation. This item is an ongoing discussion.
Include Desert RoadTRIP financial and operations data in the PVVTA State Controllers Report.	The Desert RoadTRIP data has now been incorporated into the State Controllers Report. Effective with the FY2015/16 report.
Provide Title VI Policy documentation in Spanish.	Title VI Policy documentation was translated to Spanish and approved by the PVVTA Board on June 21, 2017.

(1) If no action taken, provide schedule for implementation or explanation of why the recommendation is no longer relevant.

Table 7 -- Service Provider Performance Targets Report
FY 2018/19 Short Range Transit Plan Review
Palo Verde Valley Transit Agency

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	46,052			
Passenger Miles	762,082			
Total Actual Vehicle Revenue Hours	7,909.0			
Total Actual Vehicle Revenue Miles	184,733.0			
Total Actual Vehicle Miles	214,055.0			
Total Operating Expenses	\$1,390,714			
Total Passenger Fare Revenue	\$139,924			
Net Operating Expenses	\$1,250,790			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.06%	>= 10.00%	9.56%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$175.84	<= \$145.56	\$164.22	Fails to Meet Target
2. Subsidy Per Passenger	\$27.16	>= \$19.27 and <= \$26.07	\$22.43	Meets Target
3. Subsidy Per Passenger Mile	\$1.64	>= \$1.38 and <= \$1.86	\$1.60	Meets Target
4. Subsidy Per Hour	\$158.15	>= \$110.94 and <= \$150.10	\$148.52	Meets Target
5. Subsidy Per Mile	\$6.77	>= \$4.73 and <= \$6.39	\$6.13	Meets Target
6. Passengers Per Revenue Hour	5.80	>= 4.93 and <= 6.67	6.60	Meets Target
7. Passengers Per Revenue Mile	0.25	>= 0.21 and <= 0.29	0.27	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

FY 2019/20 - Table 8 -- SRTP Performance Report
Service Provider: Palo Verde Valley Transit Agency
All Routes

Performance Indicators	FY 2017/18 End of Year Actual	FY 2018/19 3rd Quarter Year-to-Date	FY 2019/20 Plan	FY 2019/20 Target	Plan Performance Scorecard (a)
Passengers	44,047	35,759	50,161	None	
Passenger Miles	616,658	500,626	894,477	None	
Revenue Hours	7,956.0	5,401.0	7,996.0	None	
Total Hours	9,786.0	6,466.0	9,574.0	None	
Revenue Miles	182,286.0	130,868.0	189,808.0	None	
Total Miles	216,411.0	151,040.0	219,008.0	None	
Operating Costs	\$865,873	\$886,952	\$1,526,160	None	
Passenger Revenue	\$90,161	\$84,800	\$391,553	None	
Operating Subsidy	\$775,712	\$802,153	\$1,134,607	None	
Operating Costs Per Revenue Hour	\$108.83	\$164.22	\$190.87	<= \$169.97	Fails to Meet Target
Operating Cost Per Revenue Mile	\$4.75	\$6.78	\$8.04	None	
Operating Costs Per Passenger	\$19.66	\$24.80	\$30.43	None	
Farebox Recovery Ratio	10.41%	9.56%	25.65%	>= 10.0%	Meets Target
Subsidy Per Passenger	\$17.61	\$22.43	\$22.62	>= \$19.07 and <= \$25.79	Meets Target
Subsidy Per Passenger Mile	\$1.26	\$1.60	\$1.27	>= \$1.36 and <= \$1.84	Fails to Meet Target
Subsidy Per Revenue Hour	\$97.50	\$148.52	\$141.90	>= \$126.24 and <= \$170.80	Meets Target
Subsidy Per Revenue Mile	\$4.26	\$6.13	\$5.98	>= \$5.21 and <= \$7.05	Meets Target
Passengers Per Revenue Hour	5.50	6.60	6.30	>= 5.61 and <= 7.59	Meets Target
Passengers Per Revenue Mile	0.24	0.27	0.26	>= 0.23 and <= 0.31	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

TABLE 9 – HIGHLIGHTS OF SRTP PRESENTATION

- Transit service continues to be provided by contract with Transportation Concepts and will continue through June 30, 2020, with an option to extend the agreement two (2) additional one-year periods.
- For FY 2019/20 PVVTA fare structure for route services will remain the same. Staff will continue to monitor fare performance for future recommendation.
- PVVTA's CNG Station has been in operation for several years now and the demand for CNG fuel increased tremendously during the first year of operation but declined in the second year due to the drop in fuel prices. The demand for CNG has slowly been on the rise again. PVVTA will continue to monitor the CNG Station for efficiency.
- PVVTA Blue Route 1 will continue to run the existing route with no changes to routing.
- PVVTA Gold Route 2 will reduce evening service to 4:30 pm, by request up to 6:40 pm, based on current class schedule and usage.
- PVVTA Red Route 3 will continue to run the existing route with no changes to routing.
- PVVTA Green Route 4 will be modified by adding 3 additional roundtrips to Ripley and Mesa Verde with a total of 6 trips daily, Ehrenberg service on request only via Xtend-A-Ride.
- PVVTA Silver Route 5 will be modified by applying the deviation fee and Ehrenberg service will be by request only.
- PVVTA will continue to operate XTend-A-Ride service which is a demand responsive service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system. Service to Ehrenberg AZ will be added, specifically by an on-request basis.
- PVVTA will continue the Blythe Wellness Express with 2 day a week service and an extra trip on the 1st and 3rd Friday of the month.
- The Agency will continue to place passenger amenities (e.g. benches, shelters) at strategic locations that promote new ridership through target marketing and partnerships.
- Agency management will continue to focus on system productivity, mindful of TDA and RCTC Performance Improvement Plan requirements relative to the Farebox Recovery Ratio.

Operating and Financial Data	FY15-16	FY16-17	FY17-18	FY18-19 Projected	FY19-20 Planned
System-wide Ridership	45,227	45,807	44,047	46,052	50,161
Cost Per Revenue Hour	\$114.51	\$104.70	\$108.83	\$175.84	\$190.87

Productivity Performance Summary:

The proposed PVVTA FY19/20 SRTP, meets one of one mandatory indicator and meets 5 of 7 52 discretionary indicators.

Table 9B - Fare Revenue Calculation (consistent with Commission Farebox Recovery Policy)			
Revenue Sources included in Farebox Calculation	Actual Amount from FY 2017/18 Audit	FY 18/19 (Estimate)	FY 19/20 (Plan)
1. Passenger Fares	41,796	75,000	79,000
2. Interest	33	40	70
3. General Fund Supplement	-		
4. Measure A	-		
5. Advertising Revenue	-		
6. Gain on Sale of Capital Assets	-		
7. CNG Revenue	24,606	17,900	27,000
8. Lease/ Other Revenue	-		
9. Federal Excise Tax Refund	-		
10. Investment Income	-		
11. CalPers CERBT	-		
12. Fare Revenues from Exempt Routes	29,700	32,885	11,285
13. Other Revenues	23,726	14,100	274,200
<u>TOTAL REVENUE</u> for Farebox Calculation (1-13)	119,861	139,925	391,555
<u>TOTAL OPERATING EXPENSES</u> for Farebox Calculation	1,124,884	1,390,714	1,526,160
FAREBOX RECOVERY RATIO	10.66%	10.06%	25.66%

Other Revenues Include:

T.R.I.P. Revenue	\$	800
RTAP Grant	\$	2,000
Special Services	\$	10,000
Misc. Revenues/Interest	\$	100
MDAQMD Operating Funds	\$	20,000
LCTOP	\$	50,011
5311 Funds	\$	191,289
	<u>\$</u>	<u>274,200</u>

Draft 5/10/19

The background of the top half of the page is a photograph of a blue transit bus. The words "Riverside Transit Agency" are visible on the side of the bus in white lettering. A young man with dark hair and glasses is looking out of the bus window on the left. A woman with short grey hair, wearing sunglasses and a dark puffer jacket, is standing in the open door of the bus on the right. A man in a plaid shirt is also visible inside the bus behind her. A blue semi-transparent banner with white text is overlaid on the lower part of the bus image.

SHORT RANGE TRANSIT PLAN

FY20-
FY22

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Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5309	Discretionary grants for fixed guideway capital investments
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5316	Job Access and Reverse Commute Program
5317	New Freedom Program
5337	State of Good Repair
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities Program
ATIS	Advanced Traveler Information System
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
CPUC	California Public Utilities Code
CTAF-CTSGP	California Transit Assistance Fund – California Transit Security Grant Program
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GASB	Government Accounting Standards Board
GGRF	Greenhouse Gas Reduction Fund
Go-Pass	Community College Pass
HSR	California High-Speed Rail
ICT	Innovative Clean Transit
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute Program, also known as FTA § 5316
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MJPA	March Joint Powers Authority
MPO	Metropolitan Planning Organization
MSJC	Mount San Jacinto College
NF	New Freedom Program, also known as FTA § 5317
OCTA	Orange County Transportation Authority

OPEB	Other Post-Employment Benefits
PEPRA	Public Employees' Pension Reform Act of 2012
PPP	Public Private Partnership
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
PVL	Perris Valley Line
RCC	Riverside City College
RCTC	Riverside County Transportation Commission
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
§	Section
SB1	Senate Bill 1
SCAG	Southern California Association of Governments
SGR	State of Good Repair
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TCM	Transportation Control Measure
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Travel Management Company
TNC	Transportation Network Company
T-NOW	Transportation NOW
TSP	Transit Signal Priority
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEV	Zero-Emission Vehicle

EXECUTIVE SUMMARY

The adoption of the 10-Year Network Plan (10-Year Plan) in January 2015 that resulted from the Comprehensive Operational Analysis (COA) charted an ambitious and strategic path forward for Riverside Transit Agency (RTA). The findings from the market and service assessments, survey results, analysis of data, passenger comments and policy guidance from the RTA Board of Directors contributed to the development of service and capital improvement recommendations in the 10-Year Plan. The key focuses of the plan were to improve service frequencies, improve connectivity and reduce travel times with the introduction of timed transfer connections, more late-night services and improved passenger amenities. The annual Short Range Transit Plan (SRTP) covers a three-year span and serves as the actual implementation and financial plan.

The FY20 – FY22 SRTP marks the mid-point or fifth implementation year of the 10-Year Plan. During the four years, not counting the FY20 implementation year, RTA managed to implement service frequency improvements --- the most requested form of improvement from our customers --- on 10 routes. This included an increase from one to three routes offering 15-minute service on weekdays, serving the highest travel demand areas of Corona, Riverside, Moreno Valley and Perris. Seven new routes were added, including RTA's first arterial limited-stop RapidLink (Gold Line) service between Corona and UC Riverside, a new CommuterLink freeway express route linking Riverside to San Bernardino and Orange County/Disneyland utilizing the new toll lanes on State Route 91 (SR-91), plus three new routes feeding the newly implemented Perris Valley Metrolink rail service. Local service now runs 365 days a year on all routes (except special shuttles).

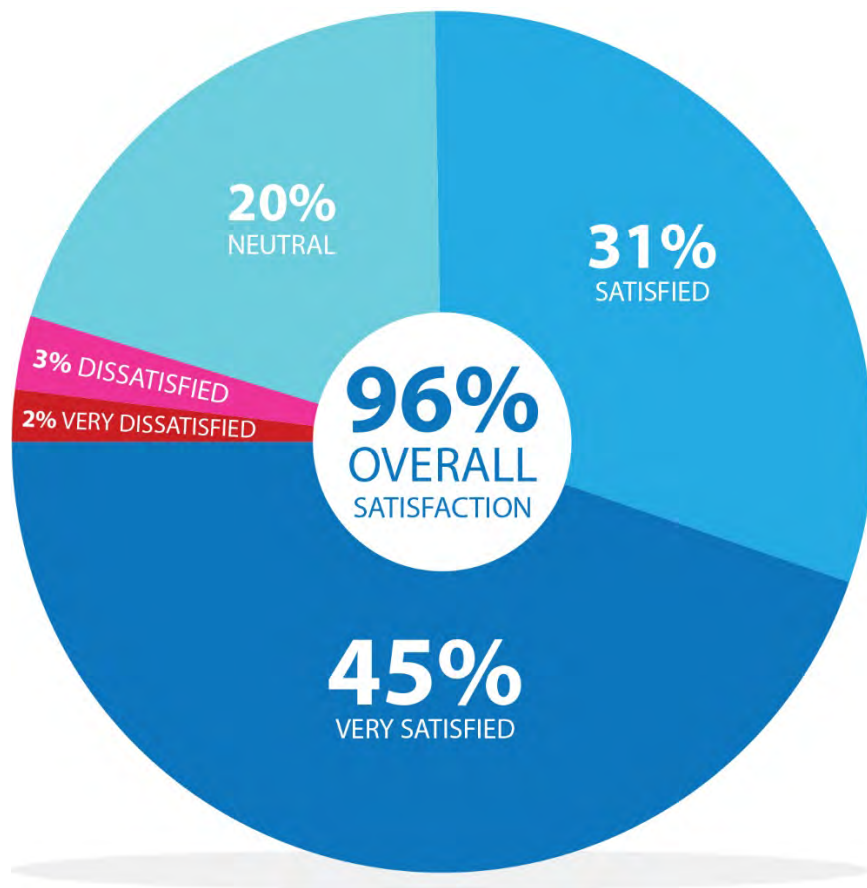
Chapter 3 of the SRTP provides a detailed list of service improvements planned for next fiscal year (FY20). The following is a summary: Weekend 15-minute service will be added to RTA's busiest three routes (1, 16 and 19) between Corona, Riverside, Moreno Valley and Perris complementing their 15-minute weekday service; four more local routes will receive weekday frequency improvements; four CommuterLink routes will have expanded weekday service; a new local route will be added to serve the west side of Eastvale, Norco and Corona; service frequency will be improved between Winchester, Hemet and San Jacinto and three routes will be extended to serve the new Promenade Mall Mobility Hub. This growth has been made possible through new state funding (Low Carbon Transit Operations Program and Senate Bill 1, the Road Repair and Accountability Act of 2017) as well as reallocation of resources from the elimination of underperforming trips.

In addition to the above service improvements, RTA is making significant investments in capital improvements. The following is a high-level summary of the most significant capital projects completed or progressing in response to the recommendations of the 10-Year Plan:

- **University of California Riverside (UCR) Mobility Hub Project.** The project objectives are to increase transit usage at UCR from the current 30 percent to 50 percent by 2030, reduce future demand for on-campus parking, mitigate congestion, implement sustainability elements and increase operating efficiency. Construction is scheduled to start in late 2019. The project is delivered through a public-public partnership. UCR will operate and maintain the facility, including the provision of security by the campus police department and provide 24/7 access to a restroom facility for coach operators.
- **Promenade Mall Mobility Hub Project.** The project was completed in January 2019 and was delivered through a public-private partnership (PPP). The Promenade Mall in Temecula will own, operate and maintain the facility. The mall will also handle security, provide coach operators with 24/7 access to a restroom and designate park-and-ride amenities for RTA passengers.
- **Hemet Mobility Hub.** The Hemet City Council approved the conceptual plan in January 2019 and the project will be delivered through a PPP with provisions made to accommodate possible future rail service. Additionally, the city will contribute five acres of city-owned land toward this project.
- **Preparation and Implementation of Bus Stop Improvement Plan.** Over 75 bus shelters with benches and trash receptacles have been installed at bus stops throughout the RTA service area since this plan was adopted in 2015. The plan calls for improving 25 bus stops in FY20.
- **The Vine Street Mobility Hub.** Upon completion of coordination efforts between RTA, the City of Riverside and Riverside County Transportation Commission (RCTC), RTA will initiate the architectural and engineering efforts for the Vine Street Mobility Hub adjacent to the Riverside-Downtown Metrolink Station.

- **Amazon Eastvale Mobility Hub.** RTA worked in partnership with the City of Eastvale and the developers of the Goodman Commercial Center at Eastvale to incorporate a transit element to this significant development. The result of this partnership was a new transit hub for the northwest section of the RTA network at no capital cost to the Agency. The hub serves two Amazon fulfillment centers and other warehouses and retail outlets such as Costco, with possible future additions such as a medical center. The hub includes three bus bays and a dedicated restroom for coach operators. In January 2018, RTA extended two existing routes to terminate at this new hub and these routes link to Eastvale, Jurupa Valley, Norco, Corona and Riverside. A third RTA route is planned to be added in January 2020. Omnitrans (transit operator for San Bernardino Valley) is also evaluating options to serve the hub, as there is strong travel demand between western Riverside and western San Bernardino counties that the hub can help facilitate.
- **La Sierra Metrolink Station Expansion.** This project was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together Metrolink, RTA and Orange County Transportation Authority (OCTA) transit services, first-mile-last-mile solutions including bikeways, pedestrian walkways and market rate housing. RCTC provides security, a restroom facility for coach operators, and owns, operates and maintains the station.
- **General Improvements.** Upgrades were completed between 2014 and 2017 at mobility hubs at Galleria at Tyler Mall, Moreno Valley Mall and Riverside-Downtown Metrolink Station/Vine Street.
- **First-Mile-Last-Mile Program for Western Riverside County.** In partnership with 18 member cities, the County of Riverside, Southern California Association of Governments (SCAG), California Department of Transportation (Caltrans), RCTC and Western Riverside Council of Governments (WRCOG), RTA developed uniform guidelines and strategies to address first-mile-last-mile challenges. The strategies have already been put into effect in designing and delivering a multitude of capital improvement projects, resulting in value added returns on this investment.

Collectively, these capital and operating investments have improved our customers' travel experience. According to RTA's 2018 Market Assessment and Strategic Direction Study (Market Assessment Study), RTA currently has a 96 percent overall satisfaction rating, as shown in the graph below. Due to rounding of numbers, the total will exceed 100 percent on the graph.

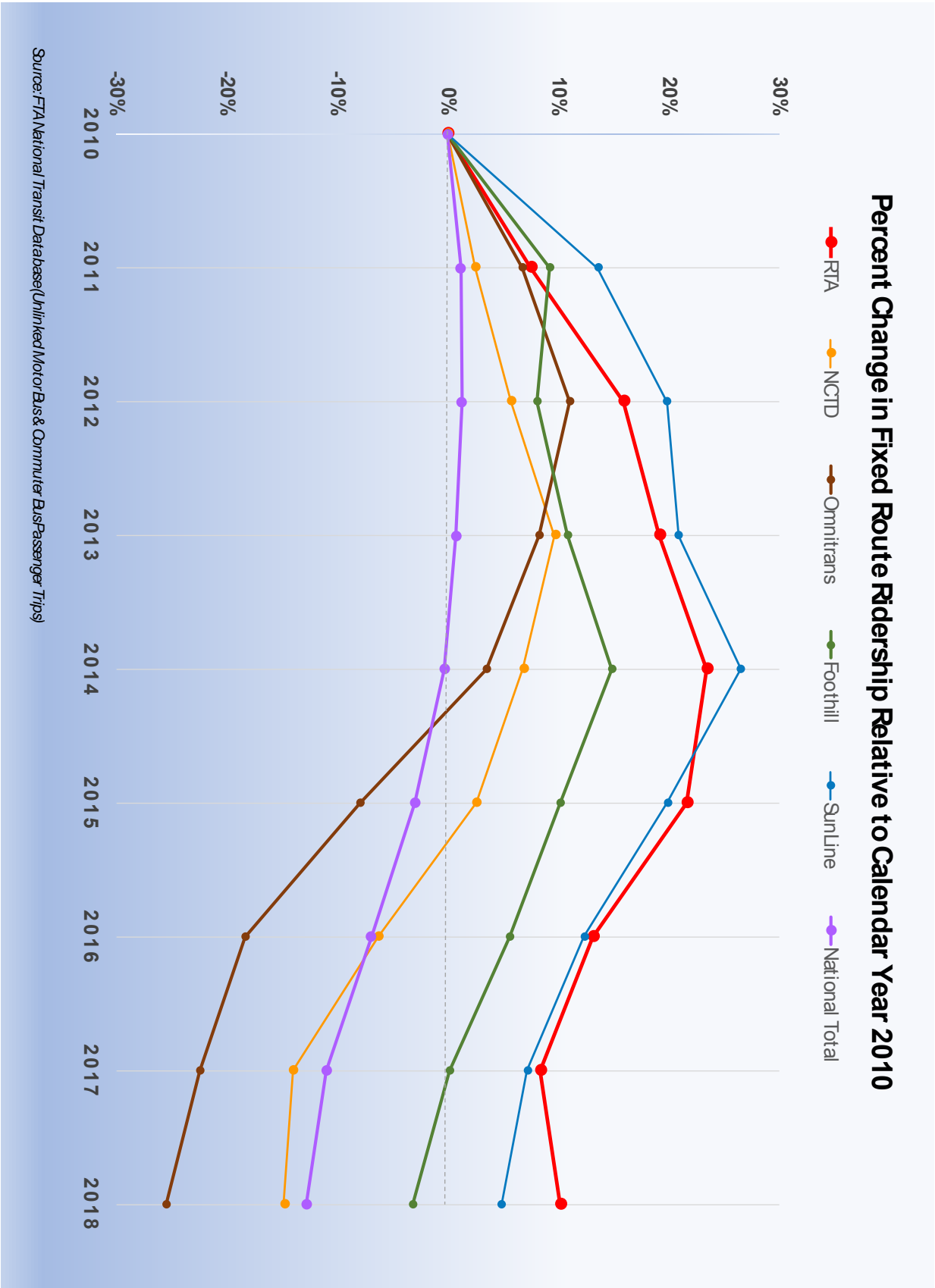


Since the current fiscal year (FY19) ends in June 2019, data from calendar years 2017 and 2018 are used to look at the most recent regional fixed route ridership trends among RTA's regional peers: Omnitrans from San Bernardino County, North County Transit District (NCTD) from San Diego County, and Foothill Transit from San Gabriel Valley. In reference to the table below, RTA showed a ridership gain of 1.69 percent from calendar year 2017 to 2018 while the others show a negative ridership trend, which suggests RTA's continuous improvement strategies are beginning to take root.

Calendar Year to Calendar Year Fixed Route Comparison				
Agency	CY 2017 Ridership	CY 2018 Ridership	Net Difference	Percent Change
Riverside Transit Agency (Riverside County, CA)	8,149,731	8,287,164	137,433	1.69%
North County Transit District (San Diego County, CA)	6,557,310	6,495,343	-61,967	-0.95%
Omnitrans (San Bernardino County, CA)	11,043,721	10,605,688	-438,033	-3.97%
Foothill Transit (San Gabriel Valley, CA)	12,887,639	12,452,677	-434,962	-3.38%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Similarly, long-term comparisons also suggest that RTA has consistently bucked the regional fixed-route ridership trends. While the fixed-route ridership of the four regional peers fell below the calendar year 2010 baseline, RTA shows a 10.17 percent ridership gain over the same period as noted in the graph and the supporting data tables on pages five and six.



Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips

Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018
RTA	7,522,296	8,088,468	8,717,711	8,959,299	9,286,584	9,149,610	8,512,760	8,149,731	8,287,164
NCTD	7,626,585	7,814,669	8,060,890	8,363,039	8,147,895	7,821,113	7,144,265	6,557,310	6,495,343
Omnitrans	14,231,408	15,190,922	15,795,184	15,413,985	14,733,581	13,105,501	11,620,694	11,043,721	10,605,688
SunLine	3,775,678	4,287,978	4,524,834	4,564,667	4,777,304	4,526,442	4,242,481	4,047,368	3,959,472
Foothill	12,861,767	14,052,742	13,902,047	14,257,099	14,766,378	14,170,727	13,584,934	12,887,639	12,452,677
National Total	5,084,112,443	5,143,733,046	5,149,256,736	5,121,951,463	5,070,142,995	4,933,214,156	4,733,125,066	4,525,563,097	4,434,010,149

Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2010

Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018
RTA	0.00%	7.53%	15.89%	19.10%	23.45%	21.63%	13.17%	8.34%	10.17%
NCTD	0.00%	2.47%	5.69%	9.66%	6.84%	2.55%	-6.32%	-14.02%	-14.83%
Omnitrans	0.00%	6.74%	10.99%	8.31%	3.53%	-7.91%	-18.34%	-22.40%	-25.48%
SunLine	0.00%	13.57%	19.84%	20.90%	26.53%	19.88%	12.36%	7.20%	4.87%
Foothill	0.00%	9.26%	8.09%	10.85%	14.81%	10.18%	5.62%	0.20%	-3.18%
National Total	0.00%	1.17%	1.28%	0.74%	-0.27%	-2.97%	-6.90%	-10.99%	-12.79%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

With the aggressive implementation of the recommendations of the 10-Year Plan and the pending completion of the Vine Street, UCR and Hemet Mobility hubs, RTA is poised to fully implement a systemwide Timed Transfer System (TTS) and streamline the route network that would further reduce travel times and improve service reliability and efficiency. However, RTA, along with all transit agencies in California, is challenged with a new mandate from California Air Resources Board (CARB) of incorporating zero-emission 40' buses; this was not anticipated at the time of preparing the 10-Year Plan in 2015.

Hence, moving forward beyond the FY20 – FY22 SRTP, there is a necessity for RTA to pause further implementation of recommendations in the 10-Year Plan. This is because of the financial and operational constraints that will result from the CARB's adoption of the Innovative Clean Transit (ICT) regulations in December 2018. The ICT initiative mandates public transit agencies transition entirely to a zero-emission bus (ZEB) fleet by 2040. This results in significant associated operating and capital cost impacts and calls for a complete evaluation at how RTA delivers service.

To meet the ICT mandate, each transit agency is required to submit a rollout plan (implementation plan) by mid-2020. The plan needs to demonstrate how the agency intends to comply with the mandate and when it plans to purchase 40' ZEBs and build the necessary support infrastructure to reach the 2040 ZEB target. RTA's implementation planning for ZEBs will be reflected in a ZEB Infrastructure Plan/Facilities Masterplan that is slated for completion by December 2021, as well as an update to RTA's 10-Year Plan that will act as a guide for future

short range transit plans. Impacts will be captured in the FY21-23 and subsequent short range transit plans and the annual RTA operating and capital budgets.

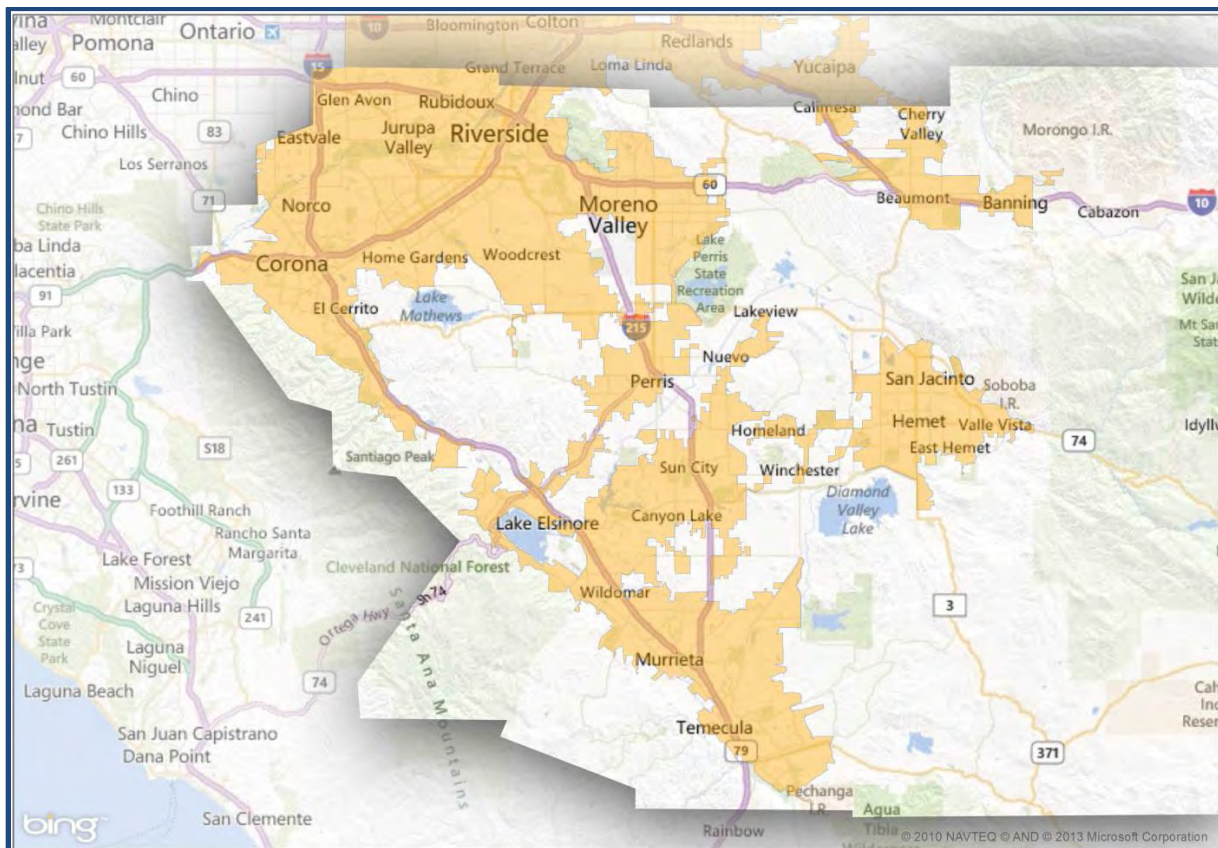
The ZEB rollout plan will include a comprehensive operational and financial analysis of the impacts on RTA's delivery model for transit services that would result from the cost of zero emission fuel. The plan will also identify potential limits on operating range for ZEB's between recharging/refueling, cost of elimination of current financial incentives to utilize compressed natural gas (CNG) and the capital cost of constructing support facilities and infrastructure. The purchase of more expensive ZEB's and the training needs for staff operating and maintaining a ZEB fleet will also be studied. Potential new financial resources and incentives that may become available to implement the ICT mandate will be identified.

The FY20 – FY22 SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY20. Chapter 4 covers the financial and capital plans.

CHAPTER 1: SYSTEM OVERVIEW

1.1 JURISDICTION

RTA's jurisdiction is among the largest in the nation for a transit system, encompassing approximately 2,500 square miles of western Riverside County. Included in the boundaries are 18 incorporated cities, including Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula and Wildomar, as well as the unincorporated areas of Riverside County supervisorial districts 1, 2, 3 and 5. RTA provides service in both urban and rural areas. Urbanized and rural areas are defined by the United States Census Bureau (US Census) based on population size and revised every 10 years with each new census. The urbanized zone areas (UZA) in the jurisdiction are Riverside-San Bernardino, Hemet and Murrieta-Temecula-Menifee. Portions of RTA routes also connect to Los Angeles-Long Beach-Anaheim and San Diego UZAs, providing interregional mobility options for RTA customers. The map below illustrates RTA's jurisdictional boundaries and highlights the portions of the region considered urbanized.

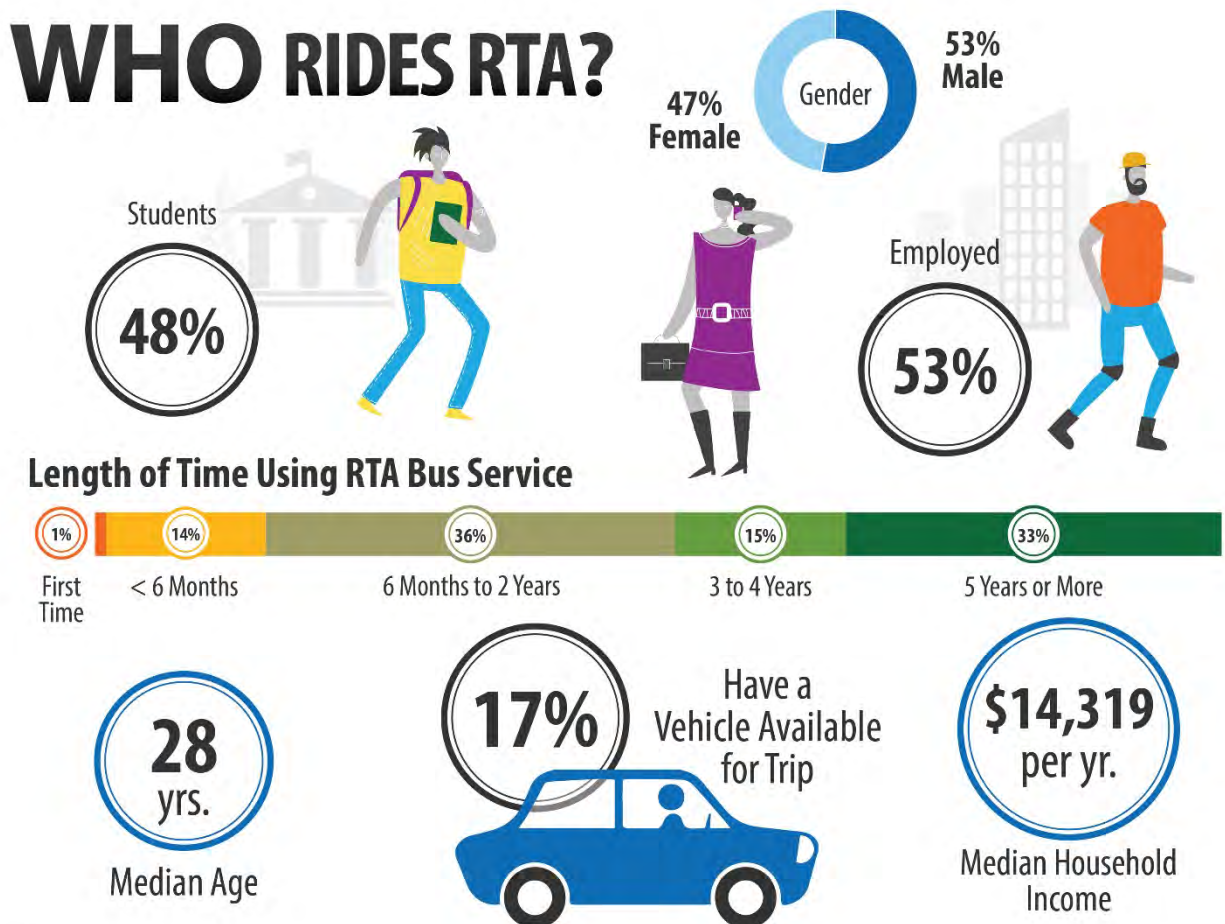


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

RTA is challenged by the changing demographics in various communities and continues to be proactive by planning routes that are customer-oriented and financially sustainable. By studying the characteristics of riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

Population Profile – Rider Characteristics

RTA passenger characteristics were collected from on-board surveys conducted in spring 2018 as part of the RTA Market Assessment Study. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Market Assessment Study (2018)

Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2010 and 2018 based on California Department of Finance data as of January 2018. Between 2012 (once Eastvale and Jurupa Valley were incorporated as cities) and 2018, population for the service area has grown by eight percent with growth experienced in most cities across this period. This growth provides potential future ridership possibilities for RTA.

RIVERSIDE COUNTY											
Historical Population Estimates, with 2010 Census Counts											
City	2010	2011	2012	2013	2014	2015	2016	2017	2018	Change 2012 - 2018	% Change
Banning	29,603	29,818	30,132	30,327	30,489	30,668	30,836	31,170	31,282	1,150	3.8%
Beaumont	36,877	38,201	39,317	40,472	41,659	43,370	44,821	46,730	48,237	8,920	22.7%
Calimesa	7,879	7,923	7,968	7,988	8,107	8,214	8,378	8,567	8,876	908	11.4%
Canyon Lake	10,561	10,623	10,646	10,620	10,654	10,709	10,799	10,882	11,018	372	3.5%
Corona	152,374	153,665	156,065	158,944	161,472	162,746	163,931	166,819	168,574	12,509	8.0%
Eastvale	*	54,263	55,885	57,478	59,421	60,881	63,214	63,720	64,855	8,970	16.1%
Hemet	78,657	79,412	79,642	79,523	79,969	80,433	81,109	82,417	83,166	3,524	4.4%
Jurupa Valley	*	*	96,077	96,207	96,594	97,537	98,920	103,661	106,054	9,977	10.4%
Lake Elsinore	51,821	52,484	53,437	55,943	57,282	59,049	60,876	62,487	63,365	9,928	18.6%
Menifee	77,519	79,472	81,469	83,553	85,114	86,910	88,524	89,552	91,902	10,433	12.8%
Moreno Valley	193,365	195,200	198,246	200,389	201,713	203,183	204,712	204,285	207,629	9,383	4.7%
Murrieta	103,466	104,636	106,978	109,112	110,073	111,298	112,232	111,793	113,541	6,563	6.1%
Norco	27,063	27,062	27,295	26,962	26,950	26,297	26,776	26,799	26,761	-534	-2.0%
Perris	68,386	69,693	70,346	70,870	71,963	72,726	74,005	77,311	77,837	7,491	10.6%
Riverside	303,871	307,207	311,169	315,400	317,781	320,868	323,666	323,190	325,860	14,691	4.7%
San Jacinto	44,199	44,616	45,338	45,999	46,424	46,841	47,348	47,560	48,146	2,808	6.2%
Temecula	100,097	101,507	103,211	104,494	105,803	108,292	109,635	112,040	113,181	9,970	9.7%
Wildomar	32,176	32,543	33,030	33,589	34,176	34,655	35,034	35,882	36,287	3,257	9.9%
Total Incorporated	1,317,914	1,388,325	1,506,251	1,527,870	1,545,644	1,564,677	1,584,816	1,604,865	1,626,571	120,320	8.0%
Unincorporated**	378,294	339,447	266,871	266,466	269,564	272,231	275,675	284,439	289,465	22,594	8.5%
Grand Total:	1,696,208	1,727,772	1,773,122	1,794,336	1,815,208	1,836,908	1,860,491	1,889,304	1,916,036	142,914	8.1%
*Previously unincorporated area			Source: California Department of Finance, Jan 2018								
** Unincorporated is estimate based on 75% of all of the County unincorporated, not just western Riverside County (as per WRCOG guidance)											

Riverside County Total Population			
2010	2015	2020	2025
2,196,083	2,331,960	2,500,975	2,686,242
% Change	6.2%	7.2%	7.4%

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley, encompassing more than one-third of the estimated 1.9 million residents in western Riverside County¹ and around half of the estimated 400,000 jobs in western Riverside County². The population and employment densities of these cities make public transit a more viable option for travel.

¹ California Department of Finance, Demographic Research Unit (January 1, 2019)

² SCAG RTP 2016-2040 Growth Forecast.

Most of the other cities and county unincorporated areas in western Riverside County, however, consist of lower density suburban single-family homes or rural living. This condition often results in lower transit usage.

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

As of July 1, 2019, RTA will operate 47 fixed routes and complementary demand-response paratransit Dial-A-Ride service.

Fixed-route Services

RTA fixed-route services fall within three categories:

- 38 local routes
- One RapidLink limited stop route
- Eight CommuterLink express routes

See Table 3A for a complete listing of routes and the areas they serve.

Paratransit Services

RTA offers complementary demand-response paratransit Dial-A-Ride (DAR) service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

- DAR trips must begin/end within 0.75 miles of an RTA fixed-route (excluding express buses)
- DAR service operates at times equivalent to the local fixed-route bus services

RTA Has Three Types of DAR Services:

- Americans with Disabilities Act (ADA) Priority DAR Service: RTA gives priority service to individuals who are certified under ADA law for trips throughout the RTA service area based on the above two criteria.
- Senior and Disabled DAR Service: Seniors age 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above two criteria.
- DAR Plus Service: In an effort to provide service to those who live in rural areas that have no access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair accessible taxi service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, dialysis and chemotherapy treatments, trips to the pharmacy, trips to the grocery store for food and trips to the senior center to access hot meal service.

1.4 CURRENT FARE STRUCTURE

In October 2018, the Board authorized a contract award to conduct a current fare study. In April 2019, the Board approved a fare increase to be effective July 2019. In addition, the Board authorized a subsequent increase in fares effective July 2021. The table below shows the fare structure to be effective July 1, 2019. Prior to this increase, RTA had not increased fares for 10 years.

FIXED-ROUTE FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5.00	\$20.00	\$60.00
Youth (grades 1-12)**	\$1.75	\$5.00	\$20.00	\$45.00
Senior / Disabled**	\$0.75	\$2.50	\$20.00	\$30.00
Medicare Card Holder	\$0.75	\$2.50	\$20.00	\$30.00
Veteran**	\$0.75	\$2.50	\$20.00	\$30.00
Child (46" tall or under)	\$0.50	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL	
Fare Categories	Base Fares	Day Pass	30-Day Pass
General	\$3.50	\$10.00	\$95.00
Youth (grades 1-12)**	\$3.50	\$10.00	\$95.00
Senior / Disabled**	\$2.75	\$7.00	\$70.00
Medicare Card Holder	\$2.75	\$7.00	\$70.00
Veteran**	\$2.75	\$7.00	\$70.00
Child (46" tall or under)	\$2.75	N/A	N/A

DAR FARES Not accepted on fixed-route buses		
Fare Categories	Base Fares	10-Ticket Books
Senior / Disabled	\$3.50	\$35.00
Medicare Card Holder	\$3.50	\$35.00
Child (46" tall or under)	\$0.75	N/A

*Accepted as base fare. CommuterLink trips require an additional \$2.00 (Senior, Disabled, Medicare, and Veteran) or \$1.75 (General / Youth) per trip.

**Proper identification is required at time of boarding.

In addition to these fare categories, RTA also has U-Pass, Go-Pass and City Pass programs. Cardholders of these programs get unlimited rides on any fixed-route, including CommuterLink, in the RTA network by showing valid identification. Active duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes.

Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit.

In FY20, the following cooperative fare and subsidy programs are expected to continue:

- California Baptist University – U-Pass Program
- City of Riverside – City Pass for Employees

- City of Temecula – Route 55 Temecula Trolley
- County of Riverside – Route 50 Jury Trolley
- La Sierra University – U-Pass Program
- Moreno Valley College – Go-Pass Program
- Mount San Jacinto College – Go-Pass Program
- Norco College – Go-Pass Program
- Riverside City College (RCC) – Go-Pass Program
- UCR – U-Pass Program, Route 51 Crest Cruiser

College and university programs allow students with valid identification from these campuses to receive unlimited access to any of RTA's fixed-routes. These programs are funded by the institution or students. The City of Riverside subsidizes the City Pass fare program for its employees to ride the bus for free and serves as a pass outlet (Riverside Go Transit) for its residents by discounting 20 to 30 percent off 7-day and 30-day passes, respectively. Other subsidized transit services include the trolley and circulator routes which are funded by UCR or local jurisdictions.

1.5 REVENUE FLEET

As of March 31, 2019, the Riverside Transit Agency (RTA) has a total active fleet of 334 buses:

- One hundred forty-five 40' buses, which run on compressed natural gas (CNG), for high ridership fixed-route services directly operated by RTA drivers
- Seventy-nine 32' buses, which run on either gasoline or CNG, for lower ridership fixed-route services operated by contracted drivers
- One hundred ten Dial-A-Ride buses, which run on gasoline, for paratransit services operated by contracted drivers

See Table 1 for a complete inventory of the RTA fleet.

1.6 EXISTING AND PLANNED FACILITIES

Existing Facilities

RTA's primary facility is in the City of Riverside and RTA's secondary facility is in the City of Hemet. RTA's Riverside facility is utilized for directly operated routes in the northern portion of the system's network while RTA's Hemet facility is utilized for directly operated routes in the southern portion of the system's network. As an effort to better utilize the available office space at Riverside and Hemet, Contract Operations, Information Technology and Travel Training staff moved to Hemet in summer 2018. After this move, the Riverside facility has 370 active employees on site and the Hemet facility has 141 active employees on site.

In FY20, RTA's contracted fixed-route service will continue to be provided by Empire Transportation, operating from a facility in Perris. DAR service is currently provided by Southland Transit, Inc. and is also based out of Perris. Both contractors are responsible for housing, operating and maintaining RTA vehicles. The DAR facility in Perris also houses the DAR reservation call center. RTA offers taxi overflow through a contract with Network Paratransit.

Planned Facilities

RTA's current operations and maintenance facility in Riverside is at capacity. This facility cannot accommodate additional vehicles, consequently prohibiting the Agency's ability to expand transit service efficiently. Similarly, the Hemet facility has limitations, and to support RTA's service expansion plans identified in the 10-Year Plan, additional maintenance infrastructure would be needed. The ZEB rollout plan and implementation strategy will determine RTA's future facility needs.

1.7 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximate 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications.

Regional Coordination

RTA coordinates regional services with the Corona Cruiser and Pass Transit systems in the cities of Corona, Beaumont and Banning. During FY20, RTA will coordinate with Corona Cruiser for the implementation of a new RTA Route 4 between Eastvale, Norco and Corona. In the City of Riverside, RTA coordinates with Riverside Special Services, which provides complementary ADA-compliant service to RTA's fixed-routes. Additionally, RTA staff periodically meets with social service providers, bus riders and other advocates through forums such as RCTC's Citizens Advisory Committee, RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

Additionally, RTA has provided administrative support to Pass Transit in their drafting of a Title VI report and to SunLine in their development of a college pass program and employee recognition program. RTA continues to share knowledge and lessons learned with other agencies to help other providers in the region. RTA also provides support in regards to subrecipient monitoring, workers compensation management and contract management for the cities of Corona and Riverside, who provide direct service through subcontractors.

Collaboration often happens in grant partnerships as well. This year, RTA partnered with the City of Riverside, County of Riverside and Wakeland, LLC. on an Affordable Housing Sustainable Communities (AHSC) grant to fund an affordable housing development that includes transit passes and travel training for residents as well as a bus stop at the community, to encourage the use of public transit. RTA also advises private and non-profit agencies applying for Measure A funds such as Michelle's Place, a breast cancer resource center in Temecula, to help take the pressure off of Dial-a-Ride by helping agencies provide specialized transportation for those too ill to take public transit.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by applying for federal funds such as the FTA § 5310 program. The Travel Training program funded with this money improves mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. Participants of the travel training program get one-on-one training on how to use RTA's system, and if they have a need, how to transfer to other surrounding systems such as Omnitrans and Pass Transit. Additionally, Pass Transit in Beaumont started their own travel training program and RTA has assisted with training their passengers on how to travel throughout the region, such as on CommuterLink 200.

Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to areas outside of Western Riverside County. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap, to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, OCTA, Corona Cruiser, SunLine and Pass Transit. Metrolink tickets and passes are accepted on RTA fixed-routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans and Pass Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink routes 200 and 205 at transfer locations in Orange County as well as La Sierra Metrolink between RTA routes 15 and 200 and OCTA Route 794. Current and retired employees as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route or CommuterLink in the RTA service area.

In FY18, as part of the introduction of new CommuterLink Route 200, RTA and Omnitrans reached an agreement to allow Route 200 to include a stop at Downtown San Bernardino Transit Center. RTA also reached agreement with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim including Harbor Blvd. at Disneyland.

Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA routes 21 and 49, and Omnitrans Route 82, as well as identified space for future Omnitrans service at the new Amazon Eastvale transit hub.

In FY20, RTA will continue to collaborate with these agencies to continue to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics and those set by RCTC's Annual State of Public Transit Report, which are both updated annually.

Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. There are several factors that are typically considered when objectively measuring service performance. These factors, used in conjunction with the Annual State of Public Transit Report, help determine whether service is cost effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
<i>Population Density</i>	Density is determined by the number of people housed per square mile or the number of employees per square mile. RTA aims to provide at least 85 percent of all residences, places of work, high schools, colleges and shopping centers with access to bus service.
<i>Route Classifications</i>	RTA service can be classified into three fixed-route service types: local, RapidLink limited stops and CommuterLink express. Complementary to the fixed-route service is DAR. See Table 3A for the route classification of each route.
<i>Span of Service</i>	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on the demand in the community and the classification of the route.
<i>Bus Stop Spacing and Amenities</i>	Depending on the population density, bus stop spacing in urban areas usually averages about 1,500 ft. (.28 miles) to 2,500 ft. (.47 miles). As service approaches more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb and gutters and sidewalks suitable for ADA compliance. The new bus stop spacing standards allows spacing of 0.25 to 0.33 miles to support local, regional, and community feeder routes; 0.25 to 0.5 miles for frequent key corridor local service; and 0.5 mile stop spacing for RapidLink service. Bus stops with 10 or more average weekday boardings may qualify for a shelter, and stops with 5 or more boardings may qualify for a bench, subject to funding availability that is determined in the annual budget process. These standards were adopted in the Bus Stop Strategic Policy (2015)
<i>On-Time Performance</i>	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA's service area due to the average distance traveled by each route and the combined rural and urban areas.

<i>Headways (Frequency)</i>	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways range anywhere from every 15 minutes to every 120 minutes depending on the density and are aimed at operating in 15 minute increments for frequent key corridors supporting local and regional connector tiers. Community feeders and CommuterLink routes may vary depending on demand.
<i>Transfer Wait Time</i>	Transfer Wait Time refers to the amount of time a passenger has to wait when transferring from one mode of transportation to the next, whether it is bus or rail. In denser UZAs such as downtown Riverside, average transfer wait times should not be longer than approximately 20 minutes. In smaller urbanized and even in rural areas, the average transfer wait time can reach up to 30 to 45 minutes depending on the frequencies of the routes in the area.
<i>Load Factor (Maximum Vehicle Loads)</i>	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2012), Bus Stop Strategic Policy (2015)

Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate, and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards.

2.2 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY19, RTA budgeted 890,739 revenue hours for the operation of 13,625,761 million revenue miles system-wide:

- 684,063 revenue hours and 10,087,244 revenue miles budgeted for operation of 47 fixed-routes
- 206,676 revenue hours and 3,538,517 revenue miles budgeted for operation of complementary DAR service

In FY14, passenger growth exceeded projections due to factors such as significant increases in pass programs, customer satisfaction, high gasoline prices and a high unemployment rate. In

FY15 through FY18, ridership declined due to continued improvements in the economy coupled with continued low gas prices and record automobile purchases. RTA appears on track to see ridership growth again in FY19, reversing the trend of the past four years. Contributing factors are likely the increased service RTA has deployed in FY18 and FY19 together with increasing gas prices.

2.3 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips.

In FY19, RTA completed a performance review of all fixed route trips. In order to identify underperforming trips and routes, the following metrics were used:

- Trips (or sequence of trips) with less than or equal to six boardings were subject to discontinuation.
- Peak trips (above base daytime frequency) with less than 20 boardings were subject to discontinuation.
- Route service days with less than six passengers per revenue service hour were subject to reduction in frequency.

This review resulted in the discontinuation of many under-performing trips across the RTA network. This process of review allows RTA to partially offset the costs of service improvements and make the RTA network more financially sustainable.

In the last two years, RTA invested in higher productivity local Route 19 (Perris – Moreno Valley) and 28 (Perris – Hemet) as well as the popular new CommuterLink 200 to Disneyland, and RapidLink Gold Line service. Weekend service levels were also reallocated among coverage-based routes to allow for the implementation of weekend service on all local routes without the need for more overall service hours. This approach to service investment is intended to improve both ridership and productivity.

2.4 POTENTIAL GROWTH MARKETS

The education-related, work-related and retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2018 for the Market Assessment Study indicated that:

- 48 percent of riders are students
- 31 percent of all trips were to/from college or school
- 29 percent of trips were for work purposes
- 26 percent of trips were for retail or recreational purposes

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership growth over the last decade and continue to be marketed heavily to the college populations. RTA continues to make every effort to coordinate transit service with school bell schedules and boundaries.

The CommuterLink market has been hit the hardest by the low gas prices of the recent past. This service type will continue to be monitored and service levels adjusted in line with demand.

The 10-Year Plan and the Market Assessment Study surveys point to the ongoing need for service improvements concentrated on four core themes:

1. Service Frequency: Key improvement required for RTA services to attract new ridership.
2. Connectivity: Better coordination between RTA services at key connection points.
3. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times and ease of understanding of network.
4. Span of Service: Add late night service for major employment centers, colleges and universities.

RTA will continue to explore service changes that address these key service attributes to retain existing and attract new ridership.

2.5 PASSENGER TRANSIT FACILITIES, EQUIPMENT AND PASSENGER AMENITIES

Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, the 10-Year Plan recommends the creation of a Timed Transfer System (TTS) and improving support infrastructure such as transit hubs to meet the growing demand for transit service in the most efficient manner. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Therefore, the only system that can meet the growing demand efficiently is one that enables timed transfer connections from one service or mode to another. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-

situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:

Perris Station Transit Center: This transit center is in the City of Perris at C Street and 4th Street (SR-74) and has eight bus bays served by seven RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional, and express routes; and park-and-ride patrons in the southwest region.



Corona Transit Center: This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays and a pedestrian bridge to trains at the North Main Corona Metrolink Station.

Galleria at Tyler Bus Stop Improvements: The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by 10 routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility also includes arrival and departure information and customer amenities that comply with ADA design standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate new RapidLink Gold Line service. In summer of 2019, RTA will complete construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes.

Moreno Valley Mall Transfer Station: Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA's network. Completed in March 2015, the upgraded facility, which is utilized by eight RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed.

Concrete bus pads were also installed to preserve the roadway and increase the useful life of the stop. On average, more than 1,500 boardings and alightings occur at this station every day.

Downtown Riverside Stop Improvements: This operating plan, which modernized the service in downtown Riverside by creating an on-street grid system, was a key recommendation in the 10-Year Plan and was necessary due to the closure of the Riverside Downtown Transit Terminal. The operating plan improved passenger transfers, consolidated routes to enhance service delivery and boost productivity and reduced the number of buses traveling to downtown thereby improving traffic circulation. This project was completed in December 2016.

RapidLink Gold Line (Corona to UCR Corridor): RTA identified the corridor between UCR and Corona primarily along University and Market/Magnolia avenues as a candidate for limited-stop service. More than 9,000 customers use bus services along this corridor on weekdays. Fifteen bus stops were upgraded to include bus shelters with solar lighting, benches and trash cans as well as new RapidLink signage on the shelter roof. RapidLink Gold Line service launched in August 2017.

Promenade Mall Mobility Hub: RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop that was served by seven RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA staff worked with TTCA on delivering this project as a PPP, with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed in January 13, 2019 and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.

La Sierra Metrolink Station Expansion: This project was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA and one OCTA bus routes, last-mile-first-mile solutions including bikeways and pedestrian walkways and market rate housing. This station expansion project included six bus bays with passenger amenities, which support RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus.

Transit Enhancements: During FY19, 28 stops were enhanced which included adding or replacing shelters, benches and trash cans and improving the accessibility of the stops. These enhancements were made in accordance with the Board-adopted Bus Stop Strategic Policy.

Planned Passenger Transit Facilities

University of California, Riverside Mobility Hub: Currently, 31 percent of UCR's population use RTA's services. UCR is one of the busiest transit destinations in the Agency's transit network, with over 1,700 boardings and alightings reported on an average weekday. Planned service improvements, the popular U-Pass Program, parking price increases, increased congestion, and resulting environmental and sustainability challenges are projected to contribute toward positive ridership gains in the future.

The current on-street bus stops at UCR located on Canyon Crest Drive are utilized by routes 1, 16, 51, 52, 204, and RapidLink Gold Line. This stop currently does not have the space, bus shelters or other amenities essential to effectively accommodate the current and planned service levels. The proposed UCR Mobility Hub would have an efficient bus turnaround to allow more direct routing, eliminating excess travel on local streets currently needed to turn the buses around.

The proposed UCR Mobility Hub will have capacity for six buses and be utilized by all routes currently serving UCR. The project will also add amenities such as bus shelters, benches, trash receptacles, security features, drought-tolerant landscaping, traffic signalization, connectivity to UCR's bicycle amenities and better integration with the existing City of Riverside bike lanes and trails. This project reflects an ongoing partnership between UCR and RTA. These two agencies entered into a Memorandum of Understanding (MOU) in June 2017 to deliver the project. In addition to the mobility hub, UCR is going to improve bicycle and pedestrian connections throughout the campus, making it easier for students and faculty to access the hub. Conceptual Planning, A&E, construction bid documents and environmental clearance are completed. Construction bids were due in April and construction is slated for late 2019. A construction schedule will be determined by the awarded contractor.

Hemet Mobility Hub: Today, about 150,000 people reside in the Hemet-San Jacinto Valley, a rapidly growing area in western Riverside County. The City of Hemet has a projected population of 126,500 in 2040³, a 58 percent increase from 80,070 in 2016⁴. Population growth will result in an increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The City's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and transportation network companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and electric vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto (currently being studied by RCTC in their rail feasibility study) could also benefit from the intermodal mobility hub.

³ SCAG 2016-2040 RTP / SCS, Demographics and Growth Forecast

⁴ California Department of Finance, Report E-1

The plan identifies a city owned 14.5-acre site as the Transit Oriented District (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through PPP. The plan envisions a transit-oriented development that will include housing, retail, office, public spaces, and entertainment venues that will include energy-efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center. The vision for the project creates an opportunity to use cap-and-trade funding.

The proposed Hemet Mobility Hub will address current and future mobility, sustainability, and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 32, 33, 42, 74, 79, and 217 that currently serve the Hemet-San Jacinto Valley.

RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a MOU with the City of Hemet to prepare a conceptual plan. A contract was awarded for A&E in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In FY19, RTA had the project modeled by SCAG during the Federal Transportation Improvement Program (FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. RTA and City of Hemet staff are currently working on an MOU for project delivery and will be taking the item to RTA's Board of Directors in summer 2019. RTA is also currently working on the funding plan for the construction phase of the mobility hub component and intends to utilize a mix of funds from sources such as FTA 5339 and Transportation Uniform Mitigation Fee (TUMF).

Vine Street Mobility Hub: The City of Riverside's General Plan 2025 identified Vine Street as one of the preferred locations within downtown Riverside for a new mobility hub due to its proximity to major employment centers, county and city government centers, UCR, Riverside Community College, the Convention Center, multiple entertainment venues and urban housing complexes. Thus, the Vine Street Mobility Hub will function as a regional multi-modal transportation hub that supports connectivity between multiple transit agencies such as RTA and SunLine Transit Agency in Riverside County; Omnitrans, the public transit provider in San Bernardino County; and Metrolink, the commuter rail service provider for Southern California.

The Vine Street Mobility Hub is to be located on land across from the Riverside-Downtown Metrolink Station on Vine Street. The mobility hub would be designed and developed with emerging technologies, renewable energy sources and mobility solutions in mind. RTA has constructed an interim on-street layover facility at Vine Street to accommodate the buses operating throughout downtown Riverside. During FY19, RTA obtained ownership of the Vine Street property, and is currently in talks with the City of Riverside and RCTC on a project delivery strategy. Once funding is secured RTA will design and construct the hub in partnership with the City of Riverside, RCTC, downtown business owners, and various key stakeholder groups.

Equipment and Passenger Amenities

Scheduling and Operations Software Project: RTA plans to begin procurement of the Transit Scheduling and Operations software in May 2019. This software will allow RTA to create its own efficient schedules, vehicle blocking, run-cuts and rosters without relying on a vendor to provide such services. The procurement will include a new customer comment database and the option of a new customer trip planner. It would also allow improved operations management by integrating the daily crew and vehicle rostering and other operational functions into one system to improve the efficiency and administration of these processes.

Advanced Traveler Information System (ATIS): RTA has also introduced the ATIS technology with LED signage, known as BusWatch, which relay real-time arrival information on display at major transfer points. As part of the ITS upgrade program, new BusWatch real-time displays were installed at mobility hubs in the cities of Perris, Corona and Temecula. Additional BusWatch real-time displays will be installed at the University of California, Riverside, Hemet Mobility Hub and Vine Street Mobility Hub. Passengers may also lookup real-time arrival information via RTA's BusWatch website, mobile application and SMS.

The ATIS project included querying and alerting of bus arrivals via text messaging, which was recently completed with the upgraded ITS program. Mobile application development is also part of this project, which allows passengers to lookup real-time arrival information for all RTA fixed-routes.

Transit Signal Priority (TSP): TSP is a tool that allows transit vehicles to travel through controlled intersections faster and more conveniently. Unlike signal pre-emption which is used on emergency vehicles, TSP technology on a bus utilizes a transmitter that allows the traffic signals along major streets to remain in "green" mode for several seconds longer, therefore allowing a late-running bus to advance more quickly along its route to maintain on-time performance. TSP is currently being used on Route 1 along the University Avenue and Magnolia Avenue corridors. RTA is working with other jurisdictions to deploy this technology to other corridors.

Illuminated Bus Stops: In FY19, RTA intends to purchase materials and supplies to expand and upgrade the bus stop system with 50 security-enhancing illuminated bus stop devices which come equipped with down-lighting. These features are push-button activated by the customer and allow drivers to recognize when a person is waiting at a bus stop at night in areas with limited or no lighting. The down-lighting safety feature and illuminated schedule provides bus scheduling information for easy visibility in a night time environment.

CHAPTER 3: RECENT AND PLANNED SERVICE CHANGES

3.1 RECENT SERVICE CHANGES

Key service expansions implemented in FY19 are listed below:

- Routes 22 and 27, two of RTA's longest local bus routes (35 and 52 miles long, respectively) were each split into two separate routes at Perris to improve reliability:
 - Route 22 (Perris-Riverside Downtown)
 - New Route 9 (Lake Elsinore-Perris)
 - Route 27 (Perris-Riverside Galleria Mall)
 - New Route 28 (Hemet-Perris)
- Route 61 was extended from Sun City to Perris to replace Route 27 at Sun City
- Route 212 was discontinued to avoid unnecessary duplication of new Route 28 service
- Route 33 now serves Tahquitz High School in Hemet three times daily weekdays
- Route 40 was expanded to serve Mount San Jacinto College (MSJC) Menifee Campus and the Heritage Lakes area
- RapidLink Gold Line span of service was changed to begin at 6:30 a.m. instead of 5:30 a.m. and 1:30 p.m. instead of 2:30 p.m. to better match peak demand times on Route 1

A comprehensive revision of weekend service in the RTA service area allowed seven-day service on all RTA local routes (excluding special weekday shuttle routes), adding Saturday and/or Sunday service on the following routes and route segments:

- Route 30 Perris East loop
- Route 31 Beaumont-Moreno Valley
- Route 33 East Hemet
- Route 40 Lake Elsinore-Menifee
- Route 42 Hemet-San Jacinto-Soboba Casino
- Route 61 Temecula-Murrieta-Menifee-Perris
- Route 74 San Jacinto-Hemet-Winchester-Menifee-Perris
- Route 79 Hemet-Winchester-Temecula

This major initiative was sustainably implemented by adjusting service frequencies Saturdays and/or Sundays on other routes in line with their productivity.

In FY19, RTA also reviewed ridership on all fixed-route trips. A small number of trips with low ridership were discontinued. This approach minimized the impact on existing riders while making the service more efficient and financially sustainable.

3.2 PLANNED SERVICE CHANGES

In FY20, RTA will enjoy a full year of ridership from FY19 initiatives listed in section 3.1 above. The preparation of the FY20 service plan began with a performance review of all fixed-route bus service and the resulting findings influenced adjustments to service levels on selected RTA routes to improve service reliability, increase ridership, and improve efficiency.

Additional funds were included in FY20 for the following service improvements:

- September 2019:
 - Route 1 (Corona-UC Riverside): On Saturdays between 9 a.m. and 5 p.m. and Sundays between 10 a.m. and 5 p.m. the frequency will be increased from every 30 to every 15 minutes to boost capacity on the busiest RTA route.
 - Route 12 (Riverside): This route will be extended to Corona Hills (McKinley St.) retail area seven days a week, as well as improving its weekday frequency to every 55 minutes instead of the existing 70-minute service.
 - Route 13 (Riverside): Improve daytime weekday service frequency on this relatively higher productivity route from every 65 minutes to every 50 minutes.
 - Route 14 (Riverside-Loma Linda): Improve daytime weekday service frequency on this relatively higher productivity route from every 70 minutes to every 50 minutes.
 - Routes 19 (Moreno Valley-Perris) and 28 (Perris-Hemet): Add extra early morning and late evening trips to routes 19 and 28 weekdays, Saturday, and/or Sundays to better match warehouse shift times at Perris and Moreno Valley.
 - Route 22 (Riverside-Mead Valley-Perris): Improve daytime weekday service frequency on this relatively higher productivity route from every 60 minutes to every 45 minutes.
 - Routes 23 (Wildomar-Murrieta-Temecula), 24 (Temecula), and 61 (Perris-Menifee-Murrieta-Temecula): Reroute to terminate at the recently upgraded Promenade Mall bus stop instead of the County Center stop.
 - Route 31 (Hemet-San Jacinto-Beaumont/Banning-Moreno Valley): Improve frequency weekdays and weekends from every 70 to every 55 minutes between Moreno Valley, Beaumont/Banning, San Jacinto and Hemet as well as address the impact of construction of truck lanes on the SR-60 freeway through the Badlands.
 - Route 79 (Temecula-French Valley-Winchester-Hemet): Extend this route weekdays and weekends from Hemet Valley Mall to MSJC San Jacinto via the same alignment as Route 74, providing a coordinated schedule between these two routes to maximize frequency between Winchester, Hemet, and San Jacinto.
- January 2020:

- New Route 4: This new route will link Eastvale, Norco and Corona via the west side of these cities on Archibald Ave. and River Rd. Weekday service will be provided every 50 minutes.
- Routes 16 (UC Riverside-Moreno Valley) and 19 (Moreno Valley-Perris): On Saturdays between 9 a.m. and 5 p.m. and Sundays between 10 a.m. and 5 p.m. the frequency on these routes will be increased from every 30 to every 15 minutes to boost capacity on these second and third busiest of RTA routes.
- CommuterLink Expansion: Additional weekday trips will be added through the midday period on the following CommuterLink Routes recognizing the demand for regional and intercounty trips and variable working hours of many riders, and to provide connectivity with all weekday Metrolink trains:
 - 204 (Montclair, Ontario, Jurupa Valley, Riverside)
 - 206 (Corona, Lake Elsinore, Murrieta, Temecula, Temescal Valley)
 - 208 (Murrieta, Perris, Riverside, Temecula)
 - 217 (Escondido, Temecula)

In April 2019, RTA issued a booklet summarizing the above proposed changes (English and Spanish). The booklet was available to the public on all fixed-route buses as well as online at RTA's website. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending any of the six community meetings conducted by RTA staff during the last week of April. Additionally, staff provided briefings to six T-NOW chapters.

In partnership with Metrolink rail service, RTA plans to again operate Route 54 shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December 2019. This shuttle is well utilized and helps reduce traffic congestion at this popular event. This will be the fourth year RTA has provided such service.

3.3 MODIFICATIONS TO PARATRANSIT SERVICE

The provision of ADA services remains a challenge. It is costly both to RTA and to the passengers who use it. Efforts to mitigate the increasing expenses in DAR service included the launch of a senior and disabled Travel Training Program and the establishment of a Medi-Cal Reimbursement Program. The Travel Training Program commenced in fall 2011 and covers all aspects of public transit from training on how to ride the bus, how to use a bus schedule and map, as well as help in overcoming physical and social barriers that may prevent passengers from using a fixed-route bus. Participants benefit by developing a greater level of independence and increased mobility, ultimately bringing significant financial savings to both customers and RTA.

In FY18, more than 400 trainees actively participated in travel training. Program participants took nearly 92,000 trips on fixed-route buses. From July 1, 2018 to February 2019, more than 400 trainees actively participated in the program and have taken over 63,000 trips on fixed-route

buses. Since the program's inception, travel training has served more than 2,100 seniors and persons with disabilities, resulting in more than 535,000 trips on fixed-route buses through February 2019.

Based on FY18 actual performance, RTA can save an estimated \$10,400 a year for every five-day-a-week rider who makes the switch from DAR to fixed-route service. During FY18, the program saved RTA almost \$700,000, and since the program's inception it has saved over \$2.2 million.

The Medi-Cal Reimbursement Program was implemented in early 2012 and was developed in cooperation with the State Medi-Cal Program for paratransit trips taken to and from qualifying medical facilities. This program provides reimbursement of 50 percent of the net expenses associated with these trips and provides access to alternative sources of state and federal funding for DAR services. With the passage of Assembly Bill 2394 (AB2394), providers of State Medi-Cal insurance plans must now begin to provide their members with transportation services for qualified medical, dental, mental health or substance use disorder appointments, and, to pick-up prescriptions and other medical supplies. Prior to the passing of this bill, these transportation services were provided by the Agency and reimbursed through the State's Medi-Cal program.

AB2394 will have a negative impact on the Agency as it will no longer be able to bill Medi-Cal for most of the medically purposed trips taken on DAR. The data is currently being analyzed to determine the future of this program as Medi-Cal reimbursement is expected to be reduced by more than 90 percent.

The Agency is currently working with the Inland Empire Health Plan (IEHP), the managed care provider for Medi-Cal insurance plans in the Inland Empire, to finalize an Agreement for providing transportation services for its members with a new IEHP monthly pass program. The IEHP pass program is anticipated to launch in July 2019.

3.4 MARKETING PLANS AND PROMOTION

A marketing and communications plan is developed to support the annual goals of RTA, while advancing the mission and vision of the organization. The plan seeks to address the following focus areas:

- Increasing fixed-route ridership
- Increasing awareness of RTA services
- Encouraging trial and repeat use of non-riders
- Enhancing the image of RTA
- Coordinating timely updates on RTA's website and social media
- Educating the public on the benefits of public transportation
- Travel Training and ADA certification
- Providing excellent customer service

- Coordinating media and public relations
- Enhancing government relations
- Assisting with employee communications

Addressing these areas is accomplished by executing marketing and communication programs or campaigns targeted at existing and potential riders, commuters, the general public, elected officials, students, the business community, the media, non-profit organizations and employees. These programs and campaigns employ a mix of different media to reach the desired audiences. Marketing efforts aim to build on the existing base of awareness by educating the general public about what transit services are available and how and where to get more information.

Service Adjustments: Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including rider alerts, press releases, website information, brochures, newspaper ads, on-bus information and social media.

Customer Information Materials: RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users, while maintaining interest and engagement from existing riders.

Public Speaking Opportunities: Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the RTA community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

Community Relations: Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies of this kind are cost-effective. A way RTA builds upon these relationships is by participating in community events such as expos and parades, which provides the opportunity to attract potential new users and also promote RTA as an active community partner.

Website and Social Media: RTA's website is used to publish up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, Twitter, YouTube, Instagram and iAlerts. Social media is a relatively inexpensive advertising format that allows RTA to provide information quickly and easily to users while raising RTA's profile and brand.

Customer Information Center: The Customer Information Center provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planners and BusWatch real-time bus tracking allow customer representatives to quickly and accurately answer customer inquiries. English and Spanish speaking clerks are always available to assist callers. For other language requirements, both written and verbal, RTA uses the service of LanguageLine Solutions which provides interpretation and translation in more than 200 languages.

Travel Training: The Freedom to Go Travel Training Program is for people with disabilities, veterans and older adults who want to learn to travel safely and independently using public transportation. Travel training is a free, self-paced process where an individual, regardless of ability or age, can learn to ride RTA's fixed-route system. Participants experience an increased sense of confidence and self-reliance as a result of learning to travel independently. Parents and care providers can benefit, too. Providing a child or aging parent with the knowledge to use RTA buses provides independence, saves time and lowers expenses. The community benefits too. With a newfound ability to travel with RTA, individuals will be able to visit family and friends, shop more often, and participate in recreational activities that enhance their quality of life. By transitioning from DAR to fixed-route bus service, both customers and RTA save money.

Transportation NOW: T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials to community activists to everyday transit users who are committed not only to addressing regional transportation issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area that include Greater Riverside, Hemet / San Jacinto Area, Northwest, Moreno Valley / Perris, San Geronio Pass Area, and Southwest. Each chapter meets monthly and sets goals and objectives relevant to their communities.

3.5 BUDGET IMPACT ON PROPOSED CHANGES

The Agency's FY20 budget reflects a strategy to grow current levels of safe, reliable and effective fixed-route services by four percent when compared to FY19 while considering the continued economic and systemic pressures that demand efficiency to the greatest extent possible. To that end, the Agency is planning for a service level that balances forecasted fiscal constraints with the varied profile of the service area as well as delivering services aimed at preserving and growing ridership through exploiting existing and emerging markets. Staff remains fully committed to exploring all service and financial alternatives necessary to meeting the public transit needs of the citizens who live and work in Western Riverside County. Public transportation helps alleviate congestion, ensures mobility, promotes more livable communities and assists with meeting additional needs that arise as a result of the ADA.

Planned service changes in FY20 and beyond are contingent upon economic conditions and available revenue. Therefore, should funding be unavailable for planned services and projects, the implementation and service improvements in conjunction with them will be delayed until sufficient revenue is available. To make the improvements more sustainable, RTA has also proposed rationalizing its lowest ridership trips network wide, resulting in the elimination of a small number of trips across all routes. This approach will minimize the overall inconvenience to RTA riders while making available a large number of service improvements.

Any new service will also adhere to RTA's Sustainable Funding Source Policy that was approved in September 2010. The enactment of the policy provides a framework that assures that funding sources, particularly temporary financial assistance or seed money, are utilized only on service that has a significant potential to be productive and financially sustainable when initial funding expires or is depleted. This encourages the use of new or expanded service to demonstrate that it is warranted by meeting productivity standards over an established time period.

CHAPTER 4: FINANCIAL AND CAPITAL PLANS

RTA's FY20 budget reflects a strategy to fit within current financial constraints. FY20 will feature six key service additions over the FY19 service offering. First, new Route 4 service will commence in January 2020. Second, routes 12 and 79 will be extended in September 2019. Third, routes 13, 14, 22 and 31 weekdays, and Route 1 weekend, will experience greater frequency commencing in September 2019. Fourth, routes 16 and 19 will experience greater frequency on weekends commencing in January 2020. Fifth, routes 19 and 28 will have extra late-night trips commencing in September 2019. Sixth and finally, CommuterLink routes 204, 206, 208 and 217 will have additional weekday trips commencing in January 2020. Beyond these additions, systemwide modifications will also be implemented to reduce under-performing trips across the RTA network commencing in September 2019. The Agency will continue its DAR Plus program which provides demand-response service for those DAR-eligible customers living up to two miles beyond the current three-quarter mile boundary of a fixed route.

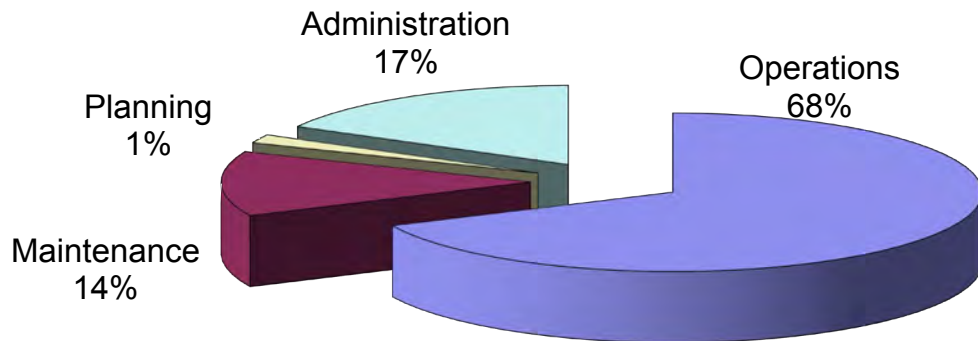
As always, service adjustments to all routes may be made to maintain or improve on-time performance and connections within the system throughout the fiscal year.

4.1 OPERATING AND CAPITAL BUDGET

The total budget for FY20 is \$134,519,062, with \$92,435,032 projected for operating expenses and \$42,084,030 projected for capital projects. As currently budgeted, total operating expenses for FY20 are \$92,435,032, an increase of \$4,768,123, or five percent, over the FY19 budget. It should be noted that RTA is planning for an increase of over four percent in fixed-route revenue service hours. Significant cost drivers are new service, purchased transportation costs including minimum wage impacts and fuel, and strategic staffing adjustments.

The FY20 capital budget represents an increase of \$5,991,079, or 17 percent, over FY19 budget levels. The increase in the capital budget request is attributable to increased vehicle replacement requirements and the programming of additional Senate Bill 1 (SB 1) State of Good Repair (SGR) funds. The capital budget includes a funds reprogramming, or swap, between the Central Operations & Maintenance Facility and the UCR Mobility Hub projects.

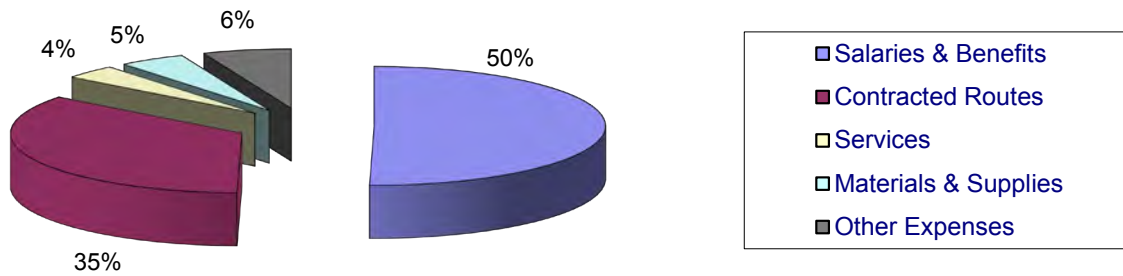
Operating Budget Profile:



The proposed operating budget totals \$92,435,032. At 68 percent, Operations constitutes the largest component of the proposed budget while Maintenance makes up 14 percent of the total. Thus, combined Operations and Maintenance equate to 82 percent of the budget. Planning and Administration combined make up the remaining 18 percent of the budget.

The operating budget contains five major cost elements. The elements are:

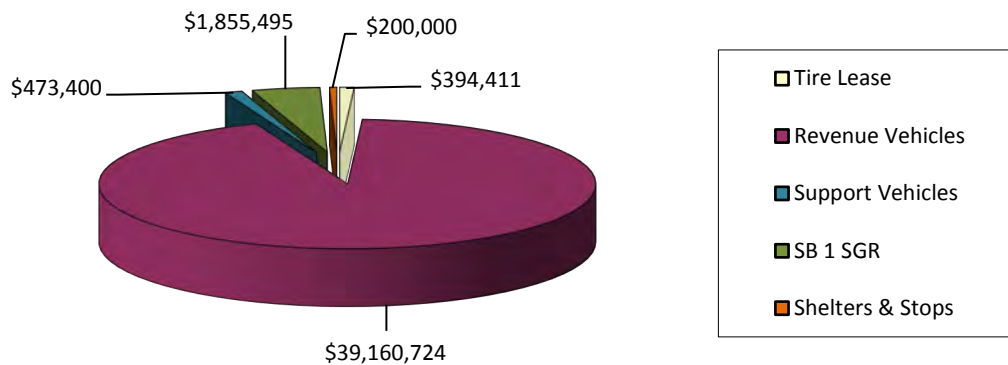
- Salaries and benefits (50 percent), consists of salaries/wages and fringe benefits including medical, pension, worker's compensation, and other post-employment benefits (OPEB)
- Purchased transportation (35 percent), represents the resources required for contracted transportation services for DAR / taxi overflow and certain fixed-route services
- Materials and supplies (five percent), includes parts, fuel, lubricants, and supplies for the operation, repair, and maintenance of Agency vehicles and facilities
- Services (four percent), includes but is not limited to, external auditing, legal counsel, marketing, outside maintenance and custodial services, armored transport, actuarial services, legislative consulting, and towing
- Other expenses (six percent) includes, but is not limited to, insurance, utilities, printing and publications, advertising and promotion, dues and subscriptions, and other miscellaneous expenses



Capital Budget Profile:

The proposed FY20 capital budget totals \$42,084,030. Capital funding will be used for the purchase of critical items to maintain existing operations and service levels, while positioning the agency for the future. The capital budget is a component of the comprehensive five-year Capital Improvement Plan including equipment and upgrade of Agency infrastructure.

FY20 capital budget profile by project element is shown below:

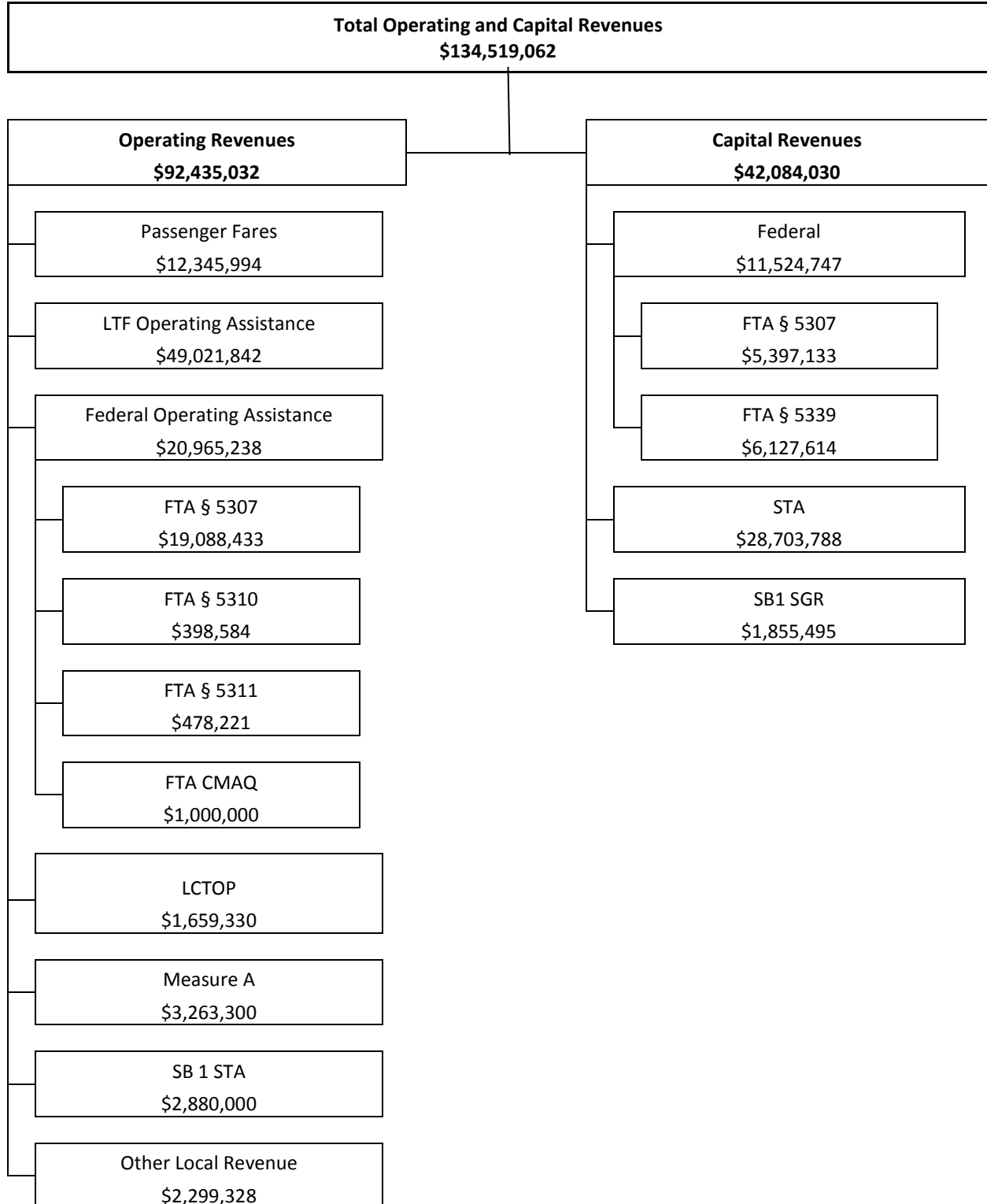


Notable capital projects included in the proposed FY20 budget are:

- Revenue vehicles (35 heavy-duty CNG, 41 mid-sized fixed-route, 29 DAR)
- Non-revenue vehicles (17 cars, one truck)
- Tire lease
- SB 1 SGR projects
- Improvements for bus stops, transfer points, and transit facilities

4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS

Funding for the operating and capital budgets are generated from state, federal, and local revenue sources. The chart shown below summarizes the allocation of each revenue source.



4.3 TUMF PROGRAM

The WRCOG TUMF Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2016 TUMF Nexus Study:

PROJECT NAME	CATEGORY	UNIT COST	# OF UNITS	COST	TUMF SHARE
Riverside Mobility Hub at Vine Street	Transit Center 1	\$6,000,000	1	\$6,000,000	\$3,630,000
Moreno Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Jurupa Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Banning Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Lake Elsinore / Canyon Lake Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Transit Enhancements in Temecula / Murrieta	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Hemet Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
San Jacinto Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
MSJC Mobility Hub	Transfer Facility	\$1,000,000	1	\$1,000,000	\$605,000
Regional Operations and Maintenance Facility	O and M Facility	\$50,000,000	1	\$50,000,000	\$30,251,000
Annual Transit Enhancements Program	Bus Stop	\$40,000	290	\$11,600,000	\$7,018,000
Central Corridor RapidLink Implementation	BRT Service Capital	\$60,000	42	\$2,520,000	\$1,525,000
Vehicle Fleet Medium Buses	Vehicle Fleet 1	\$155,000	7	\$1,085,000	\$656,000
Vehicle Fleet Large Buses	Vehicle Fleet 2	\$585,000	29	\$16,965,000	\$10,264,000
COA Study	COA Study	\$950,000	1	\$950,000	\$575,000
TOTALS:				\$153,120,000	\$92,639,000

Source: TUMF Nexus Study – 2016 Program Update, Page 51.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and done through the TUMF Project Expenditure Plan. Table 10 contains RTA's FY20 – FY24 TUMF Expenditure Plan effective July 1, 2019.

4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA is required to comply with regulatory policies and procedures that are reviewed and audited regularly.

SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS

TDA Triennial Audit: Under the State of California, TDA provides two major sources of funding for public transportation: LTF and STA funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance.

See Table 6 for a summary of the recommendations and actions taken from the last Triennial in 2014. A new TDA Triennial Audit started in January 2019 and is currently underway.

FTA Triennial Review: The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is the direct recipient of funds, including § 5304, 5307, 5310, 5311, and 5339. It addresses the grantee's implementation of Federal requirements in 24 areas and its oversight of sub-recipients, operations contractors, or lessees funded by these programs.

The last FTA Triennial Review was completed in April 2016 with three findings. RTA addressed and closed out all three findings in May 2016. RTA was notified of their next FTA Triennial in December 2018 and is awaiting further direction.

ADA: The federal ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Under the ADA Act, public transit operators are required to provide complementary paratransit service to persons who are ADA certified and are within three-quarters of a mile of a local fixed-route bus during the hours of bus service operation.

RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.

Disadvantaged Business Enterprise (DBE) Program: The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA's Department of Transportation-assisted contracts in the Department's highway, transit, and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.

In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a new 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2018. RTA's DBE program will remain in effect through September 30, 2021.

Equal Employment Opportunity (EEO): The Federal Transit Laws, 49 U.S.C. § 5332 (b), provide that "no person in the United States shall on the grounds of race, color, religion, national origin, sex, or age be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act." This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964.

The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was March 2, 2018.

Drug and Alcohol Testing: Per the Code of Federal Regulations (Title 49, Part 40 and 655), RTA established a Drug and Alcohol testing policy in an effort to deter drug and alcohol use in the workplace. The policy establishes the circumstances in which applicants and employees are tested for drugs and alcohol in the workplace and the consequences when they test positive. The purpose of the

policy is to prevent accidents, injuries, and fatalities resulting from the misuse of alcohol and prohibited drugs by employees who perform safety-sensitive functions.

The Drug and Alcohol Report is in compliance with FTA and was last updated on January 1, 2018.

Title VI of the Civil Rights Act of 1964: Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d).

RTA submits Title VI Program to FTA every three years. The last report was submitted in October 2016.

Limited English Proficiency (LEP): FTA issued regulations based on the Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments.

RTA's updated LEP policy and plan was submitted with the Title VI Program in October 2016.

Public Hearing Policy: U.S. Code Title 49 § 5307 under the Urbanized Area Formula Grant Program requires that transit systems maintain a process to solicit and consider public comments before raising fares or implementing major reductions in service.

RTA's Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.

Alternative Fueled Vehicles: RCTC Resolution No. 00-018 established an emissions standards requirement for the acquisition of urban transit buses with federal, state, or local funds. All full-sized urban public transit buses purchased or leased with federal, state, or local funds granted or programmed by RCTC shall meet the urban bus optional, reduced-emissions standards set by the California Air Resources Board for oxides of nitrogen and non-methane hydrocarbons.

RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state, or local funds.

Southern California Air Quality Management District – Rule 1192: This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD's jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.

Draft 5/10/19

Riverside Transit Agency

FY 2019/20 - FY 2021/22

Short Range Transit Plan

Summary

Comparative Statistics: FY2019 Budget vs. Proposed FY2020 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020
Direct Operated Routes										
1	1,921,643	1,841,432	77,437	81,287	868,915	877,320	\$ 1,552,850	\$ 2,073,821	\$ 8,267,649	\$ 8,929,444
1 RL	147,001	148,311	16,750	17,737	240,386	242,278	\$ 106,000	\$ 119,078	\$ 1,788,375	\$ 1,948,381
3	144,194	133,111	12,296	11,667	156,133	142,326	\$ 110,222	\$ 126,083	\$ 1,312,759	\$ 1,281,687
10	162,376	156,905	13,893	13,350	157,779	147,432	\$ 146,398	\$ 180,300	\$ 1,483,351	\$ 1,466,478
11	118,045	107,232	10,495	10,067	115,787	115,956	\$ 108,743	\$ 125,322	\$ 1,120,525	\$ 1,105,862
12	219,779	204,309	15,887	19,244	186,850	226,948	\$ 191,691	\$ 230,563	\$ 1,696,237	\$ 2,113,961
13	220,292	219,056	16,169	18,934	186,569	215,412	\$ 184,769	\$ 242,933	\$ 1,726,353	\$ 2,079,914
14	207,365	201,011	14,179	17,092	184,963	211,782	\$ 180,864	\$ 228,168	\$ 1,513,871	\$ 1,877,582
15	472,093	456,003	30,749	31,737	341,585	362,517	\$ 401,013	\$ 520,345	\$ 3,282,951	\$ 3,486,383
16	449,937	484,422	27,977	27,871	362,495	312,071	\$ 378,964	\$ 517,605	\$ 2,987,007	\$ 3,061,660
18	130,778	120,676	10,710	10,328	135,209	131,766	\$ 111,501	\$ 134,832	\$ 1,143,508	\$ 1,134,505
19	722,491	720,557	50,247	50,171	614,178	623,393	\$ 628,800	\$ 860,057	\$ 5,364,653	\$ 5,511,298
20	306,326	286,639	24,020	23,469	366,138	327,278	\$ 270,182	\$ 332,931	\$ 2,564,507	\$ 2,578,152
21	117,420	111,690	10,088	9,805	132,138	141,128	\$ 113,921	\$ 139,925	\$ 1,077,093	\$ 1,077,066
22	287,781	294,543	20,695	21,541	332,911	326,523	\$ 276,385	\$ 362,465	\$ 2,209,498	\$ 2,366,321
27	370,316	193,268	29,202	19,831	558,608	385,040	\$ 368,797	\$ 246,397	\$ 3,117,809	\$ 2,178,488
28	178,191	396,395	12,554	30,441	223,829	521,820	\$ 179,866	\$ 472,542	\$ 1,340,364	\$ 3,343,940
29	133,888	136,953	15,835	15,422	196,356	217,403	\$ 120,962	\$ 167,371	\$ 1,690,696	\$ 1,694,112
41D	46,760	32,899	2,678	2,133	41,892	33,947	\$ 40,784	\$ 36,557	\$ 285,927	\$ 234,297
49	227,122	224,426	15,654	14,930	165,900	182,447	\$ 213,676	\$ 269,670	\$ 1,671,338	\$ 1,640,032
54F	10,828	8,197	455	455	2,275	2,275	\$ 74,757	\$ 78,053	\$ 48,579	\$ 49,982
200	155,068	172,740	27,335	25,932	649,096	608,025	\$ 325,000	\$ 453,288	\$ 2,918,461	\$ 2,848,686
202D	3,574	3,063	594	615	6,047	19,830	\$ 3,767	\$ 5,833	\$ 63,390	\$ 67,515
204	42,999	61,883	6,367	8,429	133,852	177,755	\$ 77,536	\$ 132,553	\$ 679,774	\$ 925,900
205	20,320	21,737	4,517	4,471	107,404	111,659	\$ 40,381	\$ 66,721	\$ 482,260	\$ 491,196
206	36,830	47,313	5,046	6,368	124,070	130,876	\$ 97,452	\$ 161,201	\$ 538,704	\$ 699,565
208D	13,337	21,518	1,678	3,912	39,858	84,247	\$ 19,344	\$ 37,393	\$ 179,110	\$ 429,731
210D	2,339	1,886	389	367	4,405	4,824	\$ 6,579	\$ 7,667	\$ 41,566	\$ 40,308
217D	7,744	6,039	1,156	1,165	29,790	30,080	\$ 16,468	\$ 16,024	\$ 123,390	\$ 127,955
Total Directly Operated Routes	6,876,837	6,814,214	475,052	498,771	6,665,418	6,914,358	\$ 6,347,672	\$ 8,345,698	\$ 50,719,705	\$ 54,790,401
% Change - FY20 vs. FY19		-0.91%		4.99%		3.73%		31.5%		8.0%
Contracted Fixed Routes										
3	9,360	8,838	1,667	1,502	22,334	19,131	\$ 9,540	\$ 11,600	\$ 149,448	\$ 138,158
4		32,863		3,388		56,568		\$ 43,137		\$ 311,742
8	213,108	180,705	19,747	17,042	279,730	245,214	\$ 210,200	\$ 233,308	\$ 1,770,475	\$ 1,568,075
9	66,669	61,534	5,164	6,643	113,325	118,530	\$ 66,949	\$ 79,858	\$ 463,022	\$ 611,243
19	6,604	2,559	508	257	5,047	3,457	\$ 5,242	\$ 2,494	\$ 45,570	\$ 23,692
23	94,084	91,996	14,221	14,403	207,819	207,785	\$ 94,046	\$ 114,121	\$ 1,274,976	\$ 1,325,230
24	64,456	60,788	11,061	12,085	149,318	144,876	\$ 64,430	\$ 75,487	\$ 991,697	\$ 1,111,967
26	24,250	8,798	7,946	4,331	106,771	57,318	\$ 360,000	\$ 9,528	\$ 712,401	\$ 398,504
30	62,671	61,057	8,228	7,610	102,353	92,371	\$ 59,575	\$ 69,904	\$ 737,720	\$ 700,182
31	146,401	148,146	19,496	22,913	390,288	548,582	\$ 146,516	\$ 197,552	\$ 1,747,963	\$ 2,108,329
32	120,022	108,510	10,162	9,721	106,755	105,630	\$ 119,974	\$ 137,276	\$ 911,077	\$ 894,480
33	54,406	38,177	6,047	6,986	72,214	86,963	\$ 50,652	\$ 45,552	\$ 542,129	\$ 642,791
40	29,688	31,335	6,217	9,017	112,286	154,733	\$ 29,331	\$ 46,022	\$ 557,372	\$ 829,688
41C	27,537	39,565	5,432	5,193	90,492	85,319	\$ 24,018	\$ 43,510	\$ 487,051	\$ 477,869
42	53,182	45,811	5,759	5,775	85,278	85,501	\$ 45,991	\$ 52,944	\$ 516,362	\$ 531,390
50	2,767	2,213	2,340	2,352	15,062	15,794	\$ 202,499	\$ 208,239	\$ 209,767	\$ 216,371
51	32,397	28,260	1,790	1,898	19,070	19,367	\$ 153,072	\$ 158,101	\$ 160,513	\$ 174,678
52	42,245	49,107	3,742	3,210	23,762	22,420	\$ 642,000	\$ 48,763	\$ 335,515	\$ 295,331
54	2,570	1,384	1,367	1,741	6,864	6,918	\$ 85,000	\$ 449	\$ 122,592	\$ 160,177
55	19,329	9,011	1,196	794	15,372	9,339	\$ 20,332	\$ 13,812	\$ 107,213	\$ 73,038
61	124,142	103,910	19,695	19,400	332,214	327,452	\$ 124,475	\$ 150,140	\$ 1,765,758	\$ 1,785,102
74	200,365	183,478	21,619	21,443	372,783	369,588	\$ 200,957	\$ 252,099	\$ 1,938,275	\$ 1,973,066
79	108,211	103,797	14,261	18,644	240,865	281,298	\$ 108,168	\$ 132,767	\$ 1,278,546	\$ 1,715,532
202	13,741	11,286	4,453	3,698	123,637	88,071	\$ 25,451	\$ 28,960	\$ 399,256	\$ 340,291
208	14,699	31,074	6,209	6,123	146,265	170,100	\$ 31,259	\$ 82,638	\$ 556,681	\$ 563,380
210	2,885	2,155	707	550	14,103	16,248	\$ 6,983	\$ 6,946	\$ 63,384	\$ 50,605
212	6,585	-	3,254	-	75,238		\$ 11,874	\$ -	\$ 291,713	\$ -
217	32,979	45,439	6,723	8,182	192,581	231,848	\$ 64,224	\$ 126,717	\$ 602,713	\$ 752,887
Total Contracted Fixed Routes	1,575,353	1,491,796	209,011	214,901	3,421,826	3,570,421	\$ 2,962,758	\$ 2,371,924	\$ 18,739,189	\$ 19,773,798
% Change - FY20 vs. FY19		-5.30%		2.82%		4.34%		-19.9%		5.5%
TOTAL FIXED ROUTES	8,452,190	8,306,010	684,063	713,672	10,087,244	10,484,779	\$ 9,310,430	\$ 10,717,622	\$ 69,458,894	\$ 74,564,199
% Change - FY20 vs. FY19		-1.73%		4.33%		3.94%		15.1%		7.4%

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Riverside Transit Agency

FY 2019/20 - FY 2021/22

Short Range Transit Plan

Summary

Comparative Statistics: FY2019 Budget vs. Proposed FY2020 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020	FY2019	FY2020
Dial-a-ride Routes										
Riv-San UZA	261,183	250,957	126,489	123,744	2,134,861	2,037,861	\$ 918,013	\$ 1,041,846	\$ 11,074,739	\$ 10,855,166
Murr-Tem-Men UZA	78,146	82,994	39,816	40,923	683,502	673,938	\$ 276,465	\$ 344,548	\$ 3,486,072	\$ 3,589,898
Hemet UZA	67,555	58,293	29,184	28,744	448,777	473,361	\$ 238,996	\$ 242,004	\$ 2,555,172	\$ 2,521,475
Non-UZA	2,045	2,964	3,990	1,462	67,017	24,069	\$ 7,235	\$ 12,305	\$ 349,306	\$ 128,211
Total Dial-a-ride Routes	408,929	395,208	199,479	194,873	3,334,157	3,209,229	\$ 1,440,709	\$ 1,640,703	\$ 17,465,289	\$ 17,094,750
% Change - FY20 vs. FY19		-3.36%		-2.31%		-3.75%		13.9%		-2.1%
Taxi Program										
Riv-San UZA	7,860	8,633	4,383	5,024	125,681	128,979	\$ 31,432	\$ 40,303	\$ 456,252	\$ 479,435
Murr-Tem-Men UZA	3,093	3,046	1,319	1,551	33,571	38,662	\$ 12,283	\$ 14,034	\$ 123,656	\$ 144,231
Hemet UZA	1,646	2,246	1,351	1,509	41,021	39,838	\$ 6,708	\$ 10,657	\$ 147,934	\$ 147,594
Non-UZA	114	159	144	75	4,087	1,211	\$ 448	\$ 728	\$ 14,884	\$ 4,823
Total Taxi Routes	12,713	14,084	7,197	8,159	204,360	208,690	\$ 50,871	\$ 65,722	\$ 742,726	\$ 776,083
% Change - FY20 vs. FY19		10.78%		13.37%		2.12%		29.2%		4.5%
TOTAL DAR and TAXI SERVICE	421,642	409,292	206,676	203,032	3,538,517	3,417,919	\$ 1,491,580	\$ 1,706,425	\$ 18,208,015	\$ 17,870,833
% Change - FY20 vs. FY19		-2.93%		-1.76%		-3.41%		14.4%		-1.9%
GRAND TOTAL	8,873,832	8,715,302	890,739	916,704	13,625,761	13,902,698	\$ 10,802,010	\$ 12,424,047	\$ 87,666,909	\$ 92,435,032
% Change - FY20 vs. FY19		-1.79%		2.91%		2.03%		15.0%		5.4%

⁽¹⁾ Total Passenger Fare Revenue consists of cash fares, tickets, passes and subsidy agreements. It does not include other local revenues.

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2013	GIL	G27D102N4	38	81	42	CN	81		22,258,933	25,836,757	318,972
2014	GIL	G27D102N4	38	9	42	CN	9		1,791,267	2,168,655	240,961
2016	GIL	G27D102N4	38	30	42	CN	30		1,803,862	2,983,593	99,453
Totals:			114	120			120		25,854,062	30,989,005	258,242

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
1994	CCI	AH28	25	2	29	CN	2		538,471	1,095,386	547,693
2012	EDN	AerElit320	28	5	33	CN	5		3,386,502	1,861,380	372,276
2012	EDN	AerElit320	28	5	33	CN	5			1,980,023	396,004
2013	EDN	AerElit320	28	2	33	CN	2			545,035	272,517
2013	EDN	AerElit320	28	9	33	CN	9		2,957,632	2,845,175	316,130
2015	EDN	AerElit320	26	1	33	CN	1		191,637	241,152	241,152
2016	EDN	AerElit320	26	10	33	GA	10		1,466,320	1,971,872	197,187
2016	EDN	AerElit320	26	25	33	GA	25		3,916,639	5,284,024	211,360
2009	EDN	EnAeroElit	26	3	29	GA	3		2,096,136	1,650,329	550,109
2009	EDN	EnAeroElit	26	1	29	GA	1			528,005	528,005
2018	GLV	Entourage	28	10	33	CN	10			33,725	3,372
2019	GLV	Entourage	28	13	33	CN	13			22,038	1,695
2018	SPC	Senator II	12	4	32	CN	4			177,823	44,455
2011	SPC	SN28PLO	21	13	28	GA	13		4,982,610	5,414,399	416,492
2018	ZZZ	Villager	28	5	32	CN	5		18,553	89,869	17,973
Totals:			384	108			108		19,554,500	23,740,235	219,817

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2013	GIL	G27D102N4	38	16	42	CN	16		3,594,679	4,299,480	268,717
2014	GIL	G27D102N4	38	2	42	CN	2		302,228	376,703	188,351
2016	GIL	G27D102N4	38	7	42	CN	7		315,244	643,977	91,996
Totals:			114	25			25		4,212,151	5,320,160	212,806

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19
2009	EBC	Aertech320	12	14	23	GA	14		2,026,689	4,498,660	321,332
2016	EDN	AeroTch220	12	36	23	GA	36		3,465,748	4,394,119	122,058
2013	GCC	Gcii	12	38	22	GA	38		8,893,724	9,180,941	241,603
2017	GLV	Universal	12	30	24	GA	30		1,449,201	2,371,361	79,045
2018	SPC	Senator II	12	39	22	GA	39			786,101	20,156
Totals:			60	157			157		15,835,362	21,231,182	135,230

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		709	190	554	184
Financial Data					
Total Operating Expenses	\$70,437,592	\$76,320,585	\$87,666,909	\$63,198,746	\$92,435,032
Total Passenger Fare Revenue	\$14,538,806	\$16,551,836	\$19,790,760	\$15,560,463	\$19,567,951
Net Operating Expenses (Subsidies)	\$55,898,786	\$59,768,749	\$67,876,149	\$47,638,283	\$72,867,081
Operating Characteristics					
Unlinked Passenger Trips	8,741,975	8,583,410	8,873,832	6,495,887	8,715,302
Passenger Miles	62,116,347	61,095,376	64,015,300	45,793,890	74,865,016
Total Actual Vehicle Revenue Hours (a)	833,488.7	871,285.7	890,739.0	657,729.3	916,704.0
Total Actual Vehicle Revenue Miles (b)	12,875,332.2	13,314,621.9	13,625,761.0	9,997,857.0	13,902,698.0
Total Actual Vehicle Miles	16,062,434.4	16,636,856.2	16,779,794.0	12,395,409.8	17,233,789.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$84.51	\$87.60	\$98.42	\$96.09	\$100.83
Farebox Recovery Ratio	20.64%	21.69%	22.57%	24.62%	21.16%
Subsidy per Passenger	\$6.39	\$6.96	\$7.65	\$7.33	\$8.36
Subsidy per Passenger Mile	\$0.90	\$0.98	\$1.06	\$1.04	\$0.97
Subsidy per Revenue Hour (a)	\$67.07	\$68.60	\$76.20	\$72.43	\$79.49
Subsidy per Revenue Mile (b)	\$4.34	\$4.49	\$4.98	\$4.76	\$5.24
Passenger per Revenue Hour (a)	10.5	9.9	10.0	9.9	9.5
Passenger per Revenue Mile (b)	0.68	0.64	0.65	0.65	0.63

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- Riverside Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		99	67	152	73
Financial Data					
Total Operating Expenses	\$2,153,881	\$14,458,642	\$21,764,829	\$17,141,501	\$25,224,674
Total Passenger Fare Revenue	\$170,531	\$1,505,152	\$3,402,770	\$2,586,697	\$3,490,631
Net Operating Expenses (Subsidies)	\$1,983,350	\$12,953,490	\$18,362,059	\$14,554,804	\$21,734,043
Operating Characteristics					
Unlinked Passenger Trips	177,165	535,732	2,191,540	1,681,904	2,459,523
Passenger Miles	1,820,849	5,764,439	21,246,146	13,456,410	34,144,615
Total Actual Vehicle Revenue Hours (a)	38,927.5	226,289.6	210,606.0	176,227.7	233,578.0
Total Actual Vehicle Revenue Miles (b)	702,054.8	3,667,202.1	3,579,479.0	2,926,528.9	4,045,690.0
Total Actual Vehicle Miles	991,905.6	4,635,167.2	4,380,288.0	3,670,901.6	4,970,649.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$55.33	\$63.89	\$103.34	\$97.27	\$107.99
Farebox Recovery Ratio	7.92%	10.41%	15.63%	15.09%	13.83%
Subsidy per Passenger	\$11.19	\$24.18	\$8.38	\$8.65	\$8.84
Subsidy per Passenger Mile	\$1.09	\$2.25	\$0.86	\$1.08	\$0.64
Subsidy per Revenue Hour (a)	\$50.95	\$57.24	\$87.19	\$82.59	\$93.05
Subsidy per Revenue Mile (b)	\$2.83	\$3.53	\$5.13	\$4.97	\$5.37
Passenger per Revenue Hour (a)	4.6	2.4	10.4	9.5	10.5
Passenger per Revenue Mile (b)	0.25	0.15	0.61	0.57	0.61

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		610	123	402	111
Financial Data					
Total Operating Expenses	\$68,283,711	\$61,861,943	\$65,902,080	\$46,057,245	\$67,210,358
Total Passenger Fare Revenue	\$14,368,275	\$15,046,684	\$16,387,990	\$12,973,766	\$16,077,320
Net Operating Expenses (Subsidies)	\$53,915,436	\$46,815,259	\$49,514,090	\$33,083,479	\$51,133,038
Operating Characteristics					
Unlinked Passenger Trips	8,564,810	8,047,678	6,682,292	4,813,983	6,255,779
Passenger Miles	60,295,498	55,330,937	42,769,154	32,337,480	40,720,401
Total Actual Vehicle Revenue Hours (a)	794,561.2	644,996.1	680,133.0	481,501.6	683,126.0
Total Actual Vehicle Revenue Miles (b)	12,173,277.4	9,647,419.8	10,046,282.0	7,071,328.1	9,857,008.0
Total Actual Vehicle Miles	15,070,528.8	12,001,689.0	12,399,506.0	8,724,508.2	12,263,140.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$85.94	\$95.91	\$96.90	\$95.65	\$98.39
Farebox Recovery Ratio	21.04%	24.32%	24.86%	28.17%	23.92%
Subsidy per Passenger	\$6.30	\$5.82	\$7.41	\$6.87	\$8.17
Subsidy per Passenger Mile	\$0.89	\$0.85	\$1.16	\$1.02	\$1.26
Subsidy per Revenue Hour (a)	\$67.86	\$72.58	\$72.80	\$68.71	\$74.85
Subsidy per Revenue Mile (b)	\$4.43	\$4.85	\$4.93	\$4.68	\$5.19
Passenger per Revenue Hour (a)	10.8	12.5	9.8	10.0	9.2
Passenger per Revenue Mile (b)	0.70	0.83	0.67	0.68	0.63

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2 -- RTA-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		312	120	249	121
Financial Data					
Total Operating Expenses	\$42,923,360	\$45,344,067	\$50,719,705	\$37,866,182	\$54,790,401
Total Passenger Fare Revenue	\$10,829,740	\$12,196,667	\$15,335,461	\$12,249,234	\$15,489,603
Net Operating Expenses (Subsidies)	\$32,093,620	\$33,147,400	\$35,384,244	\$25,616,948	\$39,300,798
Operating Characteristics					
Unlinked Passenger Trips	6,835,911	6,733,159	6,876,837	5,094,739	6,814,214
Passenger Miles	45,966,334	45,420,633	46,640,668	34,146,337	55,325,782
Total Actual Vehicle Revenue Hours (a)	417,267.8	454,083.8	475,052.0	356,349.4	498,771.0
Total Actual Vehicle Revenue Miles (b)	5,877,796.2	6,414,366.3	6,665,418.0	4,960,410.3	6,914,358.0
Total Actual Vehicle Miles	6,759,506.1	7,439,877.6	7,668,505.0	5,801,176.7	8,022,582.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$102.87	\$99.86	\$106.77	\$106.26	\$109.85
Farebox Recovery Ratio	25.23%	26.90%	30.23%	32.35%	28.27%
Subsidy per Passenger	\$4.69	\$4.92	\$5.15	\$5.03	\$5.77
Subsidy per Passenger Mile	\$0.70	\$0.73	\$0.76	\$0.75	\$0.71
Subsidy per Revenue Hour (a)	\$76.91	\$73.00	\$74.48	\$71.89	\$78.80
Subsidy per Revenue Mile (b)	\$5.46	\$5.17	\$5.31	\$5.16	\$5.68
Passenger per Revenue Hour (a)	16.4	14.8	14.5	14.3	13.7
Passenger per Revenue Mile (b)	1.16	1.05	1.03	1.03	0.99

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		309	70	237	63
Financial Data					
Total Operating Expenses	\$14,781,390	\$16,517,876	\$18,739,189	\$13,266,742	\$19,773,798
Total Passenger Fare Revenue	\$1,985,420	\$2,850,017	\$2,963,719	\$2,189,512	\$2,371,923
Net Operating Expenses (Subsidies)	\$12,795,970	\$13,667,859	\$15,775,470	\$11,077,230	\$17,401,875
Operating Characteristics					
Unlinked Passenger Trips	1,479,687	1,434,349	1,575,353	1,096,709	1,491,796
Passenger Miles	10,901,312	10,554,990	12,105,141	7,899,909	16,089,468
Total Actual Vehicle Revenue Hours (a)	205,842.0	206,028.0	209,011.0	156,054.6	214,901.0
Total Actual Vehicle Revenue Miles (b)	3,470,583.5	3,437,415.0	3,421,826.0	2,569,947.8	3,570,421.0
Total Actual Vehicle Miles	4,832,766.5	4,844,391.0	4,672,549.0	3,554,887.0	4,918,739.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$71.81	\$80.17	\$89.66	\$85.01	\$92.01
Farebox Recovery Ratio	13.43%	17.25%	15.81%	16.50%	11.99%
Subsidy per Passenger	\$8.65	\$9.53	\$10.01	\$10.10	\$11.67
Subsidy per Passenger Mile	\$1.17	\$1.29	\$1.30	\$1.40	\$1.08
Subsidy per Revenue Hour (a)	\$62.16	\$66.34	\$75.48	\$70.98	\$80.98
Subsidy per Revenue Mile (b)	\$3.69	\$3.98	\$4.61	\$4.31	\$4.87
Passenger per Revenue Hour (a)	7.2	7.0	7.5	7.0	6.9
Passenger per Revenue Mile (b)	0.43	0.42	0.46	0.43	0.42

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		48		36	
Financial Data					
Total Operating Expenses	\$12,026,460	\$13,847,982	\$17,465,289	\$11,583,592	\$17,094,750
Total Passenger Fare Revenue	\$1,528,923	\$1,451,606	\$1,440,709	\$1,081,917	\$1,640,703
Net Operating Expenses (Subsidies)	\$10,497,537	\$12,396,376	\$16,024,580	\$10,501,675	\$15,454,047
Operating Characteristics					
Unlinked Passenger Trips	415,326	403,099	408,929	294,895	395,208
Passenger Miles	5,112,663	4,962,149	5,033,902	3,630,157	3,230,031
Total Actual Vehicle Revenue Hours (a)	203,726.3	204,026.7	199,479.0	140,074.3	194,873.0
Total Actual Vehicle Revenue Miles (b)	3,333,425.5	3,265,002.9	3,334,157.0	2,329,581.9	3,209,229.0
Total Actual Vehicle Miles	4,276,634.7	4,154,750.0	4,234,380.0	2,901,429.1	4,083,778.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$59.03	\$67.87	\$87.55	\$82.70	\$87.72
Farebox Recovery Ratio	12.71%	10.48%	8.24%	9.34%	9.59%
Subsidy per Passenger	\$25.28	\$30.75	\$39.19	\$35.61	\$39.10
Subsidy per Passenger Mile	\$2.05	\$2.50	\$3.18	\$2.89	\$4.78
Subsidy per Revenue Hour (a)	\$51.53	\$60.76	\$80.33	\$74.97	\$79.30
Subsidy per Revenue Mile (b)	\$3.15	\$3.80	\$4.81	\$4.51	\$4.82
Passenger per Revenue Hour (a)	2.0	2.0	2.0	2.1	2.0
Passenger per Revenue Mile (b)	0.12	0.12	0.12	0.13	0.12

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		40		32	
Financial Data					
Total Operating Expenses	\$565,976	\$610,660	\$742,726	\$482,230	\$776,083
Total Passenger Fare Revenue	\$44,723	\$53,546	\$50,871	\$39,800	\$65,722
Net Operating Expenses (Subsidies)	\$521,253	\$557,114	\$691,855	\$442,430	\$710,361
Operating Characteristics					
Unlinked Passenger Trips	11,051	12,803	12,713	9,544	14,084
Passenger Miles	136,038	157,605	235,589	117,487	219,735
Total Actual Vehicle Revenue Hours (a)	6,652.5	7,147.3	7,197.0	5,251.0	8,159.0
Total Actual Vehicle Revenue Miles (b)	193,527.1	197,837.7	204,360.0	137,917.0	208,690.0
Total Actual Vehicle Miles	193,527.1	197,837.7	204,360.0	137,917.0	208,690.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$85.08	\$85.44	\$103.20	\$91.84	\$95.12
Farebox Recovery Ratio	7.90%	8.77%	6.84%	8.25%	8.46%
Subsidy per Passenger	\$47.17	\$43.51	\$54.42	\$46.36	\$50.44
Subsidy per Passenger Mile	\$3.83	\$3.53	\$2.94	\$3.77	\$3.23
Subsidy per Revenue Hour (a)	\$78.35	\$77.95	\$96.13	\$84.26	\$87.06
Subsidy per Revenue Mile (b)	\$2.69	\$2.82	\$3.39	\$3.21	\$3.40
Passenger per Revenue Hour (a)	1.7	1.8	1.8	1.8	1.7
Passenger per Revenue Mile (b)	0.06	0.06	0.06	0.07	0.07

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE TRANSIT AGENCY
FY 2019/20 – FY 2021/22
Short Range Transit Plan

Table 2A – Excluded Routes

<i>Route #</i>	<i>Mode (FR/DR)</i>	<i>Service Type (DO/CO)</i>	<i>Route Description</i>	<i>Date of Implementation</i>	<i>Exemption End Date</i>
101	FR	DO	New route. RapidLink GoldLine limited-stop service serving UCR, downtown Riverside, Galleria at Tyler and Corona primarily via University Ave and Magnolia Ave.	August 27, 2017	June 30, 2020
4	FR	DO	New route. From Amazon Eastvale to Corona Transit Center via Archibald Ave and River Rd through Eastvale, Norco, and Corona	January 12, 2020	June 30, 2022
9	FR	CO	New route. From the Lake Elsinore Outlet Mall to Perris Station Transit Center via Hwy 74.	September 9, 2018	June 30, 2021
12	FR	DO	Riverside (La Cadena & Stephens) to Downtown Riverside, Galleria at Tyler Mall, and Corona Hills Plaza.	September 8, 2019	June 30, 2022
19	FR	DO	From Moreno Valley Mall to the Perris Station Transit Center via Perris Blvd and Sunnymead Blvd.	January 14, 2018	June 30, 2020
22	FR	DO	From Perris Station Transit Center to Downtown Riverside via Hwy 74, Old Elsinore Rd, and Alessandro Blvd.	September 9, 2018	June 30, 2021
27	FR	DO	From Perris Station Transit Center to Galleria at Tyler in Riverside via Florida Ave, 215 Fwy, and Van Buren Blvd.	January 13, 2019	June 30, 2021
28	FR	DO	New route. From Florida Ave and Lincoln Ave in East Hemet to Perris Station Transit Center.	January 13, 2019	June 30, 2021
200	FR	DO	New route. From San Bernardino Transit Center to ARTIC via 91 and 55 Fwys with stops at Downtown Riverside and La Sierra Metrolink Stations, and Village at Orange.	January 14, 2018	June 30, 2020
204	FR	DO	From UCR, Downtown Riverside, Jurupa Valley, to Ontario Mills Mall and Montclair Transcenter.	January 12, 2020	June 30, 2022
205	FR	DO	New route. From the Promenade Mall in Temecula to Village at Orange via 15 and 91 Fwys with stops at Murrieta, Lake Elsinore Outlet Center, Temescal Valley, and Corona Transit Center.	January 29, 2018	June 30, 2020

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206	FR	DO	From the Promenade Mall in Temecula to Corona Transit Center via 15 Fwy with stops at Murrieta, Lake Elsinore Outlet Center, and Temescal Valley.	January 12, 2020	June 30, 2022
208	FR	CO/DO	Serves the Promenade Mall in Temecula to the Riverside Downtown Metrolink Station and downtown area via I-215 with stops in Murrieta, Menifee, Perris, and Moreno Valley.	January 12, 2020	June 30, 2022
217	FR	CO/DO	Serves Hemet and San Jacinto to Temecula and Escondido.	January 12, 2020	June 30, 2022

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements. Please note routes 31, 33, 40, 42, 61, 74, and 79 included on last year's excluded routes list are not included this year. Their exclusion was based on weekend only service changes.

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
RTA-0	All Days									\$7,221,958	(\$7,221,958)
RTA-1	All Days	16	1,841,432	8,465,961	81,287.0	85,964.0	877,320.0	1,022,159.0	\$8,929,444	\$2,073,821	\$6,855,623
RTA-10	All Days	3	156,905	930,446	13,350.0	13,799.0	147,432.0	156,756.0	\$1,466,478	\$180,300	\$1,286,178
RTA-101	All Days	12	148,311	1,235,294	17,737.0	21,764.0	242,278.0	352,007.0	\$1,948,381	\$119,078	\$1,829,303
RTA-11	All Days	2	107,232	631,085	10,067.0	10,409.0	115,956.0	126,228.0	\$1,105,862	\$125,322	\$980,540
RTA-12	All Days	4	204,309	976,381	19,244.0	20,062.0	226,948.0	247,004.0	\$2,113,961	\$230,563	\$1,883,398
RTA-13	All Days	4	219,056	1,307,277	18,934.0	19,636.0	215,412.0	233,605.0	\$2,079,914	\$242,933	\$1,836,981
RTA-14	All Days	4	201,011	1,336,556	17,092.0	17,955.0	211,782.0	235,803.0	\$1,877,582	\$228,168	\$1,649,414
RTA-15	All Days	6	456,003	2,518,620	31,737.0	32,702.0	362,517.0	389,628.0	\$3,486,383	\$520,345	\$2,966,038
RTA-16/16E	All Days	6	484,422	2,698,180	27,871.0	28,711.0	312,071.0	335,806.0	\$3,061,660	\$517,605	\$2,544,055
RTA-18	All Days	2	120,676	746,451	10,328.0	10,774.0	131,766.0	145,870.0	\$1,134,505	\$134,832	\$999,673
RTA-19	All Days	12	720,557	4,883,309	50,171.0	53,497.0	623,393.0	732,841.0	\$5,511,298	\$860,057	\$4,651,241
RTA-19C	All Days	0	2,559	169,703	257.0	560.0	3,457.0	13,753.0	\$23,692	\$2,494	\$21,198
RTA-20	All Days	4	286,639	2,555,735	23,469.0	24,728.0	327,278.0	363,553.0	\$2,578,152	\$332,931	\$2,245,221
RTA-200	All Days	6	172,740	6,197,567	25,932.0	26,959.0	608,025.0	640,983.0	\$2,848,686	\$453,288	\$2,395,398
RTA-202	All Days	3	11,286	493,073	3,698.0	4,959.0	88,071.0	125,335.0	\$340,291	\$28,960	\$311,331
RTA-202D	All Days	1	3,063	133,831	615.0	895.0	19,830.0	27,155.0	\$67,515	\$5,833	\$61,682
RTA-204D	All Days	3	61,883	1,436,508	8,429.0	9,119.0	177,755.0	196,736.0	\$925,900	\$132,553	\$793,347
RTA-205	All Days	3	21,737	619,634	4,471.0	6,400.0	111,659.0	181,651.0	\$491,196	\$66,721	\$424,475
RTA-206D	All Days	5	47,313	1,416,822	6,368.0	9,150.0	130,876.0	226,718.0	\$699,565	\$161,201	\$538,364
RTA-208	All Days	4	31,074	1,875,439	6,123.0	8,499.0	170,100.0	242,087.0	\$563,380	\$82,638	\$480,742
RTA-208D	All Days	1	21,518	389,823	3,912.0	5,015.0	84,247.0	123,257.0	\$429,731	\$37,393	\$392,338
RTA-21	All Days	2	111,690	898,423	9,805.0	10,419.0	141,128.0	158,434.0	\$1,077,066	\$139,925	\$937,141
RTA-210	All Days	1	2,155	81,939	550.0	1,028.0	16,248.0	32,268.0	\$50,605	\$6,946	\$43,659
RTA-210D	All Days	0	1,886	18,060	367.0	822.0	4,824.0	28,356.0	\$40,308	\$7,667	\$32,641
RTA-217	All Days	4	45,439	1,929,375	8,182.0	11,800.0	231,848.0	367,453.0	\$752,887	\$126,717	\$626,170
RTA-217D	All Days	1	6,039	1,116,600	1,165.0	1,314.0	30,080.0	33,083.0	\$127,955	\$16,024	\$111,931
RTA-22	All Days	5	294,543	3,045,354	21,541.0	23,868.0	326,523.0	387,799.0	\$2,366,321	\$362,465	\$2,003,856

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
RTA-23	All Days	4	91,996	793,597	14,403.0	18,342.0	207,785.0	333,963.0	\$1,325,230	\$114,121	\$1,211,109
RTA-24	All Days	3	60,788	492,629	12,085.0	15,381.0	144,876.0	256,032.0	\$1,111,967	\$75,487	\$1,036,480
RTA-26	All Days	1	8,798	79,475	4,331.0	5,077.0	57,318.0	77,286.0	\$398,504	\$9,528	\$388,976
RTA-27	All Days	4	193,268	2,677,099	19,831.0	20,072.0	385,040.0	393,818.0	\$2,178,488	\$246,397	\$1,932,091
RTA-28	All Days	6	396,395	5,490,760	30,441.0	33,776.0	521,820.0	606,800.0	\$3,343,940	\$472,542	\$2,871,398
RTA-29	All Days	3	136,953	1,207,176	15,422.0	16,496.0	217,403.0	245,644.0	\$1,694,112	\$167,371	\$1,526,741
RTA-3	All Days	1	8,838	58,746	1,502.0	1,997.0	19,131.0	33,112.0	\$138,158	\$11,600	\$126,558
RTA-30	All Days	2	61,057	327,292	7,610.0	8,241.0	92,371.0	102,078.0	\$700,182	\$69,904	\$630,278
RTA-31	All Days	6	148,146	1,771,411	22,913.0	27,356.0	548,582.0	656,704.0	\$2,108,329	\$197,552	\$1,910,777
RTA-32	All Days	3	108,510	457,419	9,721.0	12,585.0	105,630.0	177,026.0	\$894,480	\$137,276	\$757,204
RTA-33	All Days	2	38,177	161,252	6,986.0	8,270.0	86,963.0	132,045.0	\$642,791	\$45,552	\$597,239
RTA-3D	All Days	3	133,111	894,039	11,667.0	12,713.0	142,326.0	172,988.0	\$1,281,687	\$126,083	\$1,155,604
RTA-4	All Days	2	32,863	218,439	3,388.0	4,679.0	56,568.0	87,350.0	\$311,742	\$43,137	\$268,605
RTA-40	All Days	2	31,335	383,778	9,017.0	10,350.0	154,733.0	179,827.0	\$829,688	\$46,022	\$783,666
RTA-41C	All Days	1	39,565	576,644	5,193.0	6,307.0	85,319.0	111,956.0	\$477,869	\$43,510	\$434,359
RTA-41D	All Days	0	32,899	386,148	2,133.0	2,645.0	33,947.0	51,791.0	\$234,297	\$36,558	\$197,740
RTA-42	All Days	2	45,811	308,560	5,775.0	7,300.0	85,501.0	124,078.0	\$531,390	\$52,944	\$478,446
RTA-49	All Days	3	224,426	1,083,318	14,930.0	15,689.0	182,447.0	203,639.0	\$1,640,032	\$269,670	\$1,370,362
RTA-50	All Days	1	2,213	27,399	2,352.0	3,134.0	15,794.0	35,594.0	\$216,371	\$208,239	\$8,133
RTA-51	All Days	0	28,260	69,997	1,898.0	2,214.0	19,367.0	26,350.0	\$174,678	\$158,101	\$16,577
RTA-52	All Days	0	49,107	73,580	3,210.0	3,956.0	22,420.0	37,831.0	\$295,331	\$48,763	\$246,568
RTA-54	All Days	0	8,197	29,325	455.0	455.0	2,275.0	2,470.0	\$49,982	\$0	\$49,982
RTA-54C	All Days	1	1,384	4,952	1,741.0	2,654.0	6,918.0	30,419.0	\$160,177	\$449	\$159,728
RTA-55	All Days	2	9,011	19,690	794.0	1,608.0	9,339.0	35,732.0	\$73,038	\$13,812	\$59,226
RTA-61	All Days	4	103,910	1,136,528	19,400.0	22,182.0	327,452.0	387,120.0	\$1,785,102	\$150,140	\$1,634,962
RTA-74	All Days	4	183,478	1,717,530	21,443.0	24,744.0	369,588.0	453,466.0	\$1,973,066	\$252,099	\$1,720,967
RTA-79	All Days	5	103,797	1,231,441	18,644.0	22,084.0	281,298.0	389,685.0	\$1,715,532	\$132,767	\$1,582,765
RTA-8	All Days	4	180,705	993,369	17,042.0	19,891.0	245,214.0	319,127.0	\$1,568,075	\$233,308	\$1,334,767

Table 3 - SRTP Route Statistics
Riverside Transit Agency -- 7
FY 2019/20
All Routes

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
RTA-9	All Days	1	61,534	636,211	6,643.0	8,121.0	118,530.0	151,062.0	\$611,243	\$79,858	\$531,385
RTA-HEMDAR	All Days		58,293	386,423	28,744.0	34,568.0	473,361.0	591,236.0	\$2,521,475	\$242,004	\$2,279,471
RTA-HemTax	All Days		2,246	45,756	1,509.0	1,509.0	39,838.0	39,838.0	\$147,594	\$10,657	\$136,937
RTA-MTMDAR	All Days		82,994	766,295	40,923.0	50,102.0	673,938.0	881,742.0	\$3,589,898	\$344,548	\$3,245,350
RTA-MTMTax	All Days		3,046	41,944	1,551.0	1,551.0	38,662.0	38,662.0	\$144,231	\$14,034	\$130,197
RTA-NonDAR	All Days		2,964	45,179	1,462.0	1,579.0	24,069.0	26,181.0	\$128,211	\$12,305	\$115,906
RTA-NonTax	All Days		159	1,333	75.0	75.0	1,211.0	1,211.0	\$4,823	\$728	\$4,095
RTA-RSBDAR	All Days		250,957	2,032,134	123,744.0	151,190.0	2,037,861.0	2,584,619.0	\$10,855,166	\$1,041,847	\$9,813,319
RTA-RSBTax	All Days		8,633	130,702	5,024.0	5,024.0	128,979.0	128,979.0	\$479,435	\$40,303	\$439,132
Service Provider Totals		184	8,715,302	74,865,016	916,704.0	1,044,725.0	13,902,698.0	17,233,789.0	\$92,435,032	\$19,567,951	\$72,867,081

Performance Indicators

Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-0	All Days										
RTA-1	All Days	\$109.85	\$10.18	\$4.85	23.22%	\$3.72	\$0.81	\$84.34	\$7.81	22.7	2.10
RTA-10	All Days	\$109.85	\$9.95	\$9.35	12.29%	\$8.20	\$1.38	\$96.34	\$8.72	11.8	1.06
RTA-101	All Days	\$109.85	\$8.04	\$13.14	6.11%	\$12.33	\$1.48	\$103.13	\$7.55	8.4	0.61
RTA-11	All Days	\$109.85	\$9.54	\$10.31	11.33%	\$9.14	\$1.55	\$97.40	\$8.46	10.7	0.92
RTA-12	All Days	\$109.85	\$9.31	\$10.35	10.90%	\$9.22	\$1.93	\$97.87	\$8.30	10.6	0.90
RTA-13	All Days	\$109.85	\$9.66	\$9.49	11.67%	\$8.39	\$1.41	\$97.02	\$8.53	11.6	1.02
RTA-14	All Days	\$109.85	\$8.87	\$9.34	12.15%	\$8.21	\$1.23	\$96.50	\$7.79	11.8	0.95
RTA-15	All Days	\$109.85	\$9.62	\$7.65	14.92%	\$6.50	\$1.18	\$93.46	\$8.18	14.4	1.26
RTA-16/16E	All Days	\$109.85	\$9.81	\$6.32	16.90%	\$5.25	\$0.94	\$91.28	\$8.15	17.4	1.55
RTA-18	All Days	\$109.85	\$8.61	\$9.40	11.88%	\$8.28	\$1.34	\$96.79	\$7.59	11.7	0.92
RTA-19	All Days	\$109.85	\$8.84	\$7.65	15.60%	\$6.46	\$0.95	\$92.71	\$7.46	14.4	1.16
RTA-19C	All Days	\$92.19	\$6.85	\$9.26	10.52%	\$8.28	\$0.12	\$82.48	\$6.13	10.0	0.74
RTA-20	All Days	\$109.85	\$7.88	\$8.99	12.91%	\$7.83	\$0.88	\$95.67	\$6.86	12.2	0.88
RTA-200	All Days	\$109.85	\$4.69	\$16.49	15.91%	\$13.87	\$0.39	\$92.37	\$3.94	6.7	0.28
RTA-202	All Days	\$92.02	\$3.86	\$30.15	8.51%	\$27.59	\$0.63	\$84.19	\$3.53	3.1	0.13
RTA-202D	All Days	\$109.78	\$3.40	\$22.04	8.63%	\$20.14	\$0.46	\$100.30	\$3.11	5.0	0.15
RTA-204D	All Days	\$109.85	\$5.21	\$14.96	14.31%	\$12.82	\$0.55	\$94.12	\$4.46	7.3	0.35
RTA-205	All Days	\$109.86	\$4.40	\$22.60	13.58%	\$19.53	\$0.69	\$94.94	\$3.80	4.9	0.19
RTA-206D	All Days	\$109.86	\$5.35	\$14.79	23.04%	\$11.38	\$0.38	\$84.54	\$4.11	7.4	0.36
RTA-208	All Days	\$92.01	\$3.31	\$18.13	14.66%	\$15.47	\$0.26	\$78.51	\$2.83	5.1	0.18
RTA-208D	All Days	\$109.85	\$5.10	\$19.97	8.70%	\$18.23	\$1.01	\$100.29	\$4.66	5.5	0.26
RTA-21	All Days	\$109.85	\$7.63	\$9.64	12.99%	\$8.39	\$1.04	\$95.58	\$6.64	11.4	0.79
RTA-210	All Days	\$92.01	\$3.11	\$23.48	13.72%	\$20.26	\$0.53	\$79.38	\$2.69	3.9	0.13
RTA-210D	All Days	\$109.83	\$8.36	\$21.37	19.02%	\$17.31	\$1.81	\$88.94	\$6.77	5.1	0.39
RTA-217	All Days	\$92.02	\$3.25	\$16.57	16.83%	\$13.78	\$0.32	\$76.53	\$2.70	5.6	0.20
RTA-217D	All Days	\$109.83	\$4.25	\$21.19	12.52%	\$18.53	\$0.10	\$96.08	\$3.72	5.2	0.20
RTA-22	All Days	\$109.85	\$7.25	\$8.03	15.31%	\$6.80	\$0.66	\$93.03	\$6.14	13.7	0.90

Performance Indicators

Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-23	All Days	\$92.01	\$6.38	\$14.41	8.61%	\$13.16	\$1.53	\$84.09	\$5.83	6.4	0.44
RTA-24	All Days	\$92.01	\$7.68	\$18.29	6.78%	\$17.05	\$2.10	\$85.77	\$7.15	5.0	0.42
RTA-26	All Days	\$92.01	\$6.95	\$45.29	2.39%	\$44.21	\$4.89	\$89.81	\$6.79	2.0	0.15
RTA-27	All Days	\$109.85	\$5.66	\$11.27	11.31%	\$10.00	\$0.72	\$97.43	\$5.02	9.7	0.50
RTA-28	All Days	\$109.85	\$6.41	\$8.44	14.13%	\$7.24	\$0.52	\$94.33	\$5.50	13.0	0.76
RTA-29	All Days	\$109.85	\$7.79	\$12.37	9.87%	\$11.15	\$1.26	\$99.00	\$7.02	8.9	0.63
RTA-3	All Days	\$91.98	\$7.22	\$15.63	8.39%	\$14.32	\$2.15	\$84.26	\$6.62	5.9	0.46
RTA-30	All Days	\$92.01	\$7.58	\$11.47	9.98%	\$10.32	\$1.93	\$82.82	\$6.82	8.0	0.66
RTA-31	All Days	\$92.01	\$3.84	\$14.23	9.37%	\$12.90	\$1.08	\$83.39	\$3.48	6.5	0.27
RTA-32	All Days	\$92.02	\$8.47	\$8.24	15.34%	\$6.98	\$1.66	\$77.89	\$7.17	11.2	1.03
RTA-33	All Days	\$92.01	\$7.39	\$16.84	7.08%	\$15.64	\$3.70	\$85.49	\$6.87	5.5	0.44
RTA-3D	All Days	\$109.86	\$9.01	\$9.63	9.83%	\$8.68	\$1.29	\$99.05	\$8.12	11.4	0.94
RTA-4	All Days	\$92.01	\$5.51	\$9.49	13.83%	\$8.17	\$1.23	\$79.28	\$4.75	9.7	0.58
RTA-40	All Days	\$92.01	\$5.36	\$26.48	5.54%	\$25.01	\$2.04	\$86.91	\$5.06	3.5	0.20
RTA-41C	All Days	\$92.02	\$5.60	\$12.08	9.10%	\$10.98	\$0.75	\$83.64	\$5.09	7.6	0.46
RTA-41D	All Days	\$109.84	\$6.90	\$7.12	15.60%	\$6.01	\$0.51	\$92.70	\$5.82	15.4	0.97
RTA-42	All Days	\$92.02	\$6.22	\$11.60	9.96%	\$10.44	\$1.55	\$82.85	\$5.60	7.9	0.54
RTA-49	All Days	\$109.85	\$8.99	\$7.31	16.44%	\$6.11	\$1.26	\$91.79	\$7.51	15.0	1.23
RTA-50	All Days	\$91.99	\$13.70	\$97.77	96.24%	\$3.67	\$0.30	\$3.46	\$0.51	0.9	0.14
RTA-51	All Days	\$92.03	\$9.02	\$6.18	90.51%	\$0.59	\$0.24	\$8.73	\$0.86	14.9	1.46
RTA-52	All Days	\$92.00	\$13.17	\$6.01	16.51%	\$5.02	\$3.35	\$76.81	\$11.00	15.3	2.19
RTA-54	All Days	\$109.85	\$21.97	\$6.10	0.00%	\$6.10	\$1.70	\$109.85	\$21.97	18.0	3.60
RTA-54C	All Days	\$92.00	\$23.15	\$115.73	0.28%	\$115.41	\$32.26	\$91.74	\$23.09	0.8	0.20
RTA-55	All Days	\$91.99	\$7.82	\$8.11	18.91%	\$6.57	\$3.01	\$74.59	\$6.34	11.3	0.96
RTA-61	All Days	\$92.02	\$5.45	\$17.18	8.41%	\$15.73	\$1.44	\$84.28	\$4.99	5.4	0.32
RTA-74	All Days	\$92.01	\$5.34	\$10.75	12.77%	\$9.38	\$1.00	\$80.26	\$4.66	8.6	0.50
RTA-79	All Days	\$92.02	\$6.10	\$16.53	7.73%	\$15.25	\$1.29	\$84.89	\$5.63	5.6	0.37
RTA-8	All Days	\$92.01	\$6.39	\$8.68	14.87%	\$7.39	\$1.34	\$78.32	\$5.44	10.6	0.74

Table 3 - S RTP Route Statistics
Riverside Transit Agency -- 7
FY 2019/20
All Routes

Performance Indicators											
Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-9	All Days	\$92.01	\$5.16	\$9.93	13.06%	\$8.64	\$0.84	\$79.99	\$4.48	9.3	0.52
RTA-HEMDAR	All Days	\$87.72	\$5.33	\$43.26	9.59%	\$39.10	\$5.90	\$79.30	\$4.82	2.0	0.12
RTA-HemTax	All Days	\$97.81	\$3.70	\$65.71	7.22%	\$60.97	\$2.99	\$90.75	\$3.44	1.5	0.06
RTA-MTMDAR	All Days	\$87.72	\$5.33	\$43.25	9.59%	\$39.10	\$4.24	\$79.30	\$4.82	2.0	0.12
RTA-MTMTax	All Days	\$92.99	\$3.73	\$47.35	9.72%	\$42.74	\$3.10	\$83.94	\$3.37	2.0	0.08
RTA-NonDAR	All Days	\$87.70	\$5.33	\$43.26	9.59%	\$39.10	\$2.57	\$79.28	\$4.82	2.0	0.12
RTA-NonTax	All Days	\$64.31	\$3.98	\$30.33	15.09%	\$25.76	\$3.07	\$54.60	\$3.38	2.1	0.13
RTA-RSBDAR	All Days	\$87.72	\$5.33	\$43.26	9.59%	\$39.10	\$4.83	\$79.30	\$4.82	2.0	0.12
RTA-RSBTax	All Days	\$95.43	\$3.72	\$55.54	8.40%	\$50.87	\$3.36	\$87.41	\$3.40	1.7	0.07
Service Provider Totals		\$100.83	\$6.65	\$10.61	21.16%	\$8.36	\$0.97	\$79.49	\$5.24	9.5	0.63

TABLE 3A: FY 2019/20 INDIVIDUAL ROUTE DESCRIPTIONS AS OF JULY 1, 2019

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Directly Operated Fixed Routes:				
1	Regional	From UCR and Downtown Riverside to Galleria at Tyler and Corona primarily via University Ave and Magnolia Ave	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans, SunLine
101	Regional	RapidLink limited stop service from UCR and Downtown Riverside to Galleria at Tyler and Corona primarily via University Ave and Magnolia Ave	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
3 ¹	Local	10th St and Belle Ave in Corona via Main St and Grand Ave to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave and Limonite Aves to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
10	Local	From Big Springs St on Riverside's Northside to Galleria at Tyler primarily via Blaine St, Third St, Victoria Ave and Lincoln Ave	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St, Ironwood Ave, Heacock St and JFK Dr	Moreno Valley, March Joint Powers Authority	SunLine
12	Local	From Stephens Ave and Center St on Riverside's Northside, through Downtown, then to Merced Dr at Magnolia Ave via Magnolia Ave, California Ave, and Jurupa Ave	Riverside	Omnitrans
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave, MLK Blvd, Magnolia Ave, Central Ave, Arlington Ave, Colorado Ave, and Tyler St	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to Downtown Riverside via Indiana Ave and Brockton Ave, then University Ave and Iowa Ave and Center St then to Loma Linda VA Hospital via Mount Vernon Ave and Barton Rd	Riverside, Highgrove, Loma Linda	Omnitrans
15	Local	From Downtown Riverside to Galleria at Tyler to Magnolia Ave and Merced Dr via Magnolia Ave, Arlington Ave, La Sierra Ave, Tyler St, and Indiana Ave	Riverside	Metrolink, Omnitrans, SunLine, OCTA
16	Local	From Moreno Valley Mall to UCR via Day St, Box Springs Rd, Sycamore Canyon Blvd, Central Ave, Canyon Crest Dr, Campus Dr, University Ave, Iowa Ave, and Blaine St	Moreno Valley, Riverside	SunLine
18	Local	From Moreno Valley College to Moreno Valley Mall via Kitching St, Perris Blvd, Cottonwood St and Frederick St, then Pigeon Pass Rd to Sunnymead Ranch	Moreno Valley	SunLine
19 ¹	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd and Perris Blvd and Moreno Valley College with service to distribution centers at Indian St and Morgan St	Moreno Valley, Perris	Metrolink, SunLine
20	Regional	From Magnolia Ave and Elizabeth Ln in Riverside to Moreno Valley College via Central Ave, Alessandro Blvd, Moreno Beach Dr, and Iris St with selected trips serving Moreno Valley March Field Metrolink Station weekdays	Riverside, Moreno Valley	
21	Local	From Galleria at Tyler in Riverside to Fontana via Van Buren Blvd, Mission Blvd, and Country Village	Jurupa Valley, Fontana, Riverside	Omnitrans
22	Regional	From Perris Station Transit Center to Downtown Riverside via Old Elsinore Rd, Clarke St, Wood Rd, Alessandro Blvd, Chicago Ave, and University Ave	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy, and Van Buren Blvd	Riverside, Woodcrest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave and Lincoln Ave in East Hemet to Perris Station Transit Center	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista	Metrolink
29	Regional	From Downtown Riverside to Amazon Eastvale via Rubidoux Blvd and Limonite Ave. Selected trips deviate via Jurupa Valley/Pedley station weekdays.	Eastvale, Jurupa Valley, Riverside	Metrolink, Omnitrans, SunLine
41 ¹	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
49	Regional	From Downtown Riverside to Country Village and Fontana via Mission Blvd	Jurupa Valley, Riverside, Fontana	Omnitrans, SunLine
54F	Local	Local circulator serving the Riverside Downtown Metrolink Station and Downtown Riverside	Riverside	Metrolink, Omnitrans, SunLine
200	Express	From San Bernardino Transit Center to Anaheim via SR-91 and SR-55 Freeways with stops at Downtown Riverside and La Sierra Metrolink Stations, Village at Orange, and Anaheim Resort district	Riverside, Corona, Orange, Anaheim	Omnitrans, Metrolink, OCTA, SunLine
202 ¹	Express	From Mulligans Murrieta and Promenade Mall Temecula to Oceanside Transit Center	Murrieta, Temecula, Fallbrook, Bonsall, Oceanside	Metrolink, NCTD
204	Express	From UCR to Montclair TransCenter via Downtown Riverside, Country Village, and Ontario Mills Mall	Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
205	Express	From the Promenade Mall in Temecula to Village at Orange via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos, and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona, Orange	Metrolink, Corona Cruiser, OCTA
206	Express	From Promenade Mall Temecula to Corona Transit Center via I-15 Freeway with stops in Murrieta, Lake Elsinore, Temescal Valley, and Dos Lagos	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser
208 ¹	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley, and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine
210 ¹	Express	From Beaumont to Riverside Downtown Metrolink Station with stops in Moreno Valley and downtown Riverside	Beaumont, Moreno Valley, Riverside	Metrolink, Pass Transit, Omnitrans, SunLine
217 ¹	Express	From San Jacinto and Hemet to Temecula and Escondido via Winchester Rd (State Hwy 79) and I-15	Hemet, San Jacinto, Temecula, Escondido	NCTD, San Diego MTS

¹ This route has selected trips that are/will be both directly operated and contract operated.

TABLE 3A: FY 2019/20 INDIVIDUAL ROUTE DESCRIPTIONS AS OF JULY 1, 2019

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Fixed Routes:				
3 ¹	Local	10th St and Belle Ave in Corona via Main St and Grand Ave to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave and Limonite Aves to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
8	Local	Serving Lake Elsinore Outlet Center, Walmart on Railroad Canyon Rd, and Lakeland Village via Lakeshore Dr, Mission Trail, Grand Ave and Riverside Dr	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore OutLet Center to Perris Station Transit Center via Hwy 74, Theda St, Ellis Ave	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
19 ¹	Regional	From Perris Station Transit Center to Exceed Facility on Trumble Rd	Perris	Metrolink
23	Local	From Central & Palomar Sts Wildomar through Murrieta to County Center Dr in Temecula	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at County Center Dr, Old Town, Pechanga Resort, and Temecula Valley Hospital	Temecula	
26	Local	Local circulator serving Moreno Valley March Field Metrolink Station and Moreno Valley Mall via Van Buren Blvd, Trautwein Rd, Alessandro Blvd, Sycamore Canyon Blvd, and Eucalyptus Ave	Moreno Valley, March Joint Powers Authority, Riverside	Metrolink
30	Local	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch, and Weston Rd & Carter Dr	Perris	Metrolink
31	Regional	Service from Hemet Valley Mall to Moreno Valley Mall via Banning and Beaumont with stops at Mt San Jacinto Community College, Sun Lakes Village, Walmart on Moreno Beach Dr, Moreno Valley Senior Center, and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto, Hemet	Pass Transit, SunLine
32	Local	From Hemet Valley Mall to Mt. San Jacinto College via downtown San Jacinto and San Jacinto Ave	San Jacinto, Hemet	
33	Local	From Super-Walmart on Sanderson Ave and the Hemet Valley Mall in west Hemet to Stanford St and Thornton Ave in east Hemet	Hemet, East Hemet, Valle Vista	
40	Regional	From Walmart in Lake Elsinore to Cherry Hills Blvd in Menifee with stops in Canyon Lake, Quail Valley, MSJC Menifee Campus, Heritage Lake	Menifee, Canyon Lake, Lake Elsinore	
41 ¹	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
42	Local	From the Hemet Valley Mall to Soboba Casino in San Jacinto via Kirby St, Cottonwood Ave, Santa Fe Ave, and East Main St	Hemet, San Jacinto	
50	Trolley	Riverside downtown Jury Trolley service	Riverside	
51	Local	Crest Cruiser UCR circulator to Canyon Crest Dr, Central Ave, Chicago Ave, University Ave, Iowa Ave Spruce St and Watkins Dr	Riverside	SunLine
52	Local	Local circulator serving Hunter Park Metrolink Station and UCR via Iowa Ave, Blaine St, and University Ave	Riverside	Metrolink
54	Local	Local circulator linking Riverside Downtown Metrolink Station and downtown Riverside	Riverside	Metrolink, Omnitrans
55	Trolley	Temecula Trolley route, connecting Harveston community to local middle and high schools, and Promenade Mall	Temecula	
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd and Bradley Rd in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta, and County Center Dr	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From San Jacinto and Hemet to Menifee and Perris, serving MSJC San Jacinto campus, Hemet Valley Mall, Winchester, MSJC Menifee campus, and Perris Station Transit Center	San Jacinto, Hemet, Winchester, Menifee, Perris	Metrolink
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd (State Hwy 79). Also serves County Center Dr, Promenade Mall, Temecula City Hall, French Valley, and Southwest Justice Center	Hemet, Winchester, French Valley, Murrieta, Temecula	
202 ¹	Express	From Mulligans Murrieta and Promenade Mall Temecula to Oceanside Transit Center	Murrieta, Temecula, Fallbrook, Bonsall, Oceanside	Metrolink, NCTD
208 ¹	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley, and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine
210 ¹	Express	From Beaumont to Riverside Downtown Metrolink Station with stops in Moreno Valley and downtown Riverside	Beaumont, Moreno Valley, Riverside	Metrolink, Pass Transit, Omnitrans, SunLine
217 ¹	Express	From San Jacinto and Hemet to Temecula and Escondido via Winchester Rd (State Hwy 79) and I-15	Hemet, San Jacinto, Temecula, Escondido	NCTD, San Diego MTS

¹ This route has selected trips that are/will be both directly operated and contract operated.

TABLE 3A: FY 2019/20 INDIVIDUAL ROUTE DESCRIPTIONS AS OF JULY 1, 2019

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Paratransit Routes:				
Riverside-San Bernadino UZA	Origin-to-Destination		Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA	Origin-to-Destination		East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA	Origin-to-Destination		Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA	Origin-to-Destination		March Joint Powers Authority	

Riverside Transit Agency
Draft 5/10/19
FY 2019/20
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2019/20

Project Description	Capital Project Number	Total Amount of Funds	LTF	¹ STA/SB1	State of Good Repair (SGR) STA	² Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Murrieta/ Temecula/ Menifee	Section 5307 - Hemet	³ Section 5307 - LA/LB/ Anaheim	^{8, 18} Section 5307 Carryover & Prior Year	⁴ CMAQ	⁵ Section 5310	⁶ Section 5311	^{7, 17} Section 5339 Bus & Bus Facilities	⁹ LCTOP	Farebox	Other Revenue
Operating Assistance - General		45,462,192	38,811,538	2,880,000					2,104,076	1,393	1,186,964			478,221				
CTSA		856,800				856,800												
Capitalized Preventive Maintenance		8,750,000	1,750,000				3,872,222	2,035,669			1,092,110							
Capital Cost of Contracting ¹⁰		8,750,000	1,750,000				3,172,222	2,135,669	600,000		1,092,110							
ADA Complementary Paratransit Service ¹⁰		2,175,000	435,000				870,000	870,000										
Travel Training ⁵		398,584											398,584					
CommuterLink Route 200		2,848,686	1,302,180			1,093,219											453,288	
CommuterLink Route 202		407,805	186,414			186,598											34,793	
CommuterLink Route 204 ^{2,11}		925,900	423,244			230,514										139,590	132,553	
CommuterLink Route 205		491,196	224,534			199,942											66,721	
CommuterLink Route 206 ^{2,11}		699,565	319,782			129,828										88,754	161,201	
CommuterLink Route 208 ^{2,11}		993,111	453,967			291,509										127,604	120,031	
CommuterLink Route 210		90,913	41,558			34,743											14,613	
CommuterLink Route 217 ^{2,11}		880,842	402,647			240,147										95,307	142,741	
RapidLink ⁴		1,948,381	829,302									1,000,000				-	119,079	
PVL Feeder Services (Rtes 26,52)		693,835	635,544														58,291	-
PVL Feeder (Route 54) ¹²		160,177	159,728														449	-
Route 54F: FOL Shuttle ¹³		78,053																78,053
Route 19 Frequency Expansion ¹⁴		1,200,000	387,405															
Route 28 Frequency Expansion ¹⁵		625,000														650,076	162,519	
Mobile Ticketing ¹⁶		78,000	-													480,000	145,000	
Title VI Update ⁸		70,000	14,000								56,000					78,000		
OPEB Expense		895,000	895,000															
Farebox (Cash, Coin, Tickets, Passes)		10,734,717															10,734,717	
Interest Income		700,000																700,000
Advertising Revenue		15,000																15,000
CNG Sales		100,000																100,000
LCFS Credits		700,000																700,000
RINs Credits		650,000																650,000
Wentworth Lease		56,275																56,275
Subtotal: Operating		\$92,435,032	\$49,021,842	\$2,880,000	\$0	\$3,263,300	\$7,914,443	\$5,041,337	\$2,704,076	\$1,393	\$3,427,184	\$1,000,000	\$398,584	\$478,221	\$0	\$1,659,330	\$12,345,994	\$2,299,328
H-D CNG Bus Replacement (35)	FY20-1	27,019,076		26,219,076			800,000											
COFR Bus Replacement (41) ⁷	FY20-2	8,998,043		1,799,609			2,972,884		770,000						3,455,550			
Revenue Vehicles - (29) DAR Replacements ⁷	FY20-3	3,143,605		471,541											2,672,064			
Non-Revenue Vehicles - (18) Support Vehicles	FY20-4	473,400		94,680			378,720											
Associated Transit Improvements	FY20-5	200,000		40,000			160,000											
Capitalized Tire Lease	FY20-6	394,411		78,882			315,529											
Central Operations & Maintenance Facility ¹⁷	FY16-15	(1,920,006)		(384,001)											(1,536,005)			
UCR Mobility Hub ¹⁷	FY20-7	1,920,006		384,001											1,536,005			
Facility, Fuel Stn, Vehicle Enhance/Upgrades	FY20-8	1,855,495			1,855,495													
Subtotal: Capital		\$42,084,030	\$0	\$28,703,788	\$1,855,495	\$0	\$4,627,133	\$0	\$770,000	\$0	\$0	\$0	\$0	\$0	\$6,127,614	\$0	\$0	\$0
Total: Operating & Capital		\$134,519,062	\$49,021,842	\$31,583,788	\$1,855,495	\$3,263,300	\$12,541,576	\$5,041,337	\$3,474,076	\$1,393	\$3,427,184	\$1,000,000	\$398,584	\$478,221	\$6,127,614	\$1,659,330	\$12,345,994	\$2,299,328

¹ Commencing use of STA/SB1 funds for Operating in FY20. Expectation is that the use of STA/SB1 funds for Operating will grow over the next 10 years. This will be disbursed on a regular monthly basis for 12 months.

² CommuterLink Measure A Operating Assistance - Uses 100% of the Intercity Bus Measure A and \$350K of the \$1.6M FY19 funding swap. The remainder of the \$1.6M is assumed to be designated for RTA purposes only.

³ Two years of apportionments in carryover - however, not expected to be a regular, consistent revenue source based on history.

⁴ Utilizes the remaining CMAQ funds in FY15 grant CA-95-X296 (FTIP No.: RIV151211).

⁵ Travel Training uses current 5310 grant. The current grant is expected to only fund FY19 and FY20 Travel Training. FY21 Travel Training funding is TBD.

⁶ FY19 5311 funds are already programmed in the FTIP.

⁷ Section 5339 Urban and Small Urban funding being utilized for COFR and DAR replacements: Urban - FY17 (\$1.5M), FY18 (\$2.1M), FY19 (\$1.7M) / Small Urban - FY18 (444K) and FY19 (388K)

⁸ Title VI update will use prior year 5307 funding.

⁹ All LCTOP funding used for operating is farebox allowable revenue.

¹⁰ Includes DAR Plus Costs.

¹¹ Additional service for CommuterLink Routes 204, 206, 208, and 217 will use \$1,841,289 of the FY19 LCTOP total \$2,149,319. It will be utilized over 3 years, estimated as follows: FY20 (451K), FY21 (939K), and FY22 (451K)

¹² Route 54 is funded by LTF and is no longer exempt.

¹³ Route 54F (FOL) is assumed to be funded 100% by Metrolink with a 100% farebox allowable funding source.

¹⁴ Route 19 Expansion is anticipated to consume the remainder of FY16 apportionment in August and use the entire FY17 apportionment (503K) by the end of FY20.

¹⁵ Route 28 will continue to use the FY18 LCTOP apportionment programmed for this service (\$1.28M programmed; estimated utilization for FY20 is 625K).

¹⁶ Mobile Ticketing - remaining \$11,827 of FY18 LCTOP programmed for RapidLink being reprogrammed to Mobile Ticketing. FY19 LCTOP funding of \$308,303 is programmed for Mobile Ticketing. FY20 estimated utilization of \$66,173.

¹⁷ FY16 Section 5339 amount (\$1,536,005) and local match originally programmed for the Central Operations & Maintenance Facility being reprogrammed for UCR Mobility Hub in FY20 (FTIP No.: RIV140835).

¹⁸ Section 5307 Carryover - Riv/San FY19 (\$1,255,557), Mur-Tem FY19 (\$928,663), Hemet FY19 (\$1,095,924), LA/LB FY18 (\$45,363), and LA/LB FY19 (\$45,677).

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-1

FTIP No:

PROJECT NAME***Heavy-duty CNG Bus Fleet Replacement*****PROJECT DESCRIPTION***Replacement of (35) 40 ft CNG Buses***PROJECT JUSTIFICATION***35 DO 40 ft CNG buses will reach end of their useful life and will need to be replaced by 2022. The procurement process for this vehicle is estimated to be 2 years.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-20</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
STA	\$ 26,219,076
Sec 5307	\$ 800,000
Total	\$ 27,019,076

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-2

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Contract Operations*****PROJECT DESCRIPTION***Purchase of (41) replacement Type VII revenue vehicles for use on contract operated fixed route service.***PROJECT JUSTIFICATION***Replace Type VII passenger vehicles used for contract operated fixed route service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-20</i>	<i>Jun-21</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
STA	\$ 1,799,609
Sec 5307	\$ 3,742,884
Sec 5339	\$ 3,455,550
Total	\$ 8,998,043

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED
BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED
(INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
	RIV190616	FY19-1 STA	(33) COFR Vehicles	7,239,953
			Total	7,239,953

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-3

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Demand Response Operations*****PROJECT DESCRIPTION***Purchase of (29) replacement DAR Type II revenue vehicles for use on demand response service. These vehicles will require a child seat.***PROJECT JUSTIFICATION***Replace vehicles used for demand response service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-20</i>	<i>Jun-21</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
Sec 5339	\$ 2,672,064
STA/SB1	\$ 471,541
<i>Total</i>	<i>\$ 3,143,605</i>

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED
BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED
(INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2017-031	RIV170104	FY17-2 STA	(33) DAR vehicles	1,442,240
CA-2018-027	RIV180705	FY18-2 STA	(5) DAR vehicles	466,813
	RIV190617	FY19-2 STA	(29) DAR vehicles	3,029,005
			<i>Total</i>	<i>4,938,058</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-4

FTIP No:

PROJECT NAME***Non-Revenue Vehicles*****PROJECT DESCRIPTION***Purchase of replacement and expansion support vehicles.***PROJECT JUSTIFICATION***Replacement of (1) truck and (15) support cars that have met their useful life requirement. Expansion of (2) support cars.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-20</i>	<i>Dec-20</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
<i>Sec 5307</i>	<i>\$ 378,720</i>
<i>STA</i>	<i>\$ 94,680</i>
<i>Total</i>	<i>\$ 473,400</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
<i>CA-2018-027</i>	<i>RIV180706</i>	<i>FY18-3 STA</i>	<i>(6) support vehicles</i>	<i>175,278</i>
	<i>RIV190618</i>	<i>FY19-3 STA</i>	<i>(9) support vehicles</i>	<i>266,726</i>
			<i>Total</i>	<i>442,004</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-5

FTIP No:

PROJECT NAME***Associated Transit Improvements*****PROJECT DESCRIPTION**

The requested funds will support on-going associated transit improvements at bus stations/stops in the RTA service area. The project activities include installation of passenger shelters and related equipment, amenity improvements, infrastructure improvements for bus stops, and site upgrades in compliance with ADA requirements.

PROJECT JUSTIFICATION

Enhancement of transit facilities promotes safety and security and encourages residents to use transit due to improved convenience while waiting for bus.

PROJECT SCHEDULE

Start Date	Completion Date
<i>Jul-20</i>	<i>Jun-21</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
<i>Sec 5307</i>	<i>\$ 160,000</i>
<i>STA</i>	<i>\$ 40,000</i>
<i>Total</i>	<i>\$ 200,000</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
		<i>FY14-5 STA</i>	<i>Assoc Transit Impr</i>	<i>124,065</i>
<i>CA-2016-023</i>	<i>RIV140830</i>	<i>FY16-5 STA</i>	<i>Assoc Transit Impr</i>	<i>257,487</i>
<i>CA-2016-148</i>	<i>RIV140835</i>	<i>FY16-11 STA</i>	<i>Assoc Transit Impr</i>	<i>412,912</i>
<i>CA-2017-031</i>	<i>RIV170105</i>	<i>FY17-3 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
<i>CA-2018-027</i>	<i>RIV180707</i>	<i>FY18-4 STA</i>	<i>Assoc Transit Impr</i>	<i>50,000</i>
	<i>RIV190620</i>	<i>FY19-5 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
			<i>Total</i>	<i>1,244,464</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-6

FTIP No:

PROJECT NAME***Capitalized Tire Lease*****PROJECT DESCRIPTION***Capital cost of leasing bus tires.***PROJECT JUSTIFICATION***As part of the Agency's maintenance program, tires are inspected and replaced based on tread wear and air pressure.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jul-19</i>	<i>Jun-20</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
<i>Sec 5307</i>	<i>\$ 315,529</i>
<i>STA/SB1</i>	<i>\$ 78,882</i>
<i>Total</i>	<i>\$ 394,411</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
<i>CA-2018-027</i>	<i>RIV180708</i>	<i>FY18-5 STA</i>	<i>Capitalized Tire Lease</i>	<i>244,854</i>
	<i>RIV190619</i>	<i>FY19-4 STA</i>	<i>Capitalized Tire Lease</i>	<i>350,535</i>
			<i>Total</i>	<i>595,389</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**

S RTP Project No: FY16-15

FTIP No:

PROJECT NAME***Central Operations & Maintenance Facility*****PROJECT DESCRIPTION***Planning, design, land acquisition and construction of the new Operations and Maintenance Facility.***PROJECT JUSTIFICATION***The current base in Riverside is at capacity. The Agency needs to identify a new location to accommodate growth.***PROJECT SCHEDULE**

Start Date	Completion Date

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
Sec 5339	\$ (1,536,005)
STA	\$ (384,001)
Total	\$ (1,920,006)

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
		FY16 LTF		460,410
		Prop 1B		12,771,512
		FY13 LTF		2,400,000
		FY19 STA		10,000,000
			Total	25,631,922

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-7

FTIP No:

PROJECT NAME***UCR Mobility Hub*****PROJECT DESCRIPTION***Construction of a Mobility Hub at University of California, Riverside.***PROJECT JUSTIFICATION**

UCR had over 23,000 students enrolled in Fall 2017 and expect that to increase to 29,900 by Fall 2024. Currently, 31% of all UCR students ride RTA bus routes. The current bus stop on Canyon Crest can no longer support the number of student riders and RTA buses needed to provide transportation. This project will expand the loading/unloading zone for students and provide for off-street bus parking, improve the timed transfer connections, amenities such as shelters, benches, trash cans and real-time passenger information and will provide a connection between pedestrian, bicycles and bus transit, increasing mobility. This project also improves efficiency by eliminating the loop routes have to make on Iowa and Blaine so that they can serve the current stop at Canyon Crest. The Mobility Hub will allow for routes to stay on University and drive straight onto UCR campus, creating large cost savings valued at an estimated \$600,000 per year.

PROJECT SCHEDULE

Start Date	Completion Date
May-19	Sep-20

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
Sec 5339	\$ 1,536,005
STA	\$ 384,001
<i>Total</i>	<i>\$ 1,920,006</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-34-0030	RIV140835	FY16-10 STA	UCR Mobility	1,865,898
			<i>Total</i>	<i>1,865,898</i>

Table 4A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY20-8

FTIP No:

PROJECT NAME***SB1 State of Good Repair Program*****PROJECT DESCRIPTION***SB1 State of Good Repair Program- Facility, Fuel Station and Vehicle Enhancements and Upgrades***PROJECT JUSTIFICATION***Rehabilitation projects including but not limited to: ADA & fuel station upgrades, safety & security enhancements for facilities/vehicles, facility expansion/rehab, IT upgrades, new vehicles and maintenance facilities/equipment upgrades.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jul-20</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2020</i>
STA/SGR	\$ 1,855,495
<i>Total</i>	\$ 1,855,495

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
		<i>FY19-10</i>	<i>SB1/SGR</i>	<i>1,856,095</i>
			<i>Total</i>	<i>1,856,095</i>

Riverside Transit Agency
FY 2020/21
Summary of Funds Requested
Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY 2020/21

Project Description	Capital Project Number	Total Amount of Funds	LTF	1 STA/ SB1	2 Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Murrieta/Temecula/ Menifee	Section 5307 - Hemet	Section 5307 - LA/LB/ Anaheim	3 Section 5310	Section 5311 Facilities	4 LCTOP	Farebox	Other Revenue
Operating Assistance - General		48,679,665	40,877,095	4,320,000		-	-	3,000,000	47,824		434,746			
CTSA		882,504			882,504	-	-	-						
Capitalized Preventive Maintenance		10,750,000	2,150,000			6,000,000	2,600,000	-						
Capital Cost of Contracting ⁵		10,317,500	2,063,500			5,200,000	2,500,000	554,000						
ADA Complementary Paratransit Service ⁵		2,000,000	400,000			1,600,000	-	-						
Travel Training ³		410,542	410,542											
CommuterLink Route 200		2,990,801	1,217,246		1,306,668								466,886	
CommuterLink Route 202		427,449	173,852		217,760								35,837	
CommuterLink Route 204 ^{2,6}		972,091	395,137		150,525							289,900	136,529	
CommuterLink Route 205		515,701	209,929		237,049								68,722	
CommuterLink Route 206 ^{2,6}		734,465	299,367		83,334								166,037	
CommuterLink Route 208 ^{2,6}		1,041,495	424,197		229,107								123,632	
CommuterLink Route 210		95,344	38,956		41,337								15,051	
CommuterLink Route 217 ^{2,6}		923,234	375,203		202,413								147,023	
PVL Feeder Services (Rtes 26,52)		787,059	727,020										60,040	
PVL Feeder (Route 54) ⁷		167,838	167,375										463	
Route 54F: FOL Shuttle ⁸		81,956											-	81,956
Route 28 Frequency Expansion ⁹		644,550											-	
Mobile Ticketing ¹⁰		126,000											149,350	
OPEB Expense		895,000	895,000											
Farebox (Cash, Coin, Tickets, Passes)		11,448,590											11,448,590	
Interest Income		700,000												700,000
Advertising Revenue		15,000												15,000
CNG Sales		100,000												100,000
LCFS Credits		700,000												700,000
RINs Credits		650,000												650,000
Wentworth Lease		-												-
Subtotal: Operating		\$97,056,784	\$50,824,419	\$4,320,000	\$3,350,699	\$12,800,000	\$5,100,000	\$3,554,000	\$47,824	\$0	\$434,746	\$1,559,980	\$12,818,160	\$2,246,956
COFR Bus Replacement (33)	FY21-1	7,467,975		6,467,975										
DAR Replacements (29)	FY21-2	3,241,452		2,266,452										
Non-Revenue Vehicles - (12) Support Vehicles	FY21-3	417,984		417,984										
Associated Transit Improvements	FY21-4	200,000		200,000										
Capitalized Tire Lease	FY21-5	460,669		460,669										
Support / Maintenance Equipment	FY21-6	50,000		50,000										
Miscellaneous IT Equipment	FY21-7	100,000		100,000										
Subtotal: Capital		\$11,938,080	\$0	\$9,963,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital		\$108,994,864	\$50,824,419	\$14,283,080	\$3,350,699	\$12,800,000	\$5,100,000	\$3,554,000	\$47,824	\$0	\$434,746	\$1,559,980	\$12,818,160	\$2,246,956

¹ Use of STA/ SB1 funds for Operating commenced in FY20. Expectation is that the use of STA/ SB1 funds for Operating will grow over the next 10 years.

² CommuterLink Measure A Operating Assistance - Uses 100% of the Intercity Bus Measure A and \$350K of the \$1.6M FY19 funding swap. The remainder of the \$1.6M is assumed to be designated for RTA purposes only.

³ FY21 Travel Training funding is TBD.

⁴ All LCTOP funding used for operating is farebox allowable revenue.

⁵ Includes DAR Plus Costs.

⁶ Additional service for CommuterLink Routes 204, 206, 208, and 217 will use \$1,841,289 of the FY19 LCTOP total \$2,149,319. It will be utilized over 3 years, estimated as follows: FY20 (451K), FY21 (939K), and FY22 (451K).

⁷ Route 54 is funded by LTF and is a candidate for elimination.

⁸ Route 54F (FOL) is assumed to be funded 100% by MetroLink with a 100% farebox allowable funding source.

⁹ Route 28 will continue to use the FY18 LCTOP apportionment programmed for this service (\$1.28M programmed; estimated utilization for FY21 is 495K).

¹⁰ Mobile Ticketing - FY19 LCTOP funding of \$308,303 is programmed for Mobile Ticketing. FY21 estimated utilization of \$126K.

Table 5.1A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY21-1

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Contract Operations*****PROJECT DESCRIPTION***Purchase of (33) replacement Type VII revenue vehicles for use on contract operated fixed route service.***PROJECT JUSTIFICATION***Replace vehicles used for contract operated fixed route service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
Sec 5307	\$ 6,467,975
STA	\$ 1,000,000
Total	\$ 7,467,975

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH
UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT
NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S
CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
	<i>RIV190616</i>	<i>FY19-1 STA</i>	<i>(33) COFR Vehicles</i>	<i>7,239,953</i>
			Total	7,239,953

Table 5.1A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY21-2

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Demand Response Operations*****PROJECT DESCRIPTION***Purchase of (29) replacement DAR Type II revenue vehicles for use on demand response service. These vehicles will require a child seat.***PROJECT JUSTIFICATION***Replace vehicles used for demand response service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
Sec 5339	\$ 975,000
STA/SB1	\$ 2,266,452
<i>Total</i>	<i>\$ 3,241,452</i>

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH
UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT
NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S
CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2017-031	RIV170104	FY17-2 STA	(33) DAR vehicles	1,442,240
CA-2018-027	RIV180705	FY18-2 STA	(5) DAR vehicles	466,813
	RIV190617	FY19-2 STA	(29) DAR vehicles	3,029,005
			<i>Total</i>	<i>4,938,058</i>

Table 5.1A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY21-3

FTIP No:

PROJECT NAME***Non-Revenue Vehicles*****PROJECT DESCRIPTION***Purchase of (12) replacement support vehicles.***PROJECT JUSTIFICATION***Replacement of (10) support cars and (2) trucks that have met their useful life requirement.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
STA	\$ 417,984
<i>Total</i>	<i>\$ 417,984</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2018-027	RIV180706	FY18-3 STA	(6) support vehicles	175,278
	RIV190618	FY19-3 STA	(9) support vehicles	266,726
			<i>Total</i>	<i>442,004</i>

Table 5.1A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY21-4

FTIP No:

PROJECT NAME***Associated Transit Improvements*****PROJECT DESCRIPTION**

The requested funds will support on-going associated transit improvements at bus stations/stops in the RTA service area. The project activities include installation of passenger shelters and related equipment, amenity improvements, infrastructure improvements for bus stops, and site upgrades in compliance with ADA requirements.

PROJECT JUSTIFICATION

Enhancement of transit facilities promotes safety and security and encourages residents to use transit due to improved convenience while waiting for bus.

PROJECT SCHEDULE

Start Date	Completion Date
<i>Jul-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
STA	\$ 200,000
Total	\$ 200,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED
BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED
(INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
		<i>FY14-5 STA</i>	<i>Assoc Transit Impr</i>	<i>124,065</i>
<i>CA-2016-023</i>	<i>RIV140830</i>	<i>FY16-5 STA</i>	<i>Assoc Transit Impr</i>	<i>257,487</i>
<i>CA-2016-048</i>	<i>RIV140835</i>	<i>FY16-11 STA</i>	<i>Assoc Transit Impr</i>	<i>412,912</i>
<i>CA-2017-031</i>	<i>RIV170105</i>	<i>FY17-3 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
<i>CA-2018-027</i>	<i>RIV180707</i>	<i>FY18-4 STA</i>	<i>Assoc Transit Impr</i>	<i>50,000</i>
	<i>RIV190620</i>	<i>FY19-5 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
		Total		1,244,464

Table 5.1A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY21-5

FTIP No:

PROJECT NAME***Capitalized Tire Lease*****PROJECT DESCRIPTION***Capital cost of leasing bus tires.***PROJECT JUSTIFICATION***As part of the Agency's maintenance program, tires are inspected and replaced based on tread wear and air pressure.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jul-20</i>	<i>Jun-21</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
STA	\$ 460,669
<i>Total</i>	\$ 460,669

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2018-027	RIV180708	FY18-5 STA	Capitalized Tire Lease	244,854
	RIV190619	FY19-4 STA	Capitalized Tire Lease	350,535
			<i>Total</i>	595,389

Table 5.1A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY21-6

FTIP No:

PROJECT NAME***Maintenance/Support Equipment*****PROJECT DESCRIPTION***Purchase of support equipment items including, but not limited to, office equipment, shop air compressors, scissors lift, portable cranes, hand jacks, drill breaker and pressure washers.***PROJECT JUSTIFICATION***Miscellaneous maintenance and support equipment and improvements to support ongoing operations.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
STA	\$ 50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2016-023	RIV150609	FY16-7 STA	Support Equipment	23,763
CA-2017-031	RIV170108	FY17-6 STA	Support Equipment	72,888
CA-2018-027	RIV180709	FY18-6 STA	Support Equipment	4,361
			Total	101,012

Table 5.1A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY21-7

FTIP No:

PROJECT NAME***Information Systems*****PROJECT DESCRIPTION***Project includes but is not limited to the purchase of computers, printers, servers, audio-visual equipment, copiers, software, and mobile data terminals.***PROJECT JUSTIFICATION***Computers and software to improve Agency efficiency and technology.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jan-21</i>	<i>Dec-24</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2021</i>
<i>STA</i>	<i>\$ 100,000</i>
<i>Total</i>	<i>\$ 100,000</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
<i>CA-2016-023</i>	<i>RIV150611</i>	<i>F16-9 STA</i>	<i>Information System</i>	<i>10,583</i>
<i>CA-2017-031</i>	<i>RIV170110</i>	<i>FY17-8 STA</i>	<i>Information System</i>	<i>90,000</i>
<i>CA-2018-027</i>	<i>RIV180711</i>	<i>FY18-8 STA</i>	<i>Information System</i>	<i>1,100,000</i>
	<i>RIV190622</i>	<i>FY19-7 STA</i>	<i>Information System</i>	<i>83,613</i>
			<i>Total</i>	<i>1,284,196</i>

Riverside Transit Agency
FY 2021/22
Summary of Funds Requested
Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY 2021/22

Project Description	Capital Project Number	Total Amount of Funds	LTF	1 STA/ SB1	2 Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Murrieta/Temecula/ Menifee	Section 5307 - Hemet	Section 5307 - LA/LB/ Anaheim	3 Section 5310	Section 5339 Bus & Bus Facilities	4 LCTOP	Farebox	Other Revenue
Operating Assistance - General		51,874,339	41,550,187	6,480,000		-	-	3,400,000	48,928		395,224			
CTSA		908,979			908,979	-	-	-						
Capitalized Preventive Maintenance		11,250,000	2,250,000			6,300,000	2,700,000	-						
Capital Cost of Contracting ⁵		9,625,000	1,925,000			5,000,000	2,500,000	200,000						
ADA Complementary Paratransit Service ⁵		2,250,000	450,000			1,800,000	-	-						
Travel Training ³		426,964	426,964											
CommuterLink Route 200		3,110,433	1,438,346		1,154,384								517,703	
CommuterLink Route 202		444,547	205,570		199,579								39,398	
CommuterLink Route 204 ^{2,6}		1,010,975	467,502		242,274				150,471				150,728	
CommuterLink Route 205		536,329	248,013		212,148								76,168	
CommuterLink Route 206 ^{2,6}		763,844	353,222		128,584								184,942	
CommuterLink Route 208 ^{2,6}		1,083,155	500,879		308,005								137,176	
CommuterLink Route 210		99,158	45,853		36,447								16,858	
CommuterLink Route 217 ^{2,6}		960,163	444,005		250,321								162,429	
PVL Feeder Services (Rtes 26,52)		756,100	691,545										64,555	
PVL Feeder (Route 54) ⁷		174,551	174,057										494	
Route 54F: FOL Shuttle ⁸		86,054												86,054
Route 28 Frequency Expansion ⁹		213,480											156,818	
Mobile Ticketing ¹⁰		93,858	895,000											
OPEB Expense		895,000											93,858	
Farebox (Cash, Coin, Tickets, Passes)		12,211,128											12,211,128	
Interest Income		700,000												
Advertising Revenue		15,000												
CNG Sales		100,000												
LCFS Credits		700,000												
RINs Credits		650,000												
Wentworth Lease		-												
Subtotal: Operating		\$100,939,055	\$52,066,142	\$6,480,000	\$3,440,721	\$13,100,000	\$5,200,000	\$3,600,000	\$48,928	\$0	\$395,224	\$638,590	\$13,718,396	\$2,251,054
H-D CNG Bus Replacement (35)	FY22-1	28,661,910		27,661,910										
COFR Bus Replacement (41)	FY22-2	9,559,188		8,659,188										
DAR Replacements (34)	FY22-3	3,914,382		3,914,382										
Associated Transit Improvements	FY22-4	200,000		200,000										
Capitalized Tire Lease	FY22-5	512,725		512,725										
Support / Maintenance Equipment	FY22-6	50,000		50,000										
Miscellaneous IT Equipment	FY22-7	100,000		100,000										
Subtotal: Capital		\$42,998,205	\$0	\$41,098,205	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital		\$143,937,260	\$52,066,142	\$47,578,205	\$3,440,721	\$13,100,000	\$5,200,000	\$3,600,000	\$48,928	\$0	\$395,224	\$638,590	\$13,718,396	\$2,251,054

¹ Use of STA/ SB1 funds for Operating commenced in FY20. Expectation is that the use of STA/ SB1 funds for Operating will grow over the next 10 years.

² CommuterLink Measure A Operating Assistance - Uses 100% of the Intercity Bus Measure A and \$350K of the \$1.6M FY19 funding swap. The remainder of the \$1.6M is assumed to be designated for RTA purposes only.

³ FY22 Travel Training funding is TBD.

⁴ All LCTOP funding used for operating is farebox allowable revenue.

⁵ Includes DAR Plus Costs.

⁶ Additional service for CommuterLink Routes 204, 206, 208, and 217 will use \$1,841,289 of the FY19 LCTOP total \$2,149,319. It will be utilized over 3 years, estimated as follows: FY20 (451K), FY21 (939K), and FY22 (451K)

⁷ Route 54 is funded by LTF and is a candidate for elimination.

⁸ Route 54F (FOL) is assumed to be funded 100% by MetroLink with a 100% farebox allowable funding source.

⁹ Route 28 will continue to use the FY18 LCTOP apportionment programmed for this service (\$1.28M programmed; estimated utilization for FY22 is 57K).

¹⁰ Mobile Ticketing - FY19 LCTOP funding of \$308,303 is programmed for Mobile Ticketing. FY22 estimated utilization of \$94K.

Table 5.2A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY22-1

FTIP No:

PROJECT NAME***Heavy-duty CNG Bus Fleet Replacement*****PROJECT DESCRIPTION***Purchase of (35) 40 ft CNG Buses***PROJECT JUSTIFICATION***35 DO 40 ft CNG buses will reach end of their useful life and will need to be replaced by 2022. The procurement process for this vehicle is estimated to be 2 years.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-22</i>	<i>Jun-24</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
Sec 5339	\$ 1,000,000
STA	\$ 27,661,910
<i>Total</i>	<i>\$28,661,910</i>

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>

Table 5.2A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY22-2

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Contract Operations*****PROJECT DESCRIPTION***Purchase of (41) replacement Type VII revenue vehicles for use on contract operated fixed route service.***PROJECT JUSTIFICATION***Replace vehicles used for contract operated fixed route service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-22</i>	<i>Jun-23</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
Sec 5339	\$ 900,000
STA	\$ 8,659,188
<i>Total</i>	<i>\$ 9,559,188</i>

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH
UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT
NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S
CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
	<i>RIV190616</i>	<i>FY19-1 STA</i>	<i>(33) COFR Vehicles</i>	<i>7,239,953</i>
			<i>Total</i>	<i>7,239,953</i>

Table 5.2A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY22-3

FTIP No:

PROJECT NAME***Replacement Revenue Vehicles for
Demand Response Operations*****PROJECT DESCRIPTION***Purchase of (34) replacement DAR Type II revenue vehicles for use on demand response service. These vehicles will require a child seat.***PROJECT JUSTIFICATION***Replace vehicles used for demand response service that have reached the end of their service life per FTA guidelines.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-22</i>	<i>Jun-23</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
<i>STA/SB1</i>	<i>\$ 3,914,382</i>
<i>Total</i>	<i>\$ 3,914,382</i>

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH
UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT
NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S
CAPITAL GRANT #)**

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
<i>CA-2017-031</i>	<i>RIV170104</i>	<i>FY17-2 STA</i>	<i>(33) DAR vehicles</i>	<i>1,442,240</i>
<i>CA-2018-027</i>	<i>RIV180705</i>	<i>FY18-2 STA</i>	<i>(5) DAR vehicles</i>	<i>466,813</i>
	<i>RIV190617</i>	<i>FY19-2 STA</i>	<i>(29) DAR vehicles</i>	<i>3,029,005</i>
			<i>Total</i>	<i>4,938,058</i>

Table 5.2A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY22-4

FTIP No:

PROJECT NAME***Associated Transit Improvements*****PROJECT DESCRIPTION**

The requested funds will support on-going associated transit improvements at bus stations/stops in the RTA service area. The project activities include installation of passenger shelters and related equipment, amenity improvements, infrastructure improvements for bus stops, and site upgrades in compliance with ADA requirements.

PROJECT JUSTIFICATION

Enhancement of transit facilities promotes safety and security and encourages residents to use transit due to improved convenience while waiting for bus.

PROJECT SCHEDULE

Start Date	Completion Date
<i>Jul-22</i>	<i>Jun-23</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
STA	\$ 200,000
Total	\$ 200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
		<i>FY14-5 STA</i>	<i>Assoc Transit Impr</i>	<i>124,065</i>
<i>CA-2016-023</i>	<i>RIV140830</i>	<i>FY16-5 STA</i>	<i>Assoc Transit Impr</i>	<i>257,487</i>
<i>CA-2016-148</i>	<i>RIV140835</i>	<i>FY16-11 STA</i>	<i>Assoc Transit Impr</i>	<i>412,912</i>
<i>CA-2017-031</i>	<i>RIV170105</i>	<i>FY17-3 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
<i>CA-2018-027</i>	<i>RIV180707</i>	<i>FY18-4 STA</i>	<i>Assoc Transit Impr</i>	<i>50,000</i>
	<i>RIV190620</i>	<i>FY19-5 STA</i>	<i>Assoc Transit Impr</i>	<i>200,000</i>
			Total	1,244,464

Table 5.2A – Capital Project Justification**PROJECT NUMBER**SRTP Project No: FY22-5

FTIP No:

PROJECT NAME***Capitalized Tire Lease*****PROJECT DESCRIPTION***Capital cost of leasing bus tires.***PROJECT JUSTIFICATION***As part of the Agency's maintenance program, tires are inspected and replaced based on tread wear and air pressure.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jul-21</i>	<i>Jun-22</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
STA	\$ 512,725
Total	\$ 512,725

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2018-027	RIV180708	FY18-5 STA	Capitalized Tire Lease	244,854
	RIV190619	FY19-4 STA	Capitalized Tire Lease	350,535
			<i>Total</i>	595,389

Table 5.2A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY22-6

FTIP No:

PROJECT NAME***Maintenance/Support Equipment*****PROJECT DESCRIPTION***Purchase of support equipment items including, but not limited to, office equipment, shop air compressors, scissors lift, portable cranes, hand jacks, drill breaker and pressure washers.***PROJECT JUSTIFICATION***Miscellaneous maintenance and support equipment and improvements to support ongoing operations.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Apr-22</i>	<i>Jun-23</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
STA	\$ 50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2016-023	RIV150609	FY16-7 STA	Support Equipment	23,763
CA-2017-031	RIV170108	FY17-6 STA	Support Equipment	72,888
CA-2018-027	RIV180709	FY18-6 STA	Support Equipment	4,361
			Total	101,012

Table 5.2A – Capital Project Justification**PROJECT NUMBER**S RTP Project No: FY22-7

FTIP No:

PROJECT NAME*Information Systems***PROJECT DESCRIPTION***Project includes but is not limited to the purchase of computers, printers, servers, audio-visual equipment, copiers, software, and mobile data terminals.***PROJECT JUSTIFICATION***Computers and software to improve Agency efficiency and technology.***PROJECT SCHEDULE**

Start Date	Completion Date
<i>Jan-22</i>	<i>Dec-25</i>

PROJECT FUNDING SOURCES (REQUESTED)

<i>Funding Source</i>	<i>FY 2022</i>
STA	\$ 100,000
Total	\$ 100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED (INCLUDE FTA GRANT #, FTIP ID #, AND RCTC'S CAPITAL GRANT #)

<i>FTA Grant #</i>	<i>FTIP ID #</i>	<i>RCTC Grant #</i>	<i>Project Description</i>	<i>Unexpended Balance (as of 3/22/19)</i>
CA-2016-023	RIV150611	F16-9 STA	Information System	10,583
CA-2017-031	RIV170110	FY17-8 STA	Information System	90,000
CA-2018-027	RIV180711	FY18-8 STA	Information System	1,100,000
	RIV190622	FY19-7 STA	Information System	83,613
			Total	1,284,196

Audit Recommendations (covering FY 2012/13 – 2014/15)	Actions Taken and Results
<p>Inadequate oversight of subrecipient / third-party contractor / lessees.</p>	<p>The grantee must submit approved procedures to the FTA regional office to monitor other entities with responsibility for meeting FTA requirements. The grantee must provide evidence of staff training.</p> <p>Closed: 5/17/2016</p>
<p>Lacking a language assistance plan.</p>	<p>The grantee must provide the FTA RCRO with evidence of RTA and contractor staff training as outlined in the LAP as well as evidence that LAP training will be conducted in accordance with RTA's Title VI program in the future.</p> <p>Closed: 5/17/2016</p>
<p>No contract administration system.</p>	<p>The grantee must provide the FTA regional office with documentation of an adequate contract administration system. The grantee must submit to the FTA regional office revised contract administration procedures, evidence of board approval and documentation of staff training.</p> <p>Closed: 4/20/2016</p>

Table 7 -- Service Provider Performance Targets Report

FY 2018/19 Short Range Transit Plan Review
Riverside Transit Agency

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	8,873,832			
Passenger Miles	64,015,300			
Total Actual Vehicle Revenue Hours	890,739.0			
Total Actual Vehicle Revenue Miles	13,625,761.0			
Total Actual Vehicle Miles	16,779,794.0			
Total Operating Expenses	\$87,666,909			
Total Passenger Fare Revenue	\$19,790,760			
Net Operating Expenses	\$67,876,149			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	22.57%	>= 16.72%	24.62%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$98.42	<= \$90.62	\$96.09	Fails to Meet Target
2. Subsidy Per Passenger	\$7.65	>= \$5.98 and <= \$8.10	\$7.33	Meets Target
3. Subsidy Per Passenger Mile	\$1.06	>= \$0.84 and <= \$1.14	\$1.04	Meets Target
4. Subsidy Per Hour	\$76.20	>= \$59.27 and <= \$80.19	\$72.43	Meets Target
5. Subsidy Per Mile	\$4.98	>= \$3.88 and <= \$5.24	\$4.76	Meets Target
6. Passengers Per Revenue Hour	10.00	>= 8.42 and <= 11.39	9.90	Meets Target
7. Passengers Per Revenue Mile	0.65	>= 0.55 and <= 0.75	0.65	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:
--

Service Provider Comments:

Performance Indicators	FY 2017/18 End of Year Actual	FY 2018/19 3rd Quarter Year-to-Date	FY 2019/20 Plan	FY 2019/20 Target	Plan Performance Scorecard (a)
Passengers	8,583,410	6,495,887	8,715,302	None	
Passenger Miles	61,095,376	45,793,890	74,865,016	None	
Revenue Hours	871,285.7	657,729.3	916,704.0	None	
Total Hours	1,001,218.7	752,763.3	1,044,725.0	None	
Revenue Miles	13,314,621.9	9,997,857.0	13,902,698.0	None	
Total Miles	16,636,856.2	12,395,409.8	17,233,789.0	None	
Operating Costs	\$76,320,585	\$63,198,746	\$92,435,032	None	
Passenger Revenue	\$16,551,836	\$15,560,463	\$19,567,951	None	
Operating Subsidy	\$59,768,749	\$47,638,283	\$72,867,081	None	
Operating Costs Per Revenue Hour	\$87.60	\$96.09	\$100.83	<= \$99.45	Fails to Meet Target
Operating Cost Per Revenue Mile	\$5.73	\$6.32	\$6.65	None	Meets Target
Operating Costs Per Passenger	\$8.89	\$9.73	\$10.61	None	
Farebox Recovery Ratio	21.69%	24.62%	21.16%	>= 16.8%	
Subsidy Per Passenger	\$6.96	\$7.33	\$8.36	>= \$6.23 and <= \$8.43	
Subsidy Per Passenger Mile	\$0.98	\$1.04	\$0.97	>= \$0.88 and <= \$1.20	
Subsidy Per Revenue Hour	\$68.60	\$72.43	\$79.49	>= \$61.57 and <= \$83.29	
Subsidy Per Revenue Mile	\$4.49	\$4.76	\$5.24	>= \$4.05 and <= \$5.47	
Passengers Per Revenue Hour	9.90	9.90	9.50	>= 8.42 and <= 11.39	
Passengers Per Revenue Mile	0.64	0.65	0.63	>= 0.55 and <= 0.75	

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

Service Provider Comments:

In Table 8, the true farebox recovery ratio is .21169 or 21.17%. Per TransTrack IT staff, TransTrack is limited to four decimals and therefore displays 21.16%.

TABLE 9A – HIGHLIGHTS OF FY 19/20 SRTP

Operating & Financial Data	FY 15/16 Audited	FY 16/17 Audited	FY 17/18 Audited	FY 18/19 Budget	FY 19/20 Planned
Systemwide Ridership	9,238,265	8,741,975	8,583,410	8,873,832	8,715,302
Operating Costs Per Revenue Hour	\$80.73	\$88.99	\$87.60	\$98.42	\$100.83

Recent Trends:

The trend in 2016-2018 has been downward for ridership as gas prices and car ownership costs have remained relatively low and the economy continues to create more jobs leading to more people opting to purchase cars and lesser use of transit. In FY2019, RTA began to see an upward trend in ridership largely due to new service as well as increased gas prices.

FY19 saw the following service improvements:

- Routes 22 and 27, two of RTA's longest local bus routes (35 and 52 miles long, respectively) were each split into two separate routes at Perris to improve reliability:
 - a. Route 22 (Perris-Riverside Downtown)
 - b. New Route 9 (Lake Elsinore-Perris)
 - c. Route 27 (Perris-Riverside Galleria Mall)
 - d. New Route 28 (Hemet-Perris)
- Route 61 was extended from Sun City to Perris to replace Route 27 at Sun City
- Route 212 was discontinued to avoid unnecessary duplication of new Route 28 service
- Route 33 now serves Tahquitz High School in Hemet three times daily weekdays
- Route 40 was expanded to serve Mount San Jacinto College (MSJC) Menifee Campus and the Heritage Lakes area
- RapidLink Gold Line span of service was changed to begin at 6:30 a.m. instead of 5:30 a.m. and 1:30 p.m. instead of 2:30 p.m. to better match peak demand times on Route 1

Proposed Service Changes for FY 2020:

- September 2019:
 - Route 1 (Corona-UC Riverside): On Saturdays between 9 a.m. and 5 p.m. and Sundays between 10 a.m. and 5 p.m. the frequency will be increased from every 30 to every 15 min.
 - Route 12 (Riverside): This route will be extended to Corona Hills (McKinley St.) retail area seven days a week, as well as improving its weekday frequency to every 55 minutes instead of the existing 70-minute service.
 - Route 13 (Riverside): Improve daytime weekday service frequency on this relatively higher productivity route from every 65 minutes to every 50 minutes.
 - Route 14 (Riverside-Loma Linda): Improve daytime weekday service frequency on this relatively higher productivity route from every 70 minutes to every 50 minutes.
 - Routes 19 (Moreno Valley-Perris) and 28 (Perris-Hemet): Add extra early morning and late evening trips to routes 19 and 28 weekdays, Saturday, and/or Sundays to better match warehouse shift times at Perris and Moreno Valley.
 - Route 22 (Riverside-Mead Valley-Perris): Improve daytime weekday service frequency on this relatively higher productivity route from every 60 minutes to every 45 minutes.
 - Routes 23 (Wildomar-Murrieta-Temecula), 24 (Temecula), and 61 (Perris-Menifee-Murrieta-Temecula): Reroute to terminate at the recently upgraded Promenade Mall bus stop instead of the County Center stop.

- Route 31 (Hemet-San Jacinto-Beaumont/Banning-Moreno Valley): Improve frequency weekdays and weekends from every 70 to every 55 minutes between Moreno Valley, Beaumont/Banning, San Jacinto and Hemet as well as address the impact of construction of truck lanes on the SR-60 freeway through the Badlands.
- Route 79 (Temecula-French Valley-Winchester-Hemet): Extend this route weekdays and weekends from Hemet Valley Mall to MSJC San Jacinto via the same alignment as Route 74, providing a coordinated schedule between these two routes to maximize frequency between Winchester, Hemet, and San Jacinto.
- January 2020:
 - New Route 4: This new route will link Eastvale, Norco and Corona via the west side of these cities on Archibald Ave. and River Rd. Weekday service will be provided every 50 minutes.
 - Routes 16 (UC Riverside-Moreno Valley) and 19 (Moreno Valley-Perris): On Saturdays between 9 a.m. and 5 p.m. and Sundays between 10 a.m. and 5 p.m. the frequency on these routes will be increased from every 30 to every 15 minutes to boost capacity on these second and third busiest of RTA routes.
 - CommuterLink Expansion: Additional weekday trips will be added through the midday period on the following CommuterLink Routes recognizing the demand for regional and intercounty trips and variable working hours of many riders, and to provide connectivity with all weekday Metrolink trains:
 - 204 (Montclair, Ontario, Jurupa Valley, Riverside)
 - 206 (Corona, Lake Elsinore, Murrieta, Temecula, Temescal Valley)
 - 208 (Murrieta, Perris, Riverside, Temecula)
 - 217 (Escondido, Temecula)

Operating Budget (\$92,435,032):

- Increase of 5% over FY19 budget. Variance analysis by cost element is provided below:
 - Salaries – 10% increase due to headcount growth from service increases and administrative need, as well as negotiated and performance-based increases.
 - Benefits – 1% decrease due to reductions in pension and OPEB costs greater than growth in medical.
 - Purchased Transportation – 5% increase due to contracted rates and fuel.
 - Services – 2% decrease due less than anticipated use from the prior year.
 - Materials & Supplies – 19% increase due to fuel and parts expense.

Capital Budget (\$42,084,030):

- RTA's 3-Year Capital Improvement Plan (CIP) is updated to reflect the current economic outlook and service needs with a focus on items which are mandatory to support our current service offering while positioning the Agency future operations. Increase of 17% over FY19 budget. FY20 CIP projects are funded with Federal Sections 5307 and 5339, State Transit Assistance (STA), and SB 1 SGR funds. A summary by project element for FY20 is shown below:
 - Revenue Vehicles - \$39.1 million for (35) heavy-duty CNG, (41) Contracted Fixed Route, and (29) DAR vehicles
 - Non-Revenue Vehicles - \$0.5 million for (17) cars and (1) truck
 - Tire Lease - \$0.4 million
 - Central Operations & Maintenance Facility funds re-programming to UCR Mobility Hub - \$0.0 million
 - Facility Maintenance - \$1.9 million for operations and facilities maintenance projects
 - Associated Transit Improvements - \$0.2 million for bus stop enhancements.

Table 9B - Fare Revenue Calculation (consistent with Commission Farebox Recovery Policy)			
Revenue Sources included in Farebox Calculation	Actual Amount from FY 2017/18 Audit	FY 18/19 Budget	FY 19/20 (Plan)
1. Passenger Fares	10,712,941	10,802,010	12,345,994
2. Interest	-	-	-
3. General Fund Supplement	-	-	-
4. Measure A	3,395,333	4,033,457	3,263,300
5. Advertising Revenue	14,910	15,000	15,000
6. Gain on Sale of Capital Assets	3,833	-	-
7. CNG Revenue	1,500,808	1,500,000	1,450,000
8. Lease/ Other Revenue	63,972	65,840	56,275
9. Federal Excise Tax Refund	-	-	-
10. Investment Income	472,563	300,000	700,000
11. CalPers CERBT	-	-	-
12. Fare Revenues from Exempt Routes	(87,497)		
13. Other Revenues	474,974	1,474,453	1,737,383
<u>TOTAL REVENUE</u> for Farebox Calculation (1-13)	16,551,837	18,190,760	19,567,952
<u>TOTAL OPERATING EXPENSES</u> for Farebox Calculation	76,320,585	87,666,909	92,435,032
FAREBOX RECOVERY RATIO	21.69%	20.75%	21.17%

Table 10 Riverside Transit Agency FY 2020-2024 TUMF Expenditure Plan

Fiscal Year											Prior Years Expenditures	FY 18-19 Expenditures through 6/30 (estimate)	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost										
Forecast Revenues ¹											\$	2,269,155	\$	1,500,000	\$	1,500,000	\$	1,500,000	\$	1,500,000	\$	25,683,901	\$	1,568,366	\$	46,599,330				
Estimated Carryover (as of 6/30)											\$	15,914,745	\$	17,444,600	\$	15,341,503	\$	12,110,358	\$	4,960,358	\$	(0)	TIP Amended June 2017							
																						5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Delta						
Available Revenues											\$	18,183,901	\$	18,944,600	\$	16,841,503	\$	13,610,358	\$	6,460,358	\$	1,500,000	\$	25,683,901	\$	24,944,600	\$	739,301		
Funded Expenditures		Phase	Project																											
RTA-0001	Hemet Mobility Hub	ALL	\$4,275,988	\$178,161	\$	6,795	\$	500,000	\$	1,500,000	\$	1,500,000	\$	591,033	\$	-	\$	4,091,033	\$	(184,955)	\$	4,275,988								
RTA-0002	UCR Mobility Hub ²	ALL	\$5,445,000	\$137,855	\$	604,371	\$	2,853,097	\$	1,849,677	\$	-	\$	-	\$	-	\$	4,702,774	\$	(742,226)	\$	5,445,000								
RTA-0004	Associated Transit Enhancements Program	ENH	\$1,940,437	\$172,654	\$	-	\$	150,000	\$	150,000	\$	150,000	\$	150,000	\$	300,000	\$	1,767,783	\$	(172,654)	\$	1,940,437								
RTA-0005	Long Range Planning	ENH	\$600,000	\$340,396	\$	128,136	\$	100,000	\$	31,468											\$	131,468	\$	(468,532)	\$	600,000				
RTA-0007	Vine Street Mobility Hub	ALL	\$3,886,905	\$0	\$	-	\$	-	\$	500,000	\$	2,000,000	\$	1,386,905											\$	3,886,905	\$	-	\$	3,886,905
RTA-0010	Regional Operations & Maintenance Facility ³	ALL	\$30,251,000	\$0	\$	-	\$	-	\$	500,000	\$	5,000,000	\$	4,332,420	\$	1,200,000	\$	30,251,000	\$	-	\$	30,251,000								
RTA-0011	San Jacinto Mobility Hub ⁴	ALL	\$200,000	\$0	\$	-	\$	-	\$	200,000											\$	200,000	\$	-	\$	200,000				
Total Programmed Capital Improvements																		\$	45,030,964	\$	(1,568,366)	\$	46,599,330							
Annual Capital Funded Expenditure			\$46,599,330	\$829,065	\$	739,301	\$	3,603,097	\$	4,731,145	\$	8,650,000	\$	6,460,358	\$	1,500,000														
Projected Funded Balance carryover					\$	17,444,600	\$	15,341,503	\$	12,110,358	\$	4,960,358	\$	(0)	\$	(0)														

Summary Table											
Fiscal Year		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23				
Available Revenue	Available Revenue	\$ 18,183,901	\$ 18,944,600	\$ 16,841,503	\$ 13,610,358	\$ 6,460,358	\$ 1,500,000	5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Balance	
Programmed Phases	Programmed Phases	\$ 739,301	\$ 3,603,097	\$ 4,731,145	\$ 8,650,000	\$ 6,460,358	\$ 1,500,000	\$25,683,901	\$25,683,901	\$0	
Carryover Balance	Carryover Balance	\$ 17,444,600	\$ 15,341,503	\$ 12,110,358	\$ 4,960,358	\$ (0)	\$ (0)				

Notes:

1) Inflated Revenue in FY19 due to WRCOG v. Beaumont settlement payment

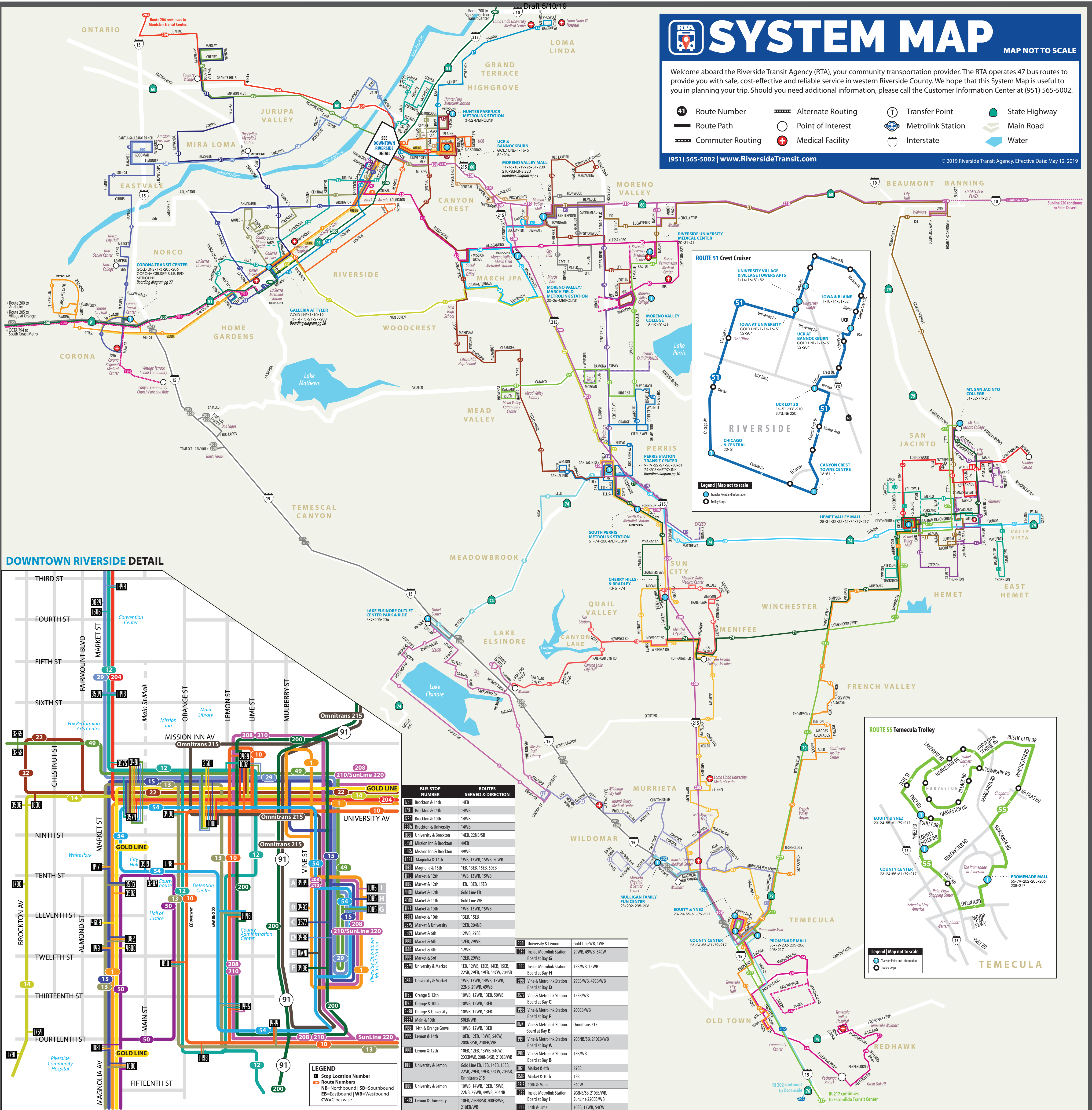
2) Project amount increased to maximum TUMF share due to increased construction costs and projected revenues.

3) Project added from approved 2016 TUMF Nexus Study and will cost more than max TUMF share.

4) Project added from approved 2016 TUMF Nexus Study, starting with Initial Project cost for PA&ED.

APPENDIX A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS



GOLD LINE

RAPIDLINK GOLD LINE - DOWNTOWN RIVERSIDE - UCR

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

UNIVERSITY & LEMON

GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49 • 54
200 • 204 • 208 • 210
OMNITRANS 215

CHICAGO & UNIVERSITY

GOLD LINE • 1 • 13
14 • 22

UCR AT BANNOCKBURN

GOLD LINE • 1 • 16 • 51
52 • 204

Legend | Map not to scale



Stop Location

NOTE: RapidLink buses serve these stops only.

RIVERSIDE

Hours of Service:

BUSES DEPART EVERY 15 MINUTES.

Monday – Friday only.

6:30-8:30 a.m. and 1:30-5:30 p.m.

GALLERIA AT TYLER

GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 28

CORONA TRANSIT CENTER

GOLD LINE • 1 • 3 • 205 • 206
CORONA CRUISER BLUE, RED
METROLINK
Boarding diagram pg 27

MAGNOLIA & LA SIERRA

GOLD LINE • 1 • 15

MAGNOLIA & MCKINLEY

GOLD LINE • 1
CORONA CRUISER BLUE

6TH & BELLE

GOLD LINE • 1
CORONA CRUISER
BLUE, RED

CORONA

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

UNIVERSITY & LEMON

GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49 • 54
200 • 204 • 208 • 210
OMNITRANS 215

MARKET & UNIVERSITY

1 • 12 • 13 • 14 • 15 • 22 • 29 • 49
54 • 204

RIVERSIDE - DOWNTOWN METROLINK STATION

1 • 15 • 29 • 49 • 54 • 200 • 208
210 • OMNITRANS 215
METROLINK • AMTRAK
SUNLINE 220
Boarding diagram pg 32

MAGNOLIA & 15TH

1 • 13 • 15 • 50

BROCKTON ARCADE

1 • 10 • 14 • 15

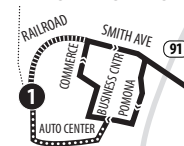
GALLERIA AT TYLER

GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 28

CORONA TRANSIT CENTER

GOLD LINE • 1 • 3 • 205 • 206
CORONA CRUISER BLUE, RED
METROLINK
Boarding diagram pg 27

WEST CORONA METROLINK STATION



SMITH & 6TH

1 • CORONA CRUISER RED

6TH & MAIN

GOLD LINE • 1 • CORONA CRUISER
BLUE, RED

IOWA & UNIVERSITY

GOLD LINE • 1 • 14 • 16 • 51
52 • 204

IOWA & BLAINE

1 • 10 • 14 • 51 • 52

UCR AT BANNOCKBURN

GOLD LINE • 1 • 16 • 51
52 • 204

CHICAGO & UNIVERSITY

GOLD LINE • 1 • 13
14 • 22

Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point
- Long-term Detour Routing

RIVERSIDE

CORONA

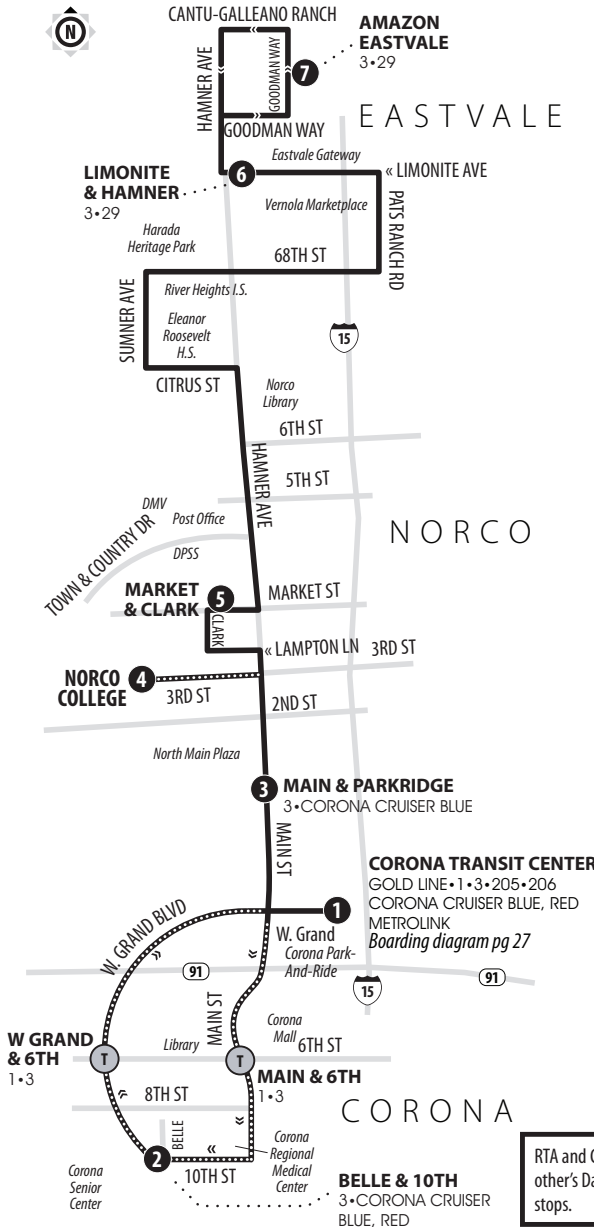
RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

Legend | Map not to scale

- 1** Time and/or Transfer Point
-** Alternate Routing
- T** Transfer Point



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

**Routing and timetables
subject to change.**
Rutas designadas y horarios
son sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



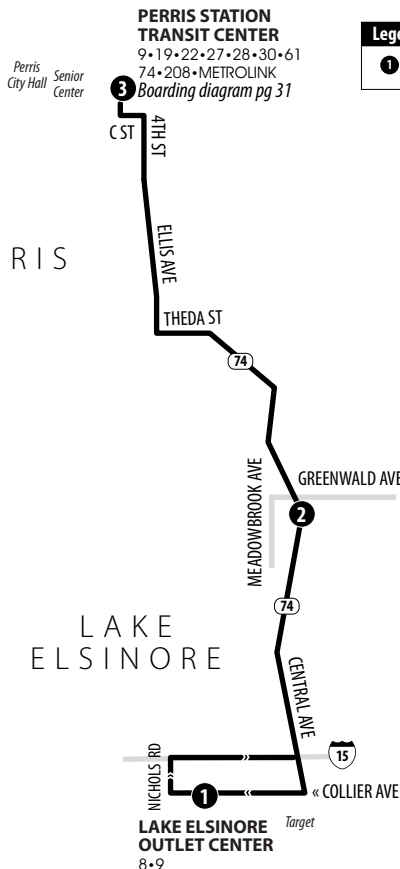
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1 Time and/or Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



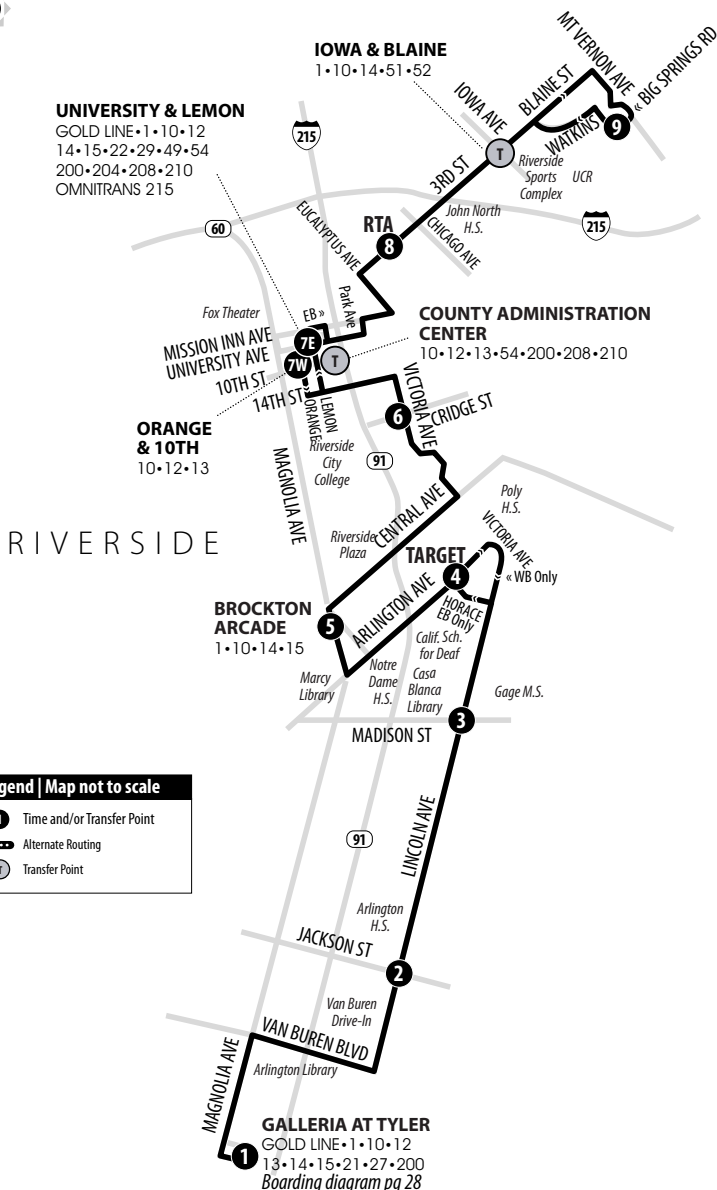
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1 Time and/or Transfer Point

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



MORENO VALLEY MALL
11•16•18•19•26•31•208
210•SUNLINE 220
Boarding diagram pg 30

1 CENTERPOINT
TOWN CR
HERITAGE
TOWNGATE BLVD

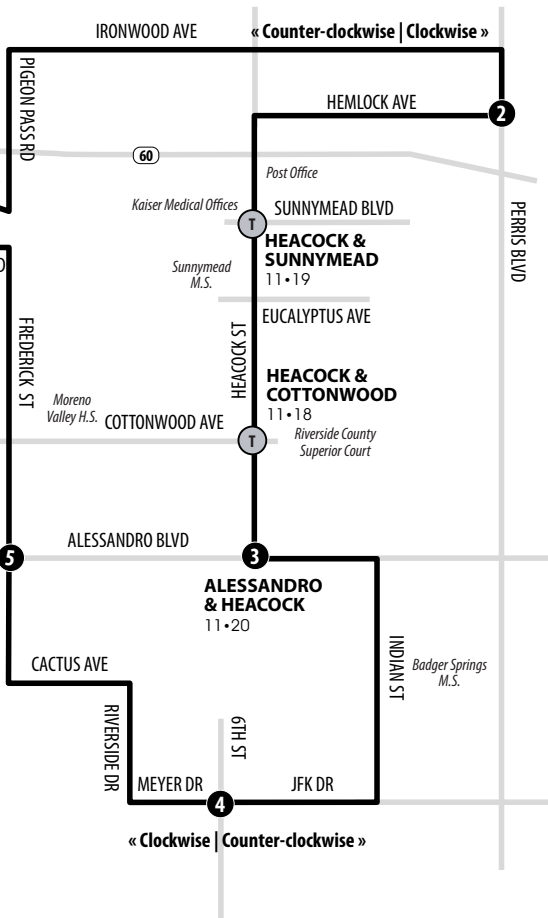
MORENO
VALLEY

**FREDERICK &
ALESSANDRO**
11•20
City Hall

*March
ARB*

Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.


Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

UNIVERSITY & LEMON

GOLD LINE • 1 • 10 • 12
14 • 15 • 22 • 29 • 49 • 54
200 • 204 • 208 • 210
OMNITRANS 215

MARKET & UNIVERSITY

1 • 12 • 13 • 14 • 15 • 22 • 29 • 49
54 • 204

ORANGE & 10TH

10 • 12 • 13

**COUNTY ADMINISTRATION
CENTER**

10 • 12 • 13 • 54 • 200 • 208 • 210

**RIVERSIDE
CITY COLLEGE**
**MAGNOLIA
& ELIZABETH**

1 • 12 • 13 • 14 • 15
20

**STREETER &
ARLINGTON**

12 • 15

**VAN BUREN &
CALIFORNIA**

12 • 21

**COUNTY
FARM RD**

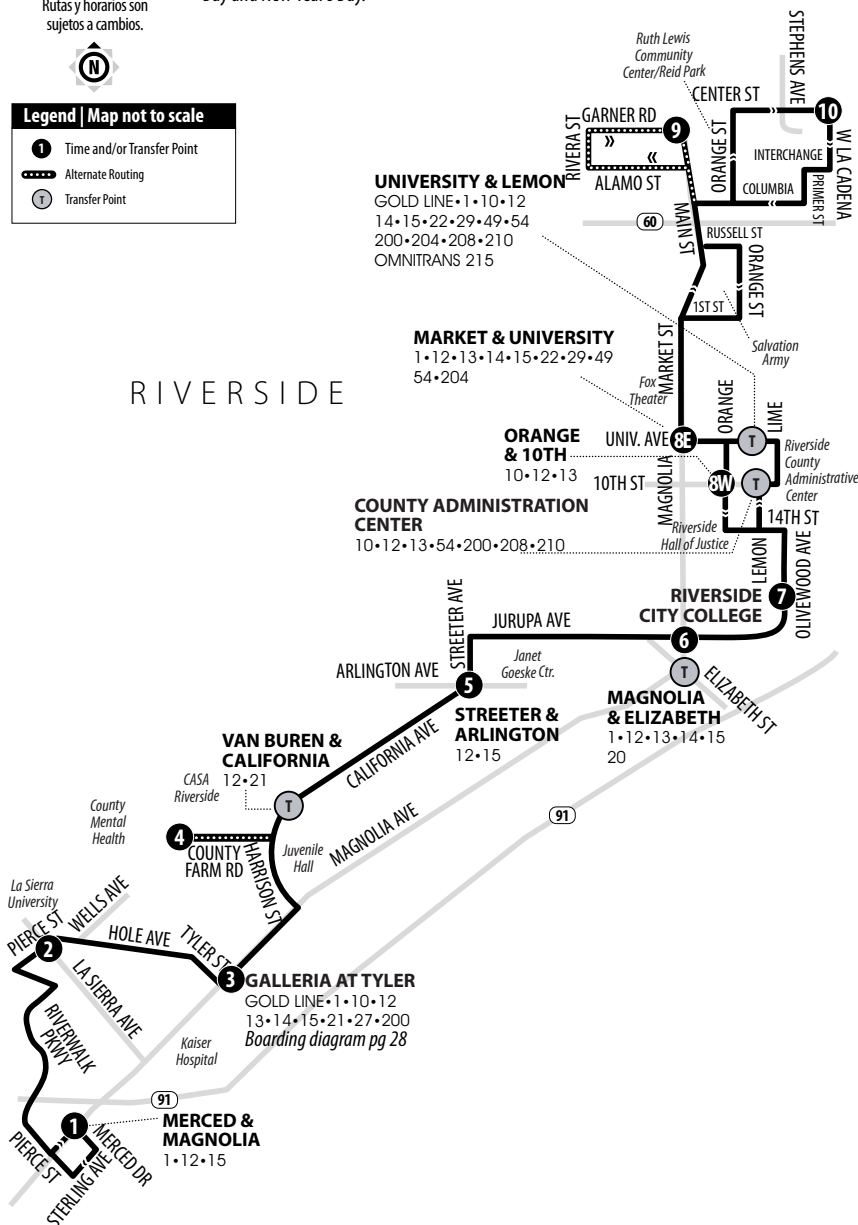
12 • 21

GALLERIA AT TYLER

GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 28

**MERCED &
MAGNOLIA**

1 • 12 • 15



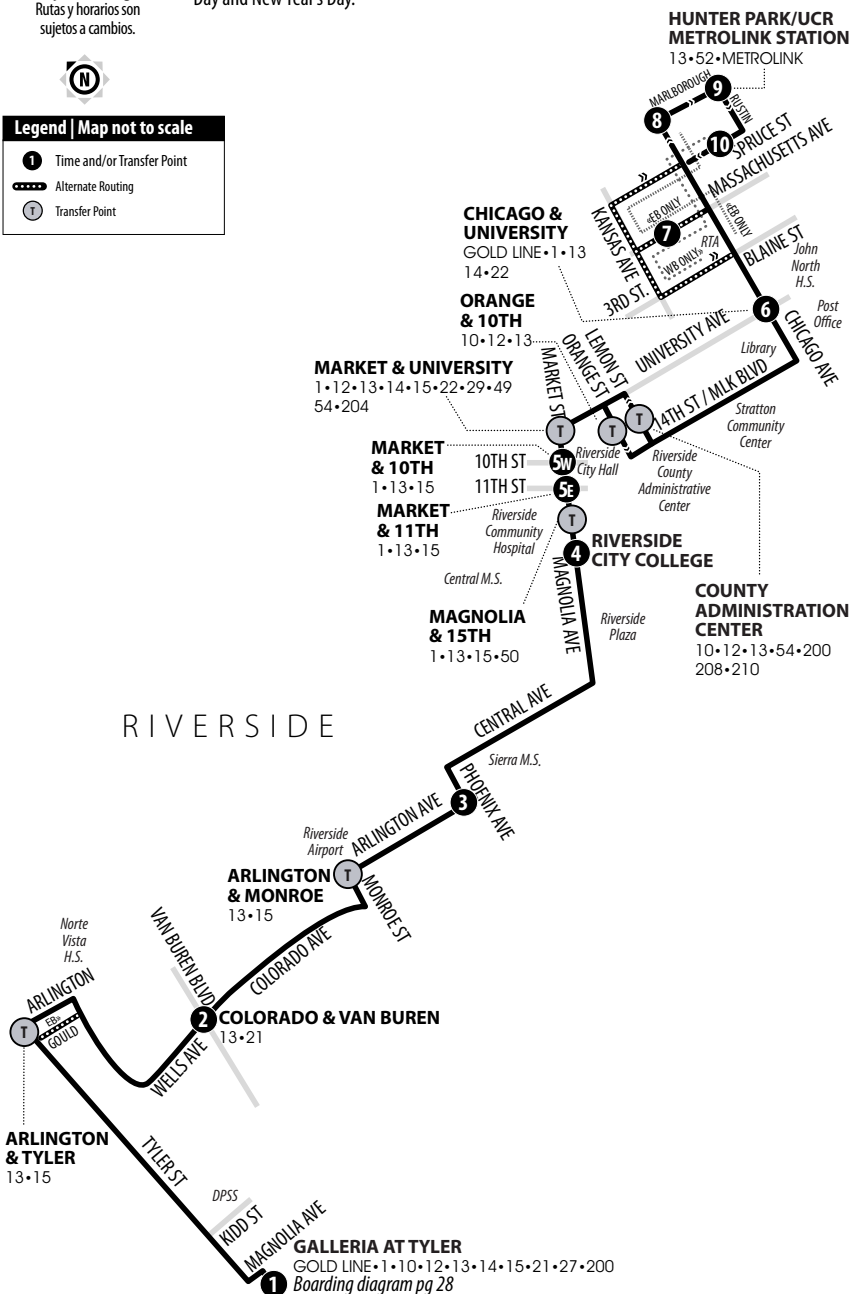
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

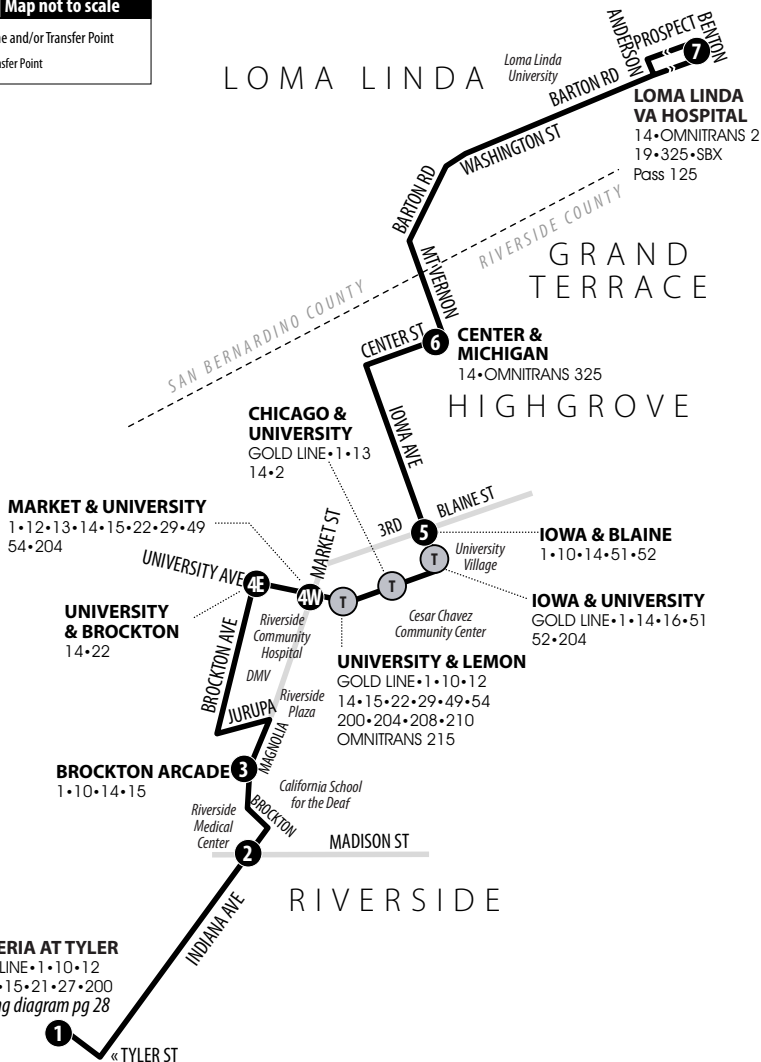


Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

RTA does not serve Mt Vernon Ave or Barton Rd except at Loma Linda hospitals.
Omnitrans Route 325 serves Michigan Ave and Barton Rd.

Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

1 Time and/or Transfer Point

..... Alternate Routing

T Transfer Point

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

RIVERSIDE - DOWNTOWN METROLINK STATION

1•15•29•49•54•200•208•210•OMNITRANS 215
METROLINK•AMTRAK•SUNLINE 220
Boarding diagram pg 32

UNIVERSITY & LEMON

GOLD LINE•1•10•12•14•15•22•29•49•54
200•204•208•210•OMNITRANS 215

MARKET & UNIVERSITY

1•12•13•14•15•22•29•49
54•204

MAGNOLIA & 15TH

1•13•15•50

RIVERSIDE CITY COLLEGE

RIVERSIDE

BROCKTON ARCADE

1•10•14•15

ARLINGTON & MONROE

13•15

ARLINGTON & STREETER

12•15

ARLINGTON & VAN BUREN

15•21

GALLERIA AT TYLER

GOLD LINE•1•10•12
13•14•15•21•27•200
Boarding diagram pg 28

LA SIERRA & HOLE/PIERCE

12•15

MAGNOLIA & LA SIERRA

GOLD LINE•1•15

LA SIERRA METROLINK STATION

15•200•OCTA 794•METROLINK
Boarding diagram pg 29



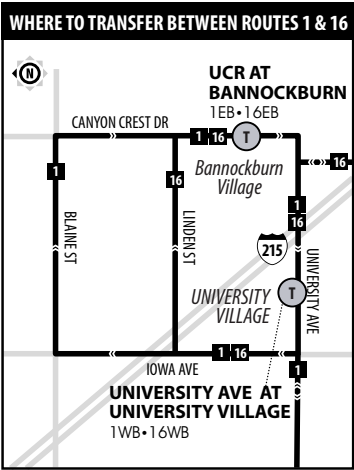
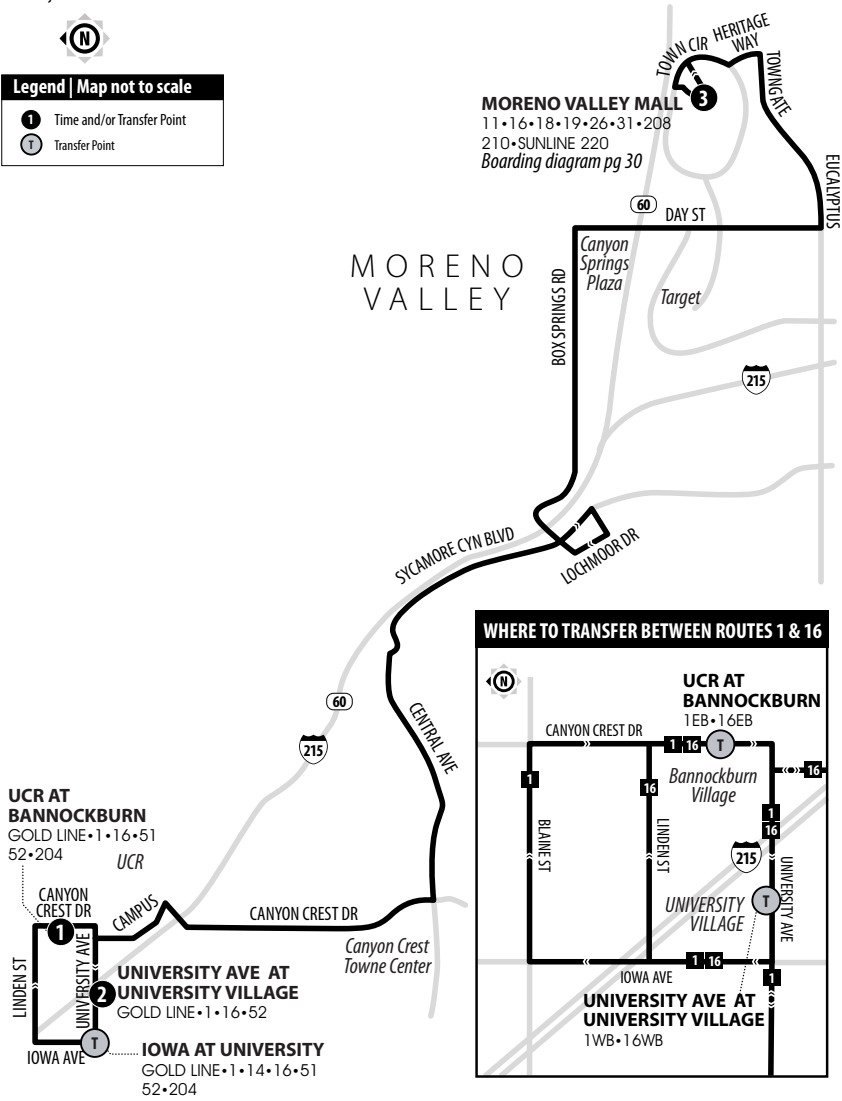
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



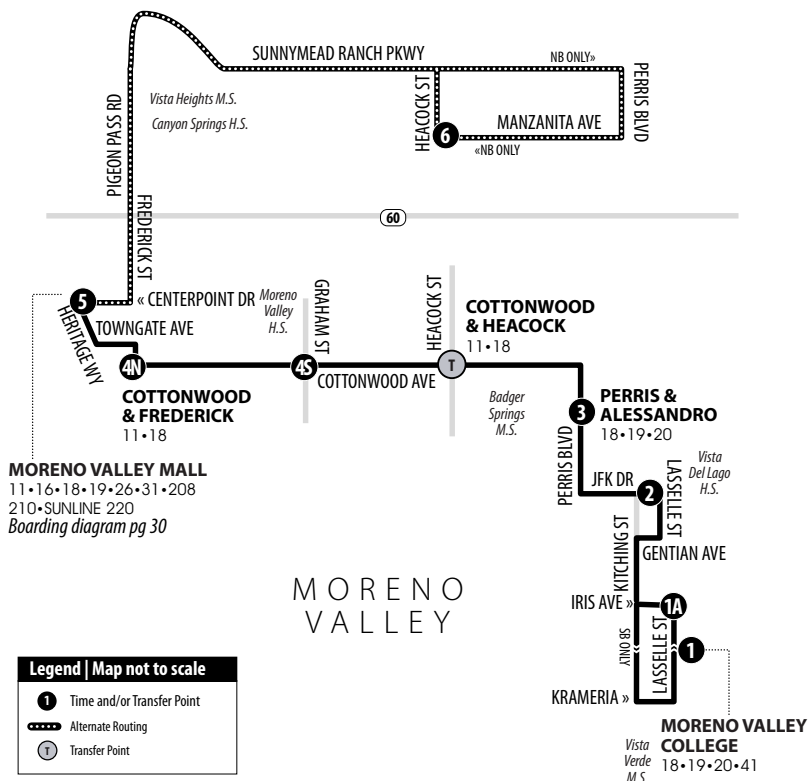
RIVERSIDE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

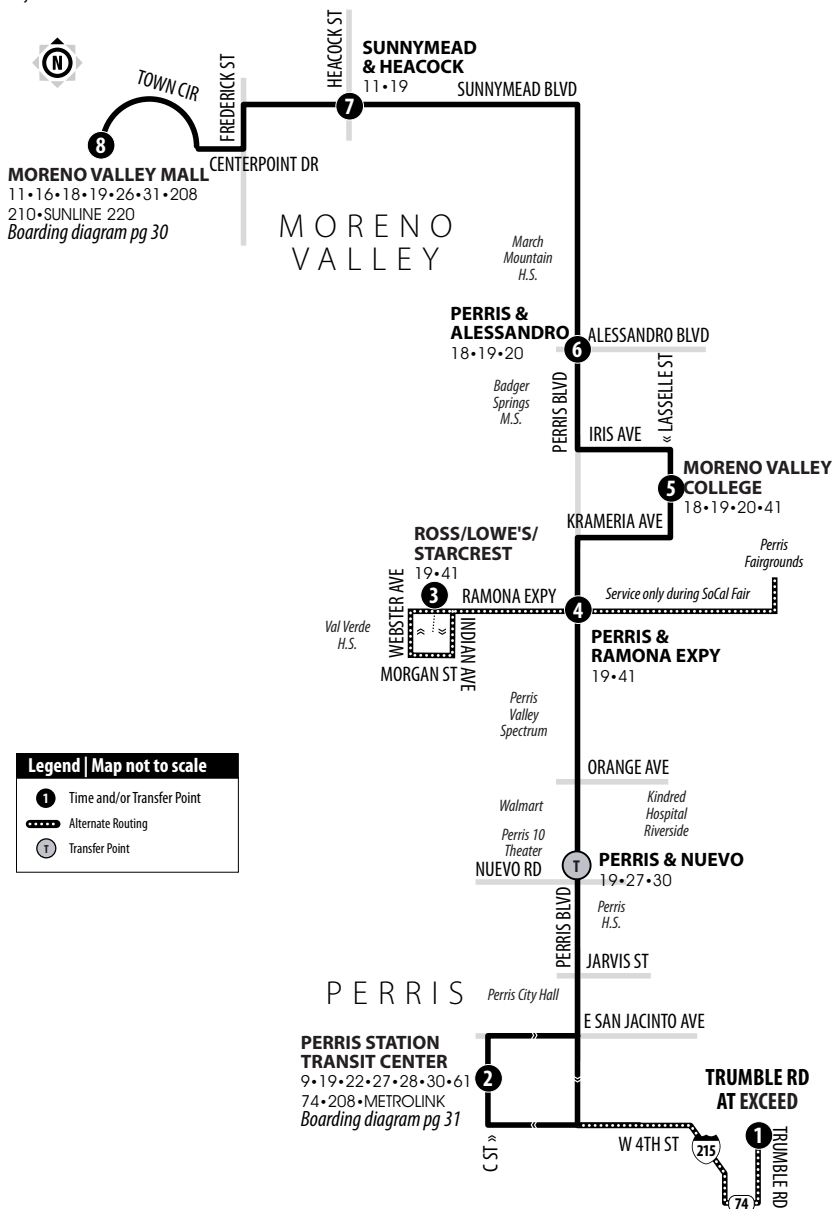


SUNNYMEAD RANCH



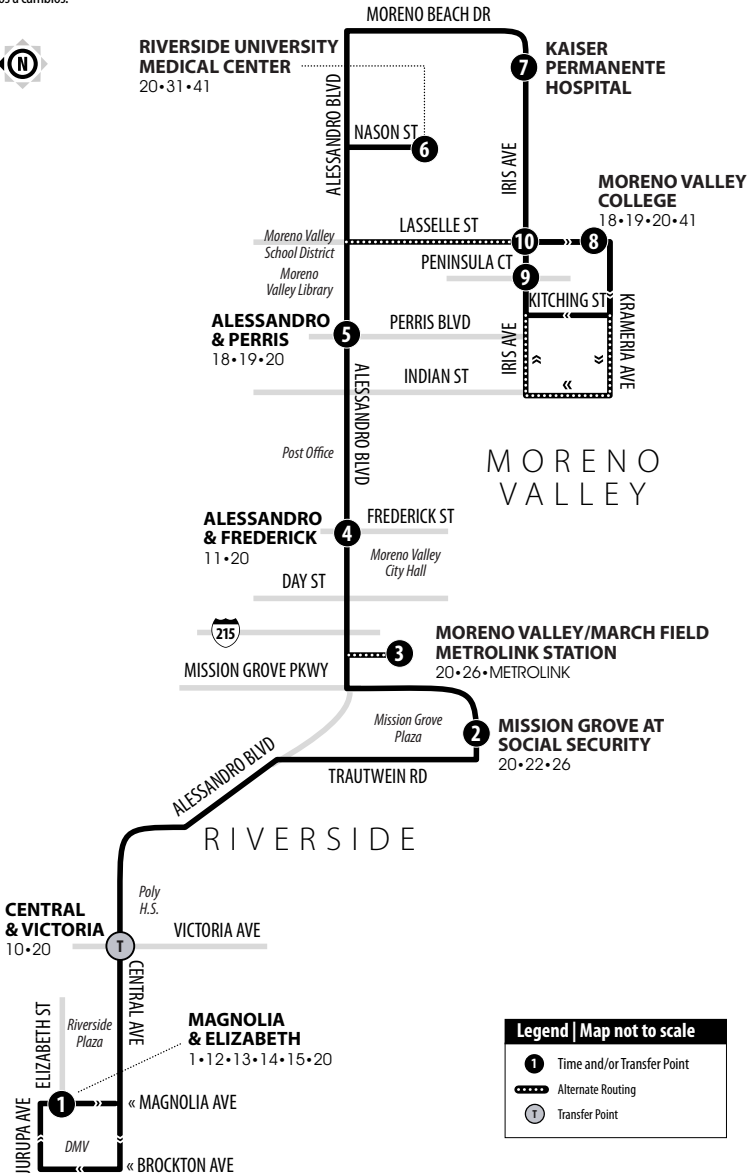
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas
Day and New Year's Day.



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

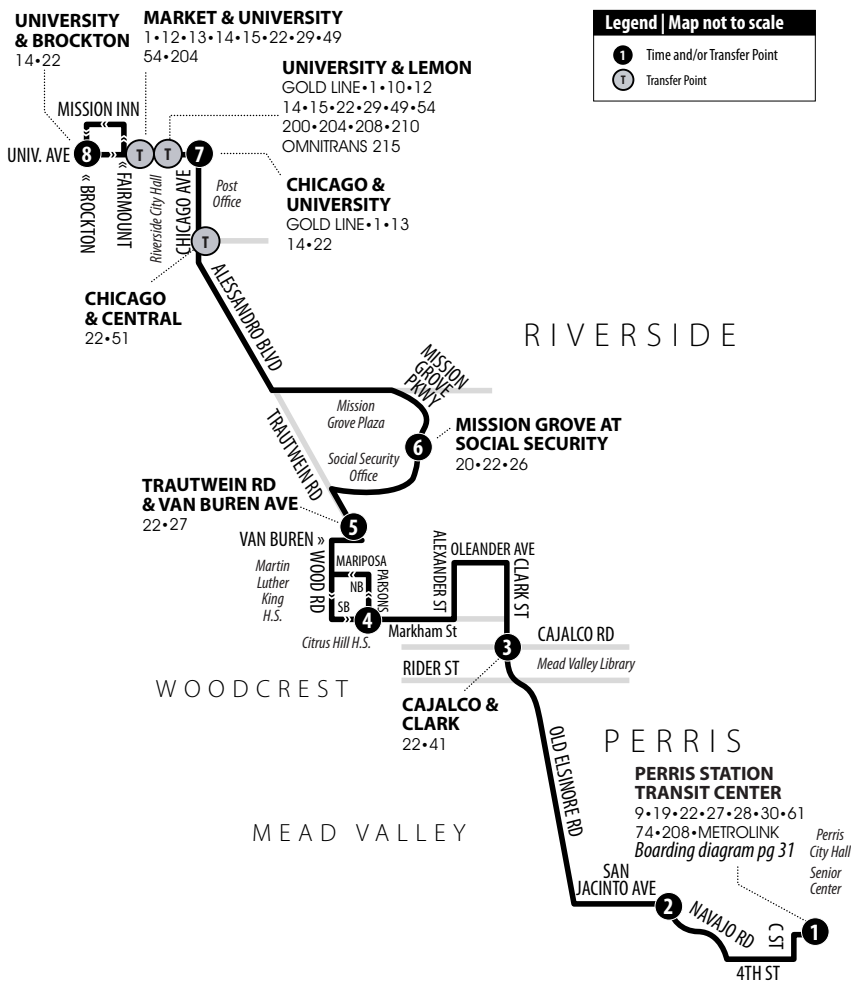


Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

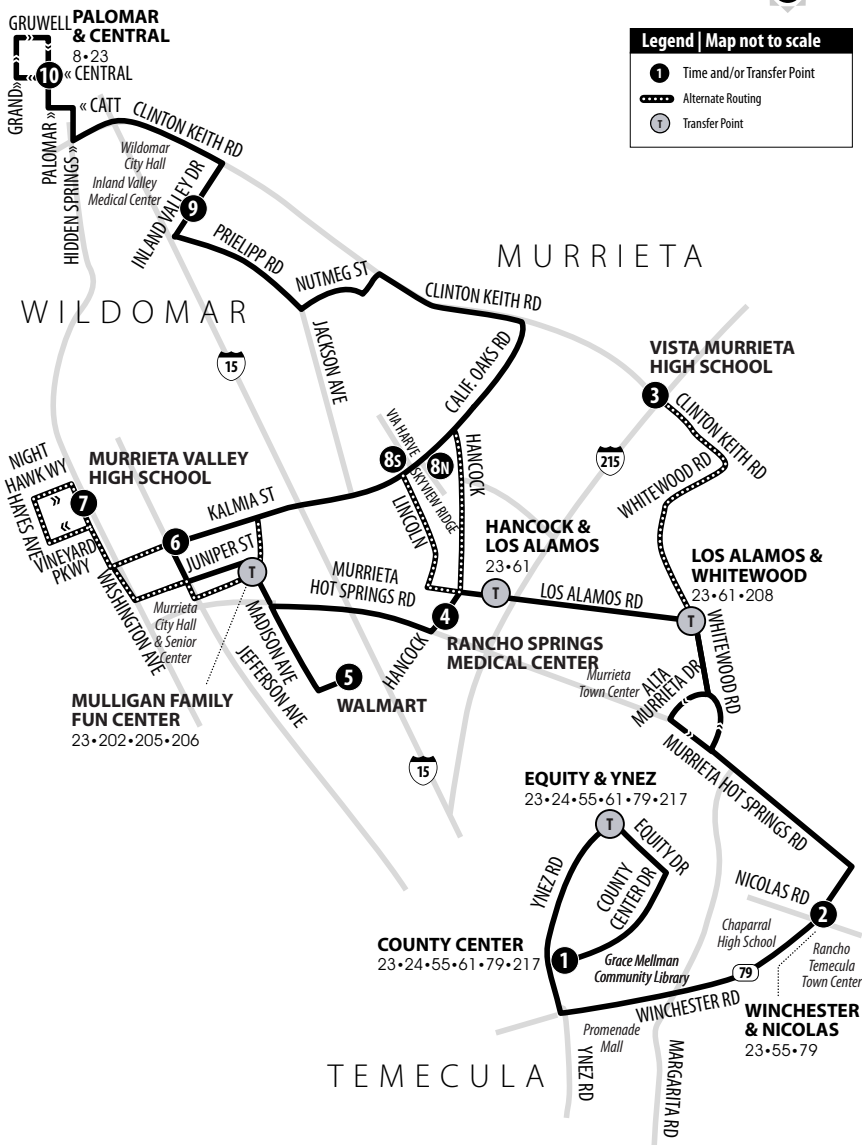
Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



**Routing and timetables
subject to change.**

Rutas designadas y horarios
son sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

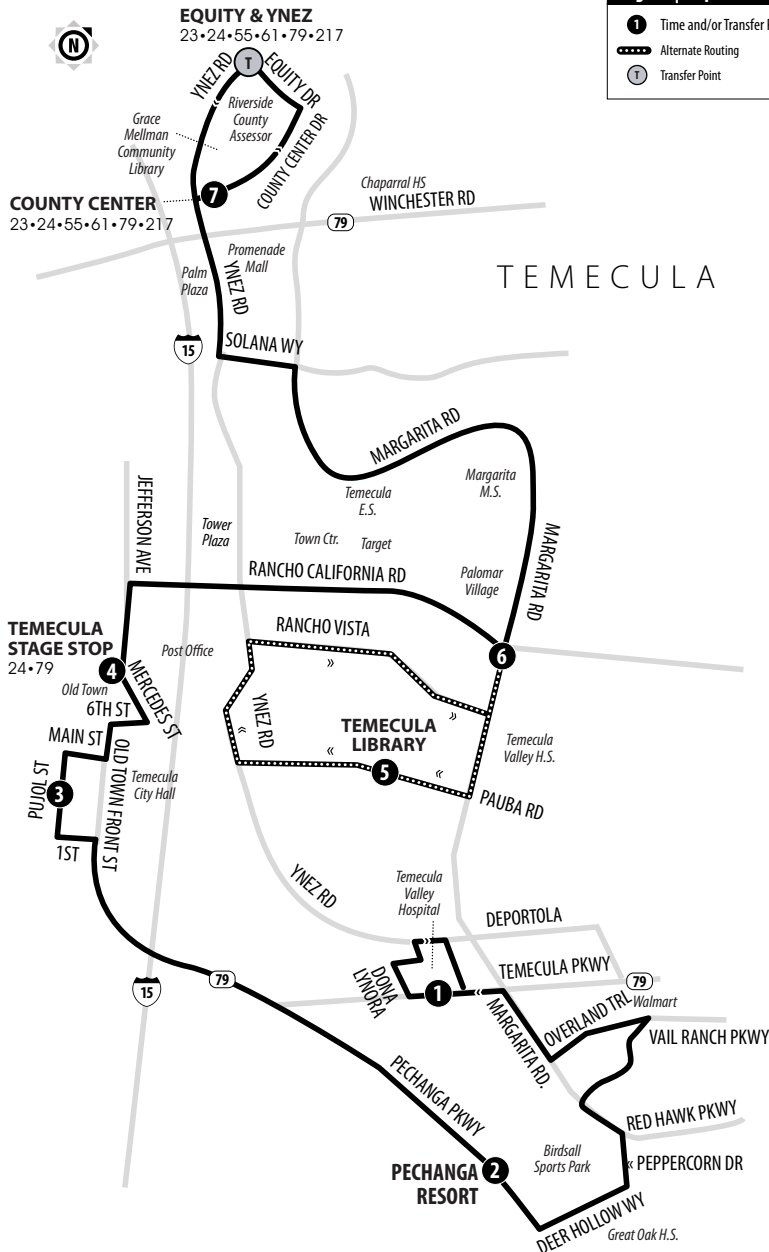


**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.

Legend | Map not to scale

- ① Time and/or Transfer Point
- Alternate Routing
- ① Transfer Point



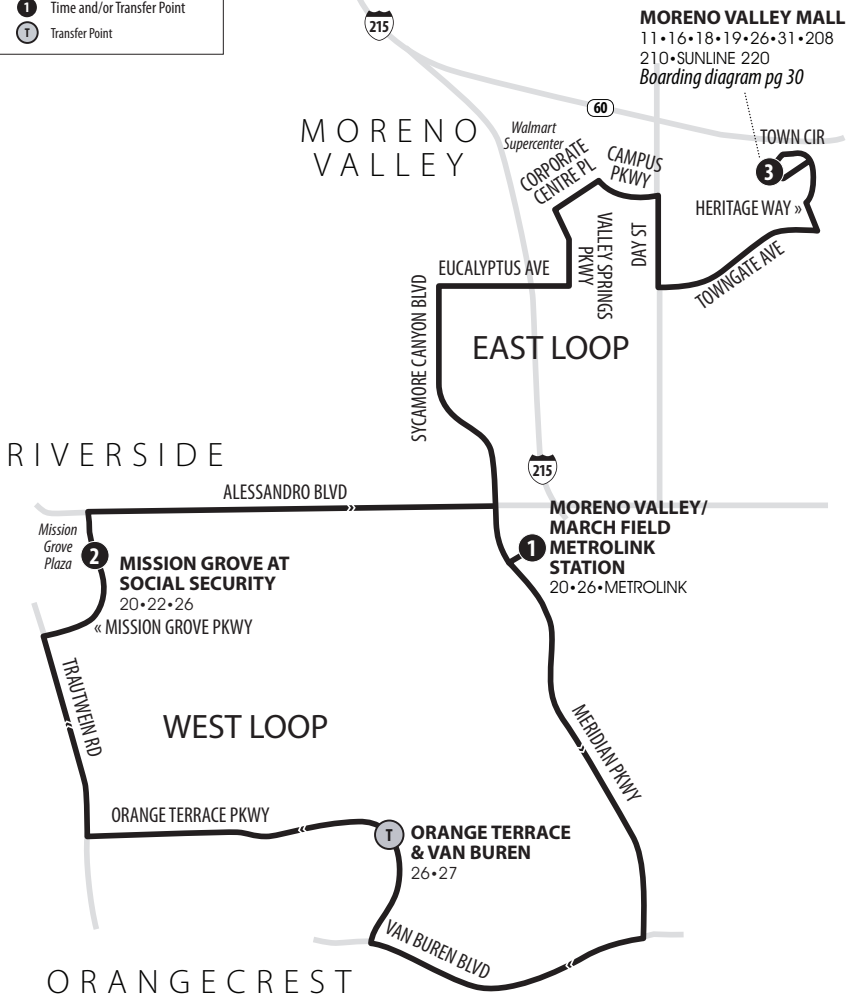
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.

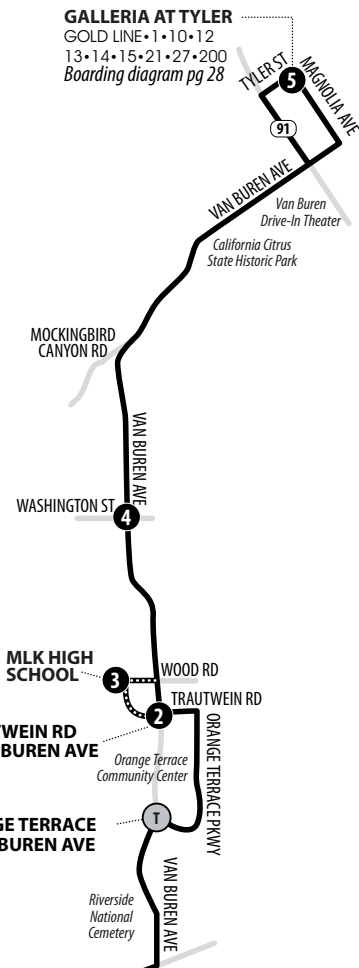
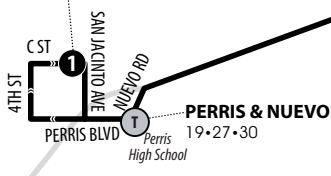


Legend | Map not to scale

- 1** Time and/or Transfer Point
- Alternate Routing
- T** Transfer Point

GALLERIA AT TYLER
GOLD LINE • 1 • 10 • 12
13 • 14 • 15 • 21 • 27 • 200
Boarding diagram pg 28

**PERRIS STATION
TRANSIT CENTER**
9 • 19 • 22 • 27 • 28 • 30 • 61
74 • 208 • METROLINK
Boarding diagram pg 31



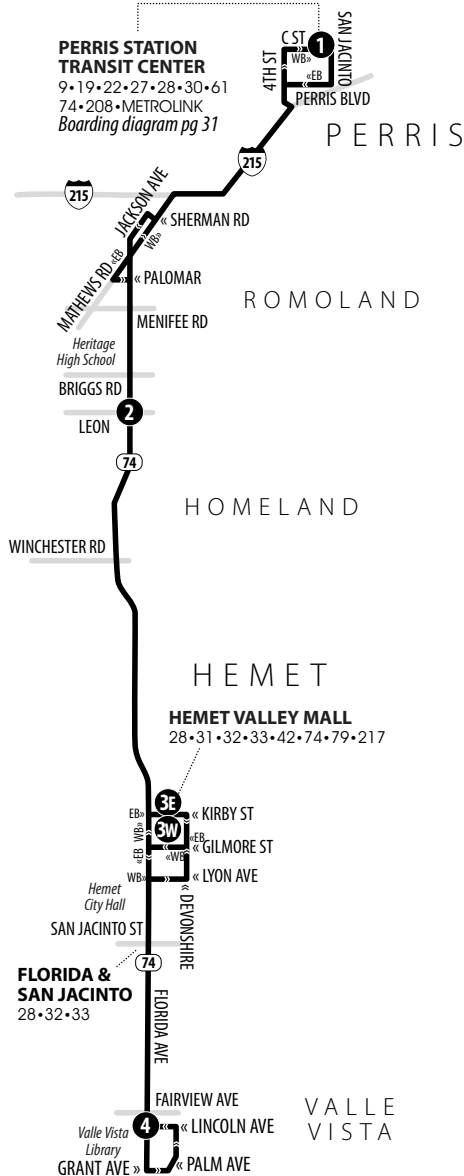
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

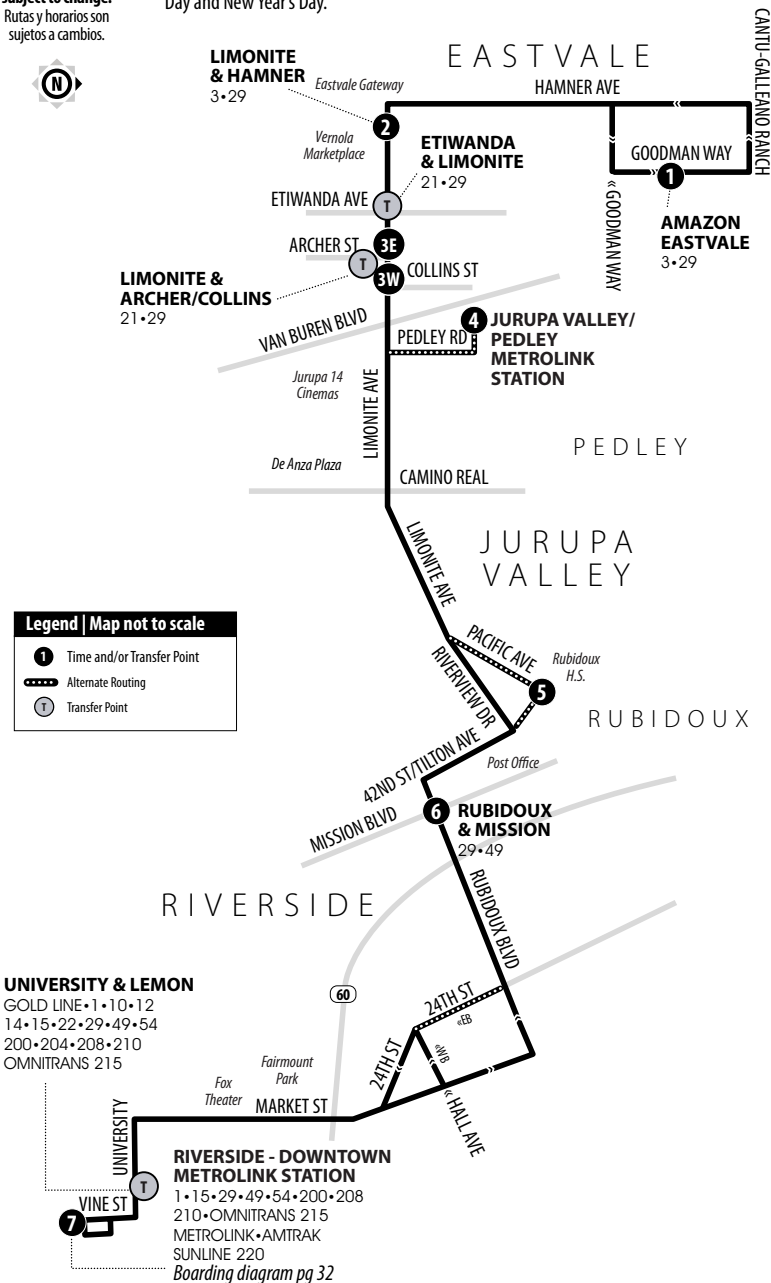
1 Time and/or Transfer Point

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

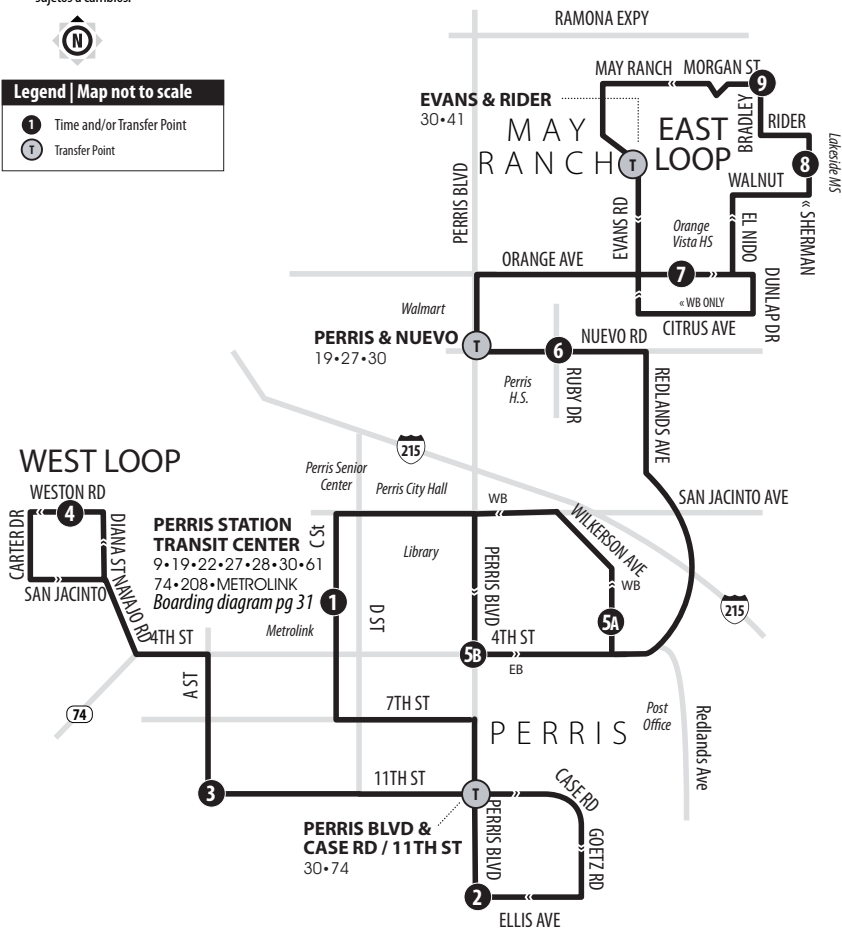


**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



Legend | Map not to scale

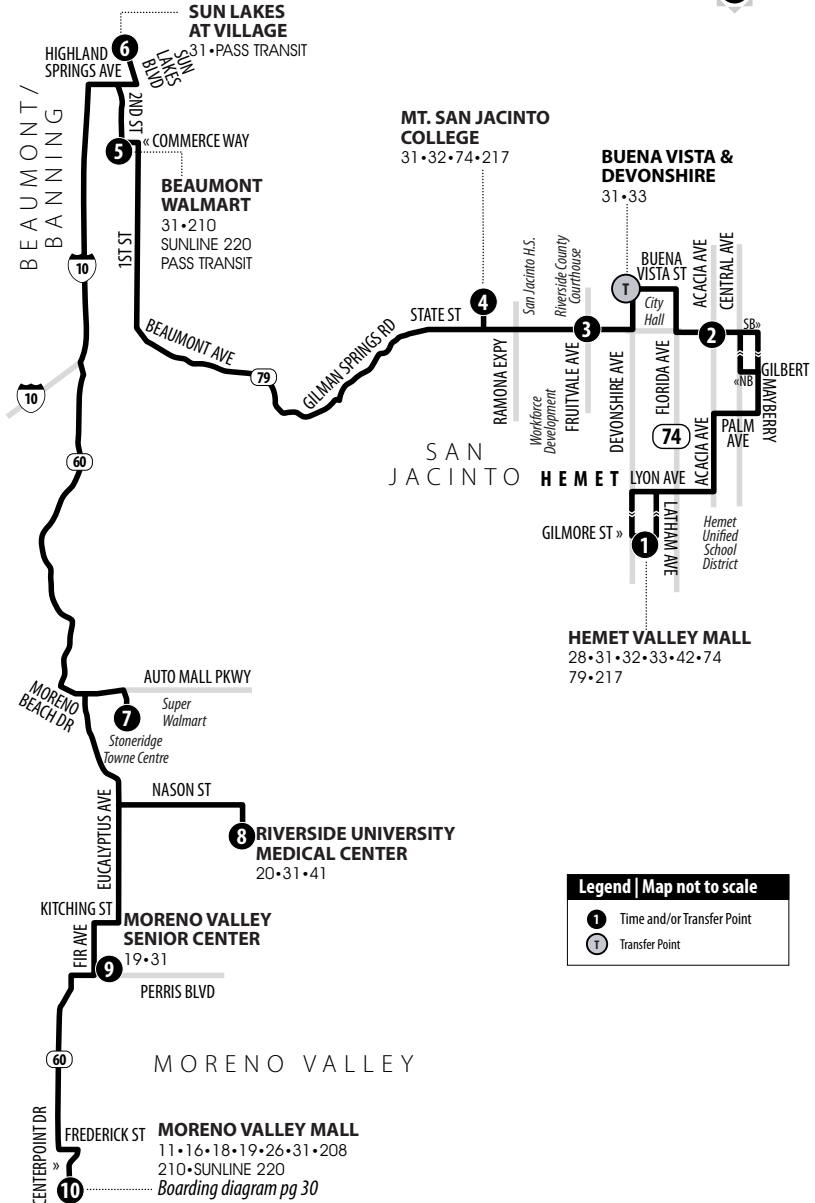
- 1** Time and/or Transfer Point
- T** Transfer Point



Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day. **No weekend service on West Loop.**

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day. **Shared Stops:** RTA and Pass Transit honor each others Day and 30-Day passes at shared stops.



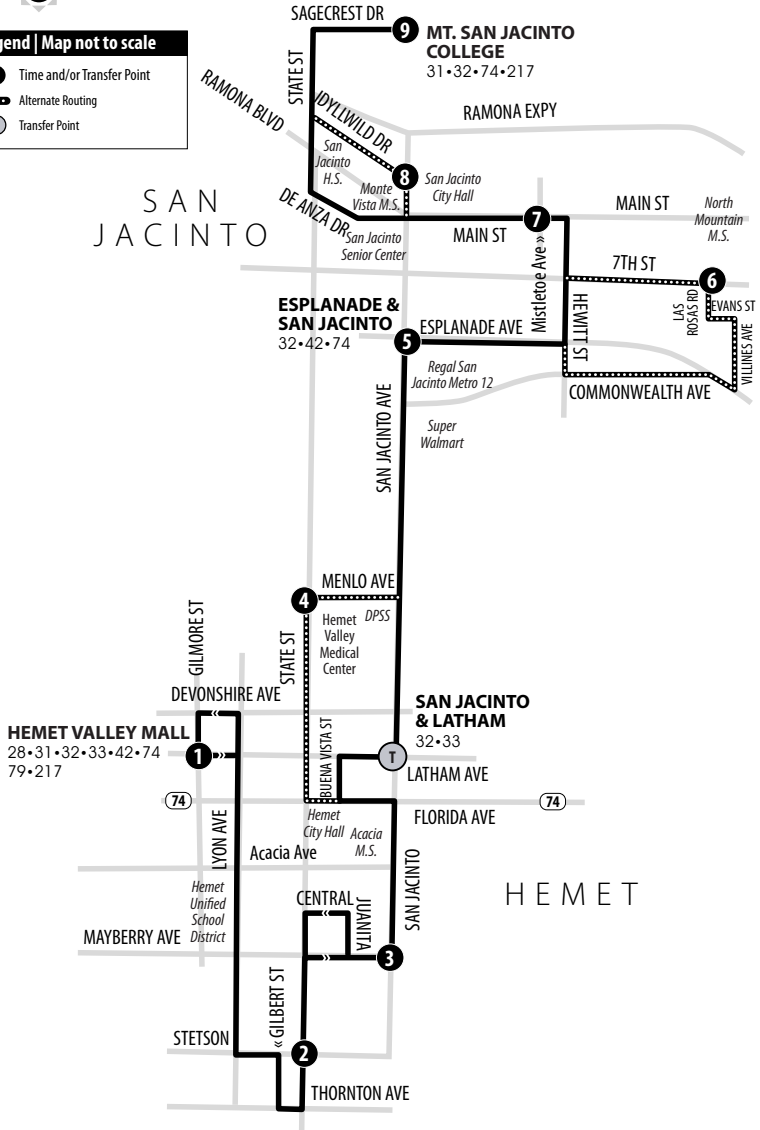
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



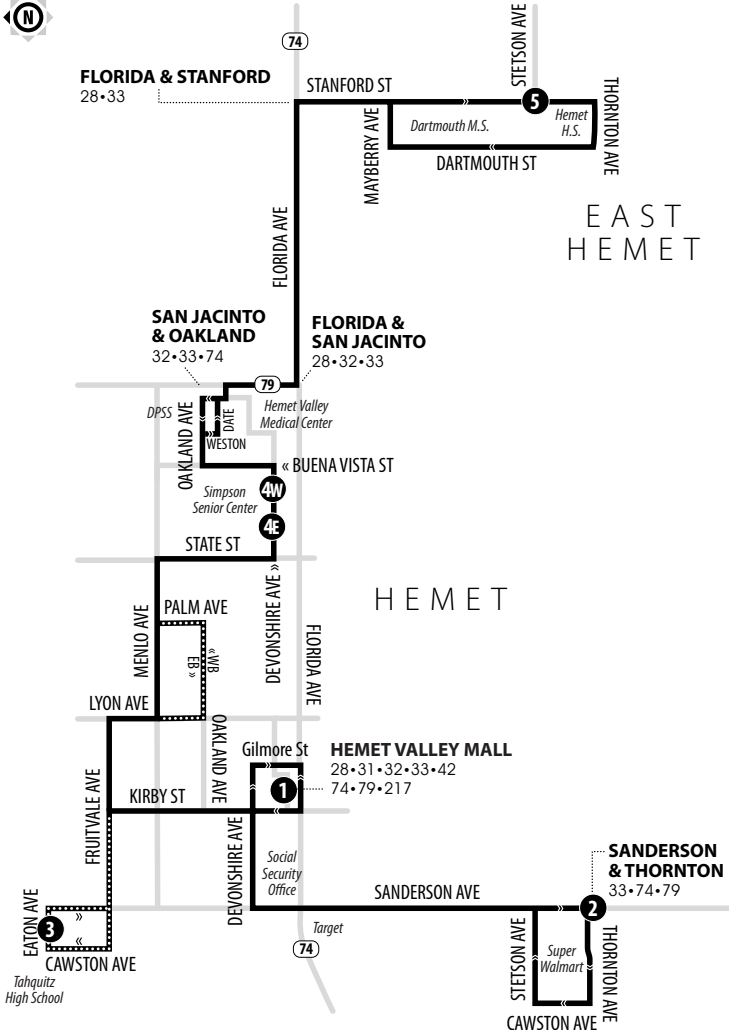
Legend | Map not to scale

- 1** Time and/or Transfer Point
-** Alternate Routing
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



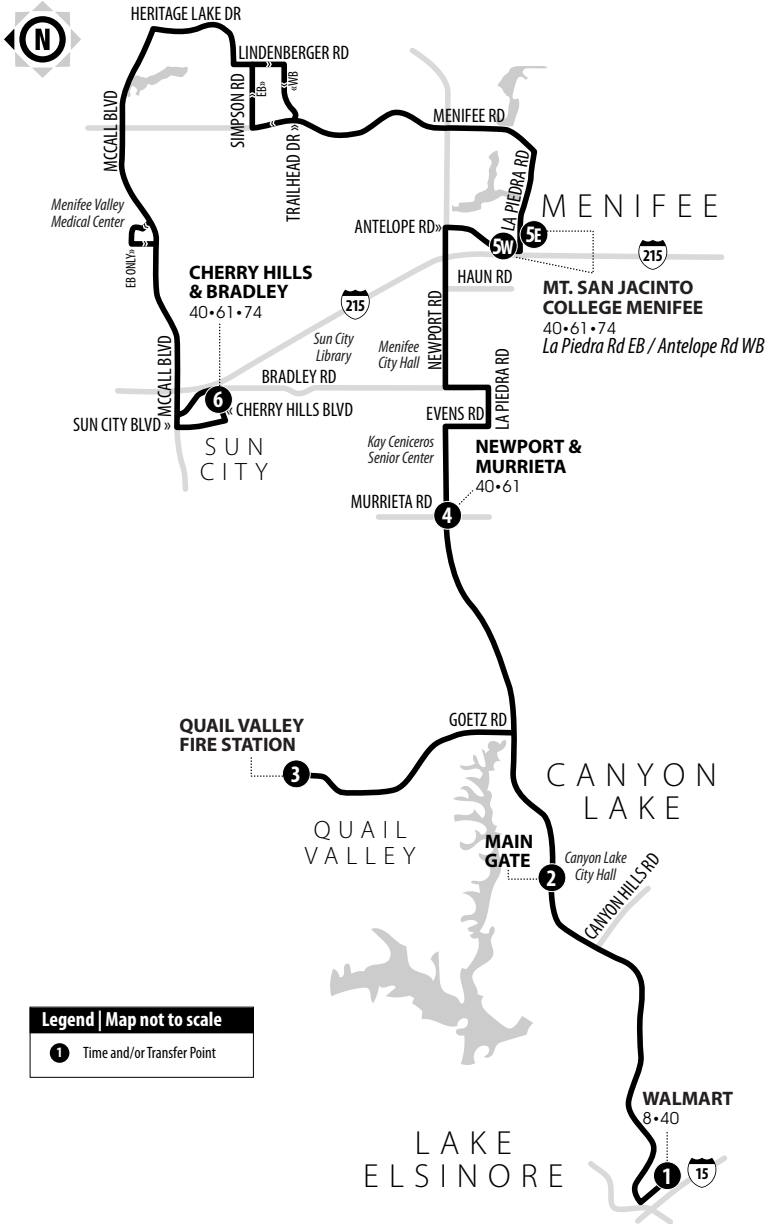
Legend | Map not to scale

1 Time and/or Transfer Point

..... Alternate Routing

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.



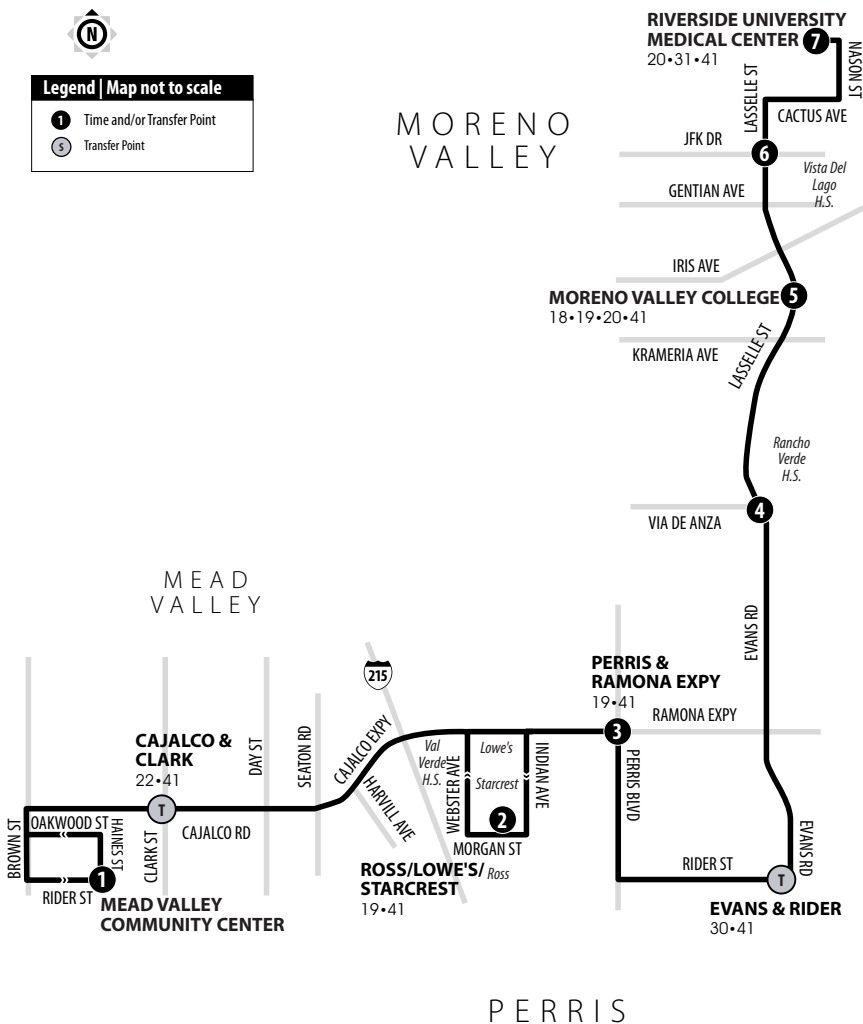
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1 Time and/or Transfer Point



Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

RIVERSIDE - DOWNTOWN METROLINK STATION

1•15•29•49•54•200•208•210•OMNITRANS 215

METROLINK•AMTRAK•SUNLINE 220

Boarding diagram pg 32



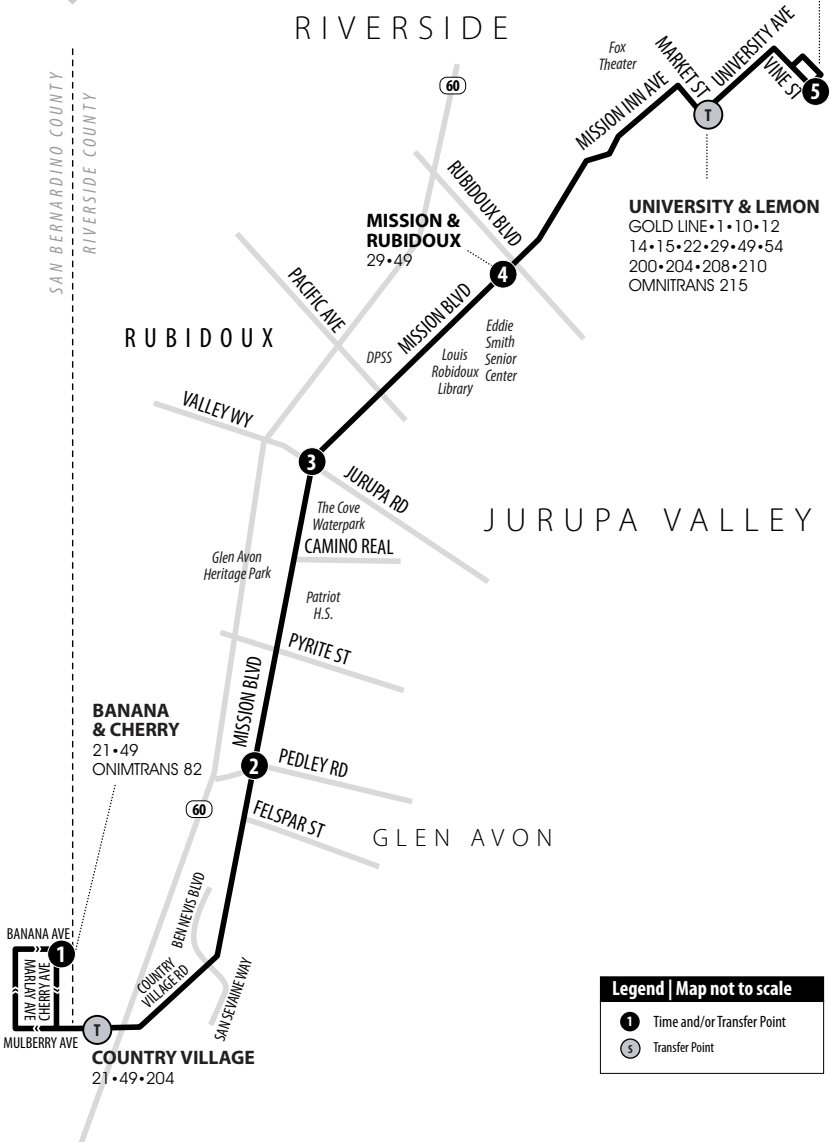
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY

RIVERSIDE

RUBIDOUX

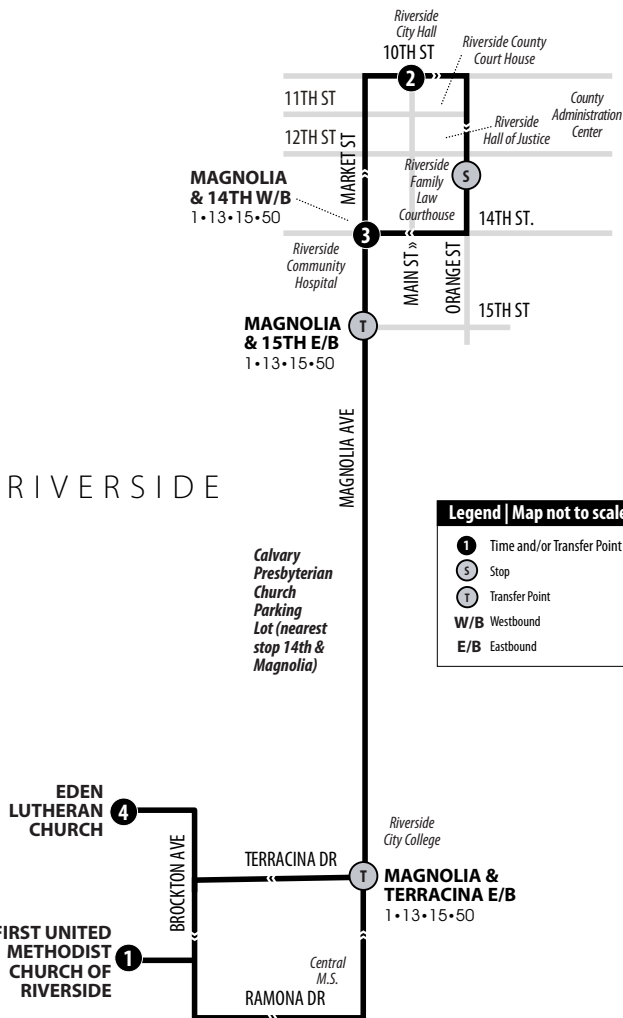
JURUPA VALLEY

GLEN AVON



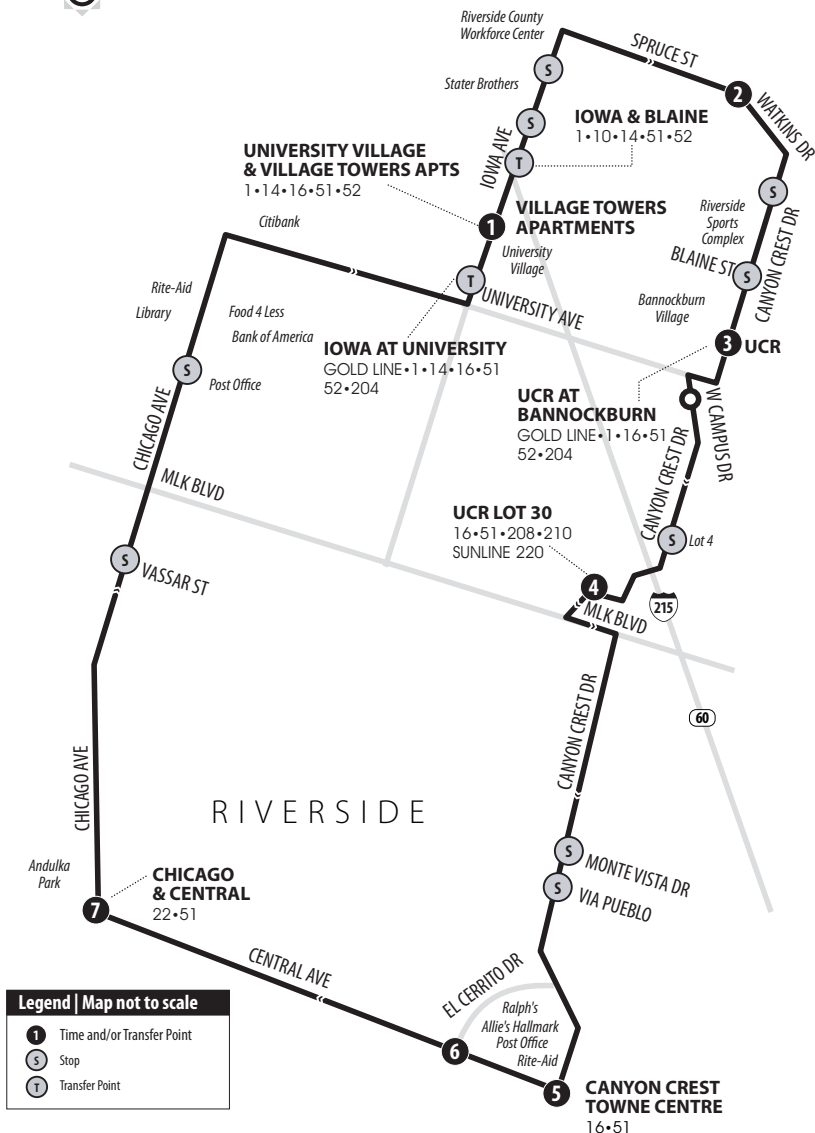
Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

Runs Monday – Thursday Only. No service on Fridays, weekends or: New Year's Day, MLK Day, Lincoln's Birthday, President's Day, Washington's Birthday, Cesar Chavez Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, Christmas Day.



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when school is not in session.

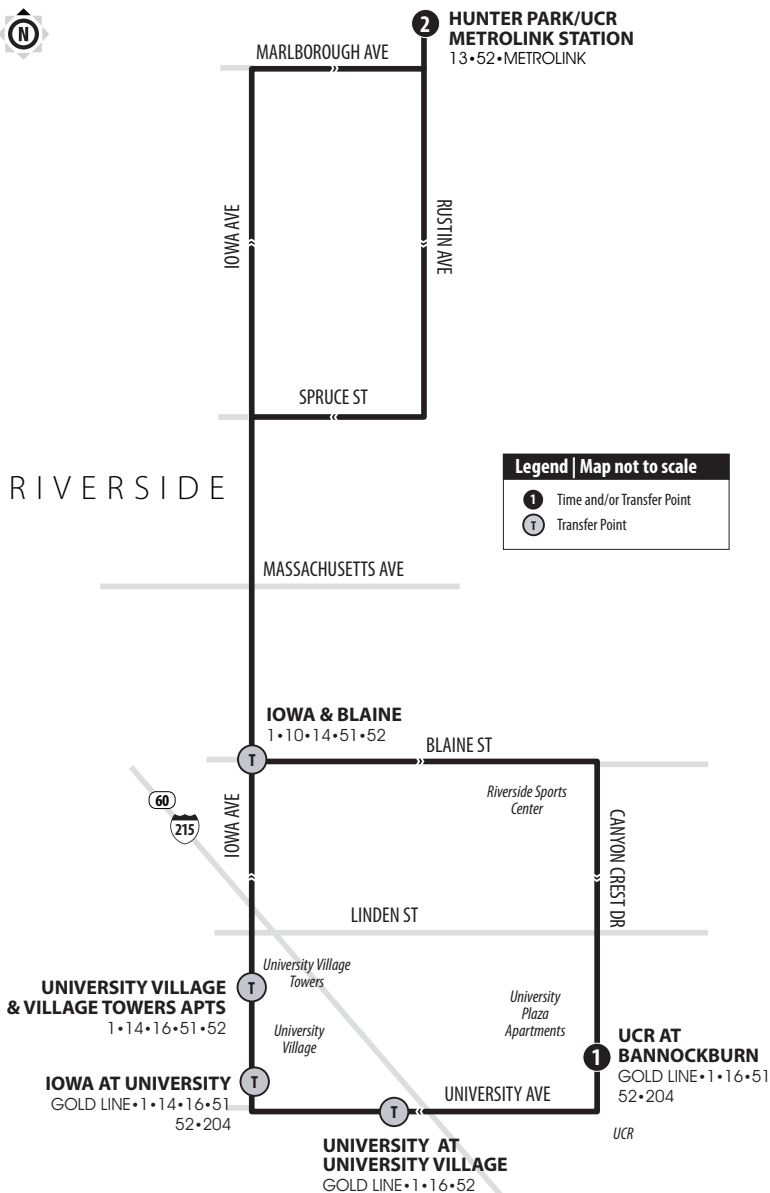


**Routing and timetables
subject to change.**
Rutas designadas y horarios
son sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.



RIVERSIDE



**Routing and timetables
subject to change.**
Rutas designadas y horarios
son sujetos a cambios.

No service on weekends or: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

**MARKET & UNIVERSITY**

1•12•13•14•15•22•29•49
54•204

RIVERSIDE

Mission Inn
Hotel & Spa

UNIVERSITY & LEMON

GOLD LINE•1•10•12
14•15•22•29•49•54
200•204•208•210
OMNITRANS 215

Post Office

**COUNTY
ADMINISTRATION
CENTER**

10•12•13•54•200
208•210

U.S. District
Court

Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop
- T** Transfer Point

**RIVERSIDE - DOWNTOWN
METROLINK STATION**

1•15•29•49•54•200•208
210•OMNITRANS 215
METROLINK•AMTRAK
SUNLINE 220
Boarding diagram pg 32

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



TEMECULA

EQUITY & YNEZ

23•24•55•61•79•217

COUNTY CENTER

23•24•55•61•79•217

PROMENADE MALL55•79•202•205•206
208•217**WINCHESTER & NICOLAS**

23•55•79

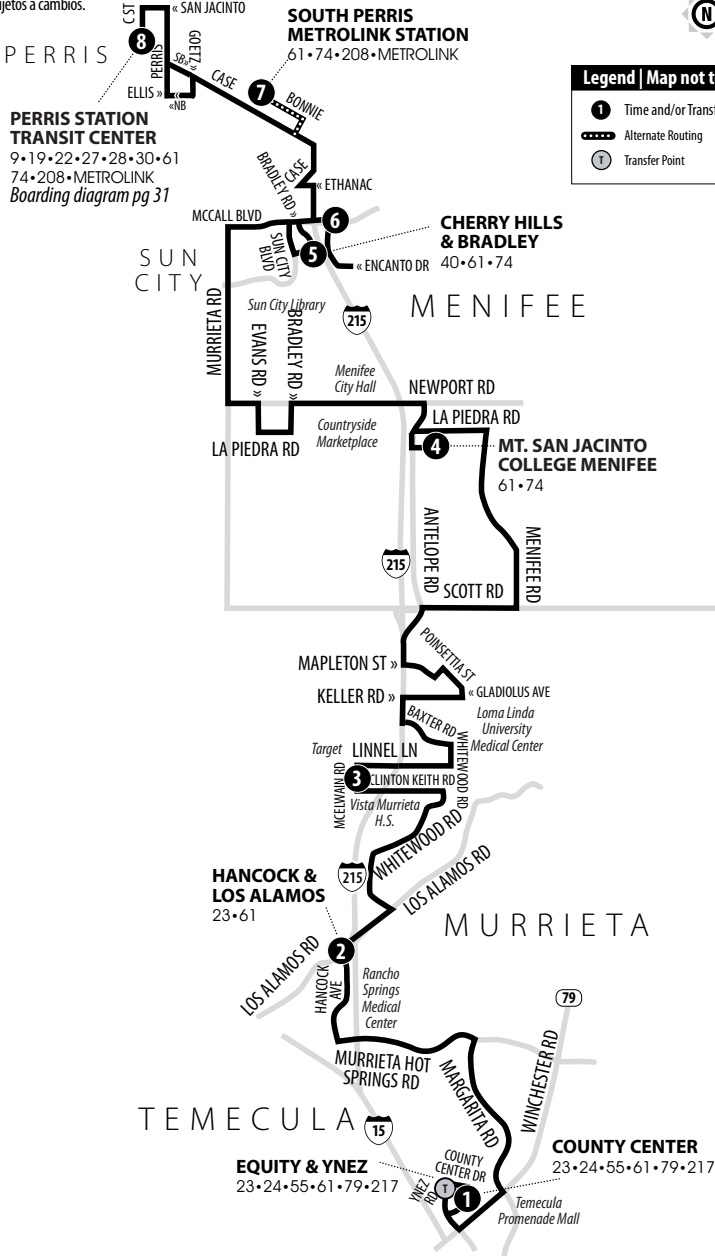
Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop
- T** Transfer Point



**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



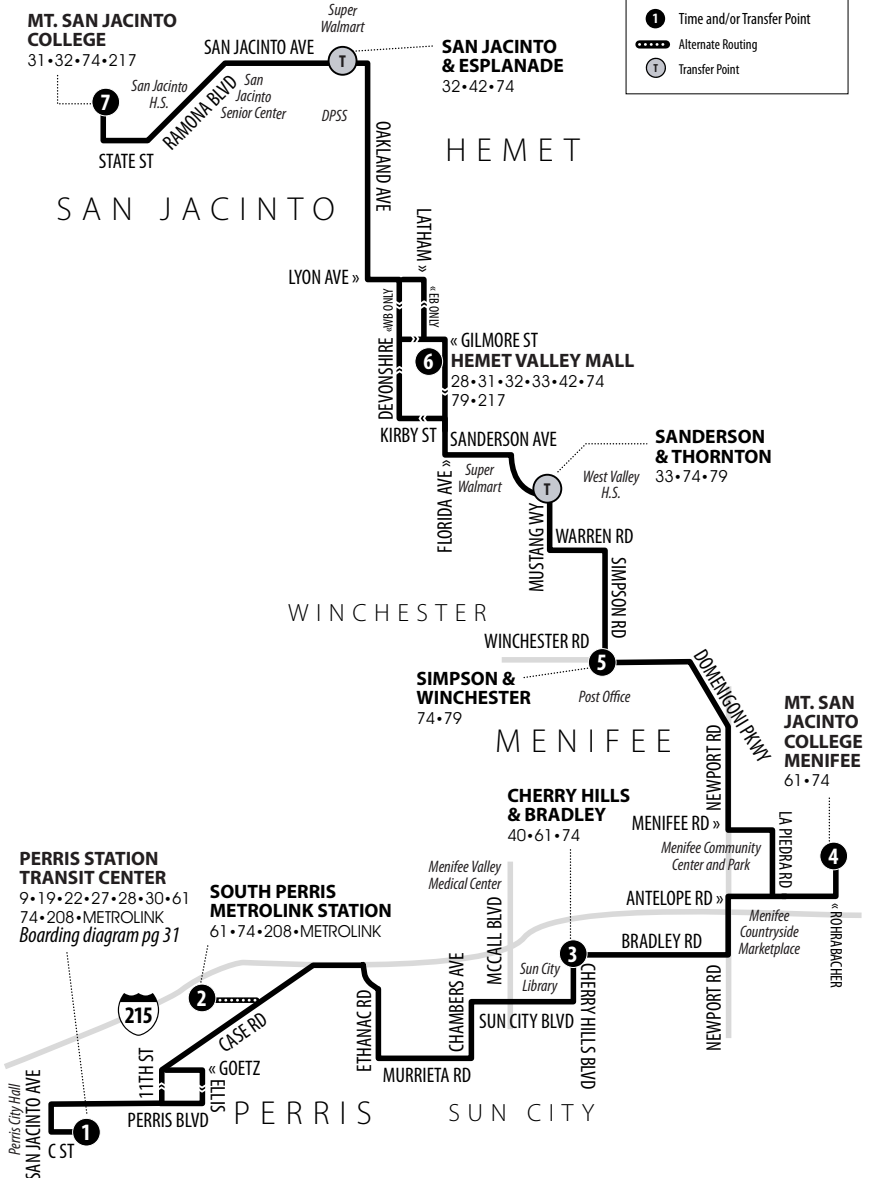
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
-** Alternate Routing
- T** Transfer Point



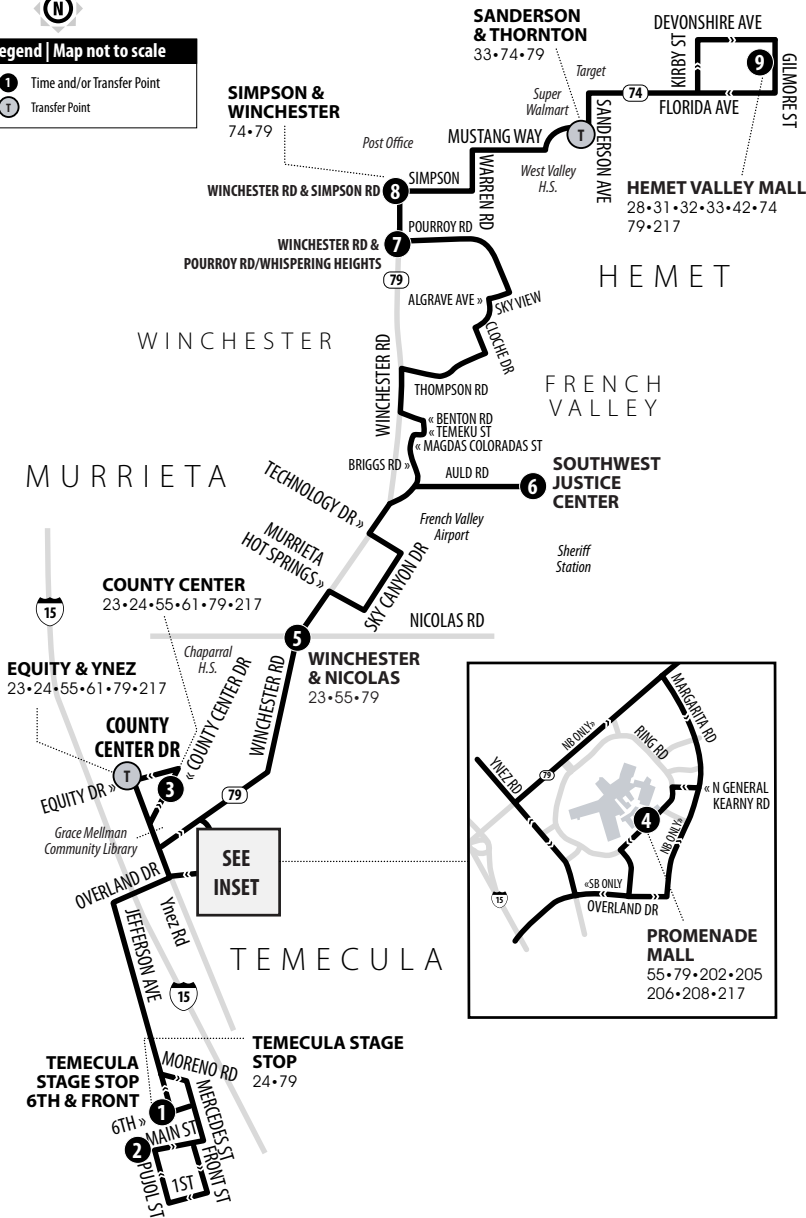
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



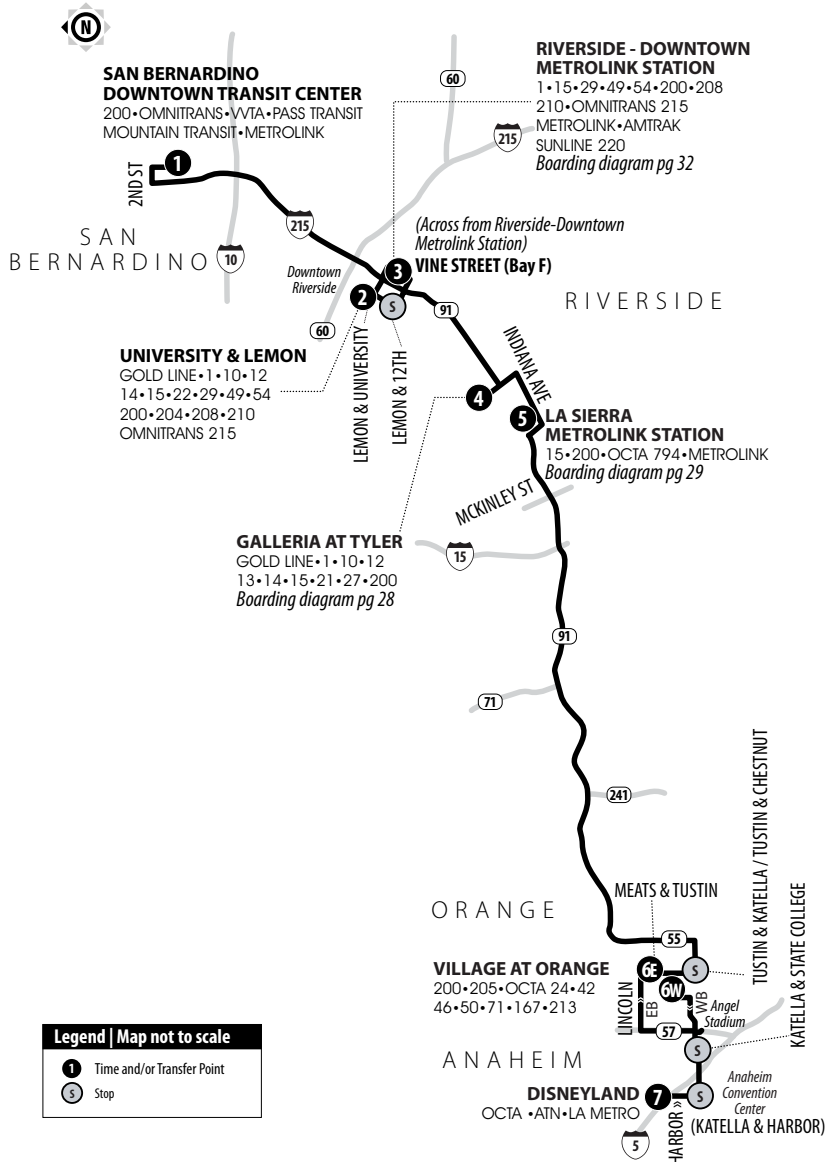
Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



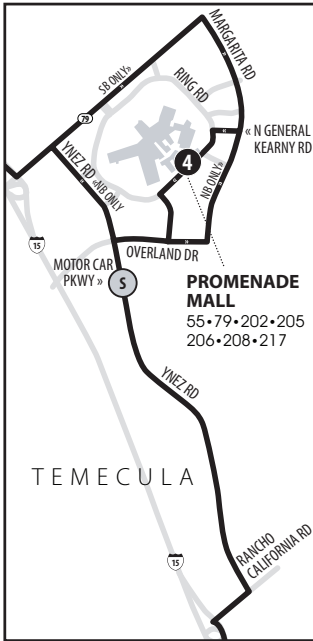
**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

Sunday service on: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day. On these holidays, the Route 200 bus will not enter the San Bernardino Downtown Transit Center and instead will stop just outside the center on W. Rialto Ave.



COMMUTERLINK
EXPRESS

No service on: Memorial Day, Thanksgiving Day, Christmas Day and New Year's Day.



Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

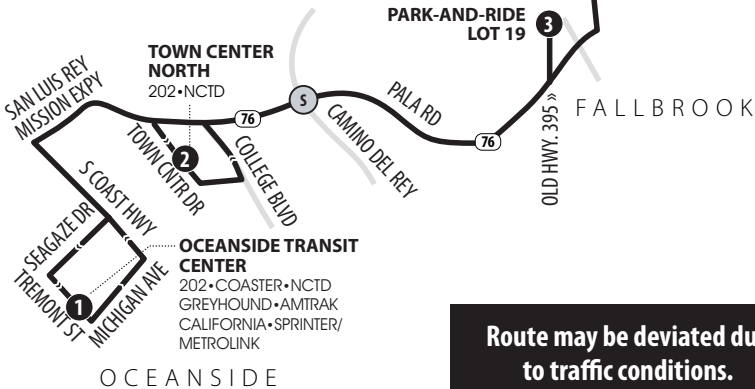
- 1 Time and/or Transfer Point
- \$ Stop

MURRIETA



SEE
INSET

RIVERSIDE COUNTY
SAN DIEGO COUNTY



**Route may be deviated due
to traffic conditions.**

COMMUTERLINK
EXPRESS

204

UCR - DOWNTOWN RIVERSIDE / ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop
- T** Transfer Point

MONTCLAIR TRANSCENTER

204 • OMNITRANS 66 • 85
88 • 209 • FOOTHILL TRANSIT
METROLINK

MONTCLAIR

MONTE VISTA AVE
CENTRAL AVE



Montclair
Plaza

5

ARROW HWY

ONTARIO

MILLIKEN AVE

MALL DR

ONTARIO MILLS MALL

204 • OMNITRANS 61 • 81
82 • 209



JURUPA ST

MULBERRY AVE

MISSION BLVD

PEDLEY RD

MARKET ST

UCR Extension

IOWA AVE

LINDEN ST

CANYON CREST DR

UCR AT BANNOCKBURN

GOLD LINE • 1 • 16 • 51 • 52 • 204

IOWA AT UNIVERSITY

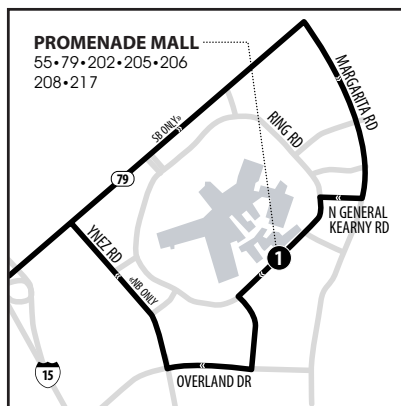
GOLD LINE • 1 • 14 • 16 • 51
52 • 204

**Route may be deviated due
to traffic conditions.**

COMMUTERLINK
EXPRESS

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day,
Christmas Day and New Year's Day.



**LAKE ELSINORE OUTLET
CENTER PARK & RIDE**
8•9•205•206

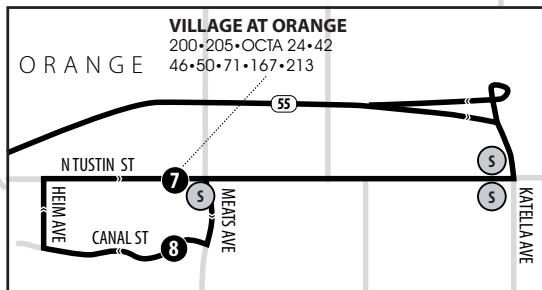
CORONA TRANSIT CENTER
GOLD LINE•1•3•205•206
CORONA CRUISER BLUE, RED
METROLINK
Boarding diagram pg 27

«TEMESCAL CANYON»
Tom's Farms
«DOS LAGOS»
«CAMALCO»

MAIN
to GRAND

Legend | Map not to scale

- 1 Time and/or Transfer Point
- S Stop



SEE
INSET

COMMUTERLINK
EXPRESS

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



COMMUTERLINK EXPRESS

1•15•29•49•54•200•208
210•OMNITRANS 215
METROLINK•AMTRAK
SUNLINE 220
Boarding diagram pg 32

Boarding diagram pg 30

- 1 Time and/or Transfer Point
- Alternate Routing
- S Stop
- T Transfer Point

9.19.22.27.28.30.61
74.208•METROLINK
Boarding diagram pg 31

**SOUTH PERRIS
METROLINK STATION**
61•74•208•METROLINK

PERRIS

MURRIETA

55•79•202•205•206
208•217

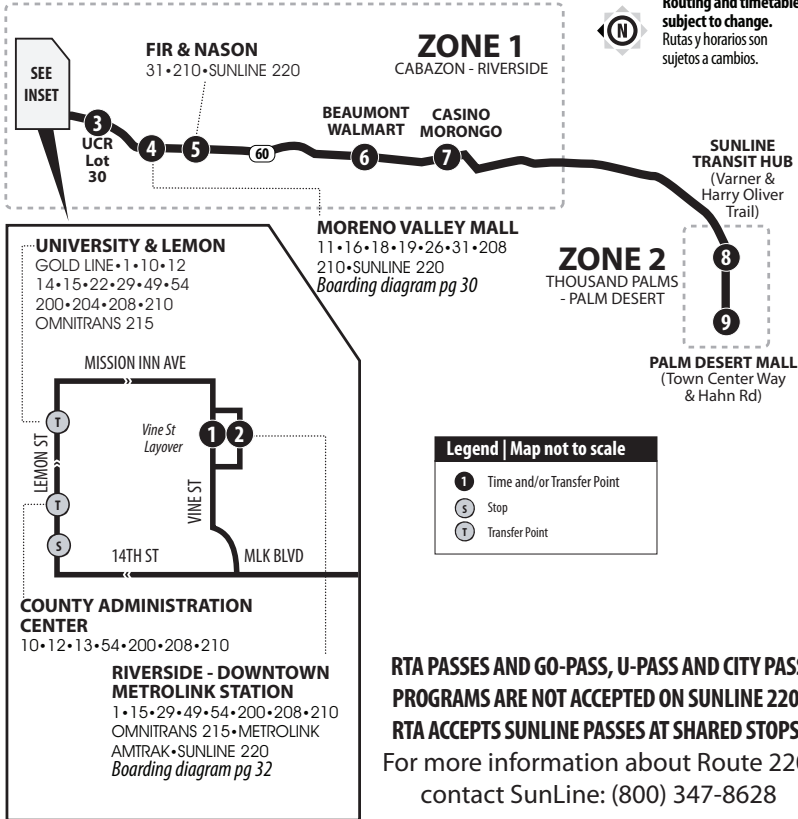
**Route may be
deviated due
to traffic
conditions.**

**LOS ALAMOS &
WHITEWOOD**
23.61.208

**SEE
INSET**

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.



**RTA PASSES AND GO-PASS, U-PASS AND CITY PASS
PROGRAMS ARE NOT ACCEPTED ON SUNLINE 220.**
RTA ACCEPTS SUNLINE PASSES AT SHARED STOPS.
For more information about Route 220,
contact SunLine: (800) 347-8628

**Routing and timetables
subject to change.**
Rutas y horarios son
sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

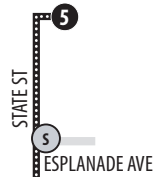
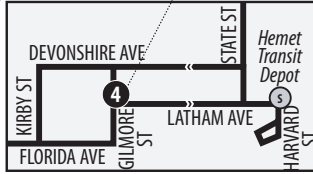


Legend | Map not to scale

- 1** Time and/or Transfer Point
- ...** Alternate Routing
- S** Stop

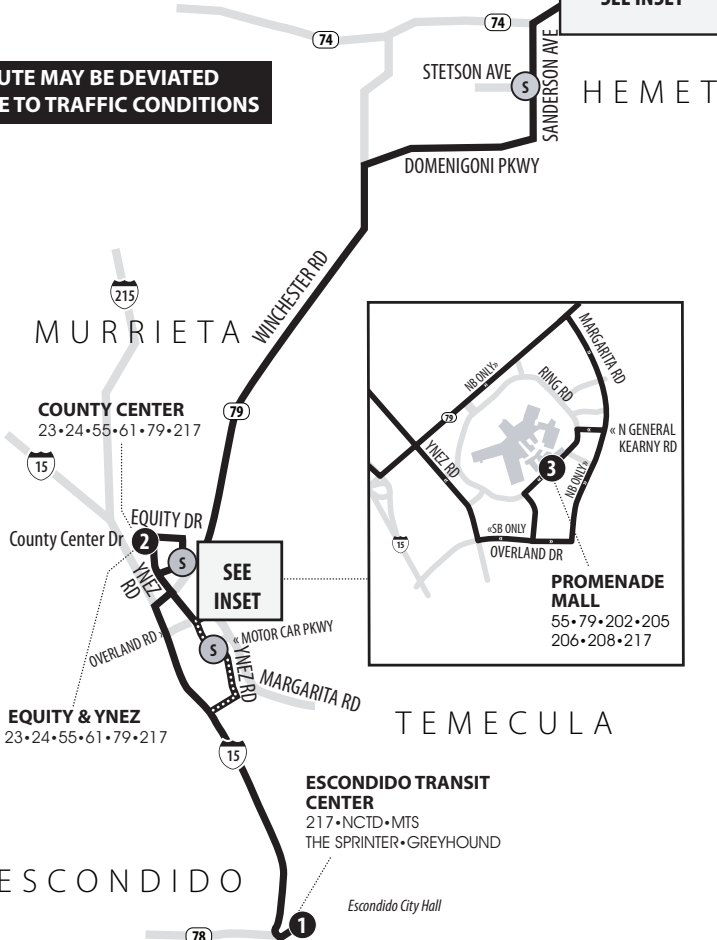
HEMET VALLEY MALL
28•31•32•33•42•74
79•217

**MT. SAN JACINTO
COLLEGE**
31•32•74•217



SEE INSET

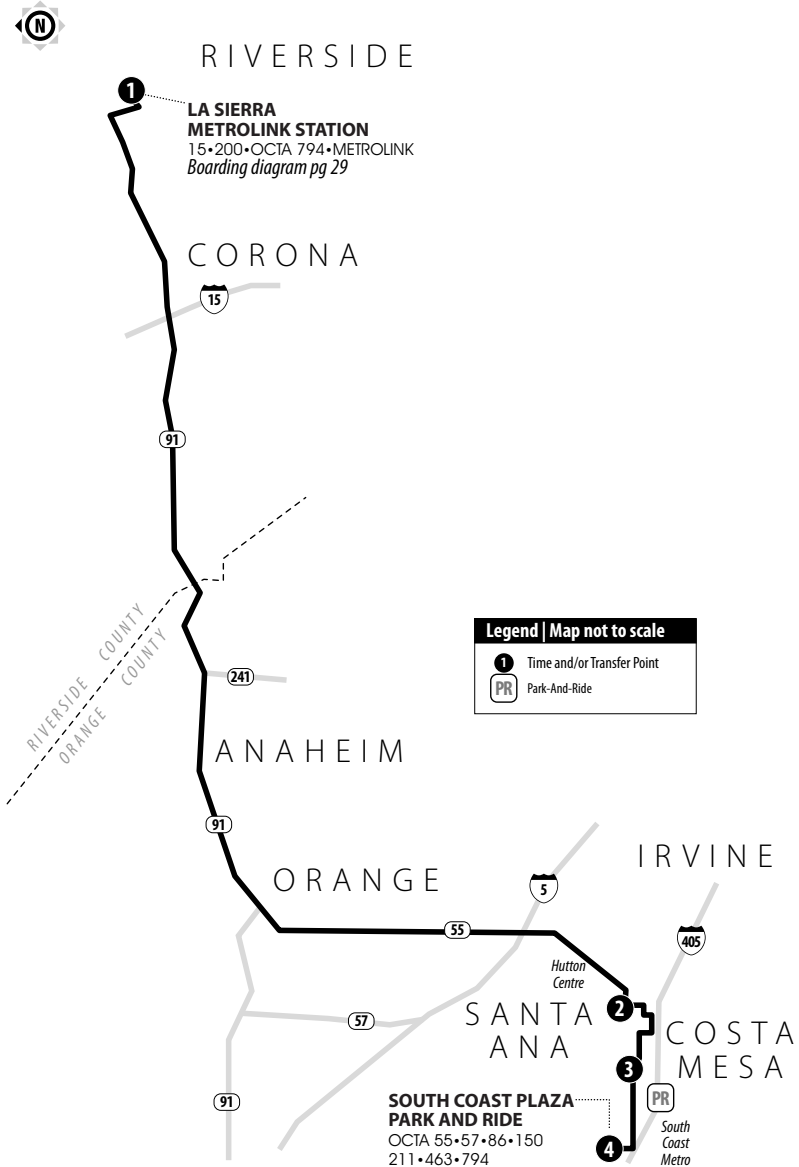
**ROUTE MAY BE DEVIATED
DUE TO TRAFFIC CONDITIONS**



**COMMUTERLINK
EXPRESS**

Routing and timetables
subject to change.
Rutas y horarios son
sujetos a cambios.

Route operated by OCTA. Runs weekdays only. No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



DRAFT

SHORT RANGE TRANSIT PLAN

FY 2019/20-2021/22



BOARD OF DIRECTORS

SunLine was established under a Joint Powers Agreement (JPA) on July 1, 1977 between the County of Riverside and the cities of the Coachella Valley, which at the time included the cities of Coachella, Desert Hot Springs, Indio, Palm Desert and of Palm Springs. The JPA was later amended to include the cities of Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. The JPA's governing board is comprised of one elected official from each member entity and one county supervisor. SunLine is headquartered in Thousand Palms, CA.



SUNLINE ORGANIZATIONAL STRUCTURE

The executive managers of SunLine Transit Agency are as follows:



Lauren Skiver, Chief Executive Officer/General Manager



Alton Hillis, Chief Financial Officer



Tommy Edwards, Chief Performance Officer



Peter Gregor, Chief Safety Officer



Vacant, Chief Administrative Officer



Vacant, Chief Operations Officer



PREPARED BY SUNLINE STAFF

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GLOSSARY OF ACRONYMS

ADA – Americans with Disabilities Act

APTA – American Public Transportation Association

ATP – Active Transportation Plan

AVL – Automated Vehicle Locator

Caltrans – California Department of Transportation

CARB – California Air Resources Board

CMAQ – Congestion Mitigation and Air Quality

CNG – Compressed Natural Gas

COA - Comprehensive Operational Analysis

DOT – United States Department of Transportation

FAST Act – Fixing America’s Surface Transportation Act

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

FTIP – Federal Transportation Improvement Program

FY – Fiscal Year

GFI – GFI Genfare

GGE – Gas Gallon Equivalent

GHG – Greenhouse Gases

HVIP – Hybrid and Zero Emission Truck and Bus Voucher Incentive Project

LCTOP – Low Carbon Transit Operations Program

LTF – Local Transportation Fund

MICROTRANSIT – A form of Demand Response Transit that offers flexible routing and/or flexible scheduling of minibus vehicles.

MOU – Memorandum of Understanding

MPO – Metropolitan Planning Organization

NTD – National Transit Database

PMI – Preventive Maintenance Inspection

PTMISEA – Public Transportation Modernization, Improvement, and Service Enhancement Account

RCTC – Riverside County Transportation Commission

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

STA – State Transit Assistance Fund

TDA – California’s Transportation Development Act

TIP – Transportation Improvement Program

TOD – Transit Oriented Development

UZA – Urbanized Area

ZEB – Zero Emission Bus



EXECUTIVE SUMMARY

The Short Range Transit Plan (SRTP), updated annually, covers Fiscal Years 2020 to 2022. The SRTP is a mandatory fiscal, planning and regulatory document for SunLine Transit Agency.

The SRTP is intended to serve three purposes:

1. Identifies the transit services and capital improvements required to meet the transit needs of SunLine Transit Agency over a three year period and the proposed sources of funding to carry out the plan.
2. Serves as a management tool to guide activities over the next year.
3. Provides justification for operating and capital assistance for grant applications to be submitted to state and federal funding agencies.

Mission Statement

To provide safe and environmentally conscious public transportation services and alternate fuel solutions to meet the mobility needs of the Coachella Valley.

The Riverside County Transportation Commission (RCTC) is responsible by statute for developing and approving a Short Range Transit Plan (SRTP) for Riverside County (PUC 130303). SunLine and other Riverside County transit operators prepare the plans for their respective agency. Once RCTC approves and adopts the SRTP, the operators are charged with following through with implementation of the plans. A deviation from the plan must be reported to RCTC (PUC 130057), and if the change is substantive, a plan amendment must be approved by RCTC. The allocation of funds for the upcoming fiscal year is based on the approved SRTP. Beyond the requirements, the SRTP is an opportunity for SunLine Transit Agency to gather important data in a single document and develop strategic plans for the next three years.

RELATIONSHIP OF THE SRTP TO OTHER PLANS, PROJECTS, AND ACTIONS

The SRTP provides a summary of and direction to other planning documents. It incorporates SunLine's goals and service standards, operating and capital budgets, service plan, and facility plan. At the same time, it is designed to give direction to future service planning activities and capital projects. The SRTP will reflect the FY 2020 operating and capital budget adopted by the Board of Directors.

Guiding Framework

The Board and staff are seeking to make smart transit investments that will help SunLine expand the mobility options offered to the communities it serves. As SunLine looks to grow its ridership and make strategic investments, it must continue to manage its fiscal challenges, while investing in the overarching management of SunLine's bus and paratransit system.

Since 2018, SunLine has embarked on a process to rethink and reinvigorate transit services in the Coachella Valley. This process recognized SunLine's role as a mobility manager for the Coachella Valley and expanded the Agency's work to improve performance in the context of its fiscal and organizational health.

Financial Stability

The national decreasing ridership trend for fixed route transit continues to impact the Agency's financial stability. The proposed operating and capital budgets for FY 2020 are \$40,840,150 and \$12,711,407 respectively, which represents an operating budget increase of 2.99%, and a capital budget increase of 34.46% over the previous fiscal year. The majority of the costs associated with the increase can be attributed to wages and benefits associated with the Memorandum of Understanding (MOU) for represented employees under a collective bargaining agreement. In addition, SunLine is adding an express to Route 111 to help improve frequency and performance, and launching a SunRide rideshare program. SunLine continues to identify ways to strengthen its overall financial position in order to continue to serve a diverse community of transit users.

Ridership

In FY 2018/2019, SunLine estimated that it would serve 3.9 million fixed route passenger boardings, a decrease of 4.9% from the previous year. In the same year, it operated over 4,426,269 revenue miles and 299,255 revenue hours of revenue service. Reversing several years of ridership decline, SunLine may achieve a 1.4% increase in FY 2018/2019. Two factors contributing to the increase are the addition of the Palm Springs BUZZ service and implementation of the Haul Pass with the College of the Desert.

Ridership on SunLine's paratransit service has decreased. In FY 2018/2019, SunLine is estimated to serve 155,658 passengers, less than 1% decrease from FY 2017/2018.

Demographics

As Riverside County continues to grow, more and more of that growth is expected to be concentrated in the Coachella Valley and eastern county. The Southern California Association of Governments (SCAG) projects there will be 581,300 people in the Coachella Valley in 2020, a 38% increase in population between 2008 and 2020. Seniors will see the highest percentage of growth. Increases in the senior population will continue to add a financial and resource cost for SunLine, due to anticipated increases in paratransit services. By modernizing and improving the current eligibility process, SunLine seeks to control increasing paratransit costs.

OPERATING PLAN AND BUDGET

The SRTP's one-year operating plan includes a number of assumptions that drive proposed initiatives, described below.

Fixed Route Bus

Fixed route ridership is estimated to increase at a rate of 1.6 percent in FY 2019/2020. This assumption is based on recent ridership patterns. The ridership increase in this SRTP is conservative for the purposes of projecting the operational budget. In contrast, strategic planning initiatives launching in FY 2019/2020 will focus the organization to "move the needle" on key metrics that drive SunLine's long-term success.

Total passenger fare revenue is expected to reach \$2.79M in FY 2019/2020 compared to the estimated \$2.84M in FY 2018/2019.

Paratransit

Operating costs for paratransit services are expected to increase, the ultimate cost per passenger trip on these modes is higher than other transit modes. Service levels are expected to coincide with ridership decreases. These assumptions are based on recent ridership patterns, revised No-Show policy as well as changes to the certification process that are still ongoing.

Capital Improvement Program

The Capital Improvement Program for FY 2019/2020 focuses on continuing SunLine's investment in an alternative fuel technology fleet, facilities and construction of a new operations building. The three-year plan assumes a \$29,581,320 capital program dependent on internal and external funding from federal, state, regional, and local sources.

Key components of the capital plan, beyond ongoing maintenance needs, include:

- Vehicle replacement
- Vehicle expansion
- Facility and systems improvements
- Operational improvements and enhancements
- Information technology upgrades

Looking Ahead: Planning Service Changes and New Initiatives

In FY 2018/2019, SunLine engaged HDR Engineering to conduct a comprehensive analysis of SunLine's system, reviewed previous studies, examined peer performance and selected best practices to make recommendations for a Transit Redesign.

SunLine's transit redesign will consolidate SunLine's existing 15 routes into nine (9) routes and create microtransit service areas. The annual resources needed for redesign, in terms of hours of operation and peak vehicle service requirements, would be similar to the level of resources expended in 2019.

As a result of a Congestion Mitigation Air Quality (CMAQ) grant, SunLine will also introduce a pilot Route 111-Express service in FY 2019/20 that will offer service with approximately 20% less travel time between Coachella and Palm Springs. Additional resources will be needed for this pilot.

The changes anticipated will take place over a 24-month time period starting in the western Coachella Valley and extending to the east. The redesign is anticipated to launch in FY 20 and will be completed in phases.

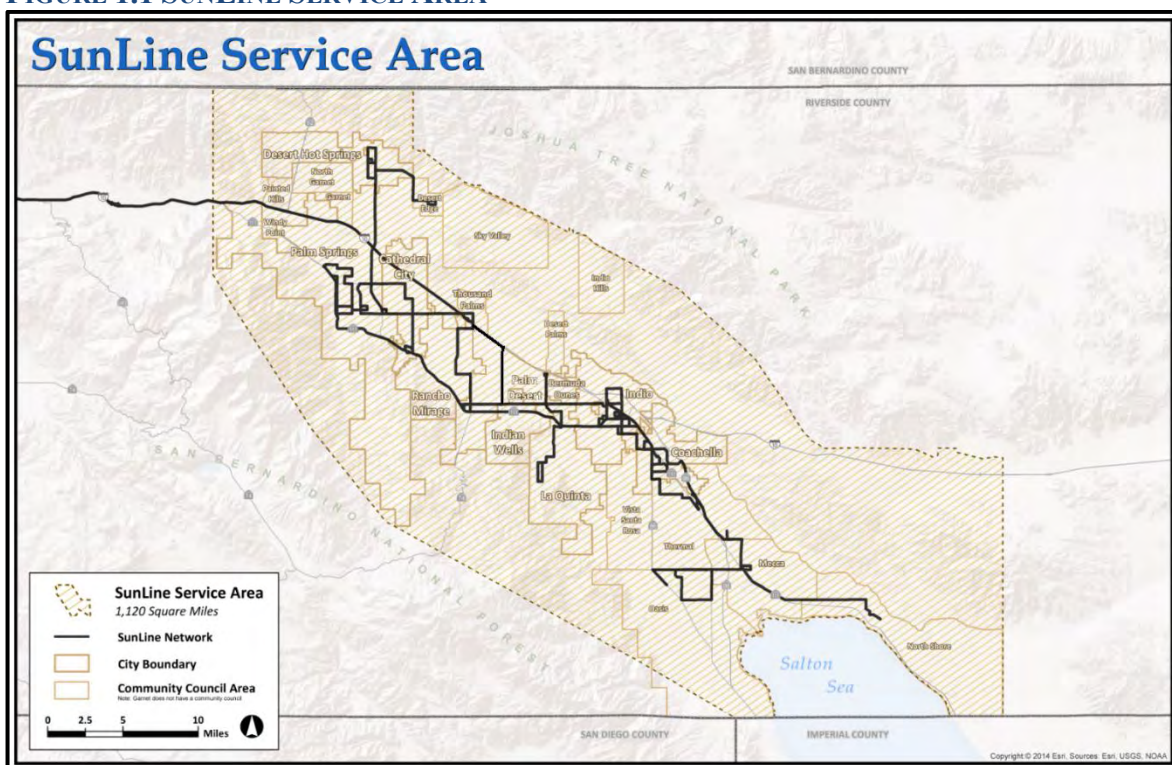
CHAPTER 1: SYSTEM OVERVIEW

This chapter outlines major features of SunLine's system. The chapter describes the geography of the SunLine service area and outlines the bus service SunLine provides, population profile, current and proposed fare structure, revenue fleet, existing and planned facilities and coordination between agencies.

DESCRIPTION OF SUNLINE SERVICE AREA

SunLine's service area encompasses 1,120 square miles of the Coachella Valley from the San Geronio Pass in the west to the Salton Sea in the southeast. The Agency's service area is located approximately 120 miles east of downtown Los Angeles and 60 miles east of the Inland Empire cities of Riverside and San Bernardino. SunLine's service area is shown in Figure 1.1. Service is provided to the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage. Service is also provided to the unincorporated Riverside County communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal and Thousand Palms.

FIGURE 1.1 SUNLINE SERVICE AREA



POPULATION PROFILE AND DEMOGRAPHIC PROJECTION

The population of the Coachella Valley is 443,401 and continues to grow at a healthy pace (U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates). A large population of seasonal residents visit the Coachella Valley in the winter season or longer and report a hometown outside of the area.

The Coachella Valley is a high growth area. Riverside County is the tenth largest county in the nation in terms of population. Lower home prices and new job opportunities have fueled migration. A leading cause of the county's growth in the last decade has been migration from elsewhere. Census data shows that approximately 38% of the population increase is from people moving to Riverside County.

As Riverside County continues to grow, more and more of that growth is expected to be concentrated in the Coachella Valley and eastern county. Coachella Valley continues to develop to meet the needs of residents with a broad range of amenities, public facilities and programs.

From 2000 to 2014, the Coachella Valley population grew from 309,530 to 443,401, for a net gain of 133,871 people, or 43%, including adjustments based on the Census Bureau's 2013 American Community Survey. The Coachella Valley's 43% increase in population from 2000 to 2014 was much faster than 34% in the Inland Empire, 12.5% in the U.S. and 13% in California.

The Southern California Association of Governments (SCAG) projects there will be 581,300 people in the Coachella Valley in 2020, a 38% increase in population between 2008 and 2020.

Projected growth rates vary significantly across SunLine's service area and not all communities are anticipating significant growth. From 2000 to 2014, the City of Indio led the Coachella Valley in growth, followed by La Quinta and Desert Hot Springs. Each of these cities has land to develop. The unincorporated areas of the valley are expected to see half of all the population growth between 2008 and 2035. SCAG anticipates that much of this expansion in unincorporated areas will take place north of Interstate 10 and in the areas south and west of the City of Coachella.

Growth within Palm Springs and Palm Desert is expected to occur at a rate that is less than half that of the Coachella Valley as a whole. Growth generates an increased demand for municipal services, including transit, and development patterns can significantly affect the cost and efficiency of providing those services. In areas where development includes low density or outlying communities, existing services can be impacted to a greater degree than if development occurs within a core service area.

Figure 1.2 presents growth projections as forecast by SCAG in 2013 for jurisdictions within SunLine's service area. The figure also illustrates the relative share of growth anticipated for each jurisdiction, in comparison to the Coachella Valley as a whole.

FIGURE 1.2 GROWTH PROJECTIONS FOR JURISDICTIONS IN THE SUNLINE SERVICE AREA

	2008 Population	2020 Population	2035 Population	% Growth in Pop. from 2008 to 2035	% of Total Pop. Growth in Coachella Valley
Cathedral City	50,200	57,000	64,600	29%	3%
Coachella	38,200	70,200	128,700	237%	21%
Desert Hot Springs	25,200	43,500	58,100	131%	8%
Indian Wells	4,800	5,500	5,800	21%	0%
Indio	73,300	91,500	111,800	53%	9%
La Quinta	36,100	41,600	46,300	28%	2%
Palm Desert	47,100	52,100	56,800	21%	2%
Palm Springs	43,400	48,900	56,100	29%	3%
Rancho Mirage	16,900	18,800	22,900	36%	1%
Unincorporated Areas	87,500	152,200	308,600	253%	51%
Total:	422,700	581,300	859,700		100%

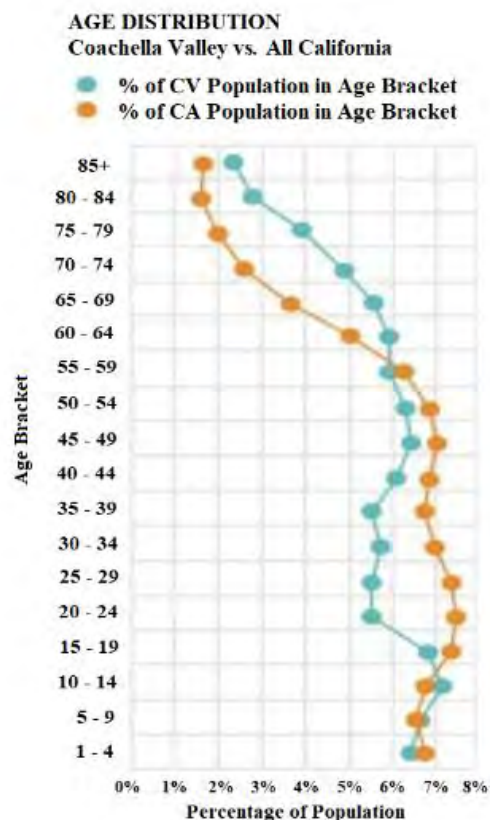
SOURCE: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2013

State figures show that Riverside County will lead California in terms of growth rate. Between 2010 and 2060, Riverside County's population is expected to expand by 92%, with the Coachella Valley growing at a higher rate than the rest of the county. In the Coachella Valley, 25.5% of residents are older than 60, while the state shows 17.5%.

The senior population has different wants and needs than younger age groups. For example, an area of retirees typically requires more paratransit service than fixed route bus service. An increase in the senior population will greatly increase ADA paratransit costs, adding a financial and resource cost for SunLine. As shown in Figure 1.3 to the right, the blue line shows the percentage of the Coachella Valley population in different age brackets, divided into five-year increments, while the orange line shows the measurement for the entire state.

In addition, SunLine experiences a high influx of seasonal residents. Seasonal roadway congestion is serious enough to impact transit-running times.

FIGURE 1.3 AGE POPULATION



FIXED ROUTE SERVICE OVERVIEW

SunLine's local fixed route network, SunBus, consists of sixteen (16) routes, including three (3) trunk routes, eleven (11) local routes connecting the Valley from Desert Hot Springs and Palm Springs in the northwest to Mecca, Oasis, and North Shore in the east, one (1) express route from Desert Hot Springs to Palm Desert and one (1) Regional Commuter Route operating between Palm Desert and Riverside. The SunBus and Commuter Link 220 routes are summarized in Figure 1.4.

The service is designed to meet an array of travel needs that connect neighborhoods to jobs, schools, shopping and other destinations. The amount of service available is limited by the level of funding available for transit in the local service area.

SunLine updated the SunLine Service Standards Policy in 2017. The policy classifies each route in the SunLine transit network into three tiers that define the service level and performance expectation for each service.

SunLine's proposed principal service types are trunk routes, local routes, and market-based routes. Service types are defined in part operationally and in part by the land use characteristics of their corridors. Service effectiveness is evaluated by service type.

Trunk Routes – These are highly traveled corridors serving a variety of trip purposes and connect a variety of regional destinations. Trunk routes comprise the backbone of the network linking major communities. Examples include Route 111 with a 20-minute headway seven days a week, which travels from Palm Springs to Coachella; Route 14 between Desert Hot Springs and Palm Springs; and Route 30 between Cathedral City and Palm Springs. Routes 14 and 30 operate with 20-minute frequencies on weekdays. An express bus service will be proposed in FY2020 for Route 111. Presently, Route 111 takes close to two (2) hours to travel between Palm Springs and Coachella. The proposed express service would reduce travel time by 20%, and will support increased ridership.

Local Routes – Local routes are secondary routes that connect to the trunk routes and supplement the SunBus network. These connector and feeder routes include Routes 15, 21, 24, 32, 54, 70, 80, 81, 90, 91, and 95. Local routes operate in areas with less density and lower demand. Local routes have consistent service throughout each day, frequencies of 60-minutes or better, and frequent stops for passengers to access as many destinations as possible. An exception to the above frequency is the North Shore Route 95 rural service that operates six round trips weekdays and weekends between Indio, Coachella, Mecca, and North Shore. Route 20 and 21 also has limited service that operates on weekdays only.

Market-Based Services – Tailored to serve specific market segments at specific times of the day, including supplemental service such as school trippers, market-based routes have flexible routing and schedules that may vary throughout the day and week, and are designed to meet specific market targets. Examples are the Commuter Link 220, operating three westbound trips from Palm Desert to Riverside with three return eastbound trips weekdays.

Beginning in January 2019, SunLine entered into a partnership with the City of Palm Springs to assume the Palm Springs BUZZ service. The BUZZ trolleys are local circulators and operate year round. This subsidized service provides free rides every 20 minutes between noon and 10 p.m., Thursdays, Fridays and Saturdays. This service is available to tourists and residents alike, and makes stops by several major points of interest in Palm Springs.

SunLine's existing Service Standards Policy also defines minimum service frequencies and spans deemed sustainable in the context of past funding levels. Due to the uncertain funding climate, declining ridership, and the emergence of promising new technologies, SunLine will revisit existing route alignments, including minimum service frequencies and spans, in consultation with the community and Board.

SUNBUS SERVICE FREQUENCY AND SPAN

SunLine fixed route bus services operate 363 days a year, with no service provided on Thanksgiving and Christmas. The system operates Monday through Friday from 5:00 a.m. to 11:00 p.m. and weekends from 5:00 a.m. to 10:00 p.m. Weekend service is operated on New Year's Day, Memorial Day, Independence Day, and Labor Day. The Commuter Link 220, Route 20 and Route 21 service does not operate on weekends.

Buses generally operate every 20 to 90 minutes, depending on the route and day of the week. Service span and frequency information by route is summarized in the route profiles.

FIGURE 1.4 SUMMARY OF SUNLINE FIXED ROUTE TRANSIT SERVICES, JANUARY 2019

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
14	Trunk	Shopping, Schools, DMV, Employment Center, Library, Senior Center	Desert Hot Springs and Palm Springs	15, 20, 24, 30 & 111
15	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	14 & 20
20	Local	Shopping, Senior Center, Library, Community Center, Schools	Desert Hot Springs and Palm Desert	14, 15, 21, 32, 54, 111, Link 220 & Amtrak
21	Local	Shopping, Medical, Library, City Hall, School, College, and Mall	Palm Desert	20, 32, 54, 111, 220 & Amtrak
24	Local	Shopping, Medical, Library, Social Services, Theaters	Palm Springs	14, 30, 32, 111 & MBTA
30	Trunk	Shopping, Schools, Medical, Library, Senior Center, Airport, Court House, Social Security, Theaters, and Public Social Services	Palm Springs and Cathedral City	14, 24, 32, 111 & MBTA
32	Local	Shopping, School, College, Medical, Theaters, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	14, 20, 21, 24, 30, 54, 111, Link 220 & Amtrak
PS BUZZ	Local	Hotels, Shopping and Entertainment	Palm Springs	14, 24, 30 & 111
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	20, 21, 32, 80, 81, 91, 111, Link 220 & Amtrak
70	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	54, 111 & Amtrak
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, and Hospital	Indio	54, 81, 91 & 111
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment	Indio	54, 80, 91, 111 & Greyhound
90	Local	Shopping, Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	80, 91, 95 & 111
91	Local	Shopping, College, Schools, Community Center, Center of Employment Training and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90, 95 & 111
95	Local	Shopping, College, Community Center, Medical and Schools	Coachella, Thermal, Mecca and North Shore	90, 91 & 111
111	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and	14, 20, 21, 24, 30, 32, 54, 70, 80, 81, 90, 91, 95, Link 220, Amtrak & MBTA
220	Market-Based	Mall, College, Shopping and University	Palm Desert, Rancho Mirage, Cabazon Casino, Beaumont, Moreno Valley, Riverside	20, 32, 54, 111, Metrolink, Pass Transit, RTA & Greyhound

PARATRANSIT SERVICE OVERVIEW

SunLine operates SunDial ADA paratransit to provide service to those certified under ADA, who cannot ride fixed route bus service.

Paratransit SunDial patronage decreased during the past year. In FY 2018/2019, SunLine served 155,586 passengers, a 0.45% decrease from FY 2017/2018. SunDial operated 968,568 miles and 65,924 hours of revenue service in FY2018/2019.

SunDial operates within ¾ of a mile on either side of the SunBus route network, and is available by advanced reservation only. Reservations may be made based on the service hours of the fixed routes serving passengers' origins and destinations, and may only be used at the same times, days and frequency as local fixed-route service. SunDial service is an origin to destination service, shared ride transit service for persons who are functionally unable to use the fixed route service either permanently or under certain conditions. Eligibility is not solely based on having a disability.

SunDial service is provided with a fleet of 39 vans seven days a week, 363 days a year during the same hours as the fixed route network. Service is not provided on Thanksgiving and Christmas days.

Since SunDial ADA paratransit service is not provided in the community of North Shore, Route 95 operates as a deviated fixed route. Curbside pick-ups and drop-offs are available on a reservation basis in North Shore. Riders may utilize this service with a 24-hour advance notice for both pick-ups and drop-offs. SunDial service can be arranged to meet Route 95 in Coachella at 5th Street and Vine Avenue for qualifying Americans with Disabilities Act (ADA) passengers to reach other qualifying destinations in the Coachella Valley.

As an operator of bus service, SunLine is required under the ADA to ensure that paratransit service is provided to eligible individuals with disabilities. The level of service provided must be comparable, in terms of hours of service and area served, to the service provided by the fixed route bus system.

To be eligible, all persons must complete an application, describing in detail the nature of their mental or physical disability that may prevent the individual from using regular fixed route service. Applicants must obtain an approved health care professional's statement and signature verifying the disability. Each applicant is notified in writing of their application status within twenty-one days, from receipt of a completed application. SunLine is currently reforming the eligibility process for SunDial in an effort to reduce costs to the Agency.

Riders who have the required ADA Certification Identification Card are eligible to use SunDial for their transportation needs, including medical appointments, shopping, and other social activities.

Transportation Demand Management (TDM) Services

SunLine's Transportation Demand Management (TDM) is a canopy of services used to promote and facilitate alternative modes of transportation such as transit (SunBus and SunDial), vanpool (SolVan), carpool, and bicycling. This is accomplished by providing commuters with information specific to each mode and incentives, and partnering with the larger employers in the service area to establish and implement employee commute option programs.

Vanpool

A vanpool is a group of people who are coming to the same workplace or post-secondary education facility (college, trade school, etc.) from the same community, riding together in

a van. Vanpools typically carry from six to fifteen passengers, and operate weekdays, traveling between pick-up locations and a place of work.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy; the vanpool doesn't run at all without a minimum of five regular riders. Vanpools are very demand-responsive; once ridership falls below a threshold, the service goes away and new routes can be added with a minimum of overhead. They can access office parking areas and other locations where scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote it from the sidelines. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar schedules. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. Traditional vanpool programs often have average ridership per trip at just above the minimum membership required for the vanpool.

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With new vanpool programs, SunLine may be able to pull back bus service from low-volume, coverage routes, and focus on more frequent, trunk routes and core services.

SunLine's Vanpool Program provides a subsidy for qualified vans. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van lease cost minus the subsidy. They will also share the cost of gas, toll fees, and parking fees (if applicable). Passengers will not pay for the maintenance and insurance costs. Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or by a third party representative.

Microtransit

SunLine is proposing a new approach to connect riders to mainline service by bridging the first mile, last mile gap. Many communities still experience a lack of transportation options that require innovative solutions. This flexible, on demand rideshare service is designed to connect riders to the fixed route system by providing point to point rides along identified fixed route corridors. A pilot microtransit service that focuses primarily on the college students is in the implementation phase with service to commence in FY20. The pilot will measure rider response, and analyze the performance of this kind of service.

CURRENT FARE STRUCTURE

The SunBus fare structure is summarized in Figure 1.5. SunBus passengers pay the adult fare unless eligible for discounted fares, which are available to seniors, people with disabilities, and youth. Children four (4) years and under ride free with an adult fare. Fares may be paid using cash, passes or through the Agency's mobile ticketing pilot program.

FIGURE 1.5 SUNBUS FARE STRUCTURE

Fixed Route Fare Type	Fare Category		
	Adult (18 YRS - 59 YRS)	Youth (5 YRS - 17 YRS)	Senior 60+/ Disabled / Medicare
Cash/Base Fare	\$1.00	\$0.85	\$0.50
Transfer	\$0.25	\$0.25	\$0.25
Day Pass	\$3.00	\$2.00	\$1.50
10-Ride Pass	\$10.00	\$8.50	\$5.00
31-Day Pass	\$34.00	\$24.00	\$17.00
CV Employer Pass	\$24.00	--	--

FIGURE 1.6 SUNDIAL FARE STRUCTURE

Fare Type (Only for ADA Certified Clients)	Fare Category	
	Single Ride	Multiple Rides
Cash Fare - Same City	\$1.50	--
Cash Fare - City to City	\$2.00	--
10-Ride Pass - Same City	--	\$15.00
10-Ride Pass - City to City	--	\$20.00

Personal care attendants and service animals may accompany an eligible customer at no additional charge. The client must inform the reservationist when booking their trip that they will be accompanied by another person to determine if space is available. Clients may travel with up to three companions who will be charged the applicable fare.

FIGURE 1.7 COMMUTER LINK FARE STRUCTURE

Commuter Route Fares		Fare Type		
		Cash Fare	Day Pass	30-Day Pass
Adult / Youth	Zone 1 or 2	\$3.00	\$7.00	--
Senior+ / Child 46" or less	Zone 1 or 2	\$2.00	\$5.00	--
Adult / Youth	Zone 1 & 2	\$6.00	\$14.00	\$150.00
Senior 60+ / Child 46" or less	Zone 1 & 2	\$4.00	\$10.00	\$100.00
Zone 1 = Riverside - Cabazon Zone 2 = Palm Desert - Thousand Palms				

Commuter fares are for trips between the Coachella Valley and western Riverside County on the Riverside Commuter Link 220 Service.

Proposed Fare Modifications and Plans for Promoting Ridership

In collaboration with HDR Engineering, fares and fare collections were reviewed in FY 2018/2019. The goal of the review was to establish a sustainable fare structure that took into consideration the sensitive nature of SunLine's transit dependent demographic, growing operating costs and State farebox recovery requirements. During the FY 2018/2019 review of fares, it was also evident that SunLine needed to implement a mobile ticketing solution to meet consumer expectations.

Additionally, SunLine implemented the Haul Pass program in conjunction with the College of the Desert. The Haul Pass provides free rides on SunLine's local routes to students enrolled in the College of the Desert. This initiative was subsidized for the first year through the Low Carbon Transit Operations Program (LCTOP). The value of the program was evident in SunLine's positive change in its ridership trend.

For FY2019/2020, SunLine will look towards Board approval and implementation of the recommended fare increases over multiple years. The implementation of the recommended fare increases will accompany the Agency's route restructuring initiative to improve service to its riders. In addition to the improved service, SunLine will conduct extensive outreach to ensure proper community engagement in the fare increase initiative.

Furthermore, SunLine will seek to continue ridership growth by expanding the Haul Pass program in FY2019/2020. The Haul Pass subsidy from the LCTOP program for the College of the Desert will be exhausted during FY2019/2020. However, the Haul Pass will continue as a self-sustaining program through the College of the Desert. Remaining LCTOP funds will be utilized to fund an expansion of the Haul Pass to other educational institutions with the goal of all programs being self-sustaining. Finally, the implementation of a mobile ticketing pilot with Token Transit will allow SunLine the opportunity to see the impact of mobile ticketing in its services. The pilot program will allow riders to utilize a new method of acquiring passes, and give SunLine valuable information that will be utilized for a permanent mobile ticketing solution.

Taxi Voucher Program

In addition to SunDial, SunLine offers a Taxi Voucher Program providing half-price taxi trips for seniors (60+ years) and the disabled. This card is easily obtained by eligible patrons submitting an application to SunLine. Once the application is reviewed and accepted, the patron is then mailed an activated payment card. When the patron receives that card they are able to call in and add a balance of up to \$75 per month. SunLine provides matching funds in equal amount up to the \$75. The total balance added for each month can be a maximum of \$150. Remaining funds from previous months are carried over until utilized. To use the balance, the patrons simply order a cab and pay their fare with the Taxi Voucher payment card.

This service assists with the economic development of the two (2) taxi companies of the Coachella Valley and provides some relief to the demands on the paratransit services. Community members are enjoying the service, and taxi cab drivers and their respective companies appreciate how this service keeps them competitive with other rideshare services in the area. The Taxi Voucher Program has been funded with Section 5310 Transportation for Elderly Persons and Persons with Disabilities.

PASS OUTLETS

SunLine currently has 17 pass outlet locations within the service area. They sell nine (9) different pass types: day pass, 31-day pass, 10-ride pass, adult, senior and youth. Figure 1.8 lists pass outlet locations:

FIGURE 1.8 PASS OUTLET LOCATIONS

Pass Outlets	City	Routes Served
Canyon Food Mart	Cathedral City	30 & 111
Cardenas	Cathedral City	30 & 32
Desert Market	Desert Hot Springs	14 & 15
Desert Food Mart	Desert Hot Springs	14 & 15
COD Bookstore - Indio Campus	Indio	54 & 81
Indio City Hall	Indio	54 & 81
U-Save Market	Indio	80 & 90
Rancho Fresco Market	Indio	80 & 81
Guerrero's Meat Market	Indio	80, 81 & 111
Cardenas	Indio	80, 81 & 111
La Quinta Wellness Center	La Quinta	70
Cardenas	Coachella	90, 95 & 111
Carniceria Atoyac	Palm Desert	111
COD Bookstore	Palm Desert	20, 21, 32, 54 & 111
Mizell Senior Center	Palm Springs	14, 24, & 30
Don Carlos Meat Market	Mecca	91 & 95
SunLine Transit Agency	Thousand Palms	32 & 220

REVENUE FLEET

SunLine currently has an active fleet of 86 fixed route buses. New vehicle purchases are included in SunLine's fleet and facilities plan as seen in Figure 1.9.

FIGURE 1.9 SUNBUS FIXED ROUTE FLEET

Number of Vehicles	Manufacturer	Year	Fuel Type	Size (Feet)
9	Orion V	2006	CNG	40
16	New Flyer A	2008	CNG	40
21	New Flyer B	2008	CNG	40
10	El Dorado	2009	CNG	32
1	FC 3/El Dorado	2012	Hydrogen	40
4	BYD Electric	2018	Electric	40
3	FC 4 ,5 ,6/El Dorado	2014	Hydrogen	40
6	New Flyer Excelsior	2016	CNG	40
1	FC7 El Dorado	2017	Hydrogen	40
5	FC8 - FC12 El Dorado	2018	Hydrogen	40
5	Classic Trolley	2014	Hydrogen	25
5	FC14 - FC18 New Flyer	2019	Hydrogen	40

All buses meet accessibility requirements of the ADA, and the emission mitigation standards mandated by the Federal Clean Air Act, and the California Air Resources Board (CARB). New vehicle models must proceed through the Federal Transit Administration (FTA) First Article Bus Durability Test Program in order for procurements to qualify for federal funding participation. FTA guidelines establish the useful life expectancy of a large, heavy-duty transit bus that has at least 12 years of service or an accumulation of 500,000 miles.

Paratransit

SunLine's paratransit service presently operates with an active fleet of 39 ADA vehicles. The paratransit fleet is summarized in Figure 1.10. FTA guidelines establish the useful life expectancy of a paratransit vehicle is at least four years or an accumulation of 100,000 miles.

FIGURE 1.10 SUNDIAL PARATRANSIT FLEET

Number of Vehicles	Manufacturer	Year	Fuel Type	Size (Feet)
2	FORD/Aerotech 220	2013	CNG	24
8	FORD/Aerotech 220	2015	CNG	24
15	FORD/Aerotech 220	2016	CNG	24
14	FORD/Startrans	2018	CNG	24

Support Vehicles

SunLine currently utilizes 52 support vehicles including standard passenger cars and trucks as well as facility-specific golf carts and forklifts. The support fleet are used for various activities to support transit services provided throughout the Coachella Valley.

EXISTING FACILITIES

Administrative and Operating Facilities

Figure 1.11 represents administrative and operations facilities owned by SunLine.

FIGURE 1.11 SUNLINE FACILITIES

Location Name	Address	City
SunLine Division I Facility	32-505 Harry Oliver Trail	Thousand Palms
SunLine Division II Facility	83-255 Highway 111	Indio

Figure 1.12 represents SunLine's park and ride facility which is owned by SunLine.

FIGURE 1.12 SUNLINE PARK-AND-RIDE LOCATIONS

City	Location	Landmark	Spaces	Routes Served
Thousand Palms	78-420 Varner Road	SunLine Transit Facility	22	220
Indio	83-255 Hwy 111	SunLine Transit Facility	8	54, 80, 81, 111

Stops and Facilities

SunLine's bus system has 665 stops including 424 shelters and 12 inactive shelters, that staff maintains which are planned for relocation. There are 60 standalone benches and waste containers and 14 major transfer locations, where riders are able to make transfers connections between routes. Figures 1.13 and 1.14 indicate the top ten (10) stops served for weekday and weekend service respectively.

FIGURE 1.13 WEEKDAY SERVICE: TOP 10 STOPS SERVED

Stop Name	City	Average Number of Riders per Day
B St/Buddy Rogers	Cathedral City	535
Indian Canyon/Ramon	Palm Springs	531
5th/Vine	Coachella	392
Palm Canyon/Stevens	Palm Springs	284
Hwy 111/Flower	Indio	275
West/Pierson	Desert Hot Springs	270
Baristo/Farrell South Side	Palm Springs	325
Town Center/Hahn West Side	Palm Desert	197
Town Center/Hahn East Side	Palm Desert	172
Ramon/San Luis Rey North Side	Palm Springs	169

FIGURE 1.14 WEEKEND SERVICE: TOP 10 STOPS SERVED

Stop Name	City	Average Number of Riders per Day
5th/Vine	Coachella	401
Indian Canyon/Ramon	La Quinta	319
B St/Buddy Rodgers	Cathedral City	316
Palm Canyon/Stevens	Palm Springs	217
Town Center/Hahn East Side	Palm Desert	171
Hwy 111/Flower	Indio	170
West/Pierson	Desert Hot Springs	140
Baristo/Farrell South Side	Palm Springs	114
Palm Canyon/Baristo	Palm Springs	114
Ramon/San Luis Rey North Side	Palm Springs	91

PLANNED FACILITIES

SunLine engaged HDR Engineering, Inc. in 2016 to examine and understand the Agency's current and planned future transit operations, and the roles and places of its existing transit facilities and vehicle maintenance and storage sites. From this review, SunLine developed an overall long range facilities master plan that identifies the bus storage and maintenance facility requirements, and potential locations for SunLine for the period of 2016 – 2035. This master plan is a guide for SunLine's facilities future uses and associated capital projects.

Operations Facility

SunLine's Operations Facility located in Thousand Palms is housed in a combination of five pre-fabricated units of various sizes (approximately 2,000 square feet in total) with drivers' lunchroom, lounge and training area housed in two separate double pre-fabricated units (2,800 square feet in total). The operations center houses dispatch, transit control and the paratransit call center as well as the operations supervisors' offices. The facility is undersized for its purpose and staff levels. Preliminary planning has begun for the design, demolition and removal of the facility, and construction of a new, accessible facility.

FUTURE TRANSIT HUBS

SunLine is working with the City of Coachella and the California Department of Housing and Community Development on a proposed project to be developed east of Harrison Street south of 4th Street and north of 6th Street in the City of Coachella.

EXISTING COORDINATION BETWEEN TRANSIT AGENCIES AND PRIVATE PROVIDERS

As the designated Consolidated Transportation Services Agency (CTSA), SunLine coordinates public transportation services throughout its service area. Staff participates in meetings with social and human service agencies, consumers, and grassroots advocates

through forums such as the RCTC Citizens Advisory Committee/Social Service Transportation Advisory Council, SunLine's ACCESS Advisory Committee, San Gorgonio Pass Area - Transportation Now Coalition (T-NOW), and neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Staff hosts regular meetings at the Thousand Palms Administrative Office. SunLine applies input from the Committee to improve relationships with the community to address public transportation issues in the Valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and county committees. These committees include the RCTC Citizens Advisory Committee/Social Service Transportation Advisory Council, the Technical Advisory Committee, Aging & Disability Resource Connection ADRC of Riverside Long Term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

COORDINATION WITH OTHER PUBLIC TRANSPORTATION PROVIDERS

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to a number of adjacent transit operators. SunLine and Riverside Transit Agency (RTA) collaborate to schedule the operation of Commuter Link 220 which connects Palm Desert and Thousand Palms with Morongo Band of Mission Indians, Beaumont, Banning, Moreno Valley, and Riverside Metrolink Station via Interstate 10 and State Route 60. In addition to providing connections to RTA routes, Commuter Link 220 joins rides to Pass Transit services in Beaumont and Metrolink's Riverside and Inland Empire-Orange County lines.

SunLine also hosts Morongo Basin Transit Authority (MBTA) Routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree, and Twentynine Palms.

SunLine is collaborating with Palo Verde Valley Transit Agency (PVVTA) on their Rides to Wellness demonstration project known as the Blythe Wellness Express service. This service, launched in July 2017, operates three (3) days per week and travels to the Coachella Valley's three (3) hospitals (Desert Regional Medical Center, Eisenhower Medical Center and J.F.K. Memorial Hospital) within SunLine's service area.

Amtrak California (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations using SunLine's bus stops in Palm Springs, Palm Desert, and La Quinta, under an additional cooperative service agreement. Amtrak's "Sunset Limited" inter-city train serves the Palm Springs Station on North Indian Canyon Drive. However, with rail service only serving Palm Springs three times a week in each direction, it is impractical for SunLine to offer transit service to the station at this time.

SunLine collaborates with Imperial Valley Transportation Commission (IVTC) in an effort to find a future connection with Imperial Valley Transit (IVT). IVTC oversees the regional

transportation services and programs provided by IVT in the southern California areas of Brawley, Calexico, Imperial, West Shores and El Centro.

In 2019, FlixBus initiated regional bus service at Palm Springs, Palm Desert and Indio that connects to Los Angeles in the west and Phoenix, AZ in the east.

PRIVATE TRANSPORTATION

Taxi Administration

The SunLine Regulatory Administration (SRA) is charged with licensing and regulating taxicab companies and drivers in the Coachella Valley. Figure 1.16 represents the current operating taxi companies in the Coachella Valley along with the number of vehicles operated by each company.

FIGURE 1.16 TAXI BUSINESSES

Businesses	Vehicles
Desert City Cab	38
Yellow Cab of the Desert	59

CHAPTER 2: EXISTING SERVICE AND ROUTE PERFORMANCE

INTRODUCTION

In FY 2018/2019, SunLine estimated that it would serve 3.9 million fixed route passenger boardings, a decrease of 4.9% from the previous year. In the same year, it operated over 4,426,269 revenue miles and 299,255 revenue hours of revenue service.

Reversing several years of ridership decline, SunLine may achieve a 1.4% increase in FY 2018/2019. Two factors contributing to the increase is the addition of the Palm Springs BUZZ service and implementation of the Haul Pass with the College of the Desert.

SunDial paratransit service continues to be well utilized for client's day to day activities, such as medical appointments, shopping, or work. In FY 2018/2019, SunLine is estimated to serve 155,658 trips, a 0.45% decrease from FY 2017/2018.

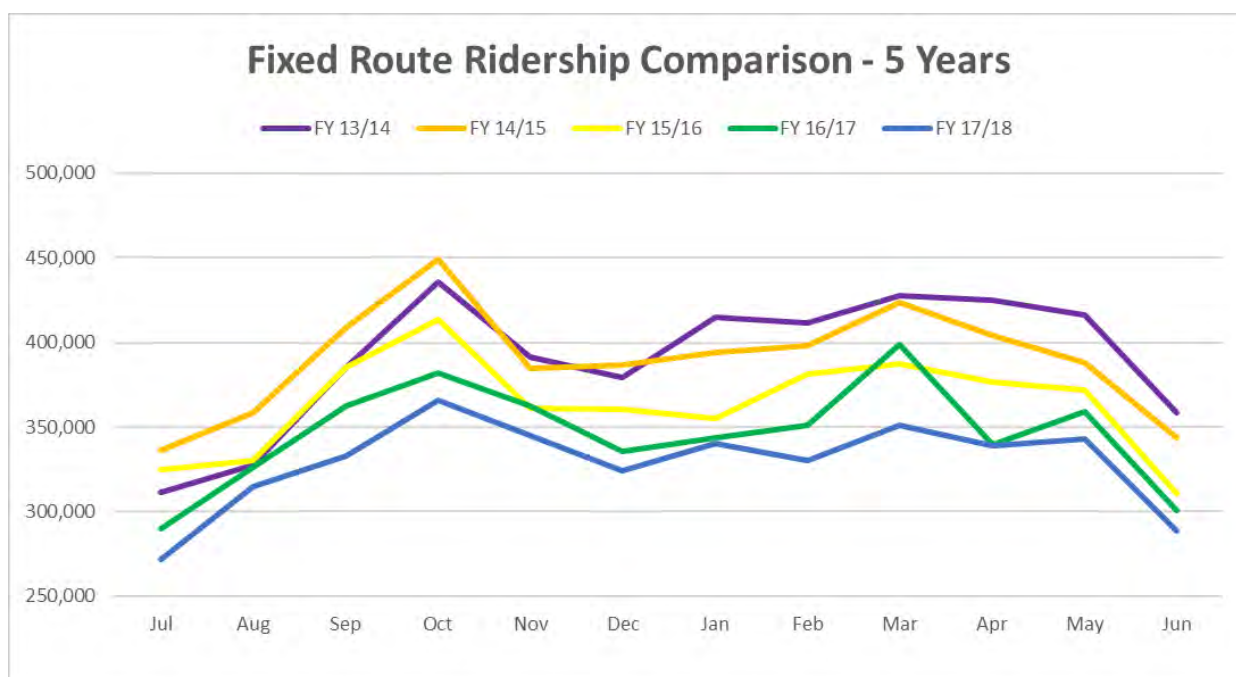
FIXED ROUTE SERVICE – ROUTE BY ROUTE ANALYSIS

FIGURE 2.1 ANNUAL COMPARISON OF SUNBUS RIDERSHIP

Service Type	FY 2016/17	FY 2017/18	Percent Change
SunBus (Fixed Route)	4,151,468	3,947,023	-4.9%

Ridership may also decline if service is getting slower due to congestion, or if there are recurring, on-time performance issues. We also seek to understand why SunLine ridership has declined less steeply than other transit operators. Figure 2.2 presents ridership for five (5) years, from FY 2012/13 to FY 2016/17.

FIGURE 2.2 FIXED ROUTE RIDERSHIP



Service Efficiency and Effectiveness

To determine the efficiency and effectiveness of all routes, staff reviewed the performance statistics for FY 2018/2019 with data from the transit monitoring software TransTrack.

Figure 2.3 below summarizes data by line. Data available includes passenger boardings, passengers per revenue hour, cost per passenger, passenger revenue per revenue hour, and the farebox recovery ratio.

FIGURE 2.3 ANALYSIS OF PERFORMANCE STATISTICS, FY 2017/2018

Route	Passenger Count	Passengers Per Revenue Hour	Cost Per Passenger	Passenger Revenue Per Revenue Hour	Farebox Recovery Ratio
14	602,574	21.0	\$5.52	21	28.51%
15	113,705	20.9	\$5.54	20.9	28.03%
20	24,342	8.2	\$14.21	8.2	11.00%
21	6,039	9.1	\$13.07	9.1	12.82%
24	165,664	12.6	\$9.17	12.6	17.28%
30	631,376	23.8	\$4.86	23.8	32.55%
32	236,728	14.2	\$8.17	14.2	19.32%
53	21,867	4.8	\$23.37	4.8	5.47%
54	73,310	10.9	\$10.61	10.9	14.32%
70	162,309	16.6	\$6.95	16.6	22.12%
80	141,217	23.3	\$5.01	23.3	32.76%
81	91,450	16.2	\$7.15	16.2	21.69%
90	92,273	10.3	\$11.11	10.3	13.93%
91	175,369	9.9	\$11.66	9.9	13.05%
95	24,035	3.8	\$30.74	3.8	5.43%
111	1,370,912	20.1	\$5.74	20.1	27.62%
220	13,853	3.8	\$30.52	3.8	5.19%
SunDial	156,292	2.3	\$37.29	2.3	12.42%

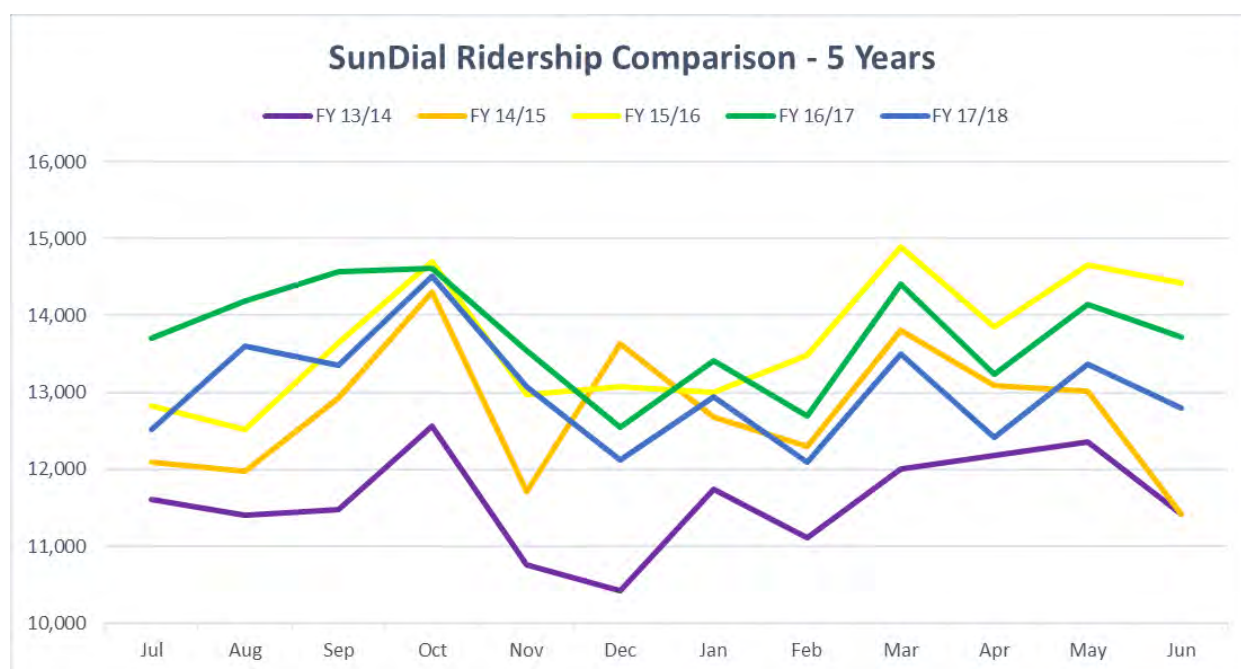
PARATRANSIT SERVICE – SYSTEM PERFORMANCE

Paratransit SunDial patronage decreased during the past year. In FY 2018/2019, SunLine served 155,658 passengers, a 0.45% decrease from FY 2017/2018. SunDial operated 968,568 miles and 65,924 hours of revenue service in FY2018/2019. While a slight decrease in ridership occurred during FY 2018/2019, overall ridership for the demand response and subscription services is expected to grow in FY20.

FIGURE 2.4 ANNUAL COMPARISON OF SUNDIAL RIDERSHIP

Service Type	FY 2016/17	FY 2017/18	Percent Change
SunDial	164,802	156,292	-5.2%

FIGURE 2.5 MONTHLY COMPARISON OF SUNDIAL RIDERSHIP



KEY PERFORMANCE INDICATORS

To ensure adherence to the Productivity Improvement Program (PIP) established by the Riverside County Transportation Commission (RCTC), SunLine continues to monitor and evaluate routes to guarantee compliance with key performance indicators.

The performance indicators are monitored using TransTrack software implemented by RCTC for all Riverside County transit operators. Over the past six years, SunLine has consistently met the compliance requirements for both mandatory and discretionary performance indicators.

SunLine is on track to meet the following targets for FY 2018/2019:

- Operating Cost Per Revenue Hour
- Subsidy Per Passenger Mile
- Subsidy Per Hour
- Subsidy Per Mile
- Passengers Per Revenue Hour
- Passenger Per Revenue Mile

SunLine has not yet met the following targets for FY 2018/2019:

- Farebox Recovery Ratio
- Subsidy Per Passenger

SunLine will continue to work closely with RCTC to meet the key performance indicators and to ensure targets are set by a process in keeping with industry standards.

PRODUCTIVITY IMPROVEMENT EFFORTS

As a result of the Rethink Transit initiative, significant service improvements were instituted in 2018.

Weekdays

- Route 20: Converted to express service only, operating during peak hours. Extended service on I-10 to Cook, Fred Waring to Town Center, and removed service along Monterey between I-10 and Fred Waring.
- Route 21: Replacement route for Route 53 that served Town Center, Fred Waring, and Cook to Gerald Ford. Route 21 provides limited service between 11:00 a.m. and 4:00 p.m. (in between Route 20 peak service in Palm Desert).
- Route 53: Replaced by Routes 20 and 21 in Palm Desert.
- Route 80: Improved frequency from 60 minutes to 30 minutes, realigned the route to serve Calhoun, Dr. Carreon, Van Buren and Avenue 48. Removed service on Jackson, and Dr. Carreon between Calhoun and Jackson.
- Route 90: Commenced service at 5th and Vine. Removed service from Jackson (North of Dr. Carreon), Hwy 111/Flower and Calhoun. Removed service on Avenue 52, Van Buren and Avenue 51 due to low productivity. Reduced frequency from 40 minutes to 60 minutes.
- Route 91: Commenced service at 5th & Vine in Coachella. Removed eastbound service from 111/Flower to 5th and Vine on Hwy 111, Indio Boulevard, Van Buren, Avenue 49, Fredrick, and Avenue 50. Removed westbound service from 5th and Vine to 111/Flower on Avenue 50, Fredrick, Avenue 49, Van Buren, Dr. Carreon, and Jackson to 111/Flower.
- Route 111: Improved frequency from 40 minutes to 30 minutes before 6:00 a.m., and every 20 minutes past 6:00 a.m. to create uniformity between weekday and weekend schedules.

Weekends

- Route 53: Removed weekend service due to low productivity.
- Route 80: Realigned route to serve Calhoun, Dr. Carreon, Van Buren and Avenue 48. Remove service on Jackson, and Dr. Carreon between Calhoun and Jackson.
- Route 90: Commenced service at 5th and Vine. Removed service from Jackson (North of Dr. Carreon), Hwy 111/Flower and Calhoun. Removed service on Avenue

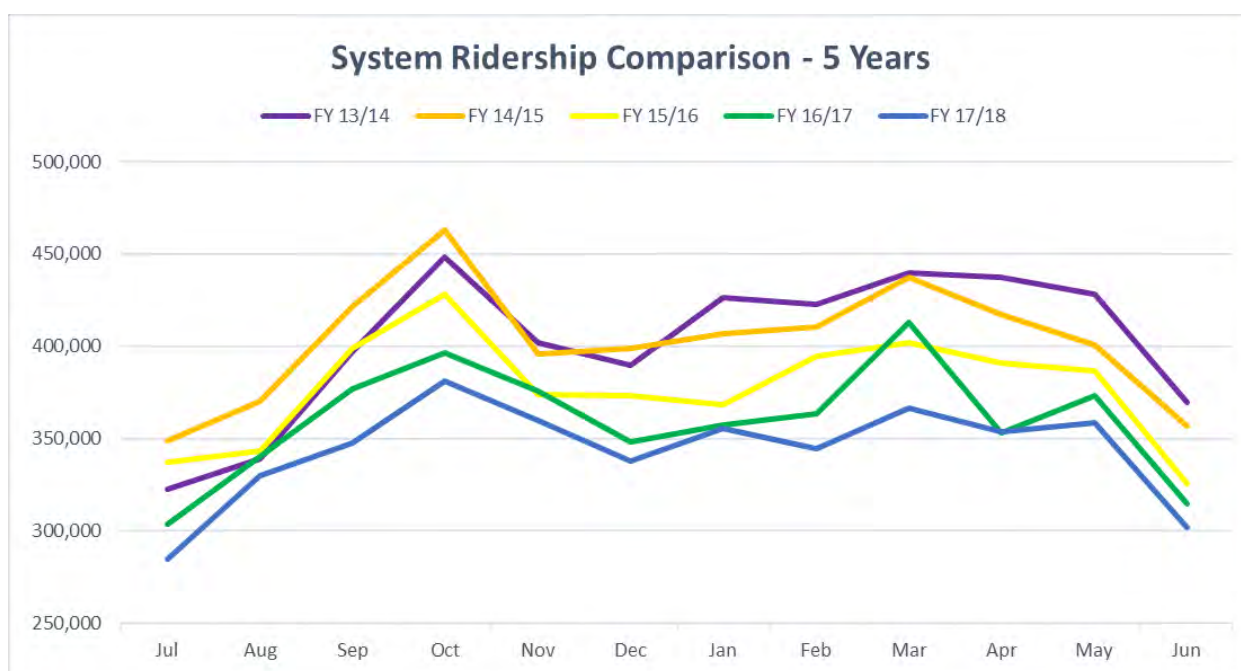
52, Van Buren and Avenue 51 due to low productivity. Reduced frequency from 40 minutes to 60 minutes.

Route 91: Commenced service at 5th and Vine in Coachella. Removed eastbound service from 111/Flower to 5th and Vine on Hwy 111, Indio Boulevard, Van Buren, Avenue 49, Fredrick, and Avenue 50. Removed westbound service from 5th and Vine to 111/Flower on Avenue 50, Fredrick, Avenue 49, Van Buren, Dr. Carreon, and Jackson to 111/Flower.

Specialized

PS BUZZ: SunLine started operating the Palm Springs BUZZ in January 2019, a circulator service that operates every 20 minutes on Thursdays, Fridays and Saturdays, noon to 10:00 pm. The BUZZ travels on Palm Canyon and Indian Canyon between South Sunrise and West Vista Chino.

FIGURE 2.6 MONTHLY COMPARISON OF SYSTEM RIDERSHIP



SunLine’s staff continues to coordinate with local jurisdictions to determine best practices in relation to transit services provided throughout the Coachella Valley.

Staff will continue monitoring existing routes; applying service warrants to evaluate route performance. In addition to concentrating on modifying and adjusting existing routes, the review of underperforming routes will continue to determine if segment realignment, trip modifications or discontinuation of service should be considered due to low productivity.

Service Standards and Warrants

The factors listed below are considered when analyzing new service proposals and requests, as well as evaluating existing service.

Area Coverage

While most of the urbanized sections of SunLine's service area are adequately served, there are some areas that are provided with more service than others. When service is proposed, the new route will be evaluated based on its proximity to other routes and the necessity of its implementation based on area coverage and service productivity standards. Areas that are not currently served or are underserved, but warrant new or enhanced service will be evaluated to receive new transit service when funding becomes available or through efficiency improvements of the existing transit routes. Growth in the ADA paratransit service area must also be addressed as part of any new service planning. Funding of these types of services must be prioritized along with improvements to existing transit services, based on available funding.

Market Area Characteristics

Staff also considers the density and demographic characteristics of a given service area as an important determinant for providing transit success. In tying area coverage standards to population and employment densities, SunLine recognizes the need to provide more service within more highly developed areas, and often considers this factor as part of the service development process.

Transit-Dependent Populations

SunLine considers the effects of service changes on transit-dependent riders during service planning processes. While SunLine's current network serves most transit-dependent populations and their destinations effectively, the agency continues to examine transit dependency when evaluating new service proposals.

Special Market Needs

Staff often receives requests for new service when existing routes do not adequately address unique market opportunities. Some examples include short routes such as shuttles that may better connect two or more high demand destinations, such as a transit center and an employment center, a senior center and a shopping complex, or student housing and a university campus. They may also provide local circulation between destinations in a single community with the service span and frequency tailored to these unique markets.

Service Standards of Evaluating New Services

Once a route is implemented, performance monitoring begins immediately to determine if the route is reaching its desired potential and performance standards. New service routes not meeting minimum standards are subject to the same remedial actions as existing services requiring evaluation at the 18 to 24 month marks, may be truncated or eliminated if route productivity does not improve.

MAJOR TRIP GENERATORS & PROJECTED GROWTH

Many transit trips within the Coachella Valley are destined for the City of Palm Desert, with 23% of all work trips ending there. Data compiled for trip purposes show trip patterns to Palm Desert are mostly from the Cities of Cathedral City, Indio, La Quinta, and Palm Springs. There are also strong trip patterns from La Quinta and Coachella to Indio, and from Desert Hot Springs to Palm Springs.

Most trips in the system occur along Highway 111, with nearly all destinations served directly by Route 111. Route 14 (Desert Hot Springs – Palm Springs) and Route 30 (Cathedral City – Palm Springs) are also key SunLine transit routes.

With respect to school travel, Palm Desert continues to be a key destination as the location of the main campus of the College of the Desert (COD). SunLine also provides public transportation services for middle and high school students for school districts that are unable to provide transportation. SunLine schedules tripper buses to accommodate the public transportation demand and school bell schedule for school districts including the Palm Springs Unified School District (PSUSD) and Desert Sands Unified School District (DSUSD).

SunLine staff coordinates with local jurisdictions to provide recommendations for adequate transit considerations as new developments and construction projects are proposed. Through this process, SunLine attempts to reshape the community land use development patterns to support cost-effective transit, biking, and walking mobility in concert with the SB 375 GHG initiative. As the Coachella Valley flourishes, SunLine staff will continue to assess travel patterns and transit demands. Additionally, to assist commuting students, SunLine will continue to coordinate public transit schedules with school bell times.

EQUIPMENT, PASSENGER AMENITIES AND FACILITY NEEDS

Passenger Amenities and Bus Stop Improvement Program

As of January 2019, SunLine serves 665 bus stops, which are cleaned and maintained on a regular basis. Since completion of the 2005 Comprehensive Operational Analysis (COA), and 2009 COA Update, SunLine has made significant improvements to bus stops in the Coachella Valley as part of its Bus Stop Improvement Program (BSIP). Funding was received in FY 2015/2016 to allow 25 new shelters to be placed at active stop locations as part of the BSIP. Presently, 424 bus stops have shelters. In conjunction with the installation of new shelters, bus stops are also improved to meet guidelines set forth by the Americans with Disabilities Act (ADA). Additional funding has been requested for continual support of the BSIP in upcoming years.

Real-Time Signage Displays

SunLine continues to provide real-time arrival information on display at the major transfer point located at Town Center at Hahn in Palm Desert. This new technology data combined with digital signage is creating new ways for SunLine to communicate with its riders. SunLine will be exploring other potential locations for real-time displays.

On-Board Passenger Amenities

SunLine provides free Wi-Fi on all fixed route buses. All SunLine buses have electronic destination signs. The signs indicate the route number, route name, and the destination of the bus. All of the buses have display racks for public announcements, notices and timetables. Passengers are able to request a stop by activating the stop request that is controlled by a plastic strip/pull cord located within each passenger's reach. All buses are ADA compliant and provide lifts and securement straps. Air conditioning and heating are also provided on the buses for passenger comfort.

Bicycle Facilities

To provide bicyclists an alternate mode for traveling throughout the Coachella Valley, SunLine's fixed route buses have exterior mounted bike racks. The combination of bicycling and riding the bus has increased the range of options for riders who utilize other modes of transportation.

On-Board Security Cameras

Cameras and the associated video recording equipment are installed on all SunLine fixed route buses. Video recording provides an invaluable asset when assessing the cause of collisions, investigating reports of improper behavior by SunLine staff and violations of SunLine rider rules by our passengers. Video from on-board cameras has also proven to be beneficial to law enforcement in the investigation of traffic incidents and criminal activity. Additionally, our paratransit vans are equipped with "SmartDrive" video monitoring. SmartDrive video recordings assist in determining the cause of collisions and helps identify operator driving habits and tendencies. SmartDrive video is used to coach better driving habits and skills to our paratransit operators.

Bus Replacement Program

Approximately every three years, SunLine begins the replacement of ADA paratransit vans as they near 150,000 miles. In FY 2019, 14 paratransit replacement vehicles were delivered to SunLine. The fixed route bus fleet began to be updated in 2017, as fifteen 2005 Orion buses become eligible for replacement under FTA guidelines (12-year lifespan or 500,000 miles). SunLine has received five (5) Hydrogen fuel cell buses. The procurement of nine (9) CNG fixed route buses has been initiated and the buses are expected to be delivered to SunLine in the second quarter of 2020. All SunLine vehicles, including non-revenue service vehicles, are powered with alternative fuels.

Facility Needs

CNG Station: The CNG station will be located at the Thousand Palms facility and will replace the existing station that has exceeded its useful life. Design drawings are complete and have been submitted to the county. The station is expected to be completed and commissioned by the fall of 2019.

Hydrogen Station: SunLine is in the process of upgrading its existing hydrogen refueling station with a new electrolyzer. The construction of the hydrogen station is in progress. The station is expected to be completed and commissioned by the summer of 2019.

Thousand Palms Administration Building Solar Carport: Final design drawings have been submitted to the county. Construction of the solar carport is expected to be completed by the summer of 2019.

Operations Facility Replacement: The operations facility replacement will allow SunLine to complete demolition, removal and rebuild an operations building in Thousand Palms. Bids to procure the design build contractor are out. The contract for the design build firm is expected to be executed by late spring of 2019. Design drawings are expected to be completed by the fall of 2019.

Center of Excellence Facility: The Center of Excellence facility will allow SunLine to provide a maintenance bay and training area for the zero emission vehicles. Design drawings for the facility are expected to be completed and ready to be submitted to the county for permitting by the fall of 2019.

Center of Excellence in Zero Emission Technology (CoEZET)

In 2016, SunLine Transit developed the West Coast Center of Excellence in Zero Emission Technology (CoEZET). Zero Emission Bus (ZEB) technology is gaining momentum among transit agencies. The State of California and the federal government strongly support procurement of buses that have no emissions, and they are investing millions of dollars in the adoption of this technology. As a result, ZEB costs have decreased and ZEB technologies have improved.

Adaption of ZEB technology requires thoroughly trained staff who are experts in planning, procuring, maintaining and operating ZEB bus fleets. Funded by the Federal Transit Administration (FTA) and local sources, CoEZET's goal is to provide educational services to transit agencies planning to establish or increase their zero-emission fleets and technologies.

Instruction covers topics that address in-service management of ZEB technologies, including fueling systems and fleet operations. The Center assists with the reduction of unscheduled maintenance by demonstration of shared resource software that is known as SMART. Courses are designed to consider and plan the major steps to attaining a successful zero emission fleet. The Center will reach beyond public transit to offer educational services to any organization that operates and maintains vehicles from delivery to heavy truck vehicles.

CoEZET is a collaboration among public and private organizations, including transit agencies, colleges, private industry, manufacturers and governmental agencies that ensures the development of excellence in the maintenance and operation of zero emission vehicles. Partners have included College of the Desert, Rio Hondo College, BAE Systems, Ballard Power Systems, BYD Coach and Bus, Hydrogenics and Proterra.

CHAPTER 3: SERVICE CHANGES AND IMPLEMENTATION

INTRODUCTION

In July 2017, SunLine Transit Agency adopted a Rethink Transit campaign. The purpose of the campaign was to identify savings by reallocating resources to productive bus routes, and developing sustainable solutions to serve areas with fewer riders. By reallocating resources to productive services, productivity will increase easing financial constraints that inhibit growth.

The campaign was adopted in response to three (3) consecutive years of declining system passenger ridership and revenue. The decline was caused by a national trend in stagnate transit growth, fairly moderate motor fuel prices, an increase in automobile ownership by low income residents in Southern California, and increasing competition from the private sector that has resulted in more choices being made available to local transit passengers.

In 2018, HDR Engineering conducted a comprehensive analysis of SunLine's system, reviewed previous studies, examined peer performance and selected best practices to make recommendations for a Transit Redesign.

HDR's study was completed in January 2019. The key recommendations of the study included:

- Making SunLine's system faster and more direct in an effort to attract more riders;
- Streamlining SunLine's bus routes to focus additional resources on productive bus corridors;
- Replacing traditional bus service with lower-cost microtransit in low-transit-demands areas;
- Simplifying the fare structure, and increasing fares gradually to improve financial performance;
- Updating the Service Standards Policy to support performance-driven transit and emerging service delivery modes; and
- Implementing the recommendations of the 2016 SunLine Transit Facilities Master Plan.

A rider survey was completed in late March 2019 that obtained new data to confirm the development of HDR's findings.

SunLine's Transit Redesign will consolidate SunBus' existing 15 routes into nine (9) routes and create microtransit service areas. The annual resources needed for redesign, in terms of hours of operation and peak vehicle service requirements, will be similar to the level of resources expended in 2019.

As a result of a Congestion Mitigation Air Quality (CMAQ) grant, SunLine will also introduce a pilot Route 111-Express service in FY2019-20 that will offer service in approximately 20% less travel time between Coachella and Palm Springs.

The consolidation of existing transit routes will occur over an 24-month time period from west to east in the Coachella Valley. The last change will introduce micro-transit in the eastern Coachella Valley to serve lightly populated areas such as North Shore and Oasis. Additionally, in 2019, SunLine will launch a pilot program for rideshare services in the Palm Desert area to test the acceptance of this kind of transit service delivery.

PLANNED SERVICE CHANGES AND IMPLEMENTATION

The strength of SunLine’s network lies in its frequent, regional trunk routes. Routes 14, 30, and 111 together account for 64% of all daily boardings. Improving these services will increase farebox revenue for the entire network. Transit Redesign will focus on more productive routes, with plans to increase frequency in high demand areas.

FIGURE 3.1 TRANSIT REDESIGN IMPLEMENTATION

Date	Route #	Old #	Service Area
Sept. 2019	2	14-30	Desert Hot Springs - Cathedral City
	3	15	Desert Hot Springs
	4	24/32	Palm Springs - Palm Desert
	5	20/21	Desert Hot Springs - Palm Desert
	111	111	Coachella - Palm Springs
	111-X	New	Coachella - Palm Springs Express
Date	Route #	Old #	Service Area
Sept. 2020	6	54/80/90	Coachella - Palm Desert
	7	70	La Quinta - Bermuda Dunes
	8	80/81/91	Mecca - Indio
	8	91/95	North Shore - Mecca / Oasis
	224	New	San Bernardino Express*

* Replaces 220

Note: Palm Springs Buzz operates Thursdays, Friday and Saturdays

Transit Redesign implementation is contingent upon completion of SunLine’s service change public process that includes locally scheduled public hearings.

MODIFICATIONS TO PARATRANSIT SERVICE

The provision of ADA services remains a challenge because it is costly. Efforts to mitigate the increasing expenses in demand-responsive service include revisions to the paratransit eligibility/certification process and continuing to monitor late cancellations and no-shows, which improves the availability of appointment time slots and makes SunDial service more efficient for customers. SunDial staff periodically measure (monthly) the system-wide average rate for that month to determine whether a particular customer has excessive late cancellations or no-shows. The Agency then considers the customer’s overall frequency of

use and evaluates whether there is “a pattern of abuse” relative to how often that customer travels with SunDial.

SunDial will continue to move forward with the paratransit eligibility/certification process and implement in-person interviews to ensure paratransit riders qualify for the service. MTM, Inc. has been contracted as the consulting firm to help reform the current processes. They are evaluating the Agency’s current procedures and will be making recommendations to help implement changes. SunLine also plans to implement new technology in the near future to facilitate on-line scheduling and cancelation of paratransit reservations. The new technology will provide a reminder call the day before to encourage cancelling when plans change and will also provide customers with notification five (5) minutes prior to passenger pickup.

MARKETING PLANS AND PROMOTION

Marketing has become an important element in transit agencies’ orientation toward present and potential passengers. With the functions of the information and public relations, marketing contributes to the image and role of SunLine’s transit system in the Coachella Valley.

With a modest marketing budget, SunLine strives to achieve the following major goals in an effort to increase ridership in the fiscal year 2020:

- *Increase Ridership* – will continue to look at forward-thinking and innovative strategies to increase ridership.
- *Increase Awareness and Enhance Image of SunLine Transit Agency* - will include strategies to increase overall visibility of the transit network and to make potential riders more aware of what services are available and how to access them. Promote transit services and inform the public about them in the Coachella Valley.
- *Transit User Group Presentations* – will continue to make personal presentations to local transit user groups, such as senior centers, disabled groups, schools, and civic groups and to educate about the destinations available through the service.
- *Travel Training and Transit Ambassadors* – will help educate members of the Coachella Valley community about public transit services offered by SunLine through travel training. Fostering employees to become transit ambassadors to empower them with the knowledge and skills to educate existing and potential future riders about SunLine services and programs that are offered.

Throughout FY 2019/2020 the Marketing and Planning teams will join community service events, seminars and conventions to spread the positive impact local transit service has in the Coachella Valley. The agency will continue to follow its strong marketing and outreach campaign in an effort to inform Coachella Valley residents about available transportation services, to show people where buses operate and how they can use services offered within their area, to generate increased ridership. The Agency will market awareness and

collaborate with the general public about what transit services are available, and how and where to get more information, to get riders where they need to go.

Components of a Marketing Program



Social Media and Website

Mirroring the rest of society, SunLine is using social media as part of a comprehensive marketing strategy. SunLine maintains a Facebook, Twitter, Instagram, Snapchat and YouTube pages, which posts alerts and items of interest. SunLine’s website is used to publish up-to-date information about agency services, policies, and publications. This is a reasonably cost-effective way to advertise and promote SunLine’s brand.

Passenger Transit Information/Rider’s Guide

Information of SunLine services and programs is easily available and prominently displayed for all target markets. The SunLine Rider’s Guide provides directions, map, time point bus stop locations, schedule, fares, transfer information and where to get assistance on how to use SunLine services and programs. It is a promotional tool. SunLine transit system information can also be found at transit centers, on buses and at bus stops to make it easier for the rider. Transit information is readily available and designed to attract and promote SunLine services and programs to someone who is new at trying the system, while maintaining interest and engagement from existing riders. SunLine’s transit information is provided in both English and Spanish.

Customer Service Center

The Customer Service Center provides phone information to customers Monday through Friday. SunLine maintains staffing levels to adequately meet its customers’ needs. Various resources like Google Transit trip planner and MyStop Bus Tracker, allow agents to quickly and accurately answer all customer inquiries. Bilingual (English/Spanish) Customer Service agents are available to assist with questions pertaining to SunLine services and programs offered.

Community Outreach

SunLine's Community Outreach effort works with local organizations, business, government agencies, and nonprofit organizations to promote SunLine programs and services. The Community Outreach efforts involve the grassroots organizations to identify unmet transit needs, community-based marketing partnerships, with local business and public agencies of this kind are productive. SunLine is vastly involved in building upon these relationships by participating in community events such as mobility workshops, food drives, fundraisers, parades, and special event activities which include public involvement. This gives SunLine the opportunity to promote transportation services and programs to existing riders and attract potential future riders.

Public Presentations

Public presentations are the ultimate low-cost marketing tool. Target audiences include seniors, students, social service, business and community leaders. The goals are to educate these groups about the economic and environmental benefits in using SunLine's public transportation system, to help save money and reduce energy consumption, greenhouse gases and other pollutants. These presentations occur at senior centers, colleges, school orientation programs, and emphasis on how SunLine can take patrons where they need to go to undertake their many tasks.

Travel Training

SunLine's Travel Training Program offers traveling training opportunities to help riders become more informed and independent consumers. They can attend a group presentation to learn about transportation programs and services available through SunLine, or request a one-on-one training aboard a fixed route bus and learn how to ride with ease and confidence. For the individual receiving training, increased confidence and self-reliance are immediate results of learning to travel independently. These skills improve the passengers' quality of life by encouraging community integration, participation in recreational and employment opportunities, and overall independence.

Transit Ambassador Program

SunLine introduced a new Transit Ambassador Program, known as TAP, which helps create and or expand upon a culture of customer service by empowering employees with skills to better handle the many situations that arise when interacting with customers. TAP is comprised of a series of training sessions which address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador is someone trained to be knowledgeable about SunLine's local fixed transit system and programs that are offered in the Coachella Valley. Their goal is to help assist passengers with their trip planning. Transit Ambassadors will assist the rider until the rider feels confident in navigating the SunLine system independently.

Access Advisory Committee

The Access Advisory Committee was formed in 1995 as an advocacy group comprised of various agencies in the Coachella Valley. Committee members range from the Braille Institute, Neuro Vitality Center, Desert Arc, Guide Dogs of the Desert, and community activists to everyday transit users who are committed to promote successful implementation of the transportation provisions of the American with Disabilities Act of 1990 and other related federal legislation or regulations. The committee meets bi-monthly

on the second Tuesday of the each month to discuss transportation access within the Coachella Valley.

CHAPTER 4: FINANCIAL AND CAPITAL PLANS

OPERATING AND CAPITAL BUDGET

In FY 2019/2020, SunLine plans to have an operating budget of \$40,840,150 and a capital project budget of \$12,711,407. The operating budget will absorb cost increases in wages and benefits, some new operating and administrative staff positions, as well as other direct costs increases associated with operating service.

SunLine utilizes funding from various sources to operate its fixed route and paratransit services. Additional revenue opportunities are pursued in order to reduce subsidy levels. These additional revenue sources include SunLine's bus and shelter advertising, sales of emission credits, outside CNG fuel sales revenue, taxi voucher sales and funding from two jurisdictions for bus shelter maintenance.

FUNDING PLANS TO SUPPORT PROPOSED OPERATING AND CAPITAL PROGRAM

For FY 2019/2020, funding plans for the proposed operating and capital programs are as follows:

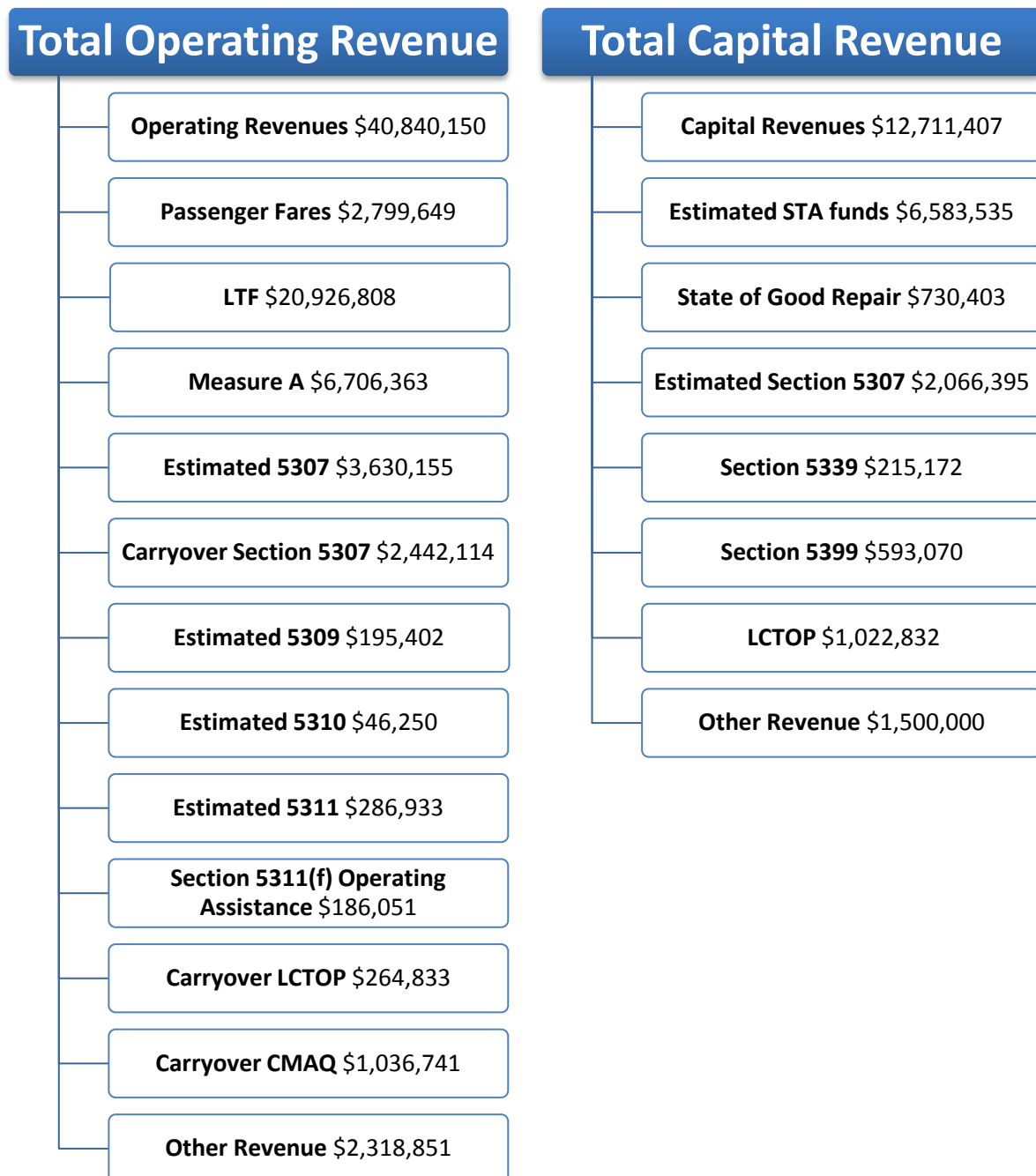
Funding sources for the proposed operating budget includes FTA Section 5307 (Urban), FTA Section 5309, FTA Section 5310 (Elderly and Disabled), FTA Section 5311 (Rural), FTA Section 5311 (f) (Intercity), Congestion Mitigation and Air Quality (CMAQ), and Low Carbon Operating Program (LCTOP) funds apportioned by the California Department of Transportation (Caltrans), State Local Transportation Funds (LTF), Local Measure A funding, farebox revenue and other revenue for operating assistance.

Funding sources for capital projects include funds from FTA Section 5307, Section FTA 5309, FTA Section 5339, LCTOP, State Transit Assistance (STA), State of Good Repair Funds (SGR), and other revenue for capital assistance .

OPERATING BUDGET AND CAPITAL BUDGET

The estimated FY 2019/2020 operating and capital budget of \$53,551,557 outlined in Table 4, is funded by:

FIGURE 4.1 OPERATING AND CAPITAL BUDGET



REGULATORY AND COMPLIANCE REQUIREMENTS

Americans with Disability Act

SunLine complies with the guidelines set forth by the Americans with Disability Act (ADA) by providing a 100% accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, the Agency continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity exists.

Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in February 2019 and July 2018, respectively. The DBE semiannual reports are kept current, with the most recent DBE report submitted May 2019. The next DBE report will be submitted in December 2019.

Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-1 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) as well as its EEO/Affirmative Action Program to the FTA, every four (4) years or as major changes occur in the workforce or employment conditions. The most recent EEO-1 report was submitted to the EEOC and certified in March 2018. The most recent EEO/Affirmative Action Program was revised and submitted to the FTA in FY 2015/2016.

Title VI

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI Report was updated in FY 2016/2017 for use in the FY 2017/2018 to FY 2019/2020 period. The report is scheduled for update, submission and approval by October 1, 2019.

Transportation Development Act

Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). RCTC commissioned Pacific Management Consulting to conduct the Triennial Performance Audit as required by Transportation Development Act (TDA) and SunLine's findings are referenced in Table 6.

Federal Transit Administration Triennial Audit

In accordance with regulations, SunLine Transit Agency completed a Federal Transit Administration Triennial Audit site visit in March 2016. The Triennial Review focused on SunLine's compliance in 17 areas. SunLine had no repeat deficiencies from the 2013 Triennial Review. SunLine met FTA requirements in fourteen (14) areas. Deficiencies were found in three (3) areas; Technical Capacity, Maintenance and Procurement.

The Audit recommends:

- 1) SunLine Transit Agency's overall Technical Capacity and Office Procedures be improved to provide required information in progress reports.
- 2) Maintenance Department facility preventative maintenance checks be improved to meet an 80 percent minimum target.
- 3) Procurement Department pre-award and post-delivery processes be improved.



National Transit Database

To keep track of the industry and provide public information and statistics as it continues to grow, FTA's National Transit Database (NTD) records the financial, operating and asset condition of transit systems. Staff are currently finalizing FY 2016/2017 NTD Section sampling. SunLine continues to perform parallel sampling using manual samples and Automatic Passenger Counter (APC) data in order to verify and gain approval to use APC data in future reporting.

Alternative Fuel Vehicles

In alignment with SunLine's Board approved Alternative Fuel Policy, all vehicles in the fleet use CNG, electric or hydrogen fuel. The current active fleet consists of 67 CNG buses, 15 hydrogen electric fuel cell buses, four (4) battery electric buses, 39 paratransit vehicles, and 52 non-revenue CNG and electric vehicles, including general support cars and trucks as well as facility-specific golf carts and forklifts.

FY 2019/2020 SRTP TABLES

TABLE 1
FLEET INVENTORY – FIXED ROUTE

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
SunLine Transit Agency

Bus (Motorbus) / Directly Operated												
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2018/19	
2014	BYD	K9	35	2	40	EB	2	0	140,112	161,465	80,732	
2015	BYD	K9	35	1	40	EB	1	0	69,839	73,212	73,212	
2012	EDN	ACCESS	37	1	40	OR	1	0	160,221	172,701	172,701	
2014	EDN	ACCESS	37	3	40	OR	3	0	323,346	355,019	118,339	
2017	EDN	ACCESS	37	1	40	OR	1	0	3,809	16,716	16,716	
2018	EDN	ACCESS	37	5	40	OR	5	0	19,871	90,143	18,028	
2009	EDN	EZRider32'	29	10	32	CN	10	0	3,168,714	3,479,098	347,909	
2008	NFA	LF 40'	39	1	40	OR	1	0	92,785	92,785	92,785	
2008	NFA	LF 40'	39	20	40	CN	16	4	10,759,741	11,640,113	727,507	
2008	NFA	LF 40'	39	21	40	CN	21	0	11,148,113	12,144,980	578,332	
2016	NFA	LF 40'	39	6	40	CN	6	0	594,470	863,520	143,920	
2005	OBI	ORION V40'	44	12	40	CN	12	0	7,318,451	6,197,980	516,498	
Totals:			447	83			79	4	33,799,472	35,287,732	446,680	

TABLE 1
FLEET INVENTORY – DEMAND RESPONSE

Table 1 - Fleet Inventory
FY 2019/20 Short Range Transit Plan
SunLine Transit Agency

Demand Response / Directly Operated											
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2018/19	# of Contingency Vehicles FY 2018/19	Life to Date Vehicle Miles Prior Year End FY 2017/18	Life to Date Vehicle Miles through March FY 2018/19	Average Lifetime Miles Per Active Vehicle As Of
											Year-To-Date (e.g., March) FY 2018/19
2013	EDN	AEROTECH	12	16	22	CN	16	0	3,141,009	3,441,936	215,121
2015	EDN	AEROTECH	12	8	22	CN	8		954,061	1,167,006	145,875
2016	EDN	AEROTECH	12	15	22	CN	15	0	969,564	1,472,178	98,145
Totals:			36	39			39	0	5,064,634	6,081,120	155,926

TABLE 2
SRTP SERVICE SUMMARY – ALL ROUTES (SYSTEM TOTALS)

Table 2 --- SunLine Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		205	102	156	98
Financial Data					
Total Operating Expenses	\$32,877,347	\$32,609,634	\$39,654,404	\$21,884,183	\$40,840,137
Total Passenger Fare Revenue	\$6,706,373	\$6,939,092	\$6,962,133	\$3,872,471	\$8,063,714
Net Operating Expenses (Subsidies)	\$26,170,974	\$25,670,542	\$32,692,271	\$18,011,712	\$32,776,423
Operating Characteristics					
Unlinked Passenger Trips	4,316,269	4,122,539	3,894,862	3,149,428	4,329,667
Passenger Miles	30,441,739	41,488,246	27,240,436	27,954,109	36,983,241
Total Actual Vehicle Revenue Hours (a)	307,316.2	303,326.4	299,773.0	285,334.1	315,136.0
Total Actual Vehicle Revenue Miles (b)	4,498,671.0	4,679,725.3	4,449,915.0	3,488,435.5	4,616,188.0
Total Actual Vehicle Miles	5,111,465.3	5,280,523.1	5,109,321.0	3,960,488.0	5,311,625.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$106.98	\$107.51	\$132.28	\$76.70	\$129.60
Farebox Recovery Ratio	20.40%	21.28%	17.55%	17.70%	19.74%
Subsidy per Passenger	\$6.06	\$6.23	\$8.39	\$5.72	\$7.57
Subsidy per Passenger Mile	\$0.86	\$0.62	\$1.20	\$0.64	\$0.89
Subsidy per Revenue Hour (a)	\$85.16	\$94.63	\$109.06	\$63.13	\$104.01
Subsidy per Revenue Mile (b)	\$5.82	\$5.49	\$7.35	\$5.16	\$7.10
Passenger per Revenue Hour (a)	14.0	13.6	13.0	11.0	13.7
Passenger per Revenue Mile (b)	0.96	0.88	0.88	0.90	0.94

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

TABLE 2
SRTP SERVICE SUMMARY – NON-EXCLUDED ROUTES

Table 2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Non-Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		205	98	135	92
Financial Data					
Total Operating Expenses	\$29,998,149	\$32,609,634	\$38,585,332	\$20,180,596	\$38,610,290
Total Passenger Fare Revenue	\$6,388,373	\$6,939,092	\$6,772,628	\$3,449,556	\$7,494,350
Net Operating Expenses (Subsidies)	\$23,639,776	\$25,670,542	\$31,812,704	\$16,731,040	\$31,205,940
Operating Characteristics					
Unlinked Passenger Trips	4,056,924	4,122,539	3,854,332	2,754,065	4,148,239
Passenger Miles	28,631,002	41,488,246	26,965,237	24,623,618	35,455,617
Total Actual Vehicle Revenue Hours (a)	281,969.6	303,326.4	294,774.0	264,788.8	303,950.0
Total Actual Vehicle Revenue Miles (b)	4,024,092.4	4,679,725.3	4,345,049.0	3,162,101.9	4,409,916.0
Total Actual Vehicle Miles	4,591,305.1	5,280,523.1	4,984,033.0	3,581,218.6	5,042,865.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$106.39	\$107.51	\$130.90	\$76.21	\$127.03
Farebox Recovery Ratio	21.20%	21.28%	17.55%	17.09%	19.17%
Subsidy per Passenger	\$5.83	\$6.23	\$8.25	\$6.08	\$7.52
Subsidy per Passenger Mile	\$0.83	\$0.62	\$1.18	\$0.68	\$0.88
Subsidy per Revenue Hour (a)	\$83.84	\$94.63	\$107.92	\$63.19	\$102.67
Subsidy per Revenue Mile (b)	\$5.67	\$5.49	\$7.32	\$5.29	\$7.08
Passenger per Revenue Hour (a)	14.4	13.6	13.1	10.4	13.6
Passenger per Revenue Mile (b)	1.01	0.88	0.89	0.87	0.94

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

TABLE 2
SRTP SERVICE SUMMARY – EXCLUDED ROUTES

Table 2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
Excluded Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet			4	21	6
Financial Data					
Total Operating Expenses	\$2,879,198		\$1,069,072	\$1,703,587	\$2,229,847
Total Passenger Fare Revenue	\$347,999		\$189,506	\$422,915	\$659,364
Net Operating Expenses (Subsidies)	\$2,531,198		\$879,567	\$1,280,672	\$1,570,483
Operating Characteristics					
Unlinked Passenger Trips	259,345		40,530	395,363	181,428
Passenger Miles	1,810,737		275,199	3,330,492	1,527,624
Total Actual Vehicle Revenue Hours (a)	25,346.5		4,999.0	20,945.2	11,186.0
Total Actual Vehicle Revenue Miles (b)	474,578.6		104,866.0	326,333.6	206,272.0
Total Actual Vehicle Miles	520,160.2		125,288.0	379,279.4	268,760.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$113.59		\$213.86	\$82.92	\$199.34
Farebox Recovery Ratio	12.09%		17.72%	24.82%	29.56%
Subsidy per Passenger	\$9.76		\$21.70	\$3.24	\$8.66
Subsidy per Passenger Mile	\$1.40		\$3.20	\$0.38	\$1.03
Subsidy per Revenue Hour (a)	\$99.86		\$175.96	\$62.33	\$140.40
Subsidy per Revenue Mile (b)	\$5.33		\$8.39	\$3.92	\$7.61
Passenger per Revenue Hour (a)	10.2		8.1	19.2	16.2
Passenger per Revenue Mile (b)	0.55		0.39	1.21	0.88

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

TABLE 2
SRTP SERVICE SUMMARY- PARATRANSIT

Table 2 -- SunLine-DAR -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		12	31	9	30
Financial Data					
Total Operating Expenses	\$5,833,092	\$5,827,953	\$6,162,614	\$3,965,260	\$6,559,030
Total Passenger Fare Revenue	\$694,961	\$723,816	\$1,055,167	\$387,432	\$1,253,646
Net Operating Expenses (Subsidies)	\$5,148,131	\$5,104,136	\$5,107,447	\$3,577,828	\$5,305,384
Operating Characteristics					
Unlinked Passenger Trips	164,802	156,292	158,232	116,691	155,588
Passenger Miles	1,940,532	1,801,489	1,868,720	1,342,351	1,837,494
Total Actual Vehicle Revenue Hours (a)	68,941.9	66,850.9	67,249.0	110,521.7	66,060.0
Total Actual Vehicle Revenue Miles (b)	1,031,486.4	989,094.1	991,670.0	736,688.3	968,603.0
Total Actual Vehicle Miles	1,218,373.1	1,183,816.9	1,184,308.0	901,887.0	1,179,777.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$84.61	\$87.18	\$91.64	\$35.88	\$99.29
Farebox Recovery Ratio	11.74%	12.42%	17.12%	9.77%	19.11%
Subsidy per Passenger	\$31.24	\$32.66	\$32.28	\$30.66	\$34.10
Subsidy per Passenger Mile	\$2.65	\$2.83	\$2.73	\$2.67	\$2.89
Subsidy per Revenue Hour (a)	\$74.67	\$76.35	\$75.95	\$32.37	\$90.31
Subsidy per Revenue Mile (b)	\$4.99	\$5.16	\$5.15	\$4.86	\$5.48
Passenger per Revenue Hour (a)	2.4	2.3	2.4	1.1	2.4
Passenger per Revenue Mile (b)	0.16	0.16	0.16	0.16	0.16

(a) Train Hours for Rail Modes, (b) Car Miles for Rail Modes.

TABLE 2
SERVICE SUMMARY – SUNBUS

Table 2 -- SunLine-BUS -- SRTP Service Summary
FY 2019/20 Short Range Transit Plan
All Routes

	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Plan	FY 2018/19 3rd Qtr Actual	FY 2019/20 Plan
Fleet Characteristics					
Peak-Hour Fleet		193	71	147	68
Financial Data					
Total Operating Expenses	\$27,044,255	\$26,781,681	\$33,491,790	\$17,918,923	\$34,281,107
Total Passenger Fare Revenue	\$6,021,412	\$6,215,276	\$5,906,966	\$3,485,039	\$6,810,068
Net Operating Expenses (Subsidies)	\$21,022,843	\$20,566,405	\$27,584,824	\$14,433,884	\$27,471,039
Operating Characteristics					
Unlinked Passenger Trips	4,151,467	3,947,023	3,736,630	3,015,040	4,174,079
Passenger Miles	28,499,206	38,247,959	25,371,716	25,380,980	35,145,747
Total Actual Vehicle Revenue Hours (a)	238,374.3	231,780.4	232,524.0	170,503.3	249,076.0
Total Actual Vehicle Revenue Miles (b)	3,467,184.6	3,402,691.1	3,458,245.0	2,512,026.2	3,647,585.0
Total Actual Vehicle Miles	3,893,092.1	3,808,756.1	3,925,013.0	2,818,880.0	4,131,848.0
Performance Characteristics					
Operating Cost per Revenue Hour	\$113.45	\$115.55	\$144.04	\$105.09	\$137.63
Farebox Recovery Ratio	22.27%	23.21%	17.63%	19.45%	19.86%
Subsidy per Passenger	\$5.06	\$5.21	\$7.38	\$4.79	\$6.58
Subsidy per Passenger Mile	\$0.74	\$0.54	\$1.09	\$0.57	\$0.78
Subsidy per Revenue Hour (a)	\$88.19	\$88.73	\$118.63	\$94.65	\$110.29
Subsidy per Revenue Mile (b)	\$6.06	\$6.04	\$7.98	\$5.75	\$7.53
Passenger per Revenue Hour (a)	17.4	17.0	16.1	17.7	16.8
Passenger per Revenue Mile (b)	1.20	1.16	1.08	1.20	1.14

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

TABLE 2A
SRTP SUMMARY OF ROUTES TO BE EXCLUDED IN FY 2019/2020

Route #	Mode	Service Type	Route Description	Date of Implementation	Route Exemption End Date
21	Fixed Route	Directly Operated	Palm Desert	January 2018	December 2020
5	Fixed Route	Directly Operated	Desert Hot Springs - Palm Desert	September 2019	August 2021
111-X (Express)	Fixed Route	Directly Operated	Palm Springs – Coachella	September 2019	August 2021

TABLE 3
SRTP ROUTE STATISTICS – ALL ROUTES

Table 3 - SRTP Route Statistics
SunLine Transit Agency -- 8
FY 2019/20
All Routes

Data Elements											
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
SUN-111	All Days	16	1,406,976	11,846,738	73,261.0	78,675.0	1,083,135.0	1,238,921.0	\$10,279,068	\$2,263,835	\$8,015,233
SUN-111X	All Days	4	142,099	1,196,474	6,047.0	6,831.0	84,799.0	125,362.0	\$1,040,106	\$452,767	\$587,339
SUN-14	All Days	7	97,712	822,735	4,914.0	5,248.0	74,221.0	84,863.0	\$704,090	\$111,552	\$592,538
SUN-15	All Days	1	19,945	167,937	936.0	992.0	14,998.0	16,697.0	\$138,533	\$22,162	\$116,371
SUN-2	All Days	0	995,805	8,384,678	47,509.0	50,146.0	596,147.0	671,428.0	\$5,570,699	\$989,975	\$4,580,724
SUN-20	All Days	2	5,323	44,820	642.0	744.0	15,037.0	18,088.0	\$150,070	\$25,751	\$124,319
SUN-21	All Days	2	2,144	18,052	232.0	274.0	3,235.0	4,212.0	\$34,942	\$6,969	\$27,973
SUN-220	All Days	2	13,240	111,481	4,215.0	4,657.0	121,125.0	135,175.0	\$1,121,521	\$181,046	\$940,475
SUN-24	All Days	4	29,568	248,963	2,231.0	2,488.0	24,835.0	30,257.0	\$251,035	\$50,207	\$200,828
SUN-3	All Days	0	99,725	839,685	4,559.0	4,832.0	73,053.0	81,364.0	\$675,063	\$125,988	\$549,075
SUN-30	All Days	5	101,449	854,201	4,390.0	4,561.0	46,330.0	49,972.0	\$414,604	\$82,921	\$331,683
SUN-32	All Days	3	41,541	349,775	2,920.0	3,087.0	48,036.0	51,697.0	\$428,918	\$60,172	\$368,746
SUN-4	All Days	0	355,545	2,993,689	25,927.0	27,598.0	374,964.0	421,079.0	\$3,493,603	\$697,706	\$2,795,897
SUN-40	All Days	3	36,232	305,073	4,608.0	4,954.0	46,919.0	56,788.0	\$471,160	\$94,232	\$376,928
SUN-5	All Days	0	37,185	313,098	4,907.0	5,647.0	118,238.0	139,186.0	\$1,154,799	\$199,628	\$955,171
SUN-54	All Days	2	80,540	678,147	6,845.0	6,879.0	115,402.0	115,505.0	\$958,328	\$191,666	\$766,662
SUN-70	All Days	3	163,912	1,380,139	9,951.0	10,456.0	132,725.0	146,542.0	\$1,215,829	\$243,166	\$972,663
SUN-80	All Days	5	202,710	1,706,818	9,328.0	10,026.0	107,824.0	120,905.0	\$1,003,130	\$200,626	\$802,504
SUN-81	All Days	4	90,133	758,920	5,802.0	6,291.0	55,580.0	69,048.0	\$572,883	\$114,577	\$458,306
SUN-90	All Days	1	71,585	602,746	6,053.0	6,282.0	79,081.0	84,660.0	\$702,412	\$140,482	\$561,930
SUN-91	All Days	3	152,969	1,287,999	17,418.0	18,248.0	317,151.0	344,191.0	\$2,855,679	\$416,021	\$2,439,658
SUN-95	All Days	1	27,741	233,579	6,381.0	6,837.0	114,750.0	125,908.0	\$1,044,635	\$138,619	\$906,016
SUN-DAR	All Days	30	155,588	1,837,494	66,060.0	75,765.0	968,603.0	1,179,777.0	\$6,559,030	\$1,253,646	\$5,305,384
Service Provider Totals		98	4,329,667	36,983,241	315,136.0	341,518.0	4,616,188.0	5,311,625.0	\$40,840,137	\$8,063,714	\$32,776,423

TABLE 3A
INDIVIDUAL ROUTE DESCRIPTIONS

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
2	Trunk	Shopping, Schools, DMV, Medical, Employment Center, Library, Airport, Court House, Social Security, Senior Center, Theaters and Public Social Services	Desert Hot Springs, Cathedral City and Palm Springs	3, 4, 5 & 111
3	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical and Schools	Desert Hot Springs and Desert Edge	2 & 5
4	Local	Shopping, Medical, Library, Social Services, Theaters, School, College, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	2, 5, 54, 111, Link 220 & Amtrak
5	Local	Shopping, Senior Center, Library, Community Center, Schools, City Hall and Mall	Desert Hot Springs and Palm Desert	2, 3, 4, 54, 111, Link 220 & Amtrak
BUZZ	Local	Shopping and Entertainment	Palm Springs	2, 4, & 111
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	4, 5, 80, 81, 91, 111, Link 220 & Amtrak
70	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	54, 111 & Amtrak
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, Hospital	Indio	54, 81, 91 & 111
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment Center	Indio	54, 80, 91, 111 & Greyhound
90	Local	Shopping, Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	80, 91, 95 & 111
91	Local	Shopping, College, Schools, Community Center, Center of Employment Training and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90, 95 & 111
95	Local	Shopping, College, Community Center, Medical and Schools	Coachella, Thermal, Mecca and North Shore	90, 91 & 111
111	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella	2, 4, 5, 54, 70, 80, 81, 90, 91, 95, Link 220, Amtrak & MBTA
111-X	Express	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio and Coachella	2, 4, 5, 54, 70, 80, 81, 90, 91, 95, Link 220, Amtrak & MBTA
220	Market-Based	Mall, College, Shopping and University	Palm Desert, Rancho Mirage, Cabazon Casino, Beaumont, Moreno Valley, Riverside	4, 5, 54, 111, Metrolink, Pass Transit, RTA & Greyhound

SHORT RANGE TRANSIT PLAN • F Y 2019 / 2020



SunLine
TRANSIT AGENCY

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-01]

PROJECT NUMBER	S RTP Project No:	SL20-01	
	FTIP No:		
PROJECT NAME	Replacement of Fixed Route Buses Six (6)		
PROJECT DESCRIPTION	Purchase of six (6) fixed route buses to replace existing CNG bus fleets that will meet useful life as outlined by FTA guidelines.		
PROJECT JUSTIFICATION	The purchase of six (6) fixed route buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$1,372,535
	Section 5307	2020	\$2,066,396
	Section 5339	2020	\$593,070
Total			\$4,032,000
FTA Grant #	RCTC Grant #	Description	Unexpended balance

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-02]

PROJECT NUMBER	S RTP Project No:	SL20-02	
	FTIP No:		
PROJECT NAME	Information Technology Projects		
PROJECT DESCRIPTION	The project supports the purchase of the Agency’s need for software, network Infrastructure, computing resources, and business analytics.		
PROJECT JUSTIFICATION	The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable and efficient transit services.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$350,000
Total			\$350,000

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-03]

PROJECT NUMBER	S RTP Project No:	SL20-03	
	FTIP No:		
PROJECT NAME	Boardroom Equipment Upgrade		
PROJECT DESCRIPTION	Replace standalone voting system with an integrated online voting management solution, addition of tablets to the dais for Board Member use in tracking items and new audio equipment for live and virtual meetings.		
PROJECT JUSTIFICATION	The online voting software system will significantly improve board packet creation and delivery, the tablets will reduce paper used for board meeting along with expediting information retrieval during meetings, there is a need to replace aging audio equipment along with integration of the equipment into the computer system for virtual meetings.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$35,000
Total			\$35,000
FTA Grant #	RCTC Grant #	Description	Unexpended balance

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-04]

PROJECT NUMBER	S RTP Project No:	SL20-04	
	FTIP No:		
PROJECT NAME	ITS Service Upgrade (3G to 4G)		
PROJECT DESCRIPTION	Upgrade AVL system from 3G cellular network to 4G.		
PROJECT JUSTIFICATION	The current AVL system communicates over a 3G cellular CDMA infrastructure that will cease to operate after December 31, 2019.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2019	June 2022	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2020	\$70,000
Total			\$70,000
FTA Grant #	RCTC Grant #	Description	Unexpended balance

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-05]

PROJECT NUMBER		SRTP Project No:		SL20-05			
		FTIP No:					
PROJECT NAME		Replacement Paratransit Buses Four (4)					
PROJECT DESCRIPTION		Purchase of four (4) buses to replace existing SunDial vehicles that will meet useful life as outlined by FTA guidelines.					
PROJECT JUSTIFICATION		The purchase of four (4) paratransit buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2020		\$540,000	
Total						\$540,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-06]

PROJECT NUMBER		S RTP Project No:		SL20-06			
		FTIP No:					
PROJECT NAME		SunLine Property Expansion / Solar Farm Phase I					
PROJECT DESCRIPTION		Project to purchase land close to Thousand Palms facility.					
PROJECT JUSTIFICATION		The land purchase will help with future growth of the Agency to assist with SunLine’s expanded zero emission program in solar and hydrogen related projects.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		LCTOP		2020		\$1,022,832	
Total						\$1,022,832	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-07]

PROJECT NUMBER		S RTP Project No:		SL20-07			
		FTIP No:					
PROJECT NAME		West Coast Center of Excellence Maintenance Facility					
PROJECT DESCRIPTION		Maintenance facility for Zero Emission Vehicles (ZEV)					
PROJECT JUSTIFICATION		The maintenance bay training facility will provide comprehensive workforce training programs to zero emission transportation technologies that support commercial operation of zero emission buses.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		State of Good Repair		2020		\$730,403	
Total						\$730,403	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-08]

PROJECT NUMBER		SRTP Project No:		SL20-08			
		FTIP No:					
PROJECT NAME		Facility Maintenance and Improvements					
PROJECT DESCRIPTION		Funds requested in this fiscal year will enable SunLine to improve existing facilities in Thousand Palms, Indio and Coachella.					
PROJECT JUSTIFICATION		This project is necessary for upgrading the aging facility and equipment at the various SunLine locations, including HVAC, plumbing, electrical and others as needed.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2020		\$50,000	
Total						\$50,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-09]

PROJECT NUMBER		SRTP Project No:		SL20-09			
		FTIP No:					
PROJECT NAME		H2 Ride					
PROJECT DESCRIPTION		Project to own and operate two (2) hydrogen fuel cell powered 32 feet shuttle buses.					
PROJECT JUSTIFICATION		CALSTART was awarded grant funding from California Energy Commission that includes two shuttle buses for SunLine. SunLine will operate these two buses and will retain the ownership of the buses after completion of the 18 months demonstration period.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		Section 5309		2020		\$69,172	
Total						\$69,172	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-10]

PROJECT NUMBER		SRTP Project No:		SL20-10			
		FTIP No:					
PROJECT NAME		New Flyer AQIP					
PROJECT DESCRIPTION		This project will purchase additional bus equipment and inspection services for the five (5) hydrogen fuel cell buses purchased via AQIP grant.					
PROJECT JUSTIFICATION		SunLine has received five New Flyer fuel cell buses in December 2018. This project will utilize the funding to purchase bus equipment such as spare part and other equipment that will maintain the service level for these buses.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		Section 5309		2020		\$146,000	
Total						\$146,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-11]

PROJECT NUMBER		SRTP Project No:		SL20-11			
		FTIP No:					
PROJECT NAME		Operation Facility Replacement, Phase III					
PROJECT DESCRIPTION		The operations facility replacement project will allow SunLine to rebuild a functional operations building at the Thousand Palms site.					
PROJECT JUSTIFICATION		The project will improve employee safety. The current operations facility has met its useful life and this project will allow SunLine to complete demolition, removal of the old facility and replacing it with a new building.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2020		\$2,766,000	
Total						\$2,766,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	
STA				Operation Facility Phase I		\$1,825,126	
Section 5339				Operation Facility Phase I		\$942,874	
STA				Operations Facility Phase 2		\$2,116,000	
LTF				Operations Facility Phase 3		\$450,000	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-12]

PROJECT NUMBER		SRTP Project No:		SL20-12			
		FTIP No:					
PROJECT NAME		CNG Fueling Station, Phase III					
PROJECT DESCRIPTION		This project will allow SunLine to replace existing CNG fueling station with a new CNG fueling station.					
PROJECT JUSTIFICATION		The existing CNG fueling station has met its useful life. The cost of maintaining this facility will continue to increase.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2020		\$1,000,000	
		Other Revenue		2020		\$1,500,000	
Total						\$2,500,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	
STA						\$300,778	
STA				New CNG Fueling Station Study and Construction Thousand Palms		\$2,500,000	
Section 5307				New CNG Fueling Station Study and Construction Thousand Palms		\$200,000	
STA				CNG Fueling Station Design & Construction		\$2,500,000	

TABLE 4A – CAPITAL PROJECT JUSTIFICATION [SL20-13]

PROJECT NUMBER		S RTP Project No:		SL20-13			
		FTIP No:					
PROJECT NAME		Heavy Duty Tow Truck					
PROJECT DESCRIPTION		Purchase of one (1) heavy duty tow truck tractor and Landoll trailer to pick up disabled buses and vehicles and to tow buses to bus conferences when driving is not efficient.					
PROJECT JUSTIFICATION		The purchase of one heavy duty tow truck tractor and trailer will ensure SunLine’s ability to tow our vehicles and maintain service reliability and reduce maintenance costs.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2019		June 2022			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2020		\$400,000	
Total						\$400,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1
SUMMARY OF FUNDS REQUESTED FOR FY 2019/2020

TABLE 5.1

Table 5.1 - Summary of Funding Request for FY 2020/21

27-Apr-19

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	State of Good Repair	Section 5307 Indio/Cathedral City/Palm Springs	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	LCTOP Carryover	Carryover CMAQ	CMAQ	Other Revenue	Farebox
OPERATING																	
Operating Assistance	\$38,217,361	\$2,000,000	\$20,559,930			\$4,000,000	\$201,264		\$295,541							\$1,454,283	\$3,000,000
Tax Voucher	\$165,000	\$0	\$46,250					\$46,250									\$92,500
Commuter Link 220	\$372,227	\$0	\$180,594							\$191,633							
Vanpool Program	\$350,000	\$305,741	\$43,259											\$306,741			
111 Express	\$480,000	\$400,000	\$80,000											\$400,000			
SunRide Ride Share	\$312,500	\$250,000	\$62,500											\$250,000			
COO Haul Pass	\$178,000	\$0														\$178,000	
Haul Pass	\$200,000	\$200,000											\$200,000				
The Buzz	\$178,000	\$0													\$178,000		
EHF Health Pass	\$70,000	\$0														\$70,000	
Sub-total Operating	\$40,543,108	\$3,156,741	\$20,972,933	\$0	\$0	\$4,000,000	\$201,264	\$46,250	\$295,541	\$191,633	\$0	\$0	\$200,000	\$956,741	\$178,000	\$1,794,783	\$3,000,000

CAPITAL																	
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	State of Good Repair	Section 5307 Indio/Cathedral City/Palm Springs	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	LCTOP Carryover	Carryover CMAQ	CMAQ	Other Revenue	Farebox
Replacement Fixed Route Buses (8)	\$5,400,000	\$0		\$3,429,357	\$300,000	\$1,205,643					\$465,000						
Replacement of Paratransit Vans (10)	\$1,350,000	\$0		\$950,000								\$400,000					
Information Technology Projects	\$300,000	\$0		\$300,000													
Upgrade Division I Fence - Secure Base	\$300,000	\$0			\$300,000												
Facility Improvements	\$50,000	\$0			\$50,000												
Maintenance Tools	\$50,000	\$0			\$50,000												
Portable Chargers	\$140,000	\$0			\$140,000												
CNG Station Info Improvements	\$400,000	\$0										\$400,000					
SunRide Vehicle Purchase (4)	\$582,489	\$0	\$116,489													\$465,991	
Sub-total Capital	\$8,972,489	\$0	\$116,489	\$4,679,357	\$940,000	\$1,205,643	\$0	\$0	\$0	\$0	\$465,000	\$800,000	\$200,000	\$956,741	\$643,991	\$0	\$0
Total Operating & Capital	\$49,515,597	\$3,156,741	\$21,089,422	\$4,679,357	\$940,000	\$5,205,643	\$201,264	\$46,250	\$295,541	\$191,633	\$465,000	\$800,000	\$200,000	\$956,741	\$1,794,783	\$1,794,783	\$3,000,000

TABLE 5.1A
CAPITAL PROJECT JUSTIFICATION FOR FY 2020/2021

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-01]

PROJECT NUMBER	SRTP Project No:	SL21-01	
	FTIP No:		
PROJECT NAME	Replacement Fixed Route Buses (8)		
PROJECT DESCRIPTION	Purchase of nine fixed route buses to replace existing CNG bus fleets that will meet useful life as outlined by FTA guidelines.		
PROJECT JUSTIFICATION	The purchase of nine fixed route buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.		
PROJECT SCHEDULE	Start Date	Completion Date	
	July 2021	June 2024	
PROJECT FUNDING SOURCES	Fund Type	Fiscal Year	Amount
	STA	2021	\$3,429,357
	State of Good Repair	2021	\$300,000
	Section 5307	2021	\$1,205,643
	Section 5339	2021	\$465,000
Total			\$5,400,000
FTA Grant #	RCTC Grant #	Description	Unexpended Balance

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-02]

PROJECT NUMBER		SRTP Project No:		SL21-02			
		FTIP No:					
PROJECT NAME		Replacement of Paratransit Vans (10)					
PROJECT DESCRIPTION		Purchase of 10 vans to replace existing SunDial paratransit vans that will meet useful life as outlined by FTA guidelines.					
PROJECT JUSTIFICATION		The purchase of 10 paratransit vans will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2021		\$950,000	
		LCTOP		2021		\$400,000	
Total						\$1,350,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-03]

PROJECT NUMBER		S RTP Project No:		SL21-03	
		FTIP No:			
PROJECT NAME		Information Technology Projects			
PROJECT DESCRIPTION		The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable and efficient transit services.			
PROJECT JUSTIFICATION		The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable and efficient transit services.			
PROJECT SCHEDULE		Start Date		Completion Date	
		July 2021		June 2024	
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year	Amount
		STA		2021	\$300,000
Total					\$300,000
FTA Grant #	RCTC Grant #	Description			Unexpended balance

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-04]

PROJECT NUMBER		S RTP Project No:		SL21-04			
		FTIP No:					
PROJECT NAME		Upgrade Division I Fence – Secure Base					
PROJECT DESCRIPTION		This project is to secure the base of the perimeter fencing at SunLine’s Thousand palms facility.					
PROJECT JUSTIFICATION		This project is needed to ensure the safety and security of SunLine employees and passengers.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		State of Good Repair		2021		\$300,000	
Total						\$300,0000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-05]

PROJECT NUMBER		SRTP Project No:		SL21-05			
		FTIP No:					
PROJECT NAME		Facility Improvements					
PROJECT DESCRIPTION		Funds requested in this fiscal year will enable SunLine to improve existing facilities in Thousand Palms, Indio and Coachella.					
PROJECT JUSTIFICATION		Project is necessary for facility and ground improvements in Thousand palms, Indio and Coachella facilities.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		State of Good Repair		2021		\$50,000	
Total						\$50,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-06]

PROJECT NUMBER		S RTP Project No:		SL21-06			
		FTIP No:					
PROJECT NAME		Maintenance Tools					
PROJECT DESCRIPTION		Purchase major replacement tools, equipment and parts used in routine vehicle maintenance.					
PROJECT JUSTIFICATION		Equipment must be replaced to ensure proper maintenance of all SunLine vehicles.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		State of Good Repair		2021		\$50,000	
Total						\$50,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-07]

PROJECT NUMBER		S RTP Project No:		SL21-07			
		FTIP No:					
PROJECT NAME		Portable Chargers					
PROJECT DESCRIPTION		Purchase of portable EV chargers.					
PROJECT JUSTIFICATION		The portable EV chargers will be utilized to charge light duty fleet. These portable chargers will be sustained by solar energy and not rely on the grid.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		State of Good Repair		2021		\$140,000	
Total						\$140,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-08]

PROJECT NUMBER		SRTP Project No:		SL21-08			
		FTIP No:					
PROJECT NAME		CNG Station Indio Improvements					
PROJECT DESCRIPTION		Project to provide improvements to the CNG station equipment at the Indio facility to increase efficiency of the station.					
PROJECT JUSTIFICATION		Indio CNG station compressor skid has passed its useful life. These much needed improvements will increase the station life cycle.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		LCTOP		2021		\$400,000	
Total						\$400,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.1A – CAPITAL PROJECT JUSTIFICATION [SL21-09]

PROJECT NUMBER		SRTP Project No:		SL21-09			
		FTIP No:					
PROJECT NAME		SunRide Vehicle Purchase Four (4)					
PROJECT DESCRIPTION		Purchase of four (4) cutaway vans for SunLine’s SunRide program.					
PROJECT JUSTIFICATION		The vehicles will be utilized in providing flexible, on demand rideshare service designed to connect riders to the fixed route system.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2021		June 2024			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		CMAQ		2021		\$465,991	
		LTF		2021		\$116,498	
Total						\$582,489	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.2
SUMMARY OF FUNDS REQUESTED FOR FY 2020/2021

TABLE 5.2

Table 5.2 - Summary of Funding Request for FY 2020/21

2-May-18

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
OPERATING														
Operating Assistance	\$37,622,906		\$20,256,500		\$5,955,493	\$4,152,000		\$341,572			\$500,000		\$3,951,370	\$2,465,970
Taxi Voucher	\$93,334		\$23,334				\$23,334						\$46,667	
Vanpool Program	\$537,148	\$478,062	\$59,086									\$478,062		
Line 80, 81, 95	\$238,135	\$190,508	\$47,627									\$190,508		
Commuter Link 220	\$250,000		\$50,000						\$200,000					
Sub-total Operating	\$38,741,523	\$668,570	\$20,436,547	\$0	\$5,955,493	\$4,152,000	\$23,334	\$341,572	\$200,000	\$0	\$500,000	\$668,570	\$3,998,037	\$2,465,970
CAPITAL														
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
Replacement Fixed Route Buses (3)	\$1,820,000			\$320,000		\$1,000,000				\$500,000				
Information Technology (IT) Projects	\$350,000			\$350,000										
Replacement Paratransit Buses (13)	\$1,755,000			\$1,755,000										
Upgrade Division I Fence - Secure Base	\$200,000			\$200,000										
Sub-total Capital	\$4,125,000	\$0	\$0	\$2,625,000	\$0	\$1,000,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0
Total Operating & Capital	\$42,866,523	\$668,570	\$20,436,547	\$2,625,000	\$5,955,493	\$5,152,000	\$23,334	\$341,572	\$200,000	\$500,000	\$500,000	\$668,570	\$3,998,037	\$2,465,970

TABLE 5.2A
CAPITAL PROJECT JUSTIFICATION FOR FY 2020/2021

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL22-01]

PROJECT NUMBER		S RTP Project No:		SL22-01			
		FTIP No:					
PROJECT NAME		Replacement Fixed Route Buses Nine (9)					
PROJECT DESCRIPTION		Purchase of nine (9) fixed route buses to replace existing CNG bus fleets that will meet useful life as outlined by FTA guidelines.					
PROJECT JUSTIFICATION		The purchase of nine (9) fixed route buses will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2022		June 2025			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year	Amount		
		STA		2022	\$3,583,132		
		State of Good Repair		2022	\$771,106		
		Section 5307		2022	\$1,241,812		
		Section 5339		2022	\$478,950		
Total					\$6,075,000		
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL22-02]

PROJECT NUMBER		S RTP Project No:		SL22-02	
		FTIP No:			
PROJECT NAME		Information Technology Projects			
PROJECT DESCRIPTION		The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable and efficient transit services.			
PROJECT JUSTIFICATION		The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable and efficient transit services.			
PROJECT SCHEDULE		Start Date		Completion Date	
		July 2022		June 2025	
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year	Amount
		STA		2022	\$350,000
Total					\$350,000
FTA Grant #	RCTC Grant #	Description			Unexpended balance

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL22-03]

PROJECT NUMBER		S RTP Project No:		SL22-03			
		FTIP No:					
PROJECT NAME		Mobile Command Center					
PROJECT DESCRIPTION		Emergency Operations Center					
PROJECT JUSTIFICATION		Large vehicle configured to act as a communications and emergency management center during emergency operations to facilitate the continuity of operations during emergency situations.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2022		June 2025			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2022		\$500,000	
Total						\$500,000	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 5.2A – CAPITAL PROJECT JUSTIFICATION [SL22-04]

PROJECT NUMBER		SRTP Project No:		SL22-04			
		FTIP No:					
PROJECT NAME		Replacement Paratransit Vans (10)					
PROJECT DESCRIPTION		Purchase of 10 vans to replace existing SunDial paratransit vans that will meet useful life as outlined by FTA guidelines.					
PROJECT JUSTIFICATION		The purchase of 10 paratransit vans will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.					
PROJECT SCHEDULE		Start Date		Completion Date			
		July 2022		June 2025			
PROJECT FUNDING SOURCES		Fund Type		Fiscal Year		Amount	
		STA		2022		\$548,424	
		LCTOP		2022		\$824,000	
Total						\$1,372,424	
FTA Grant #		RCTC Grant #		Description		Unexpended balance	

TABLE 6
PROGRESS TO IMPLEMENT TRIENNIAL PERFORMANCE AUDIT

SunLine completed a Transportation Development ACT (TDA) State Triennial Performance Audit in September 2016 for FY 2012/2013 through 2014/2015. The audit was performed by Michael Baker International.

Table 6 “Progress to Implement the Triennial Performance Audit” summarizes the Performance Audit recommendations and actions taken by SunLine in response.

Table 6 – Progress to Implement Triennial Performance Audit

Performance Audit Recommendation	Action(s) Taken and Results
1) Prepare and submit separate State Controller Transit Operators Financial Transaction Report for general public transit specialized service. (High Priority)	This recommendation has been addressed. The FY 2015/16 report has been submitted and this process has been added to the procedures.
2) Continue to pursue a fare revenue sharing agreement with College of the Desert. (High Priority)	SunLine is collaborating with the College of the Desert, University of California Riverside, and California State University San Bernardino Palm Desert Campus on a U-Pass.
3) Engage in long term planning. (Medium Priority)	SunLine will be pursuing funds to implement a long range transit plan with a strategic marketing plan in FY 2017/18.

TABLE 7
SERVICE PROVIDER PERFORMANCE TARGETS

Table 7 -- Service Provider Performance Targets Rep
FY 2018/19 Short Range Transit Plan Re
SunLine Transit Agency

Data Elements	FY 2018/19 Plan	FY 2018/19 Target	FY 2018/19 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	3,894,862			
Passenger Miles	27,240,436			
Total Actual Revenue Hours	299,773.0			
Total Actual Vehicle Revenue Miles	4,449,915.0			
Total Actual Vehicle Miles	5,109,321.0			
Total Operating Expenses	\$39,654,404			
Total Passenger Fare Revenue	\$6,962,133			
Net Operating Expenses	\$32,692,271			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	17.55%	>= 17.45%	17.70%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$132.28	<= \$108.50	\$76.70	Meets Target
2. Subsidy Per Passenger	\$8.39	>= \$5.51 and <= \$7.45	\$5.72	Meets Target
3. Subsidy Per Passenger Mile	\$1.20	>= \$0.75 and <= \$1.01	\$0.64	Better Than Target
4. Subsidy Per Hour	\$109.06	>= \$74.82 and <= \$101.22	\$63.13	Better Than Target
5. Subsidy Per Mile	\$7.35	>= \$4.88 and <= \$6.60	\$5.16	Meets Target
6. Passengers Per Revenue Hour	13.00	>= 11.56 and <= 15.64	11.00	Fails to Meet Target
7. Passengers Per Revenue Mile	0.88	>= 0.76 and <= 1.02	0.90	Meets Target
Notes: Must meet at least 4 out of 7 Discretionary Performance Indicators				
Productivity Performance Summary:				
Service Provider Comments:				

TABLE 8
FY 2019/2020 SRTP PERFORMANCE REPORT

FY 2019/20 - Table 8 -- SRTP Performance Report
Service Provider: SunLine Transit Agency
All Routes

Performance Indicators	FY 2017/18 End of Year Actual	FY 2018/19 3rd Quarter Year-to-Date	FY 2019/20 Plan	FY 2019/20 Target	Plan Performance Scorecard (a)
Passengers	4,122,539	3,149,428	4,329,667	None	
Passenger Miles	41,488,246	27,954,109	36,983,241	None	
Revenue Hours	303,326.4	285,334.1	315,136.0	None	
Total Hours	327,436.5	244,034.6	341,518.0	None	
Revenue Miles	4,679,725.3	3,488,435.5	4,616,188.0	None	
Total Miles	5,280,523.1	3,960,498.0	5,311,625.0	None	
Operating Costs	\$32,609,634	\$21,884,183	\$40,840,137	None	
Passenger Revenue	\$6,939,092	\$3,872,471	\$8,063,714	None	
Operating Subsidy	\$25,670,542	\$18,011,712	\$32,776,423	None	
Operating Costs Per Revenue Hour	\$107.51	\$76.70	\$129.60	<= \$79.38	Fails to Meet Target
Operating Cost Per Revenue Mile	\$6.97	\$6.27	\$8.85	None	
Operating Costs Per Passenger	\$7.91	\$6.95	\$9.43	None	
Farebox Recovery Ratio	21.28%	17.70%	19.74%	>= 19.7%	Meets Target
Subsidy Per Passenger	\$6.23	\$5.72	\$7.57	>= \$4.98 and <= \$6.74	Better Than Target
Subsidy Per Passenger Mile	\$0.62	\$0.64	\$0.89	>= \$0.56 and <= \$0.76	Better Than Target
Subsidy Per Revenue Hour	\$84.63	\$63.13	\$104.01	>= \$55.01 and <= \$74.43	Better Than Target
Subsidy Per Revenue Mile	\$5.49	\$5.16	\$7.10	>= \$4.50 and <= \$6.08	Better Than Target
Passengers Per Revenue Hour	13.60	11.00	13.70	>= 9.35 and <= 12.65	Better Than Target
Passengers Per Revenue Mile	0.88	0.90	0.94	>= 0.77 and <= 1.04	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

TABLE 9
HIGHLIGHTS OF FY 2019/2020 SHORT RANGE TRANSIT PLAN

TABLE 9 – HIGHLIGHTS OF FY 2019/2020 SRTP

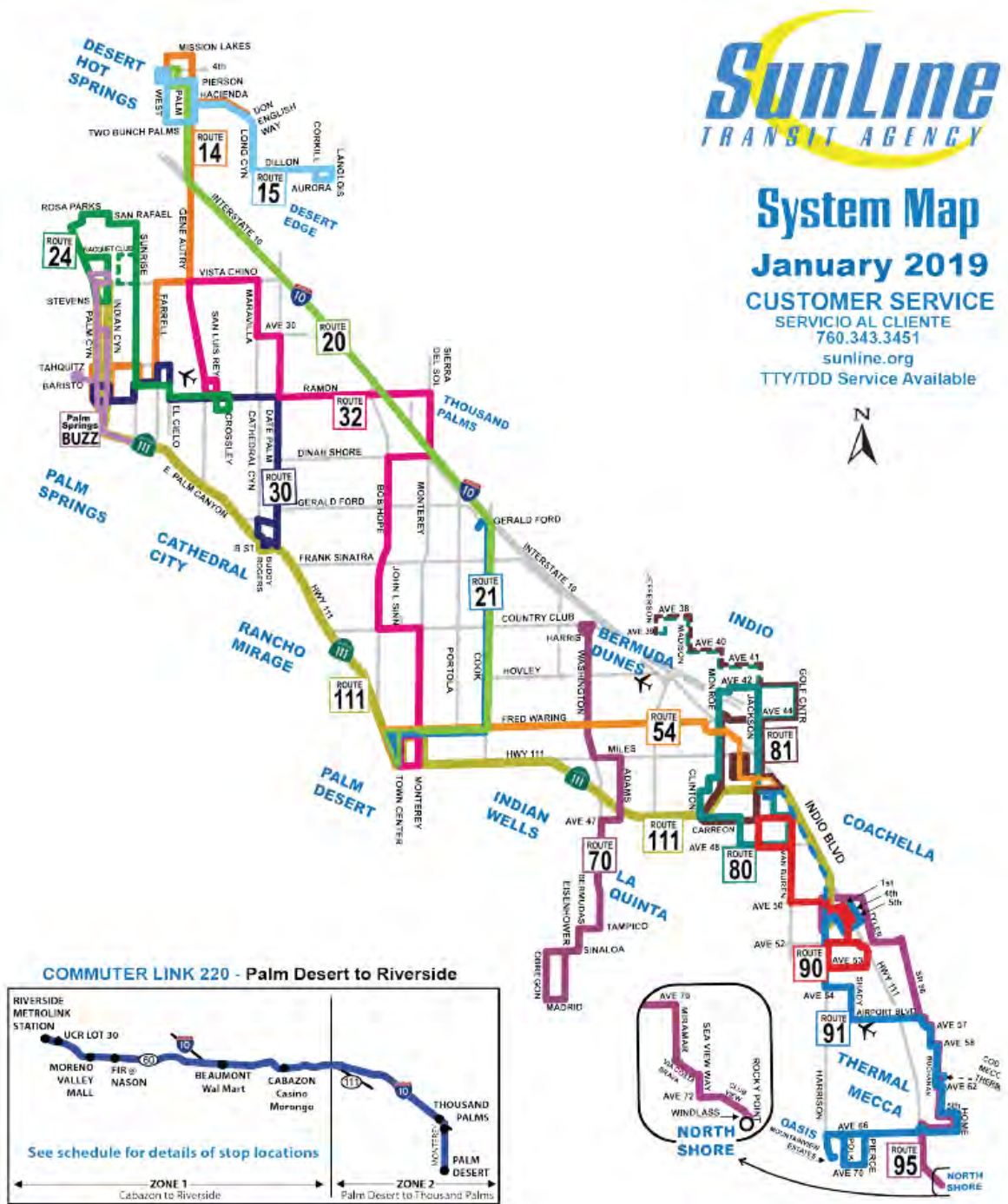
- Redesign transit
- Introduction of microtransit
- Facility and infrastructure projects such as replacement of the operations facility, hydrogen fueling station, CNG fueling station, and Center of Excellence facility
- Purchase of nine (9) replacement CNG fixed route buses
- Expansion of SunLine property to include a solar farm
- Increased revenue through the advertising program

Operating & Financial Data	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19 Estimated	FY 2019/20 Planned
Fixed Route Ridership	4,358,966	4,151,467	3,947,023	3,719,598	4,174,079
SunDial Ridership	164,025	164,802	156,292	158,232	155,588
System Wide Ridership	4,522,991	4,316,269	4,122,539	3,877,830	4,329,667
Operating Cost Per Revenue Hour	\$106.92	\$107.26	\$110.99	\$129.99	\$129.59

TABLE 9B
FAREBOX CALCULATION

Table 9B - Farebox Calculation (consistent with Commission Farebox Recovery Policy)				
	Revenue Sources included in Farebox Calculation	Actual Amount from FY17/18 Audit	FY18/19 (Estimate)	FY19/20 (Plan)
1	Passenger Fares	\$ 2,900,114	\$ 2,841,175.32	\$ 2,799,649.00
2	Interest	\$ 7,460.00	\$ 15,656.34	\$ 14,954.00
3	General Fund Supplement	\$ -	\$ -	\$ -
4	Measure A	\$ -	\$ 177,000.00	\$ 3,653,381.00
5	Advertising Revenue	\$ 164,223.56	\$ 259,484.24	\$ 100,000.00
6	Gain on Sale of Fixed Assets	\$ -	\$ -	\$ -
7	CNG Revenue / Emission Credit	\$ 2,034,371.64	\$ 1,685,112.00	\$ 1,003,000.00
8	Lease / Other Revenue	\$ -	\$ -	\$ -
9	Federal Excise Tax Refund	\$ -	\$ -	\$ -
10	Investment Income	\$ -	\$ -	\$ -
11	CalPers CERBT	\$ -	\$ -	\$ -
12	Fare Revenues from Exempt Routes	\$ -	\$ -	\$ -
13	Other Revenues	\$ 1,871,974.76	\$ 759,628.50	\$ 492,730.00
	Total Revenue for Farebox Calculation (1-13)	\$ 6,978,144.16	\$ 5,738,056.40	\$ 8,063,714.00
	Total Operating Expenses for Farebox Calculation	\$ 32,478,309.00	\$ 32,723,993.44	\$ 40,840,150.00
	Farebox Recovery Ratio	21.49%	17.53%	19.74%

FIGURE A-1 SUNBUS SYSTEM MAP, JANUARY 2019



ROUTE PROFILES

ROUTE 14—DESERT HOT SPRINGS – PALM SPRINGS

Route 14 is one of SunLine’s most successful routes. This trunk route links the cities of Desert Hot Springs and Palm Springs, connecting to Routes 15, 20, 24, 30, and 111 and linking riders with local shopping centers, schools, the Palm Springs Convention Center, Department of Motor Vehicles, the Employment Development Department, libraries, senior center, theaters, and other services within the communities of Desert Hot Springs and Palm Springs.

The Route 14 operates with 20-minute frequency during weekday peak periods and 30-minute frequency during weekday evenings. The last Route 14 trip serves Hacienda Avenue in Desert Hot Springs to meet passenger demand in this area. Additionally, one morning and one afternoon trip are provided to accommodate the volume of school students.

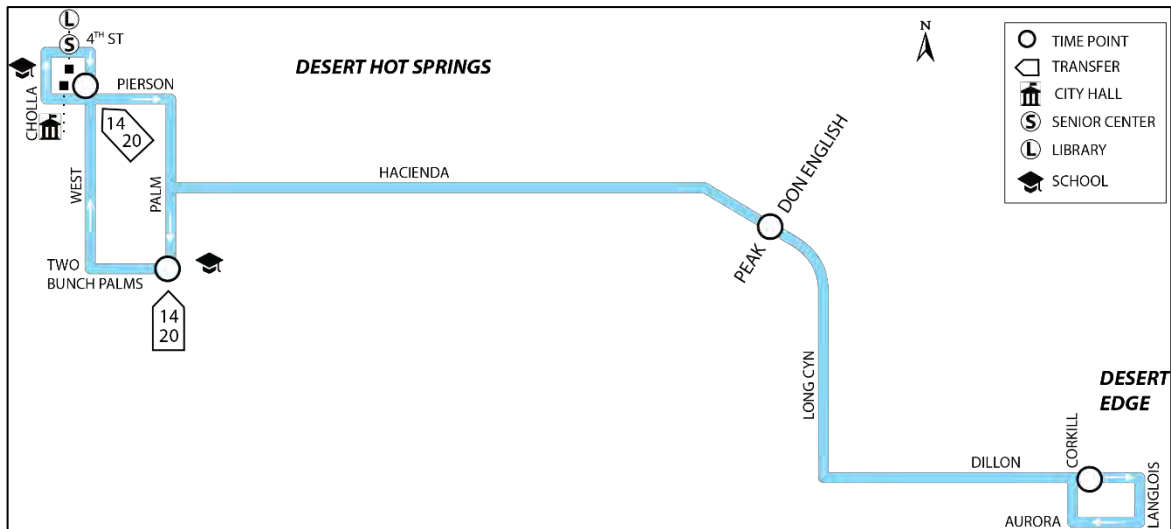


Hours of Operation:		Service Span	Financial	
4:53 AM	11:20 PM	Weekdays	Annual Route Cost	\$3,324,217
5:48 AM	10:41 PM	Weekends	Annual Farebox Route Revenue	\$947,820
Frequency:			Cost per Rider	\$5.52
20/30 MIN	Weekdays (Peak/Off-Peak)		Subsidy per Rider	\$5.22
40 MIN	Weekends		Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	1,877
18 mph		6	Average Daily Passengers Weekends	1,119
On Time Performance:			Annual Passengers	602,574
		91.6%	Passengers per Hour	21.0
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.4
		29.42	Annual Wheelchair Boardings	6,575
Annual Revenue Miles:			Annual Bicycle Boardings	19,080
		431,246	Population within .5 mi of stop	31,971
Annual Revenue Hours			Jobs within .5 mi of stop	14,162
		28,745		

ROUTE 15—DESERT HOT SPRINGS – DESERT EDGE

Route 15 serves the community of Desert Hot Springs and Desert Edge, a Riverside County unincorporated community located southeast of Desert Hot Springs. Route 15 connects to Routes 14 and 20, and links riders with local shopping centers, a neighborhood community center, Boys and Girls Club of Desert Hot Springs, schools, and other services within the City of Desert Hot Springs.

Service is under study for Mission Lakes Boulevard and Two Bunch Palms Trail for this route, as well as service at Little Morongo Road west of West Drive and west of Dillon Road, Long Canyon Road and Desert Edge.



Hours of Operation:		Service Span	Financial	
4:54 AM	8:49 PM	Weekdays	Annual Route Cost	\$630,547
5:48 AM	7:44 PM	Weekends	Annual Farebox Route Revenue	\$176,734
Frequency:			Cost per Rider	\$5.55
60 MIN		Weekdays	Subsidy per Rider	\$6.14
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	361
19 mph		1	Average Daily Passengers Weekends	195
On Time Performance:		92.4%	Annual Passengers	113,705
Route Total Bidirectional Length (Miles):		15.9	Passengers per Hour	20.9
Annual Revenue Miles:		87,392	Passengers per Mile	1.3
Annual Revenue Hours:		5,450	Annual Wheelchair Boardings	823
			Annual Bicycle Boardings	1,614
			Population within .5 mi of stop	17,194
			Jobs within .5 mi of stop	2,116

ROUTE 20—DESERT HOT SPRINGS – THOUSAND PALMS – PALM DESERT

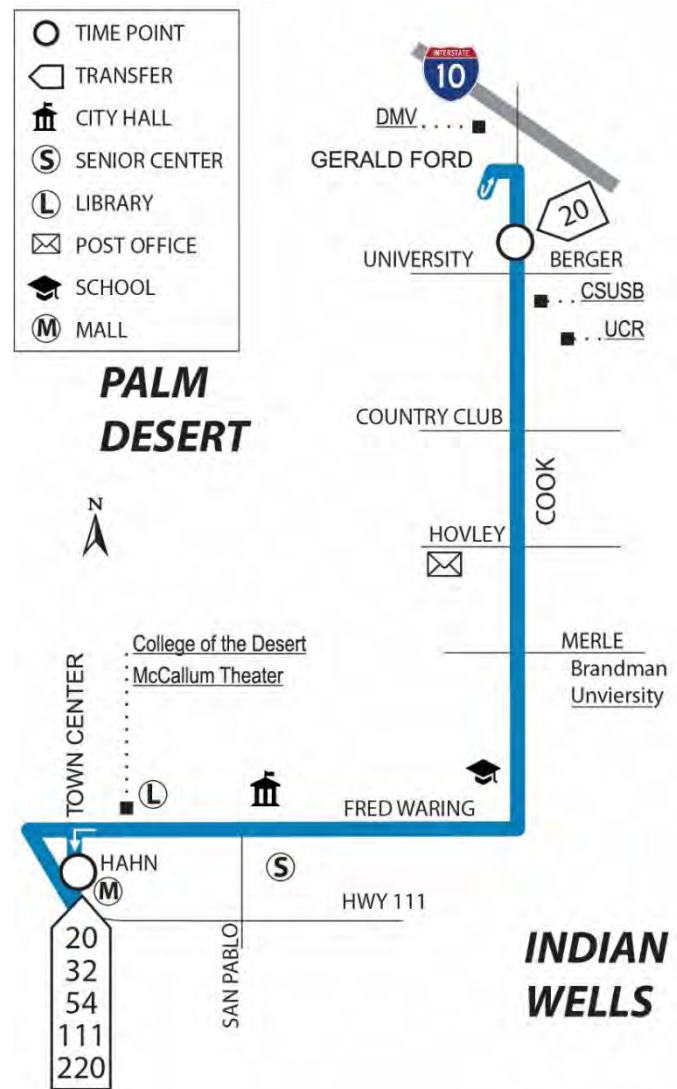
Route 20 provides limited stop service between the City of Desert Hot Springs and the City of Palm Desert. The Route 20 provides residents of Desert Hot Springs and surrounding communities improved access to resources and employment opportunities concentrated toward the center of the Coachella Valley, including the College of the Desert. Route 20 connects with Routes 14, 15, 32, 53, 54, 111 and Commuter Link 220 at Westfield Palm Desert Mall.



Hours of Operation:		Service Span	Financial	
6:32 AM	7:55 PM	Weekdays	Annual Route Cost	\$345,882
No Weekend Service			Annual Farebox Route Revenue	\$38,041
Frequency:			Cost per Rider	\$14.21
60 MIN		Weekdays	Subsidy per Rider	\$20.93
No Weekend Service			Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	94
27 mph		2	Average Daily Passengers Weekends	N/A
On Time Performance:			Annual Passengers	24,342
84.5%			Passengers per Hour	8.19
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.33
48.5			Annual Wheelchair Boardings	95
Annual Revenue Miles:			Annual Bicycle Boardings	949
74,522			Population within .5 mi of stop	11,229
Annual Revenue Hours:			Jobs within .5 mi of stop	8,180
2972				

ROUTE 21—GERALD FORD & COOK – PALM DESERT MALL

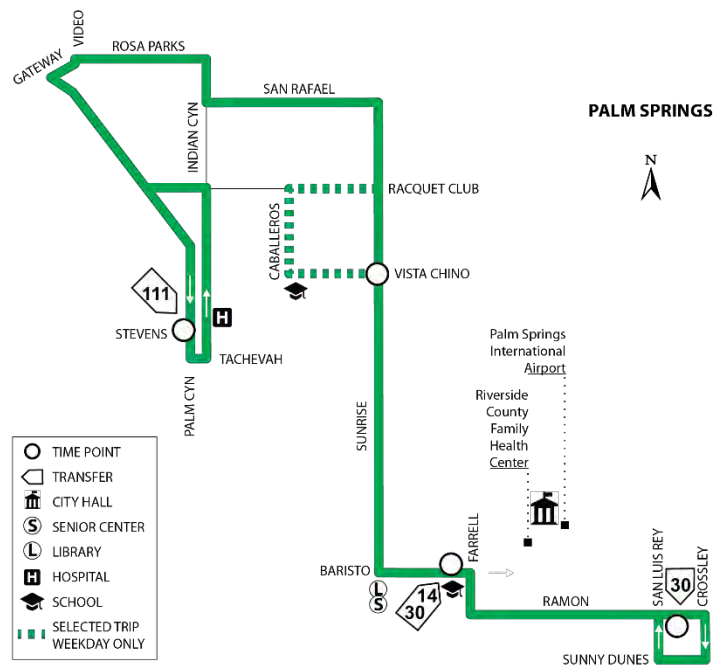
Route 21 is a new route that provides service to the City of Palm Desert, enabling riders to access the College of the Desert, the McCallum Theater, Palm Desert City Hall, Kaiser Permanente, satellite campuses of California State University of San Bernadine, the University of California Riverside, Palm Desert High School, Palm Desert Library, major employment sites, medical and shopping centers. Route 21 connects with Routes 20, 32, 54, 111 and Commuter Link 220 at Westfield Palm Desert Mall.



Hours of Operation:		Service Span	Financial	
11:00 AM	3:50 PM	Weekdays	Annual Route Cost	\$78,945
No Weekend Service			Annual Farebox Route Revenue	\$10,123
Frequency:			Cost per Rider	\$13.07
60 MIN		Weekdays	Subsidy per Rider	N/A
No Weekend Service			Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	23
19 mph		1	Average Daily Passengers Weekends	N/A
On Time Performance:			Annual Passengers	6,039
			Passengers per Hour	9.1
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.7
			Annual Wheelchair Boardings	90
Annual Revenue Miles:			Annual Bicycle Boardings	239
			Population within .5 mi of stop	20,157
Annual Revenue Hours:			Jobs within .5 mi of stop	18,379

ROUTE 24—PALM SPRINGS

In March 2017, Route 24 service was expanded to serve the Ramon/San Luis Rey retail area. Route 24 offers service in Palm Springs with connections to Routes 14, 30, 32, and 111. The Route 24 links riders to destinations such as the Desert Regional Hospital, Desert Highland Community Center, Social Security Administration, schools, medical facilities, theaters, and shopping outlets.

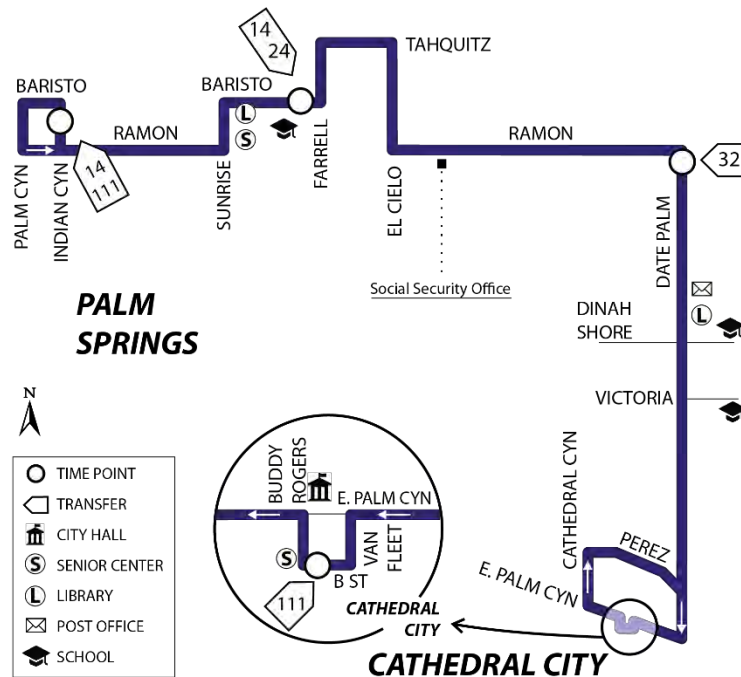


Hours of Operation:		Service Span	Financial	
6:10 AM	8:25 PM	Weekdays	Annual Route Cost	\$1,518,500
6:18 AM	7:38 PM	Weekends	Annual Farebox Route Revenue	\$262,361
Frequency:			Cost per Rider	\$9.17
40 MIN		Weekdays	Subsidy per Rider	\$6.44
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	537
15 mph		5	Average Daily Passengers Weekends	256
On Time Performance:			Annual Passengers	165,664
		88.7%	Passengers per Hour	12.6
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.18
		20.3	Annual Wheelchair Boardings	1,214
Annual Revenue Miles:			Annual Bicycle Boardings	4,336
		140,537	Population within .5 mi of stop	22,374
Annual Revenue Hours:			Jobs within .5 mi of stop	10,955
		13,133		

ROUTE 30—CATHEDRAL CITY – PALM SPRINGS

Route 30 is one of SunLine’s most successful routes. In March 2017, Route 30 was realigned to serve Tahquitz Canyon Drive at El Cielo to provide riders with more frequency in this area. Route 30 is a Trunk route providing service between the cities of Cathedral City and Palm Springs. Riding the Route 30 provides customers access to the Palm Springs International Airport, Palm Springs City Hall, Social Security Administration, public libraries, city halls, senior centers, schools, shopping centers and various industrial parks. It operates with 20-minute frequency during weekday peak periods, connecting to Routes 14, 24, 32, and 111. The Route 30 also offers three afternoon supplementary trips to accommodate the high volume of student ridership.

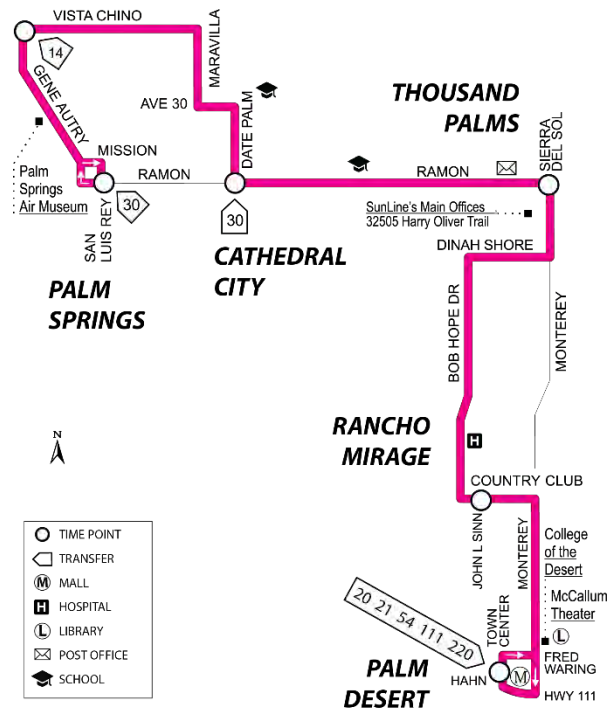
The most recent Operational Analysis proposed fifteen-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.



Hours of Operation:		Service Span	Financial	
5:40 AM	10:44 PM	Weekdays	Annual Route Cost	\$3,067,176
6:15 AM	9:41 PM	Weekends	Annual Farebox Route Revenue	\$998,475
Frequency:			Cost per Rider	\$4.86
20 MIN		Weekdays	Subsidy per Rider	\$2.70
40 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	1,954
13 mph		5	Average Daily Passengers Weekends	1,204
On Time Performance:			Annual Passengers	631,376
		92.2%	Passengers per Hour	23.8
Route Total Bidirectional Length (Miles):			Passengers per Mile	2.34
		19.3	Annual Wheelchair Boardings	5,048
Annual Revenue Miles:			Annual Bicycle Boardings	23,357
		269,503	Population within .5 mi of stop	34,329
Annual Revenue Hours:			Jobs within .5 mi of stop	16,652
		26,541		

ROUTE 32—PALM SPRINGS – CATHEDRAL CITY – THOUSAND PALMS – RANCHO MIRAGE – PALM DESERT

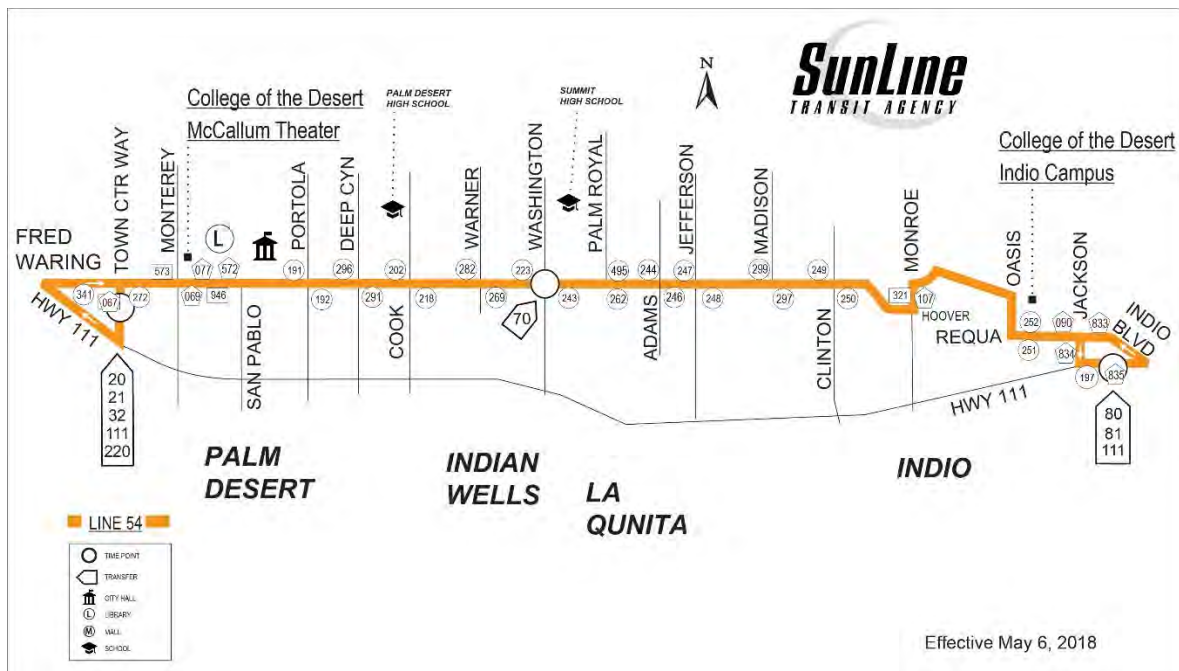
Route 32 links the cities of Palm Springs, Cathedral City, and the unincorporated community Thousand Palms, Rancho Mirage and Palm Desert. The route connects with Routes 14, 20, 24, 30, 53, 54, 111, and Commuter Link 220. Riders can access schools and various retail centers along Ramon Road in the City of Cathedral City. Routing through the I-10 Interchange provides access to Costco, Home Depot, and the Regal Cinemas 16 theater complex, as well as service to the Agua Caliente Casino on Ramon Road at Bob Hope Drive. This route also provides service to Eisenhower Medical Center, College of the Desert, and Westfield Palm Desert Mall.



Hours of Operation:		Service Span	Financial	
5:00 AM	10:40 PM	Weekdays	Annual Route Cost	\$1,933,780
6:54 AM	10:48 PM	Weekends	Annual Farebox Route Revenue	\$372,527
Frequency:			Cost per Rider	\$8.17
50 MIN		Weekdays	Subsidy per Rider	\$8.17
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	737
19 mph		3	Average Daily Passengers Weekends	441
On Time Performance:		89.5%	Annual Passengers	236,728
Route Total Bidirectional Length (Miles):		40.4	Passengers per Hour	14.2
Annual Revenue Miles:		278,815	Passengers per Mile	0.8
Annual Revenue Hours:		16,718	Annual Wheelchair Boardings	1,147
			Annual Bicycle Boardings	10,058
			Population within .5 mi of stop	37,261
			Jobs within .5 mi of stop	21,864

ROUTE 54—PALM DESERT – INDIAN WELLS – LA QUINTA – BERMUDA DUNES – INDIO

Route 54 operates between Palm Desert and Indio serving the cities of Indian Wells and La Quinta as well as the unincorporated community of Bermuda Dunes via Fred Waring Drive. This route was designed to provide direct service between Palm Desert and Indio, in addition to serving the length of Fred Waring Drive. Service is provided to the Indio Workforce Development, College of the Desert (Indio and Palm Desert), McCallum Theater, Civic Center, along with close proximity to Indian Wells Tennis Gardens. Route 54 connects with Routes 20, 32, 53, 70, 80, 81, 90, 91, 95, 111, and Commuter Link 220 at Westfield Palm Desert Mall and Hwy 111 at Flower.

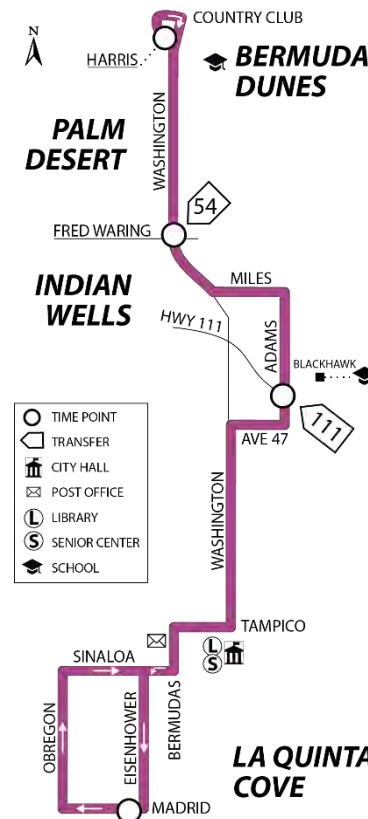


Hours of Operation:		Service Span	Financial	
5:55 AM	7:55 PM	Weekdays	Annual Route Cost	\$777,535
No Weekend Service			Annual Farebox Route Revenue	\$111,325
Frequency:			Cost per Rider	\$10.61
45	MIN	Weekdays	Subsidy per Rider	\$9.17
No Weekend Service			Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	283
20 mph		2	Average Daily Passengers Weekends	N/A
On Time Performance:			Annual Passengers	73,310
82.2%			Passengers per Hour	10.9
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.6
24.3			Annual Wheelchair Boardings	392
Annual Revenue Miles:			Annual Bicycle Boardings	2,543
113,426			Population within .5 mi of stop	37,729
Annual Revenue Hours:			Jobs within .5 mi of stop	13,900
6,717				

ROUTE 70—LA QUINTA – PALM DESERT – INDIAN WELLS – BERMUDA DUNES

Route 70 offers bus service to the City of La Quinta and the edge of the cities of Palm Desert and Indian Wells and the unincorporated community of Bermuda Dunes. Riders are able to access the Indian Wells Tennis Gardens on Washington Street at Fred Waring Drive, city hall, the senior center, schools, and various shopping centers along Adams Street, Avenue 47, and Washington Street. Transfers from the Route 70 to the Route 111 can be made on Highway 111 at Adams Street.

SunLine is evaluating extending service north of the I-10 Freeway if it can be done without increasing operating costs. The implementation of proposed changes are subject to available funding and Board approval.

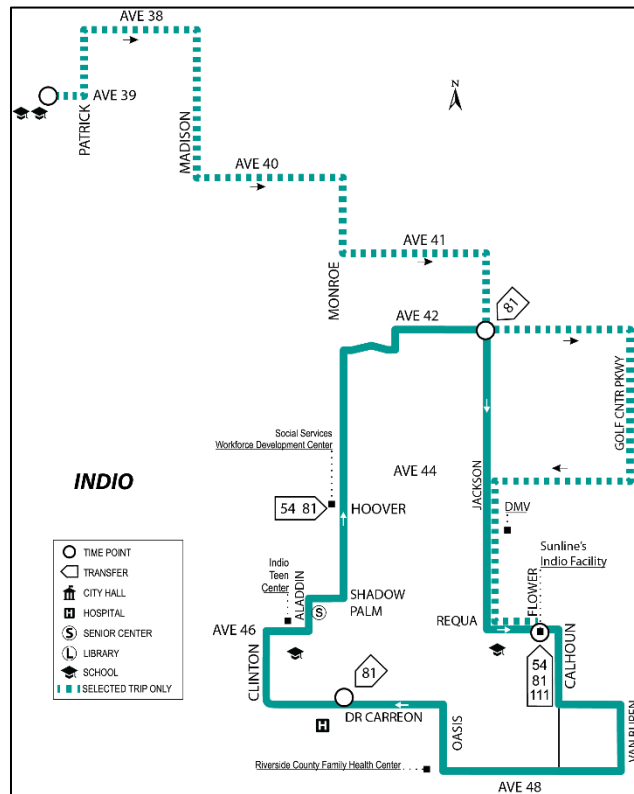


Hours of Operation:		Service Span	Financial	
5:15 AM	8:45 PM	Weekdays	Annual Route Cost	\$1,128,548
5:15 AM	9:28PM	Weekends	Annual Farebox Route Revenue	\$249,639
Frequency:			Cost per Rider	\$6.95
45 MIN		Weekdays	Subsidy per Rider	\$5.03
90 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	540
16 mph		3	Average Daily Passengers Weekends	215
On Time Performance:			Annual Passengers	162,309
		88.9%	Passengers per Hour	16.6
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.3
		19.5	Annual Wheelchair Boardings	346
Annual Revenue Miles:			Annual Bicycle Boardings	5,906
		129,009	Population within .5 mi of stop	27,982
Annual Revenue Hours:			Jobs within .5 mi of stop	9,943
		9,756		

ROUTE 80 —INDIO

Route 80 operates in a clockwise loop serving residents of the City of Indio, providing access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Social Security Administration, Employment Development Department, Indio Senior Center, Boys and Girls Club, Riverside County Social Services Offices, Department of Motor Vehicles, Martha's Village & Kitchen, community centers, schools, and shopping centers. Two afternoon trips to Shadow Hills High School on Jefferson Street at Avenue 39 are provided.

Route 80 connects to Routes 54, 81, 90, 91, and 111 at the transfer location on Highway 111 at Flower Street.

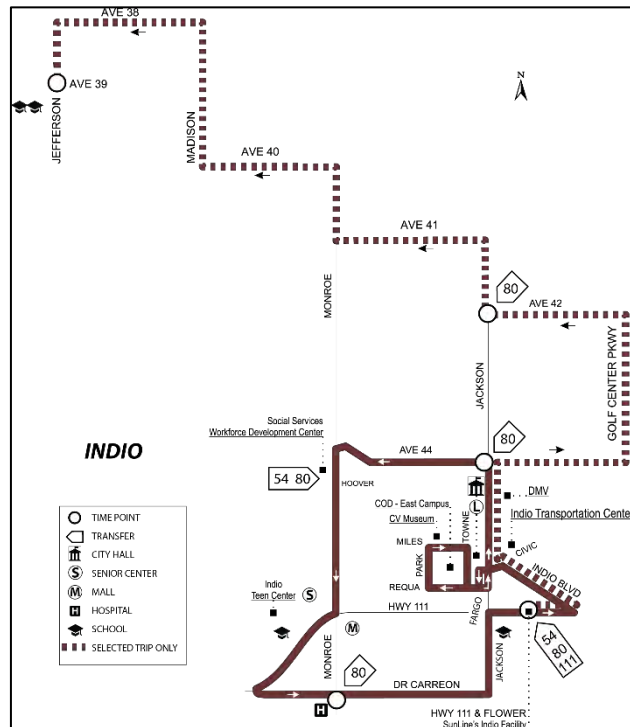


Hours of Operation:		Service Span	Financial	
6:00 AM	8:45 PM	Weekdays	Annual Route Cost	\$707,704
6:00 AM	8:45 PM	Weekends	Annual Farebox Route Revenue	\$231,817
Frequency:			Cost per Rider	\$5.01
60 MIN		Weekdays	Subsidy per Rider	\$2.83
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	457
15 mph		5	Average Daily Passengers Weekends	220
On Time Performance:			Annual Passengers	141,217
		85.8%	Passengers per Hour	23.3
Route Total Bidirectional Length (Miles):			Passengers per Mile	2.0
		11.02	Annual Wheelchair Boardings	1,246
Annual Revenue Miles:			Annual Bicycle Boardings	2,880
		70,163	Population within .5 mi of stop	39,132
Annual Revenue Hours:			Jobs within .5 mi of stop	7,554
		6,064		

ROUTE 81—INDIO

Route 81 is a loop route that operates counter-clockwise and provides transit service to residents of the City of Indio, enabling passengers access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Employment Development Department, U.S. Social Security Administration, East Valley College of the Desert campus, Riverside County social services offices, Department of Motor Vehicles, Coachella Valley Cultural Museum, the Indio transportation center, community centers, library, schools, and a shopping centers. Two morning trips are provided to accommodate commuting students, service to Shadow Hills High School on Jefferson Street at Avenue 39 was implemented.

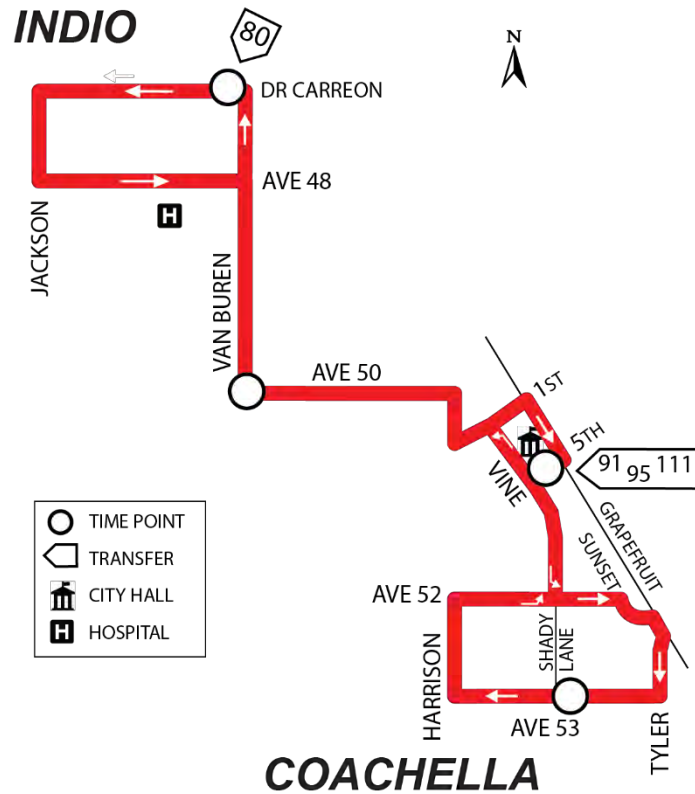
Route 81 connects to Routes 54, 80, 90, 91 and 111 at the transfer location on Highway 111 at Flower Street.



Hours of Operation:		Service Span	Financial	
5:25 AM	8:15 PM	Weekdays	Annual Route Cost	\$653,595
5:25 AM	8:15 PM	Weekends	Annual Farebox Route Revenue	\$141,762
Frequency:			Cost per Rider	\$7.15
60 MIN		Weekdays	Subsidy per Rider	\$4.07
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	301
12 mph		1	Average Daily Passengers Weekends	129
On Time Performance:		93.0%	Annual Passengers	91,450
Route Total Bidirectional Length (Miles):		8.71	Passengers per Hour	16.2
Annual Revenue Miles:		52,568	Passengers per Mile	1.7
Annual Revenue Hours:		5,653	Annual Wheelchair Boardings	480
			Annual Bicycle Boardings	804
			Population within .5 mi of stop	32,477
			Jobs within .5 mi of stop	7,631

ROUTE 90—INDIO – COACHELLA

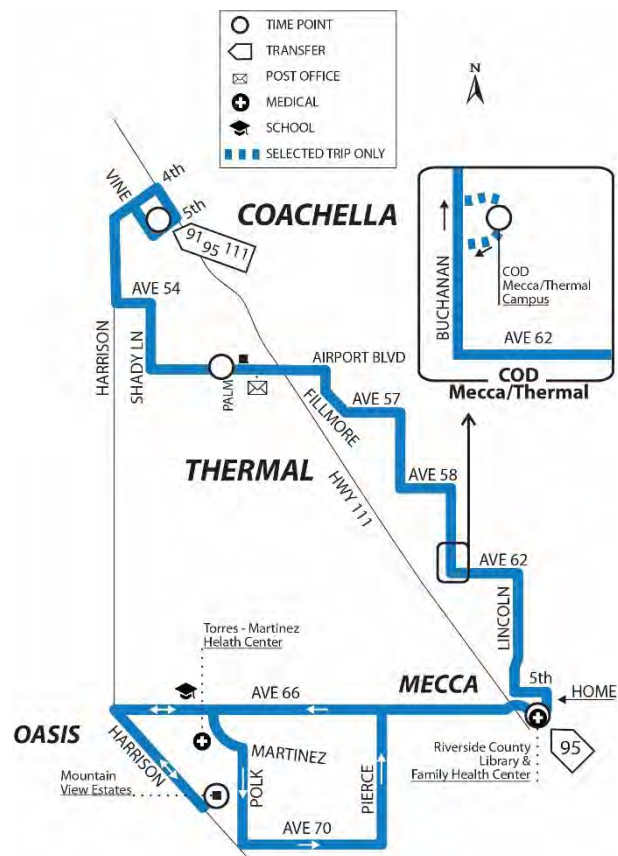
Route 90 serves the cities of Coachella and Indio allowing passengers to access the Employment Development Department, Coachella City Hall, library, senior center, Boys & Girls Club, local schools, and shopping centers. Connections to Routes 54, 80, 81, 91, 95 and 111 occur at the transfer location on Highway 111 at Flower Street in the City of Indio.



Hours of Operation:		Service Span	Financial	
5:00 AM	9:52 PM	Weekdays	Annual Route Cost	\$1,025,088
5:00 AM	8:52 PM	Weekends	Annual Farebox Route Revenue	\$142,748
Frequency:			Cost per Rider	\$11.11
60 MIN		Weekdays	Subsidy per Rider	\$6.79
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	273
15 mph		1	Average Daily Passengers Weekends	207
On Time Performance:			Annual Passengers	92,273
		89.5%	Passengers per Hour	10.3
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.8
		12.96	Annual Wheelchair Boardings	709
Annual Revenue Miles:			Annual Bicycle Boardings	1,345
		119,478	Population within .5 mi of stop	44,655
Annual Revenue Hours:			Jobs within .5 mi of stop	7,051
		8,943		

ROUTE 91—INDIO – COACHELLA – THERMAL – MECCA – OASIS

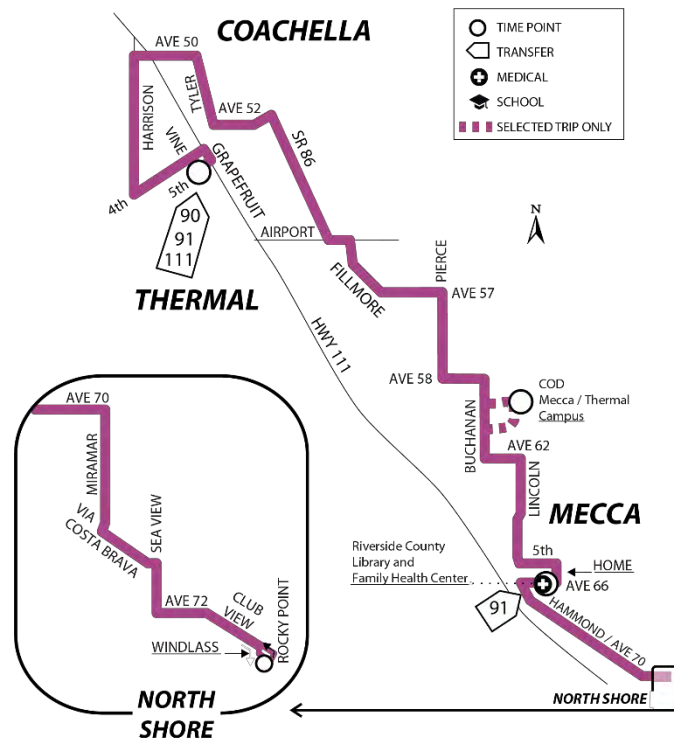
Route 91 links the cities of Indio and Coachella with the unincorporated communities of Thermal, Mecca, and Oasis. Riders on Route 91 are able to connect to Routes 54, 80, 81, 90, 95 and 111 at the transfer location on Highway 111 and Flower Street in Indio. Passengers have access to employment sites, medical, and shopping facilities. Route 91 also provides direct service to College of the Desert's East Valley Campus in Mecca.



Hours of Operation:		Service Span	Financial	
4:48 AM	10:21 PM	Weekdays	Annual Route Cost	\$2,045,077
5:30 AM	10:42 PM	Weekends	Annual Farebox Route Revenue	\$266,815
Frequency:			Cost per Rider	\$11.66
60 MIN		Weekdays	Subsidy per Rider	\$14.25
60 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	527
23 mph		3	Average Daily Passengers Weekends	374
On Time Performance:			Annual Passengers	175,369
			Passengers per Hour	9.91
Route Total Bidirectional Length (Miles):			Passengers per Mile	0.5
			Annual Wheelchair Boardings	404
Annual Revenue Miles:			Annual Bicycle Boardings	3,365
			Population within .5 mi of stop	41,181
Annual Revenue Hours:			Jobs within .5 mi of stop	8,996

ROUTE 95— COACHELLA – MECCA – NORTH SHORE

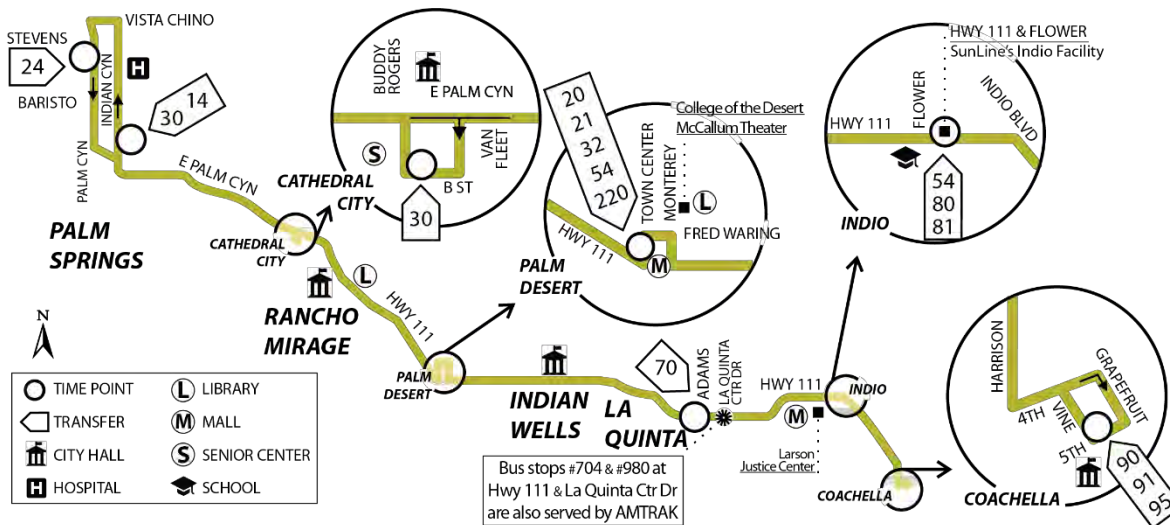
Route 95 serves the cities of Coachella and the unincorporated communities of Mecca and North Shore. The Route 95 serves the College of the Desert's East Valley Campus in Mecca. Passengers on Route 95 connect to Routes 90, 91 and 111 at the transfer location on 5th and Vine Avenue in Coachella. Service allows passengers to access employment sites, medical, and shopping facilities.



Hours of Operation:		Service Span	Financial	
4:04 AM	10:04 PM	Weekdays	Annual Route Cost	\$738,823
4:04 AM	10:04 PM	Weekends	Annual Farebox Route Revenue	\$40,152
Frequency:			Cost per Rider	\$30.74
180 MIN		Weekdays	Subsidy per Rider	\$28.86
180 MIN		Weekends	Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	71
22 mph		1	Average Daily Passengers Weekends	54
On Time Performance:		91.3%	Annual Passengers	24,035
Route Total Bidirectional Length (Miles):		52.49	Passengers per Hour	3.8
Annual Revenue Miles:		115,773	Passengers per Mile	0.2
Annual Revenue Hours:		6,390	Annual Wheelchair Boardings	113
			Annual Bicycle Boardings	607
			Population within .5 mi of stop	19,050
			Jobs within .5 mi of stop	6,710

ROUTE 111—PALM SPRINGS – CATHEDRAL CITY – RANCHO MIRAGE – PALM DESERT – INDIAN WELLS – LA QUINTA - INDIO

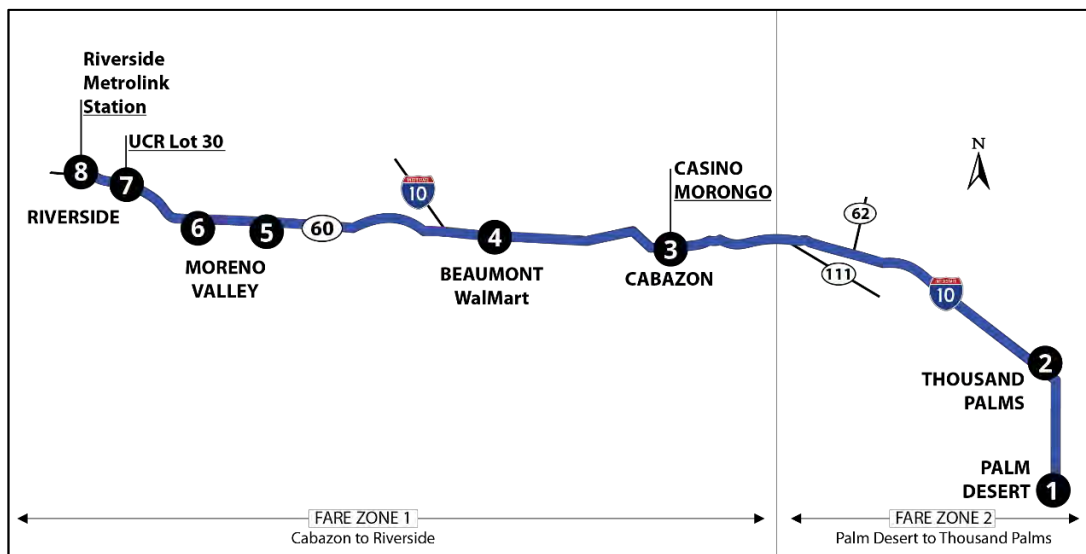
Route 111 is SunLine’s highest ridership regional trunk route. Route 111 provides service along Highway 111 from Palm Springs to Coachella, linking with the Cities of Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta and Indio. Route 111 enables riders to travel to destinations along the Highway 111 corridor. The route links passengers with major retail and commercial centers, recreational attractions, museums, educational and medical institutions. Connecting routes include Routes 14, 20, 24, 30, 32, 53, 54, 70, 80, 81, 90, 91, 95 and Commuter Link 220 at transfer locations at Westfield Palm Desert Mall.



Hours of Operation:		Service Span	Financial	
5:00 AM	11:06 PM	Weekdays	Annual Route Cost	\$7,872,585
5:30 AM	11:07 PM	Weekends	Annual Farebox Route Revenue	\$2,174,016
Frequency:			Cost per Rider	\$5.74
20/30 MIN	Weekdays (Peak/Off-Peak)		Subsidy per Rider	\$5.17
20/30 MIN	Weekends		Ridership	
Average Speed:		Peak Vehicles	Average Daily Passengers Weekday	4,035
17 mph		14	Average Daily Passengers Weekends	3,134
On Time Performance:			Annual Passengers	1,370,912
		83.3%	Passengers per Hour	20.1
Route Total Bidirectional Length (Miles):			Passengers per Mile	1.3
		60.0	Annual Wheelchair Boardings	8,215
Annual Revenue Miles:			Annual Bicycle Boardings	53,523
		1,020,931	Population within .5 mi of stop	78,704
Annual Revenue Hours:			Jobs within .5 mi of stop	48,948
		68,106		

COMMUTER LINK 220 PALM DESERT – THOUSAND PALMS – CABAZON – BEAUMONT – MORENO VALLEY – RIVERSIDE

Commuter Link 220 provides service between the Coachella Valley and western Riverside County. The route is 77 miles, with 2 stops in the Coachella Valley, located at Westfield Palm Desert Mall and Thousand Palms Transit Hub off Varner Road. The routes continues, stopping along Interstate 10 and State Route 60 serving the Casino Morongo, City of Beaumont at the Walmart Shopping Center, Moreno Valley at the Moreno Valley Mall, the University of California Riverside, and ending at Metrolink's Riverside Station. Link 220 connects to SunLine's Routes 20, 32, 53, 54, and 111, Pass Transit in Beaumont and Banning, Metrolink, RTA, and Omnitrans services in Riverside.



Hours of Operation:		Service Span	Financial	
5:45 AM	9:31 PM	Weekdays	Annual Route Cost	\$422,759
		No Weekend Service	Annual Farebox Route Revenue	\$21,948
Frequency:			Cost per Rider	\$30.52
6 Trips	Weekdays		Subsidy per Rider	\$63.15
		No Weekend Service	Ridership	
Average Speed:		Peak Vehicles		
32 mph		2	Average Daily Passengers Weekday	53
On Time Performance:			Average Daily Passengers Weekends	N/A
		72.5%	Annual Passengers	13,853
Route Total Bidirectional Length (Miles):			Passengers per Trip	9.3
		148.26	Passengers per Mile	0.1
Annual Revenue Miles:			Annual Wheelchair Boardings	96
		113,119	Annual Bicycle Boardings	389
Annual Revenue Hours:			Population within .5 mi of stop	19,890
		3,655	Jobs within .5 mi of stop	38,841

RCTC Western County Commuter Rail

Short Range Transit Plan FY 2019/20 – 2021/22

Draft 5/15/2019



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GLOSSARY OF ACRONYMS

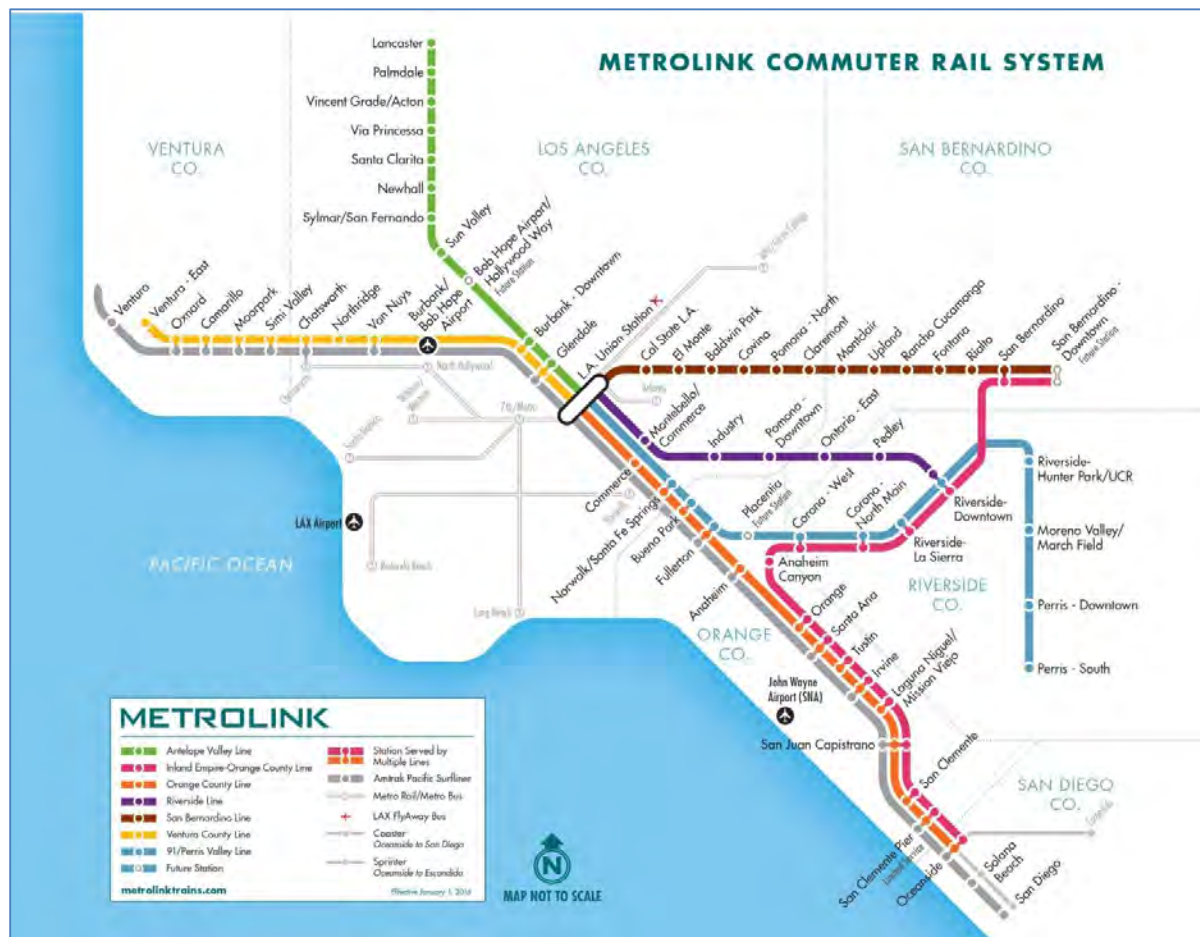
BNSF	BNSF Railways
CETAP	Community & Environmental Acceptability Process
CMAQ	Congestion Mitigation & Air Quality Funds
CVAG	Coachella Valley Association of Governments
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
Metro	Los Angeles County Metropolitan Transportation Authority
MOW	Maintenance-of-Way
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PTC	Positive Train Control
PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTIP	Regional Transportation Improvement Program
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SJBL	San Jacinto Branch Line
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
STIP	State Transportation Improvement Program
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

CHAPTER 1 – SYSTEM OVERVIEW

1.1 Description of Service Area

RCTC is a member of the Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) that operates the Metrolink commuter rail system. Three Metrolink lines serve Riverside County:

- The Inland Empire-Orange County (IEOC) Line
- The Riverside Line
- The 91/Perris Valley (91/PV) Line



On June 6, 2016, RCTC began service on the 24-mile extension of the Metrolink 91-Line from the Riverside – Downtown Station, through the Perris Valley to the city of Perris in western Riverside County (now rebranded as the 91/Perris Valley Line).

RCTC owns and maintains nine of the 57 Metrolink stations, which are located in Western Riverside County. Four of these stations are part of the 91/Perris Valley Line extension.

- Corona – West

- Corona – North Main
- Riverside – La Sierra
- Riverside – Downtown
- Jurupa Valley/Pedley
- 91/PV Line Extension Stations
 - Riverside – Hunter Park/UCR
 - Moreno Valley/March Field
 - Perris – Downtown
 - Perris – South

1.2 Population Profile and Demographic Projections

Whether traveling to work, school, or one of Southern California’s great recreational destinations, Metrolink trains provide a viable alternative to driving alone. Every day, thousands of Southern California residents park their cars and choose Metrolink to commute. The average Metrolink commute from Riverside County is 37 miles. Metrolink trains are also popular with schools throughout the region both transporting students to classes and for field trips. The Metrolink rider profiles are updated on a regular basis. The following is the latest socio-economic data available from Metrolink, which was included in the Metrolink FY 2018/19 Budget Workshop, held in 2018:

Line	Riverside Line	IEOC Line	91/PV Line
Ethnicity:			
Black	13%	9%	21%
Hispanic	34%	44%	34%
Asian	30%	8%	13%
Caucasian (non-Hispanic)	19%	33%	27%
Other	4%	6%	6%
Income			
Less than \$20,000	5%	4.9%	9.7%
\$20,000 - \$49,999	16.8%	23%	17%
\$50,000 - \$74,999	23.6%	24.8%	19.2%
\$75,000 - \$99,999	17.8%	16%	14.3%
\$100,000 - \$149,999	20.5%	19.4%	19.6%
\$150,000 - \$199,999	9.9%	8.2%	11.4%
\$200,000 or more	6.5%	3.8%	8.7%

1.3 Fixed Route Services

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced frequency on the IEOC and 91/PV lines. Metrolink will run a Sunday schedule on the days that New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day are observed.

1.4 Current Fare Structure and Proposed Fare Structure

Metrolink ticket prices are distance-based and calculated on the shortest driving miles between stations. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to Los Angeles Union Station is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge is currently capped at 80 miles.

This system-wide pricing program offers a fair and equitable pricing policy. Over time, Metrolink customers traveling the same distances will pay the same price, and short trips will cost less than longer trips. Metrolink is responsible for any Title VI issues related to fare structure and pricing.

The Metrolink ticket price consists of three elements: a base boarding charge, an additional increment related to the number of miles traveled, and finally a modest increment to permit Metrolink passengers to transfer without requiring an additional fare on selected connecting transit operators and a reduced rate on others.

Ticket Types

There are three types of single-day use Metrolink tickets (One-Way, Round-Trip, and \$10 Weekend Day) and two types of multi-day use Metrolink tickets (7-Day and Monthly).

One-Way Tickets

One-way tickets are valid for one trip only, defined as continuous travel away from the origin station to the destination station specified on the ticket. The trip must begin on the date and prior to expiration time printed on the front of the ticket. One-way trips must be completed within three hours from the time of purchase of ticket. The expiration time and date is displayed on the ticket.



Round-Trip Tickets

Round-Trip tickets are valid for two trips only, between the origin station and the destination station marked on the ticket. The first leg of a Round-Trip ticket is valid for three hours from purchase. The return ticket is valid for travel anytime on the same day as the first leg of the trip.

\$10 Weekend Day Pass

Metrolink offers the Weekend Day Pass for only \$10 per person. This pass is good for unlimited systemwide travel on either Saturday or Sunday only and expires at 3 A.M. following the date of purchase. The Weekend Day Pass is accepted for free transfers to connecting transit services, except Amtrak.

Holiday Service

A pilot program of \$10 Sunday service on the six national holidays was included in the FY 2018/19 budget and is anticipated to continue.

7-Day Pass

Valid for unlimited travel during a consecutive seven-day period between station pairs starting on the day when the pass is purchased.

Monthly Pass



Monthly Passes are valid for unlimited travel between the origin and destination stations printed on the pass during the calendar month printed on the pass. Monthly Passes are also valid for unlimited systemwide travel after 7:00 p.m. on Friday until 11:59 p.m. Sunday.

Multi-Line Option

Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PV Lines. Tickets on the 91/PV Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PV Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options

Metrolink offers multiple options for purchasing tickets. Tickets and passes can be purchased from the self-serve ticket vending machines (TVMs) found at all Metrolink stations using payment cards or cash. Tickets can also be purchased via the Metrolink app, available on both Apple and Android devices. The Metrolink app only accepts payment cards and the ticket is scanned directly from your device. A new option is the print at home ticket, wherein one-way tickets can be purchased online with Metrolink's online ticket portal. Using this feature, riders can also buy other mobile tickets through the portal and push those tickets to their Metrolink Mobile App Wallet.

Lesser-used ticket purchase options include ticket outlets and Pass By Mail. Ticket outlets are available in various locations, but only available at LAUS for Riverside Metrolink lines. Two ticket windows at LAUS offer all ticket types as well as the option to purchase tickets with a personal check or TransitCheck. Pass By Mail forms must be received by the 15th of the month to receive a pass by the 1st of the following month.

Advance Purchase Ticket

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVM. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you chose to travel.

Discounted Fares

Everyday Discounts

Student/Youth: 25% off Monthly Pass, 7-Day Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present valid Student ID to the fare inspector upon request.

Child: Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare.

Senior / Disabled / Medicare: 25% off Monthly Pass and 7-Day Pass. 50% off One-Way and Round-Trip tickets. Seniors qualify for discount if age is 65 or over. Disabled or Medicare discount applies if you have the appropriate identification.

Active Military: 10% off One-Way and Round-Trip tickets.

Discount for the 91/PV Line

The SCRRA Board approved a new set of 91/PV Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PV Line Extension stations to stations outside of Riverside County will be sold as though Riverside – Downtown is the origin or destination. For example, a trip between Perris – South and LAUS will be the same cost as a trip between Riverside – Downtown and LAUS.

Fares connecting the 91/PV Line Extension stations to stations within Riverside County are discounted 25%.

Loyalty Program

A new Loyalty Program is being proposed as part of the Metrolink FY 2019/20 Budget. This program will include:

- Cashback rewards that are accumulated and paid at regular intervals
- Points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties
- Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts

Program development will run between April and July 2019, followed by a soft launch in August 2019 and an official launch to coincide with Metrolink’s anniversary on October 26, 2019.

Proposed Fare Structure

Since Metrolink began operations in 1992, fares have varied year to year. With the decline in nationwide ridership, Metrolink fares have remained stable in retaining ridership. The table below shows how fares have changed from fiscal year (FY) 2005 to 2018:

'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20
4%	4.5%	5.5%	3.5%	5.5%	3%	6%	0%	7%	5%	0%	0%	0%	0%	0%	0%

The *Metrolink 10-Year Strategic Plan 2015-2025* addresses fares as part of their Goal 2 to achieve fiscal sustainability. The strategy of increasing fare revenues is to be done by reducing fare evasion rates and increasing ticket sales, but not by increasing ticket fare prices. Fare increases are not being proposed as part of the FY 2019/20 Metrolink budget this will be the sixth consecutive year without a fare increase while the expenses and subsidy increases each year.

1.5 Revenue Fleet

Metrolink has 39 revenue train sets in operation¹. The Metrolink fleet is composed of 55 locomotives (including 3 expansion locomotives) and 258 passenger cars (90 cab cars and 168 coach cars)². Metrolink is in the process of upgrading its fleet of locomotives to operate new locomotives with Tier 4 clean technology.

1.6 Existing Facility/Planned Facilities

In planning for a successful commuter rail program in Western Riverside County, RCTC acquired properties for current and future passenger rail service.

Commuter Rail Station Management

Unlike the other SCRRA member agencies, the Commission owns and operates nine rail stations serving Riverside County:

- Corona – West
- Corona – North Main
- Riverside – La Sierra
- Riverside – Downtown
- Jurupa Valley/Pedley
- Riverside – Hunter Park/UCR
- Moreno Valley/March Field
- Perris – Downtown
- Perris – South

Station operation and maintenance costs are included in the rail program budget with services coordinated by the Commission's staff. Parking is currently free at the stations.

The FY 2019/20 proposed operating budget member subsidy for RCTC is \$8.9M in revenue and \$30.1 in expenses for a total net subsidy of \$21.2M. This is an 8% increase from the FY19 Operating Subsidy.

Santa Fe Railroad's San Jacinto Branch Line

The Measure A program provides for Riverside County's participation in the creation of a regional commuter rail system. Though the primary goal was to provide service from Riverside to Los Angeles and Orange counties, the Measure A map included a possible internal element along the former Santa Fe Railroad's San Jacinto Branch Line (SJBL). The SJBL corridor extends 38.3 miles between Highgrove and Hemet within Riverside County. The alignment roughly follows the Interstate 215 to Perris where it veers east, parallel to State Route 74 to Hemet and San Jacinto.

¹ Source: Metrolink 10-Year Strategic Plan 2015-2025 Technical Appendix

² Source: Draft Metrolink Transit Asset Management Plan (May 2016)

be completed by 2023. The second phase focuses on capital projects scheduled for completion by 2028.

The Riverside-Downtown Station Track and Platform Project is necessary in the mid-term to accommodate connectivity and increase rail capacity and service reliability and has been funded as part of the first phase of the Metrolink SCORE Program. This project will add a center platform and associated tracks on the south side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling passenger train capacity of the station.



Facility and infrastructure improvements are currently being studied to accommodate mid- and long-term service growth.

The Moreno Valley/March Field Station Upgrade Project is necessary in the mid-term and has been designated as part of phase 2 of the Metrolink SCORE Program. This project will upgrade the station with an additional platform and a pedestrian overpass and rehabilitate the initial 2.7 miles of a double-track corridor that will eventually extend to Control Point (CP) Nuevo, for a total of about nine miles. This project will provide the capacity necessary for additional connectivity from 91/PV Line trains to other trains in the Metrolink system at the Riverside – Downtown Station.



1.7 Existing Coordination Between Transit Agencies

Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency

The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services.

The LOSSAN Rail Corridor Agency is a Joint Powers Board established in 1989 to provide a forum for the transportation and regional agencies along the Corridor, including RCTC, to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. In July of 2015, the Caltrans executed an Interagency Transfer Agreement (ITA) with the LOSSAN Joint Powers Authority (JPA) and officially transferred the administration and management of the Surfliner service to the LOSSAN JPA. The Orange County Transportation Authority (OCTA) became the Managing Agency for the LOSSAN Agency. The LOSSAN Agency continued its vision for the Corridor that focuses on:



- Expanding and enhancing the integration of the Corridor's passenger rail services
- Identifying a Corridorwide capital improvement program
- Enhancing local transit connections at both commuter and intercity stations
- Developing an integrated fare policy
- Providing better customer information

The LOSSAN Rail Corridor Agency does not pay for the operation of any of the passenger rail services within the corridor, but it is a means to help coordinate operations and planning. RCTC has been an active ex-officio member since 2011 and in 2014. With a revised Joint Powers Authority Memorandum of Understanding (MOU), RCTC is now a full voting member. RCTC is involved in the development of rail service in Southern California.

CHAPTER 2 – EXISTING SERVICE AND ROUTE PERFORMANCE

2.1 Fixed Route Service – Route by Route Analysis

The SCRRA operates seven commuter rail lines. As described in the previous chapter, three routes, the Riverside, 91/PVL, and Inland IEOC Lines directly serve Western Riverside County.

IEOC Line

This line extends 100.1 miles between the City of San Bernardino, in San Bernardino County, and the cities of Irvine and San Juan Capistrano, in Orange County, with limited extensions to Oceanside. The alignment roughly follows the Riverside Freeway (SR91) along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The Line is a jointly funded project of the RCTC, SBCTA, and the Orange County Transportation Authority (OCTA).

When the service began in October 1995, it was the first suburb-to-suburb commuter rail line in the country. One station in San Bernardino County, four stations within Riverside County, eight stations within Orange County, and one station in San Diego County now serve the line.

As of July 2016, the line operates 16 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Irvine Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station, the Laguna Niguel/Mission Viejo Station, or the Oceanside Station.

IEOC weekend service began on July 15, 2006. This route was modeled after the successful RCTC-chartered Beach Trains. The service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier.

The current running time between Riverside – Downtown and Irvine is approximately 74 minutes. RTA, SunLine, and the Corona Cruiser provide connecting transit service.

<u>IEOC Line</u>	
Line Opening:	October 1995
Route miles:	100.1
Avg Trip Length (miles):	33.8
Weekday Daily Trains:	16
<u>Current Stations Served:</u>	
San Bernardino – Downtown	599 W. Rialto Ave
San Bernardino Depot	1204 West 3 rd St
Riverside – Downtown	4066 Vine St
Riverside – La Sierra	10901 Indiana Ave
Corona – North Main	250 E Blaine St
Corona – West	155 S Auto Center Dr
Anaheim Canyon	1039 N Pacificcenter Dr
Orange	194 N Atchison St
Santa Ana	1000 E Santa Ana Blvd
Tustin	2975 Edinger Ave
Irvine	15215 Barranca Pkwy
Laguna Niguel/Mission Viejo	28200 Forbes Rd
San Juan Capistrano	26701 Verdugo St
San Clemente	1850 Avenida Estacion
San Clemente Pier*	Avenida del Mar
Oceanside	235 S Tremont Ave
*Weekends only	

Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the Union Pacific (UP) Railroad alignment. The route roughly follows the Pomona Freeway corridor (SR60) through the cities and communities of Pedley, Mira Loma, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside – Downtown, Jurupa Valley/Pedley, Ontario – East, Pomona – Downtown, Industry, Montebello/Commerce, and LAUS. RCTC, the San Bernardino Transportation Authority (SBCTA), and the Los Angeles County Metropolitan Transportation Authority (Metro) jointly fund the line.

Riverside Line

Line Opening:	June 1993
Route miles:	59.1
Avg Trip Length (miles):	39.3
Weekday Daily Trains:	12

Current Stations Served

Riverside – Downtown	4066 Vine St
Jurupa Valley/Pedley	6001 Pedley
Ontario – East	3330 E Francis St
Pomona – Downtown	101 N Main Street
Industry	600 S Brea Canyon Rd
Montebello/Commerce	2000 Flotilla St
LA Union Station	800 N Alameda St

The Riverside Line offers 12 weekday trains between the Riverside – Downtown Station and LAUS, travelling westbound in the AM and eastbound in the PM and one roundtrip during the off-peak hours. The Riverside Transit Agency (RTA), SunLine, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 85 minutes, including dwell time at intermediate stations.

91/ PV Line

This route officially began operating peak period service on May 6, 2002, when it was called the 91 Line. With the completion of the Perris Valley Line extension in June 2016, the rebranded 91/PV Line now extends the route to 85.6 miles between Perris – South and LAUS. The alignment roughly follows the Riverside Freeways (SR215 and SR91) along the BNSF San Bernardino subdivision through Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los Angeles. This line serves stations along this line including Riverside – Downtown, Riverside – La Sierra, Corona – North Main, Corona – West, Fullerton, Buena Park, Norwalk/Santa Fe Springs, Commerce, and LAUS. RCTC, OCTA, and Metro jointly fund the Line. With the Perris Valley extension, new stations were added at Perris – South, Perris – Downtown, Moreno Valley/March Field, and Riverside – Hunter Park/UCR.

The 91/PV Line offers 15 weekday trains between the Perris – South Station and LAUS. This service provides three roundtrips between Perris – South and LAUS during peak hours in the peak direction, six bounce back trips that go from Perris – South to Riverside – Downtown, and three trips between LAUS and the Riverside – Downtown Station. The proposed Metrolink FY2019/20 Annual Budget includes plans to extend two bounce back roundtrips to LAUS, bringing the total roundtrips between Perris – South and LAUS to five roundtrips.

The 91 Line (now the 91/PV Line) weekend service started on July 5, 2014 and currently consists of two roundtrip trains that operate between LAUS and the Riverside – Downtown

Station, travelling westbound in the AM and eastbound in the PM. The proposed Metrolink FY 2019/20 Annual Budget includes plans to extend these roundtrips to Perris – South.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 127 minutes. RTA, SunLine, and the Corona Cruiser provide connecting service in Riverside County.

2.2 Interagency Connections – System Performance

RCTC has actively supported transit connections by establishing agreements with SCRRA and the Riverside County transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. RCTC subsidizes half the fare while Metrolink subsidizes the other half.

91/PVL Line	
91 Line Opening:	May 2002
PVL Line Extension Opening:	June 2016
Route miles:	85.6
Avg Trip Length (miles):	36.6
Trains Operated/Day:	13
Current Stations Served:	
Perris – South	1304 Case Rd
Perris – Downtown	121 South C. St
Moreno Valley/March Field	14160 Meridian Pkwy
Riverside – Hunter Park/UCR	1101 Marlborough Ave
Riverside – Downtown	4066 Vine St
Riverside – La Sierra	10901 Indiana Ave
Corona – North Main	250 E Blaine St
Corona – West	155 S Auto Center Dr
Fullerton	120 E Santa Fe Ave
Buena Park	Lakeknoll Dr & Dale St
Norwalk/Santa Fe Springs	12700 Imperial Highway
Commerce	6433 26 th St
LA Union Station	800 N Alameda St



Connecting transit to stations in Western Riverside County is provided by the Riverside Transit Authority (RTA), Sunline, Omnitrans, and the Corona Cruiser.

In addition to its fixed routes, RTA developed CommuterLink to address commuter needs. This express service provides transit to and from Riverside Metrolink stations and transit centers during peak commuting periods. RTA has also added Routes 54, 52, and 26 to provide direct connections to the 91/PV Line and the Metrolink stations it serves. Route 54 provides a convenient and critical last mile connection from the Riverside – Downtown Station to the Riverside County Administration services. The program aims to provide a viable transit alternative for commuters, helping mitigate congestion and pollution.

The Corona Cruiser, operated by the City of Corona, provides a fixed route schedule but offers some route deviation with advance reservation. Buses run Monday through Saturday and serve the Corona – North Main Station as well as stops throughout Corona.

SunLine’s commuter express service connects residents of the Coachella Valley with the Pass Area and Western Riverside County. The service addresses the transit service gap between the Coachella Valley and Western Riverside County, providing alternative transportation options to commuting residents of Coachella Valley.

During FY2017, RCTC also included Omnitrans as an additional bus operator to our Riverside – Downtown Station. This service connects Metrolink riders to additional commuter rail service with a direct connection to the San Bernardino Line and the Downtown San Bernardino transit station.

Feeder buses and transit services are also critically important at the destination end. For the IEOC route, dedicated OCTA shuttle buses meet all peak period trains at Anaheim Canyon, Orange, Santa Ana, Tustin, and Irvine. Some OCTA buses meet trains at all these stations as well as Laguna Niguel/Mission Viejo, San Juan Capistrano, and San Clemente.

Metrolink proposed in their FY 2018/19 budget to establish co-marketing agreements with potential rideshare partners (i.e. Lyft and Uber) to provide riders with incentives to help resolve first mile/last mile connectivity issues. Self-service rideshare was added to services qualified for reimbursement of customer’s out-of-pocket alternate transportation expenses. Between July and February of FY2018/19, over 2,100 riders were reimbursed for self-service rideshare (Uber/Lyft).

2.3 Key Performance Indicators

The following performance indicators are taken from SCRRA’s *Key Performance Indicators Quarterly Performance Report, FY18/19 1st Quarter (July – September 2018)* to measure the effectiveness of the Riverside, IEOC, and 91/PV Lines.

Year to Date (YTD) Revenue (Thousands)

	FY18-19 Budget	FY18-19 Actuals	Variance	Percent	FY18-19 Budget	FY18-19 Actuals	Variance	Percent
	Weekday				Weekend			
IEOC Line	1,644	1,639	(6)	-1%	388	304	(84)	-22%
Riverside Line	2,036	2,056	20	1%	N/A	N/A	N/A	N/A
91/PV Line	1,403	1,317	(86)	-6%	127	140	13	9%

Year to Date (YTD) Ridership (Thousands)

	FY18-19 Budget	FY18-19 Actuals	Variance	Percent	FY18-19 Budget	FY18-19 Actuals	Variance	Percent
	Weekday				Weekend			
IEOC Line	292	294	2	1%	67	52	(15)	-22%
Riverside Line	235	243	8	3%	N/A	N/A	N/A	N/A
91/PV Line	214	204	(10)	-5%	22	24	2	8%

The following performance indicators were provided by SCRRA and show additional details per line. The current data is still being developed and will be updated once available.

IEOC Line

Indicator	FY 16/17 AUDITED	FY 17/18 Budgeted	FY 18/19 Projected
Unlinked Passenger Trips	1,372,287	1,458,133	1,362,807
Subsidy/Passenger Mile	\$0.36	\$0.36	\$0.42
Farebox Recovery Ratio	31.8%	30.0%	27.5%
Operating Expense/Passenger Mile	\$0.56	\$0.54	\$0.61
Operating Subsidy/Passenger	\$11.86	\$12.31	\$14.04
Operating Expense/Train Mile	\$78.87	\$79.63	\$81.89
Revenue Recovery	36.4%	34.2%	31.9%
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	35.2	36.5	33.6

Riverside Line

Indicator	FY 16/17 AUDITED	FY 17/18 Budgeted	FY 18/19 Projected
Unlinked Passenger Trips	1,004,402	986,769	967,476
Subsidy/Passenger Mile	\$0.27	\$0.33	\$0.36
Farebox Recovery Ratio	47.2%	43.2%	40.5%
Operating Expense/Passenger Mile	\$0.53	\$0.59	\$0.62
Operating Subsidy/Passenger	\$9.37	\$11.48	\$12.43
Operating Expense/Train Mile	\$102.72	\$104.24	\$106.28
Revenue Recovery	49.1%	44.3%	42.1%
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	48.6	44.1	43.0

91/PV Line

Indicator	FY 16/17 AUDITED	FY 17/18 Budgeted	FY 18/19 Projected
Unlinked Passenger Trips	881,795	847,324	956,934
Subsidy/Passenger Mile	\$0.43	\$0.51	\$0.52
Farebox Recovery Ratio	26.5%	23.9%	24.6%

Indicator	FY 16/17 AUDITED	FY 17/18 Budgeted	FY 18/19 Projected
Operating Expense/Passenger Mile	\$0.62	\$0.70	\$0.72
Operating Subsidy/Passenger	\$17.08	\$20.08	\$19.07
Operating Expense/Train Mile	\$89.63	\$101.77	\$110.02
Revenue Recovery	30.1%	27.1%	27.7%
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	36.3	36.5	38.3

2.4 Productivity Improvement Efforts

In early 2017, RCTC completed a market assessment that looked at the commute market within and around the Perris Valley. The purpose of this market assessment was to help RCTC understand where residents of western Riverside County (i.e. Moreno Valley, Perris, Hemet, San Jacinto, Temecula, Murrieta, and Menifee) commute and travel in order to define the ridership needs and trends that allow the most useful integration of the 91/PV Line into the Metrolink and regional transit systems.

The subsequent *Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment Technical Memorandum* (May 2017) assesses the operational feasibility of addressing the forecast travel markets identified in the market assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.

2.5 Major Trip Generators and Projected Growth Over Next Two Years

Trip Generators

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process.

RTA, RCTC, and Metrolink continue to work together to increase awareness of the RTA bus connections at the RCTC Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The Ride Guide includes the Metrolink stations in its Route Directory Listing. Also, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

Projected Growth Over Next Two Years

Short-term (two-year to five-year) service needs as identified in the market assessment are:

- Enhancement of existing 91/PV and IEOC service between Riverside, Los Angeles, and Orange Counties.
- Robust peak period, intra-county service between Perris – Downtown and Riverside – Downtown.
- Introduction of reverse commute / peak service focused on the Hunter Park and Moreno Valley/March Field stations as employment centers.

Service options were developed for the short-term as part of the *Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment Technical Memorandum* (May 2017).

One option assumes additional service increases along the BNSF San Bernardino Subdivision that allows for the expansion of peak and midday 91/PV Line trains. Assuming no additional increases in service, another option focuses on optimizing connectivity between trains at the Riverside-Downtown Station. Emphasis was given to connecting 91/PV Line trains to IEOC and Riverside Line trains to expand options for those traveling to / from the Perris Valley.

Metrolink will be extending two weekday bounce back roundtrips to LAUS on the 91/PV Line, as described in Section 2.1, bringing the total roundtrips between Perris – South and LAUS to five roundtrips, and extend the weekend roundtrips to Perris – South.

No service increases were identified for the Riverside Line. This service, operated along the Union Pacific Railroad (UPRR) Los Angeles Subdivision, is fully subscribed at 12 trains per weekday due to track constraints.

2.6 Equipment, Passenger Amenities, and Facility Needs

Commuters boarding at RCTC Metrolink stations are provided with amenities that assist with their daily travel needs. Vending machines stocked with beverages and snacks are available at each station. Station facilities also include wireless internet access, bike lockers, designated parking for motorcycles and carpools. Furthermore, all stations are staffed 24 hours by contracted security guards with patrol vehicles, closed circuit television (CCTV), and various safety and security enhancements such as fencing and gates. Amenities are also available onboard the train. All train cars are equipped with restrooms, and some of the newer cars contain hook-ups for laptop computers. Additionally, designated bike/surfboard cars and quiet cars have been added throughout the system.



Metrolink has developed the website www.metrolinktrains.com. This site provides passengers with enhanced features allowing for greater content functionality. Improvements include regular service updates on the homepage, improved content management functions, enhanced usability, and a more consistent look and feel with features expected by our increasingly web savvy passengers. Additionally, passengers can subscribe through Twitter to obtain service updates and plan their trips using Google Transit. Metrolink also has an extensive social media presence on Facebook, Instagram, Twitter, YouTube and related sites.

Major needs, which continue to be the focus of RCTC attention for the SRTP FY 2019/20 – 2021/22, include the following:

- Continual Improvements to Positive Train Control (PTC);
- Station Improvements and New Facilities;
- Station Maintenance;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Continual Improvements of Positive Train Control (PTC)

PTC has been a major technical undertaking and operating elements are currently available on multiple lines. PTC will continue to be a priority for Metrolink and RCTC to ensure the safety of the traveling public. The \$215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015, this was later extended. Metrolink is making strides on this project and has implemented PTC into revenue service on lines it owns. Full implementation has occurred and continual improvements of the system will continue to be a high priority.

Station Improvements and Construction of New Facilities

In order to meet the capacity needs of current and future system growth and expansion, the following facilities will be completed in this fiscal year:

- Construction of a covered passenger waiting and concession area at the Riverside – Downtown Metrolink Station.
- Expand and enhance existing security and station surveillance at Metrolink Station operations.
- Expand the parking at the Riverside – La Sierra Metrolink station.

In addition, the following projects will commence in the upcoming fiscal year:

- Expansion of the layover facility at the Riverside-Downtown Metrolink Station.
- Project approval and environmental document process for the expansion of the southern part of the Riverside-Downtown Metrolink Station.
- Design of passing tracks at the Moreno Valley March Field Metrolink Station.
- Study of Solar PV panels on parking canopies at two PVL stations.

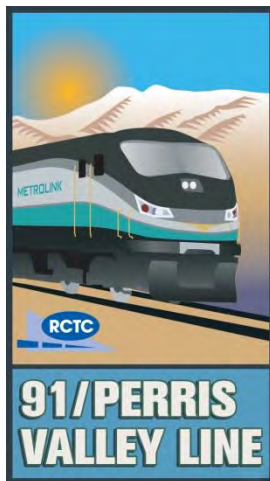
RCTC Station Maintenance

The Commission fully funds and maintains all of the commuter rail stations in Riverside County, which is unique among the Metrolink member agencies. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside – Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside – La Sierra and Corona – West stations were added. Due to increasing demand, the Corona – North Main Station was added in 2002. Over the years, the stations show their age and require preventative maintenance. The Commission has always taken pride in the commuter rail stations and intends

to invest significant resources to preserve the Commission's assets. Anticipated improvements include:

- Comprehensive painting of station structures
- Resealing and renovation of station parking lots
- Improved access for disabled patrons
- Drought tolerant landscaping upgrades
- Elevator rehabilitation or replacement

Perris Valley Line Metrolink Extension Project



In June 2016, RCTC & Metrolink began operating trains along the Perris Valley Line extension. This 24-mile extension of Metrolink further into Riverside County marked the first line expansion since 1994. The \$248M project included a combination of federal FTA Small Starts, CMAQ funds, along with other state and local funds including a significant portion of local Measure A Sales Tax. The line includes four new stations and a layover facility. Initial service included 12 daily trips between Perris – South and Riverside – Downtown with six of those trips continuing through to Los Angeles. Major improvements were made to 15 at-grade crossing and an extensive public safety effort was conducted in coordination with Operation Lifesaver. Ridership on the new line has been growing. A comprehensive growth study has been undertaken that includes a market assessment to identify commute patterns, and a subsequent infrastructure and service needs assessment to identify service growth and capital projects needed to support that growth.

Ticket Vending Machines and Mobile Ticketing Application

Metrolink's aging ticketing infrastructure will be getting replaced with new ticket vending machines and provide its customers with enhancements with the addition of the Mobile Ticketing application available to users with smart phones. The replacement and upgrade to the ticketing infrastructure will provide passengers a greater efficiency and ease when using the system. The Ticket Vending Machines will include a sleeker design and user-friendly compatibilities. Metrolink has implemented a Mobile Ticketing Application systemwide. Usage is robust on the IEOC Line at 63%. Transferring compatibilities to the Metro light rail and subway system launched on December 30, 2017 to ensure customers continue the effortless connectivity to other transit providers.

Rehab/Renovation and/or Purchase of Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85 percent, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. SCRRA ordered 40 Tier 4 locomotives and as of January 2019, SCRRA has seven in service, eight have been delivered to the Central Maintenance Facility (CMF), and eight have been delivered to Keller Yard for testing and inspection. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to

comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Fifty cars will be overhauled beginning this year (2019).

CHAPTER 3 – PLANNED SERVICE CHANGES AND IMPLEMENTATION

3.1 Recent Service Changes

On October 8, 2018 and April 8, 2019, Metrolink adjusted the schedules to improved efficiency and on time performance.

The October changes included minor changes to schedules on its Ventura County, Orange County, and IEOC lines to improve service. For the IEOC Line, trains 802, 803, 807, and 812 schedules were adjusted up to five minutes earlier at the Anaheim Canyon or San Bernardino stations to improve on-time performance in coordination with freight trains. Train 809 was scheduled to arrive two minutes later at the Laguna Niguel/Mission Viejo station to accommodate a modified Amtrak schedule. Schedules for the Riverside and 91/PV lines remained the same.

The April schedule change included service adjustments to shared Amtrak/Metrolink service trains (Amtrak Pacific Surfliner). No other changes were made on Metrolink lines.

3.2 Recommended Service Changes and Modifications

The RCTC rail program consists of planning, programming, advocacy, and implementation elements. This SRTP incorporates a variety of activities that support these elements. The FY 2018/19 Capital and Operating Plan reflects the efficiencies implemented since Metrolink's inception. Proposed service maximizes the use of existing rolling stock to relieve overcrowding. The FY 2019/20 proposed budget is under review by all of the member agencies and concurrence is anticipated by June 2019.

Service level changes are not expected on any of the Metrolink lines that serve Riverside County at this time.

The Commission's goal in participating in a regional commuter rail system is to provide useful transportation alternatives to its residents. To a large degree, this goal has already been achieved. Each morning, over 3,000 Riverside residents board one of Metrolink trains headed for jobs in Orange and Los Angeles counties. These rail commuters also contribute to a reduction in freeway traffic, removing more than 1.5 lanes of peak hour traffic each morning and each afternoon.

Notwithstanding this success, a commuter rail service is unlike most of the projects funded by the Commission. The complete benefits of the project are not fully realized upon completion of construction or initial implementation of service. The commuter rail service must increase frequency as the demand increases over time. This increase in service is constrained by the availability of rail vehicles, capacity on the railroad, and available funding. Currently, not all of the Riverside County routes operate at optimal service levels. Two of the three Metrolink lines do not even offer minimum basic coverage during peak travel times. The IEOC and the 91/PV Line do not yet provide half-hourly headways and thus, their attractiveness to residents and ultimately their ridership and revenue performance are compromised. The Metrolink SCORE Program aims to increase service frequency across the system in two phases. The first phase (2023) of the SCORE program focuses on investments:

- Located primarily in the existing rail right-of-way
- Requiring minimal environmental clearance

- Enabling early service increases and transition to network with pulsed service at regular clock-face intervals

These early projects would promote operational efficiency, unlock capacity, and lay a critical foundation for later construction. The second phase of construction, scheduled for completion by 2028, would:

- Include projects requiring right-of-way expansion/acquisition or environmental approval
- Enable robust, all-day and all-direction, region-wide service, including a true pulsed network
- Fulfill the 2040 State Rail Plan Vision in Southern California

The infrastructure and service needs assessment associated with the Perris Valley Line Growth Study identified service expansions to be implemented in the short- (2-5 year), mid- (5-10 year), and long-term (10+ year) time frame. Overall, the proposed peak period service increases:

- 30% on the 91/PV Line in the short- and mid-term scenarios over existing conditions
- 70% on the 91/PV Line in the long-term scenario over existing conditions
- 36% on the IEOC Line in the mid- and long-term scenarios over existing conditions

Proposed Coachella Valley-San Gorgonio Rail Service

The concept of developing an expanded passenger rail service from Los Angeles to Indio and the Coachella Valley has been discussed for many years. Since FY2015, a separate Short Range Transit Plan was developed for the service. A brief overview is provided in this document. The plan includes new daily roundtrip Amtrak trains to the Coachella Valley provided through the Amtrak/Caltrans state partnership. RCTC, in conjunction with the Coachella Valley Association of Governments (CVAG), Caltrans Division of Rail, and the Federal Railroad Administration (FRA) will begin the first phase of detailed corridor planning with the initiation of the Service Development Plan (SDP). This SDP will be the first major study that will carefully design a viable service plan with appropriate ridership and service modeling plans. The effort along with completion of an Environmental Impact Report (EIR) for the corridor will allow it to compete for future federal funding. RCTC worked closely with Caltrans to initiate the Alternatives Analysis that has been completed and shows promising ridership potential for the new route. RCTC is the lead on the Service Development Plan study and intends to use FRA grant funds to complete the project.

In addition, there is local support for this effort from the CVAG Executive Committee who has directed staff to establish a 90% bus transit/10% passenger rail service funding allocation split for Coachella Valley TDA funds. In addition, an MOU will be established between RCTC and CVAG to develop a Coachella Valley Rail Fund that will use both the TDA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development. It has been determined through numerous studies over the years that the Amtrak intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains and Amtrak's contractual rights to operate over freight railroads.

3.3 Marketing Plans and Promotion

Metrolink will continue line-specific marketing to attract, retain, and recapture riders using customized marketing.

RCTC has also enhanced its share of marketing in-house by developing a more robust outreach plan that promotes safety and Metrolink service as a viable commuting alternative. RCTC has increased Rail Safety awareness and overall rail service through a grassroots campaign that includes participating at local events, reaching out to schools, senior centers and specialty groups. As our focus continues on increasing ridership on the Metrolink lines, we are looking on ways to promote what Metrolink has to offer to the residents of Riverside County. Some of the marketing efforts include new residential mail out campaigns, business partnerships, school trips, social media, billboards, and attending local events to hand out promotional material.

Metrolink Proposed Promotions and Marketing Campaigns

Loyalty Program Campaign

Metrolink is continuing the development of a loyalty program for FY 2019/20 to reward riders for their continued engagement with Metrolink. A soft launch is scheduled for August 2019 with the formal launch scheduled for October 26, 2019 to coincide with Metrolink's anniversary. The Loyalty Program will offer:

- Cashback rewards that are accumulated and paid at regular intervals
- Points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties
- Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts.

Corporate Partnerships Program (CPP)

Metrolink is working with their technology partners to integrate the CPP into the Mobile App and is proposing a business-to-business marketing campaign to gain more corporate accounts.

Line Awareness Marketing Campaign

Metrolink is proposing marketing campaigns to attract ridership as part of their draft FY 2019/20 budget. These marketing campaigns will use various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PV Line, and social media ads for the Riverside Line will offer promotional codes for free or discounted rides.

Special Event Train Service

In addition to the regular Fixed Route Service, RCTC has partnered with other agencies and Metrolink to provide access to special train services to events garnering high vehicle congestion, such as sporting and holiday events. The service is contingent upon additional operation and grant funding. These types of promotional services have been highly successful in garnering ridership, so RCTC is planning on continuing the following special train services:

Friday Angels Express Train

Partnering with Orange County Transit Authority (OCTA) and Metrolink has allowed RCTC to fund some special trains on to Los Angeles Angels of Anaheim (Angels) baseball games. An “Angels Express” promotional service is offered for Friday night Angel baseball games for \$7 roundtrip for adults, \$6 for seniors and persons with disabilities, \$4 for youths, and free for kids under 5 who are accompanied by a paying adult. This service is supported by Mobile Source Air Pollution Committee grant funds.

Service from and to Perris is only available for Friday home games. The train leaves the Perris – South at 4:15 p.m. making all stops along the way and terminates at the Orange Station at 6:10 p.m. Riders will then transfer to an Orange County Line train that leaves at 6:22 p.m. and arrives at the train station located in the stadium parking lot, The Anaheim Regional Transportation Intermodal Center (ARTIC), at 6:27 p.m.

The train departs the Orange Station to Riverside 30 minutes after the game, allowing fans to enjoy the fireworks show of Big Bang Fridays. Once again, riders will have to transfer to a Perris/Riverside-bound train at the Orange Station for the ride home.

Festival of Lights Train

Through the growing success and interest of the City of Riverside’s month-long Festival of Lights (FOL), RCTC partnered with the City, Mission Inn Hotel & Spa, OCTA, Metro, RTA, and Metrolink to provide special train service on Friday and Saturday for four weekends of the FOL event. The special event trains started in 2016 and are planned to continue. The service’s objective is to help alleviate local traffic jams and provide a transportation to one of the most well know events in Riverside County. The service plan includes trains from Perris as well as Los Angeles and Orange County. The promotional fare

for train riders is \$7 roundtrip and it includes a free transfer to RTA’s FOL shuttle bus service that transports passengers from the Riverside – Downtown Station to the event center.



Rams Train

RCTC, along with Metrolink, was able to provide special train service to selected Rams football games during FY 2016/17, FY 2017/18, and again in FY 2018/19. The service that included promotional round trip fares of \$10 were very successful and garnered interest throughout our county. The train runs along the 91/PV Line, which provides residents from as far south in Perris an alternative mode of transportation to Los Angeles. It is RCTC’s intent to participate once again in FY 2019/20 to provide the service again.

Earth Day

Metrolink offered free rides on Earth Day, Monday, April 22, 2019 in recognition of the environmental benefits of the Metrolink system. This program could continue in the future.

3.4 Budget Impact on Proposed Changes

Metrolink's FY2019/20 proposed budget normalizes the overall marketing budget from a huge push in FY19. The new plan still includes:

- Focused marketing efforts on the Metrolink 91/PV, Riverside, and IEOC lines.
- Includes local grass roots outreach and promotion of Metrolink

CHAPTER 4– FINANCIAL AND CAPITAL PLANS

4.1 Operating and Capital Budget

This SRTP reflects the Commission’s commitment to the commuter rail goals in the FY 2019/20 RCTC Budget:

- Improve utilization and increase efficiency of commuter rail lines serving Riverside County.
- Promote commuter rail service along the new 91/PV Line corridor.
- Maximize opportunities for public use of rail-related investments.

Specific highlights of the FY 2019/20 Budget include:

- Special Train services: Angels, Rams, and FOL trains.
- Continuation of the implementation of Positive Train Control in the Metrolink network.
- An additional increase in operating subsidy due to increased services along the 91/Perris Valley Line.

4.2 Funding Plans to Support Proposed Operating and Capital Program

With the passage of Measure A in 1988, \$100 million was identified and committed to the development and implementation of a commuter rail system to serve Riverside County residents. LTF and Measure A funds are used for operations as well as FTA 5307, 5309, 5337, State of Good Repair, and LCTOP funds for capital.

In April 2018, the California State Transportation Agency (CalSTA) awarded \$876 million from the State’s Transit and Intercity Rail Capital Program (TIRCP) to SCRRA. Nearly half of that grant will be used to extend run-through tracks at Los Angeles Union Station. The balance of the TIRCP funds will be used for significant investments in infrastructure called for in the SCORE plan, such as adding track, signals, and additional station platforms so that Metrolink can provide more reliable, frequent service throughout Southern California. Additionally, improvements at grade crossings will be funded to help ensure cities can implement Quiet Zones. To the extent additional funding is received, the full set of projects could be complete as soon as 2028, just in time for the 2028 Summer Olympics hosted by the City of Los Angeles. Securing additional funding will be a key part of meeting Metrolink’s vision for 2028. Sixteen initial projects have been funded through the \$876 million TIRCP award, which promote operational efficiency, unlock capacity, and lay a critical foundation for later construction. Six projects directly benefit the OC, IEOC, and 91/PV lines, including:

- LA-Fullerton Passenger Corridor Early Phases
- Riverside Downtown Track and Platform
- South OC Capacity Improvements
- Atwood-Orange Signals
- South OC Signals
- Orange County Maintenance Facility Early Phase

RCTC holds two voting positions on SCRRA’s eleven-member Board. RCTC staff members serve on the five-county Technical Advisory Committee which negotiates service and funding levels based upon the counties’ established priorities. Staff also provides technical assistance,

coordination between various SCRRRA and RCTC departments, and linkages to local communities.

4.3 Regulatory and Compliance Requirements

Public participation regarding service levels is largely garnered through the bi-annual on-board survey. Public hearings are held prior to any service changes. Daily receipt of feedback from the public is sought through Metrolink's 1-800-371-LINK (5465) and website www.metrolinktrains.com. Additionally, RCTC maintains a customer service number (951) 778-1092, provides service updates through Twitter and receives comments through the www.rctc.org website.

Americans with Disabilities Act, Title VI

SCRRRA is responsible for the regulatory and compliance requirements governing the use of federal and state funds in accordance with ADA and Title VI. Accordingly, RCTC is responsible for additional compliance requirements as it relates to station facilities. All Metrolink trains and stations are accessible to persons with disabilities.

TDA Triennial Audit, FTA Triennial Review, NTD

The last TDA Triennial Audit was completed in September, 2016 and resulted in no findings as pertained to the Rail Program. The FTA Triennial Audit was conducted in 2018 with no findings. NTD is reported annually by both SCRRRA and RCTC.

Alternative Fueled Locomotives

Metrolink uses ultra-low sulfur diesel in its locomotives. It has initiated a procurement for state of the art Tier IV emissions level locomotives that are being phased into service.

Table 1 – Fleet Inventory

Table 2 – SRTP Service Summary

See previous section.

Table 2A – Summary of Routes to Be Excluded in FY 2019/20

Not Applicable.

Table 3 – SRTP Route Statistics

See section 2.3 Key Performance Indicators

Table 3A – Individual Route Descriptions

See previous section.

Table 4 – Summary of Funds Requested for FY 2019/20

RCTC Commuter Rail
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2019/20 (Current Year Funding Only)

Project Description	Capital Project Number ⁽¹⁾	Total Funds	LTF	SB1 SOGR	LCTOP ⁽⁴⁾	Measure A	Fare Revenues	Other ⁽⁵⁾
SCRRRA Operating Subsidy ⁽²⁾		\$ 31,496,728	\$ 21,000,000		\$ 1,496,728		\$ 6,000,000	\$ 3,000,000
Transit Connections		\$ 300,000	\$ 300,000					
RCTC Rail Supporting Projects ⁽³⁾		\$ 1,700,000	\$ 1,700,000					
Subtotal: Operating		\$ 33,496,728	\$ 23,000,000	\$ -	\$ 1,496,728	\$ -	\$ 6,000,000	\$ 3,000,000
Rail Station - State of Good Repair FY20 Funds	FY20-1	\$ 819,100		\$ 819,100				
Subtotal: Capital		\$ 819,100	\$ -	\$ 819,100	\$ -	\$ -	\$ -	\$ -
Total: Operating & Capital		\$ 34,315,828	\$ 23,000,000	\$ 819,100	\$ 1,496,728	\$ -	\$ 6,000,000	\$ 3,000,000

(1) Number ties to Table 4A – Capital Project Justification

(2) Based on initial Metrolink Budget using LTF funds

(3) Includes Rail General Management projects: Special Trains, Rail Station Studies, Admin expenses, Marketing, etc.

(4) LCTOP: FY 18/19 LCTOP Operation fund for New Trains & PVL

(5) MIPVL (including Security) CMAQ funding part of 11/17/17 SRTP Amendment

Table 4A – Capital Project Justification

PROJECT NUMBER: FY 20 – 1

PROJECT NAME: SB1 State of Good Repair FY19/20 – RCTC Stations

PROJECT DESCRIPTION:

This Project will provide the following:

The project will modernize the elevator system at the Riverside and Corona commuter rail stations. The work will include replacing all operating components, wiring, and wear parts with current technology and modern equipment.

PROJECT JUSTIFICATION:

This elevator has been in service for over 26 years. The life expectancy is 20 years for most hydraulic elevator systems. The project will improve elevator operations and increase efficiencies to facilitate a more reliable service for passengers, reduce down times, and service calls.

PROJECT FUNDING SOURCES (REQUESTED):

SB1 State of Good Repair Grant	\$819,100
<i>Total</i>	<i>\$819,100</i>

Table 5.1 – Summary of Funds Requested in FY 2020/21

Table 5.1 - Summary of Funds Requested for FY 2020/2021

Project Description	Capital Project Number ⁽¹⁾	Total Funds	LTF	SB1 SOGR	LCTOP	Measure A	Fare Revenue	Other
SCRRA Operating Expenses		33,000,000	23,500,000		1,500,000		6,000,000	2,000,000
Transit Connections		350,000	350,000					
RCTC Rail Supporting Projects		2,000,000	2,000,000					
		-						
Subtotal: Operating		35,350,000	25,850,000	-	1,500,000	-	6,000,000	2,000,000
	FY 21	-	-	-	-	-	-	-
Subtotal: Capital		-	-	-	-	-	-	-
Total: Operating & Capital		35,350,000	25,850,000	-	1,500,000	-	6,000,000	2,000,000

Table 5.1A – Capital Project Justification

N/A

Table 5.2 – Summary of Funds Requested in FY 2021/22

Table 5.2 - Summary of Funds Requested for FY 2021/22									
Project Description	Capital Project Number ⁽¹⁾	Total Funds	LTF	SB1 SOGR	LCTOP	Measure A	Fare Revenue	Other	
SCRRA Operating Expenses		34,000,000	25,500,000		1,500,000		7,000,000		
Transit Connections		400,000	400,000						
RCTC Rail Supporting Projects		2,000,000	2,000,000						
		-							
Subtotal: Operating		\$36,400,000	\$27,900,000	\$0	\$1,500,000	\$0	\$7,000,000	\$0	\$0
	FY 22	\$0	\$0						
Subtotal: Capital		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital		\$36,400,000	\$27,900,000	\$0	\$1,500,000	\$0	\$7,000,000	\$0	\$0

Table 5.2A – Capital Project Justification

N/A

Table 6 – Update Actions Taken or To Be Implemented to Comply with the Most Recent Triennial Performance Audit Recommendations

N/A

Table 7 – Service Provider Performance Target Report

Due to significant differences in the type and availability of performance data the Commuter Rail Program no longer reports into the RCTC PIP program.

Table 8 – FY 2018/19 SRTP Performance Report

Due to significant differences in the type and availability of performance data the Commuter Rail Program no longer reports into the RCTC PIP program.

Table 9A – Highlights of FY 19/20 SRTP

Specific highlights of the FY 2019/20 Commuter Rail Plans include:

- No fare increase;
- Continued operations and target marketing of the 91/PV, IEOC, and Riverside lines;
- Continued support of special trains including Festival of Lights, Angels Express, and Rams Trains;
- Metrolink SCORE Program capital improvement projects;
- Continued cost increase to support for positive train control and contractual step increases with major Metrolink service vendors; and
- Continue Next Generation Rail and Transit Study.

Coachella-San Gorgonio Pass Rail

Short Range Transit Plan

FY 2019/20 – 2021/22

Draft 5/15/2019

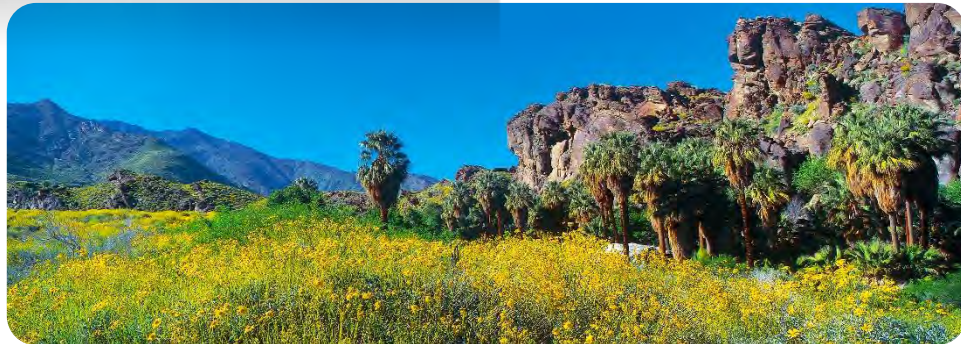


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GLOSSARY OF ACRONYMS

BNSF	BNSF Railways
CEQ	Council of Environmental Quality
CEQA	California Environmental Quality Act
CETAP	Community & Environmental Acceptability Process
CMAQ	Congestion Mitigation & Air Quality Funds
CVAG	Coachella Valley Association of Governments
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOM	Extra-Ordinary Maintenance
FEIS	Final Environmental Impact Statement
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HSIPR	High-Speed Intercity Passenger Rail
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
Metro	Los Angeles County Metropolitan Transportation Authority
MOW	Maintenance-of-Way
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PRCIP	Passenger Rail Corridor Investment Plan
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account

PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
ROD	Record of Decision
RTA	Riverside Transit Agency
RTIP	Regional Transportation Improvement Program
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCRRA	Southern California Regional Rail Authority
SDP	Service Development Plan
SJBL	San Jacinto Branch Line
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program Funds
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

CHAPTER 1 – SYSTEM OVERVIEW

1.1 Description of Service Area

The proposed Coachella Valley–San Geronio Rail Corridor (Corridor) runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 141-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Indio. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the eastern approximately 82-mile segment between Riverside/Colton and Indio.

It is anticipated that alternate routes between Los Angeles and the Riverside/Colton area be analyzed. This would include possible routes along the BNSF Railway (BNSF) San Bernardino Subdivision, the Union Pacific Railroad (UPRR) Alhambra or Los Angeles Subdivision, and the Metrolink San Gabriel Subdivision.



6. Local and regional bus connections

7. High-Speed Rail future plans

1.2 Population Profile and Demographic Projections

The Los Angeles Basin has a population of approximately 16.5 million, and approximately 7.2 million jobs. The Coachella Valley has a population of approximately 443,000, and approximately 12.2 million annual visitors. There are currently 130,000 daily trips through the San Geronio Pass.

The proposed intercity passenger rail service would provide a conveniently scheduled link to the greater metropolitan areas of Southern California for the communities in the fast-growing Coachella Valley and Banning Pass areas. It will also provide Los Angeles and Orange County residents' access to the world class Coachella Valley visitor destinations and festivals. In addition, it will provide lifeline access on routes not serviced by other means to key destinations such as the Veterans Affairs Medical Center in Loma Linda.

The market analysis performed as part of the *Final Alternatives Analysis, July 25, 2016*, identified a projected 47% increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23% population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Coachella Valley is expected to double its population and the population of the San Geronio Pass Area is projected to increase by 134% by 2035.

Numerous disadvantaged communities exist within the Corridor that could benefit from a significant improvement in regional mobility and a health benefit from reduced vehicle emissions from an intercity passenger rail service.

1.3 Fixed Route Services

Two daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3 – 3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections will be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's Inland Empire-Orange County (IEOC) Line at the Riverside – Downtown Station. Connections to Metrolink's San Bernardino Line could also be made at the Riverside – Downtown Station with rail or bus transfers.

1.4 Current Fare Structure and Proposed Fare Structure

Proposed fares have not been determined at this time.

1.5 Revenue Fleet

Fleet requirements have not been determined at this time.

1.6 Existing Facility/Planned Facilities

The proposed Coachella Valley Corridor intercity service will stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (existing Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)

Coachella Special Trains Platform

In January 2019, RCTC submitted the Coachella Valley Special Event Train Platform Development Project State Rail Assistance (SRA) Program Grant Application Package requesting \$5,942,510 in funding, which was subsequently awarded, to operate a 10-car train set during three spring weekends to serve the Coachella Valley Music and Arts Festival and the Stagecoach Festival. The Coachella Valley Special Event Trains will help mitigate festival related impacts on the current transportation network.

In order for the Coachella Valley Special Event Train to operate, a temporary station (platform) will need to be constructed to facilitate passenger loading/unloading and baggage handling operations. RCTC, in partnership with LOSSAN and the City of Indio, proposes to leverage the City of Indio Transportation Center to facilitate passenger transfer between the Transportation Center and the festival grounds.

The proposed location for the event platform is near the Greyhound stop in Indio, at a site designated by the City of Indio to be the location of a future Multimodal Facility.. The temporary platform will be long enough to accommodate an envisioned 10 car set. In addition to the temporary platform, new tracks will be built to accommodate the special stop.

The total project cost is \$8,688,241. RCTC is providing matching funds of \$2,745,731 through the State Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program, to add to the SRA award of \$5,942,510.

1.7 Existing Coordination Between Transit Agencies

A coordinated process will involve affected railroad owners, operators, and funding partners, including:

- Major Partners: Divisions within the California Department of Transportation (Caltrans), including Rail, Planning, Mass Transportation, and Transportation Systems Information; and Caltrans District 8

- Project Partner: Federal Railroad Administration (FRA)
- Railroad Owners: UP, BNSF, Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), and San Bernardino County Transportation Authority (SBCTA)
- Regional Transportation Planning Agencies: Coachella Valley Association of Governments (CVAG), Southern California Association of Governments (SCAG)
- Regulatory Agencies: U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, Bureau of Land Management (potentially),
- Intercity Rail Agency/Operator: (Los Angeles – San Diego – San Luis Obispo) LOSSAN Joint Powers Authority/Amtrak
- Commuter Rail Agency/Operator: Southern California Regional Rail Agency (SCRRA)/Metrolink

Providing passenger rail service to the Coachella Valley has been a long-standing priority for more than two decades. The first studies for such a service were completed in the early 1990's. Additional studies have been performed over time with one of the more recent efforts completed in April 2010. This study was completed through coordination by CVAG, the Commission, and Schiermeyer Consulting Services and adopted by the CVAG Executive Committee on October 25, 2010. On November 10, 2010, the Commission reaffirmed its formal support for implementation and expansion of intercity Amtrak rail service to the Coachella Valley and directed staff to coordinate with CVAG and local communities to advocate for the service. To follow up on that effort, the Commission adopted a formal Resolution No. 11-001 in support of Amtrak's plan to run the Sunset Limited daily through the Coachella Valley.



On July 1, 2010, the FRA published its Interim Program Guidance for the High-Speed Intercity Passenger Rail (HSIPR) Program in the Federal Register Volume 75 No. 126 Notices. Caltrans was selected through this competitive grant program for planning funds to conduct the State Rail Plan, which includes the proposed service that is the subject of this scope. As part of its planning processes, Caltrans conducted the Coachella Valley Intercity Rail Corridor Planning Study, which examined the viability of the provision of intercity passenger rail service between Los Angeles and Indio and recommended the preparation of a Service Development Plan (SDP) to determine the range of, and ultimately, select a preferred service option for the corridor. The SDP entails 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
- Demonstrate the operational and financial feasibility

Both Caltrans and FRA have been working to either develop or approve such SDP's for corridors throughout the country and offered some very helpful suggestions on how to conduct the planning effort.

CVAG MOU and TDA Funding

At its September 30, 2013 meeting, the CVAG Executive Committee approved a memorandum of understanding (MOU) between the Commission and CVAG to establish a funding split of Coachella Valley Transportation Development Act (TDA) funds. All of these TDA funds are currently allocated to SunLine Transit Agency (SunLine), and the intent is to allocate 10 percent of the STA discretionary portion of the TDA funds, using a phased-in approach, in order to support a Coachella Valley Rail program. The intent of the MOU is to allow the Commission to set aside those State Transit Assistance (STA) funds into a Coachella Valley Rail fund to be used only for capital costs to improve stations, staff support, as well as funding for technical studies. This funding split is to be phased in as follows:

FY 2014/15	5 percent of the STA portion of the TDA funds
FY 2015/16	7 percent of the STA portion of the TDA funds
FY 2016/17 and thereafter	10 percent of the STA portion of the TDA funds

TDA funds are utilized on a wide variety of transportation programs throughout the state including Riverside County. These activities include planning and programming activities, pedestrian and bicycle facilities, community transit services, public transportation, and transit projects. Historically, TDA funds have not been set aside for passenger rail. However, technical work will continue on development of the Los Angeles to Coachella Valley corridor in the State Rail Plan. This work will demonstrate the Coachella Valley's commitment toward implementing a robust rail program and, thereby, serve as a lever to unlock federal and state sources of funding and other support for necessary environmental work, as well as future operations funding.

The MOU with CVAG will support a Coachella Valley Rail fund. These funds would be internally maintained at the Commission in a separate account while expenditures would be authorized by CVAG's Executive Committee. This would be similar to current arrangements for the Coachella Valley Highway and Regional Arterial program where the Commission acts as a fiscal agent pursuant to Measure A, but actual expenditures are authorized by CVAG. CVAG Executive Committee decisions regarding the Coachella Valley Rail fund would only impact passenger rail projects within the Coachella Valley. The Coachella Valley Rail fund would initially be used to improve stations with projects that have independent utility, provide funding for technical studies, and limited project

management staff support. These funds are currently being used as matching funds to the FRA grant that is completing the Service Development Plan and Environmental Documents.

Annual Project Update and FRA Grant Status

As the project has progressed, there have been many significant accomplishments including the award of a \$2.9M FRA Planning Grant announced on April 16, 2015. This grant allowed the project to seamlessly continue from Phase 1 to Phase 2. As described below the project has many elements to complete for the overall Service Development Plan. As of the end of FY19 the following has been completed:

- Initial Project Outreach and Scoping
- Public Open House Meetings
- Stakeholder TAC Meetings
- Market Analysis
- Purpose and Need Document
- Alternatives Analysis
- Phase 2 scoping and planning
- FRA Grant Development
- Initiated Tier 1 Environmental
- Environmental Scoping Meetings and Report
- Initiated Service Development Plan
- Basis of Design Report
- Environmental Technical Studies
- Initial Service Modeling

CHAPTER 2– EXISTING SERVICE AND ROUTE PERFORMANCE

Section not applicable.

CHAPTER 3 – PLANNED SERVICE CHANGES AND IMPLEMENTATION

Section not applicable.

CHAPTER 4 – FINANCIAL AND CAPITAL PLANS

4.1 Operating and Capital Budget

An operating and capital budget does not exist at this time.

4.2 Funding Plans to Support Proposed Operating and Capital Program

Potential sources of funding for capital and operational costs have not been identified at this time.

4.3 Regulatory and Compliance Requirements

Section not applicable.

CHAPTER 5 – SERVICE DEVELOPMENT PLAN PROCESS

The Commission is leading the planning efforts for the SDP and environmental documents, utilizing a combination of state and local funds. A large portion of the funding is from the State Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program. Due to the complexity of service development programs, extensive pre-construction preparation is required, including service planning, environmental review, and conceptual engineering efforts. The first phase of this process, known as the Planning Phase, is the development of the Passenger Rail Corridor Investment Plan (PRCIP).

The PRCIP provides information in support of a future decision whether to fund and implement a major investment in a passenger rail corridor. It consists of two components:

1. An environmental document and analysis of the proposed rail service, which in the case of the Corridor will either be an Environmental Assessment (EA) or a Tier 1 Environmental Impact Statement (EIS) to satisfy both the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements.
2. A Service Development Plan.

Together, the environmental document and SDP complete the PRCIP, which would provide information to support a potential future FRA decision whether to fund and implement a major investment in the Corridor. For the purposes of this scope of work, the term “Project” means the completion of the SDP and environmental work activities exclusively for initial planning of the Corridor. Also for the purposes of this scope of work, the term “Corridor Program” means final design, environmental clearance, and construction work activities required to implement service along the corridor.

The period of performance for all work will be estimated by the Contractor selected for each task and approved by the Commission with key milestones identified. The anticipated deliverables associated with this scope are as follows:

Task 1: Detailed Work Plan, Budget, and Outreach Plan
▪ Detailed Project Work Plan (with budget) and Outreach Plan (Complete)
Task 2: Preliminary Service Planning and Alternatives
▪ Purpose and Need Statement (Complete)
▪ Technical Memo on Criteria and Methodology (Complete)
▪ Alternatives Analysis Report (Complete)
Task 3: Environmental Documentation
▪ Draft Notice of Intent (NOI)
▪ Agency and Stakeholder Involvement Plan
▪ Final Purpose and Need Statement
▪ Scoping Report
▪ Impact Analysis Methodology
▪ Annotated Environmental Document Outline
▪ Administrative Draft Environmental Document
▪ Draft Environmental Document and Draft Notice of Availability (NOA)
▪ Administrative Final Environmental Document
▪ Final Environmental Document and Draft NOA
▪ Draft Record of Decision (ROD)
Task 4: Service Development Plan
▪ Technical Memo on SDP Outline and Methodology
▪ Draft SDP
▪ Final SDP

5.1 Task 1: Detailed Work Plan, Budget, and Outreach Plan

In May 2013, Caltrans 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.

The Stakeholder and Public Outreach plan was completed in August 2014. It outlined the outreach plan for agencies and elected officials, which included Technical Advisory Committee (TAC) meetings, briefings, conference calls, status updates, email communication, and one-on-one meetings. It also included project communication efforts, which resulted in:

- Updated website with a new “Contact Us” section to facilitate feedback

- Facebook page to allow ongoing updates and two-way communication with public
- Updated fact sheets and ongoing status updates
- Public meetings

5.2 Task 2: Preliminary Service Planning and Alternatives

In July 2016, the Riverside County Transportation Commission (RCTC) completed a final Alternatives Analysis that involved six elements:

- A market analysis to understand the current and future travel demand in the Corridor
- Project need and purpose
- Service alternatives
- Screening criteria
- Two-step screening analysis
- Alternatives to carry forward for additional study



Results from Alternatives Analysis with alignment planned for Phase 2.

5.3 Task 3: Environmental Documentation

The National Environmental Policy Act (NEPA) environmental assessment (EA) or an environmental impact statement (EIS) may be completed either after or in parallel to the SDP process. The Commission staff has hired HDR (Contractor) to conduct both the SDP and the NEPA documentation to expedite project development.

The EIS recommendation considers the various alternatives for implementing the proposed passenger rail service, the conceptual engineering for construction projects necessary to implement those



service alternatives, and the potential environmental impacts that may be associated with those projects at a general level of detail appropriate for the Corridor Program.

This effort will meet both NEPA and California Environmental Quality Act (CEQA) requirements. Extensive coordination with the regulating agencies that will be reviewing and certifying these documents must be incorporated in all aspects of this task. This includes working with the FRA in scoping, reviews, publishing notices of intent (NOI), etc.

NEPA/CEQA Scoping and Outreach

In coordination with the Commission, the Contractor will conduct the scoping process to initiate the Environmental Documents, which will include:

- Identification of the Corridor study area
- Development of a NOI to prepare an EIS
- Development of the Agency and Stakeholder Involvement Plan
- Holding scoping meetings with the public, stakeholders, and other agencies
- Finalization of the Purpose and Need Statement
- Preparation of a scoping report
- Coordination with FRA and other approving authorities

A draft NOI will need to be prepared to initiate the scoping process. As part of scoping, the Purpose and Need Statement, and the set of proposed alternatives detailed in the Alternatives Analysis Report will be refined through input from the public, government agencies, and other stakeholders. The Contractor, in coordination with the Commission, will develop the final Purpose and Need Statement for the Corridor Program and refine the set of proposed alternatives to be considered for further analysis in the environmental documents. To concurrently comply with CEQA requirements the scope of work needs to include preparation of a notice of preparation, draft and final environmental impact report (EIR), notice of completion, CEQA findings, statement of overriding considerations (if necessary), State Clearinghouse process, and related requirements.

The Contractor will prepare and implement, in coordination with the Commission, the Agency and Stakeholder Involvement Plan. The plan will outline the public and agency involvement program and will identify key contacts within agencies, public officials, affected Native American Tribes, and other key stakeholder groups and the public. The plan will also identify key contacts with civic and business groups, relevant interest groups, present and potential riders/users, and private service providers/shippers. The plan will identify how involvement activities will be linked to key milestones in the planning and environmental analytic process, including public hearings on the draft EIS. This process will include all the elements to fulfill FRA's Section 106 responsibilities including tribal coordination. The Contractor will submit the Draft Public Involvement Plan for the Commission review. The final plan will be revised based on received comments and resubmitted to the Commission for approval.

In addition, the Contractor will initiate the scoping process, in cooperation with the Commission, and will invite participation from federal, state, and local agencies, Native American tribes, other interested parties, and the public, as identified in the Agency and Stakeholder Involvement Plan. The Contractor will record the process and provide a summary of comments, responses, and conclusions in a scoping report for the Commission review and approval.

Deliverables:

- Draft NOI; Agency and Stakeholder Involvement Plan for the Commission review and acceptance
- Final Purpose and Need Statement for the Commission review and approval
- Scoping report for Commission review and acceptance
- Continued FRA coordination, review and approvals as necessary

Environmental Document & Section 4(f) Analysis

The Contractor will prepare environmental document and focus on the likely environmental effects for the entire corridor relating to the type of service being proposed for the identified range of reasonable alternatives. The analysis of impacts will be based upon the conceptual engineering. The Contractor will prepare the environmental document as per NEPA, and comply with CEQA requirements. The Contractor will propose a methodology for impact analysis to the Commission for review and approval prior to commencing the work. The Contractor will include impacts at a general level of detail for the Corridor associated with:

- Route alternatives
- Cities and stations served
- Train service levels and frequency
- Train technology
- Train operating speeds
- Ridership projections
- Major infrastructure components

Studies to be conducted as part of the NEPA evaluation process for the Corridor Program may include the following (A final list will be determined in conjunction with the Commission in the work plan and estimated budget)

- Air quality
- Water quality
- Noise and vibration
- Solid waste disposal
- Ecological systems
- Impacts on wetlands areas
- Impacts on endangered species or wildlife
- Flood hazards and floodplain management

- Coastal zone management
- Use of energy resources
- Use of other natural resources, such as water, minerals, or timber
- Aesthetic and design quality impacts
- Possible barriers to the elderly and handicapped
- Land use, existing and planned
- Environmental Justice
- Public health
- Public safety, including any impacts due to hazardous materials
- Recreational opportunities
- Socioeconomic
- Historic, archeological, architectural, and cultural
- Transportation
- Potential impacts to Section 4(f)-protected properties
- Construction period impacts

The Contractor, in conjunction with Commission, will also identify strategies to avoid, minimize, or mitigate identified impacts. This will include coordination with appropriate resource agencies throughout the NEPA/CEQA process to manage any impacts identified during the development of the environmental document. Specific mitigation strategies will be developed and included in the environmental document as necessary by resource area, based on the following approaches:

- Avoiding the impact altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

This task will also include preparation of the environmental document. The Contractor will prepare an annotated outline of the proposed document for Commission review and approval. The Contractor will then prepare an administrative draft for Commission and FRA review and approval. Modifications to the administrative draft requested by Commission will be incorporated to produce a draft for circulation. The Contractor will prepare and submit to Commission a draft notice of availability (NOA) for the draft document. The Contractor will also distribute the draft document to agencies and stakeholders, as outlined in the Agency and Stakeholder Involvement Plan. In addition, the Contractor will coordinate with FRA and other respective agencies to publish the NOI, Draft EIS (DEIS), NOA, Final EIS (FEIS), and ROD in the Federal Register as required.

The Contractor, in close coordination with Commission and FRA, will respond to comments from the draft document and prepare the final document. The Contractor will prepare an administrative final document for FRA review and approval. Modifications to the administrative final document requested by FRA will be incorporated to produce a final document for circulation. The Contractor will prepare and submit to FRA a draft NOA. The Contractor will also distribute the final document to agencies and stakeholders, as outlined in the Agency and Stakeholder Involvement Plan.

Additionally, the Contractor, in coordination with FRA, will identify the next steps required in the environmental process, including identifying the necessary Tier-2 project-level NEPA documents required. The commitments agreed upon by the agencies throughout the NEPA process will be included in the draft ROD, which the Contractor will submit to FRA for review and consideration. A constant line of communication between the Contractor and Commission will be maintained throughout the entire NEPA process.

Deliverables:

- Impact analysis methodology for FRA review and acceptance
- Annotated EIS outline for FRA review and acceptance
- Administrative draft document for FRA review and comment
- Draft document and draft NOA for FRA review and approval
- Administrative final document for FRA review and comment
- Final document and draft NOA for FRA review and approval
- Draft ROD

5.4 Task 4: Service Development Plan

The Contractor will produce a SDP for the final selected alternative in close coordination with the Commission and FRA. The SDP will lay out the overall scope and approach for the proposed service by clearly demonstrating the purpose and need for new rail service; analyzing alternatives for the proposed new service and identifying the alternative that would best address the identified purpose and need; demonstrating the operational and financial feasibility of the alternative proposed to be pursued; and describing how the implementation of the SDP will be divided into discrete phases.

Specifically, the Contractor will include within the SDP:

- Purpose and need, including a description of the transportation challenges and opportunities faced in the markets to be served by the proposed service.
- Service rationale to demonstrate how the proposed service can cost-effectively address transportation and other needs, based on current and forecasted travel demand and capacity condition.
- Planning methodology used in developing the SDP.
- Identification of alternatives, including rail improvements, improvements to other modes including bus, and a no-build alternative.

- Operations modeling, including railroad operation simulations, equipment and crew scheduling analyses, and terminal, yard, and support operations, which in turn reflect such variables as travel demand and rolling stock configuration. If the proposed service shares facilities with rail freight, commuter rail, or other intercity passenger rail services, the existing and future characteristics of those services will be included.
- Station access and analysis to address the location of the stations to be served by the proposed service, how these stations will accommodate the proposed service, how passengers will access the stations, and how the stations will be integrated with connections to other modes of transportation.
- Demand and revenue forecasts, including the methods, assumptions, and outputs for travel demand forecasts, and the expected revenue from the service, including ridership/revenue forecasts that specify the number of passengers and boardings/disembarking at stations.
- Financial performance and projections for each phase of service, including operating costs and revenues, capital replacement costs, and other institutional arrangements affecting the system finances. The SDP will address the methods, assumptions and outputs for operating expenses for the train service including maintenance of way, maintenance of equipment, transportation (train movement), passenger traffic and services such as marketing, reservations/information, station, and on-board services, general/administrative expenses, cost-sharing arrangements, and access fees.
- Capital programming at a level sufficient to identify necessary infrastructure improvements and to determine the cost estimates. This would include equipment, infrastructure improvements, facilities, and other investments required for each discrete phase of service implementation.
- Cost-benefit analysis of the Project, which shall include such factors as the Project's estimated ridership and anticipated user and public benefits, relative to the proposed investment, and consideration of enhanced mobility, environmental, and economic benefits (both for the specific Project proposal and in terms of the costs and benefits generated by the specific Project within a network context).
- Additional benefits should be analyzed such as job creation and retention, “green” environmental outcomes, potential energy savings, and effects on community livability.

The Contractor will prepare a technical memo that includes the proposed annotated outline for the Corridor Program SDP and details the proposed methodology for analyzing the required SDP components. Contractor will submit the technical memo to the Commission for review and approval. Upon approval, the Contractor will develop a draft SDP for Commission review and approval utilizing the agreed upon outline and methodology. The Contractor will incorporate the Commission comments into the final SDP for the Corridor Program.

Deliverables:

- Technical memo on SDP Outline and Methodology for FRA review and acceptance
- Draft SDP for FRA review and approval
- Final SDP

5.5 Project Management

The Contractor is responsible for facilitating the coordination of all activities among the Commission, relevant host railroads, and FRA for implementation of the Project. The Commission will monitor and evaluate the Project's progress through the administration of regular progress meetings scheduled throughout the Project's duration.

As part of the Project's administration, the Contractor will:

- Hold regularly scheduled Project meetings with Commission.
- Maintain the Administrative Record for the Project, to be submitted to FRA upon Project completion. A Project master file will contain copies of reports, correspondence, and other documents and will be compiled and recorded in the Administrative Record.
- Perform periodic Project status reviews and meetings with relevant stakeholders at various locations within the Project area including the Coachella Valley.
- Comply with Commission Project reporting requirements, including:
 - Status of Project by task breakdown and percent complete
 - Changes and reason for change in Project's scope, schedule and/or budget
 - Description of unanticipated problems and any resolution since the immediately preceding progress report
 - Summary of work scheduled for the next progress period
 - Updated Project schedule

Table 1 – Fleet Inventory

Table 2 – SRTP Service Summary

Table 2A – Summary of Routes to Be Excluded in FY 2018/19

Not Applicable.

Table 3 – SRTP Route Statistics

Not Applicable.

Table 3A – Individual Route Descriptions

Table 4 – Summary of Funds Requested for FY 2019/20

Project Description	Capital Project Number	Total Funds	FRA Grant	Prop 1B (PTMISEA)	STA ⁽¹⁾	Other
CV General Rail Management	FY 20 -1	450,000	-		450,000	
Subtotal: Capital		450,000	\$0	\$0	\$450,000	\$0
Total: Operating & Capital		\$450,000	\$0	\$0	\$450,000	\$0

(1) CV Bus Rail Split - STA amount matches transfer amount in FY20 Budget Documents

Revised 3/12/19

Table 4A – Capital Project Justification

PROJECT NUMBER: FY 20 - 1

PROJECT NAME: CV General Rail Management

PROJECT DESCRIPTION:

This Project will provide the following:

Cover the PA&ED or Environmental Documentation that is separate from the SDP along with portions of the SDP. It will also cover additional planning and local match needed for the FRA Grant as we move forward. It will also cover any incidental RCTC agency costs related to the project salaries, etc. that are not eligible to be reimbursed through the Prop 1B or FRA grant.

PROJECT JUSTIFICATION:

This project is funded by local funds subject to the Coachella Valley rail split to fund the environmental study.

PROJECT FUNDING SOURCES (REQUESTED):

STA (Coachella Valley Rail Split)	\$450,000
<i>Total</i>	<i>\$450,000</i>

Table 5.1 – Summary of Funds Requested in FY 2020/21

Project Description	Capital Project Number	Total Funds	FRA Grant	Prop 1B (PTMISEA)	STA ⁽¹⁾	Other
CV General Rail Management	FY 21 -1	450,000	-		450,000	
Subtotal: Capital		450,000	\$0	\$0	\$450,000	\$0
Total: Operating & Capital		\$450,000	\$0	\$0	\$450,000	\$0

(1) CV Bus Rail Split - STA amount matches transfer amount in FY20 Budget Documents

Revised 3/12/19

Table 5.1A – Capital Project Justification

PROJECT NUMBER: FY 21 - 1

PROJECT NAME: CV General Rail Management

PROJECT DESCRIPTION:

This Project will provide the following:

Cover the PA&ED or Environmental Documentation that is separate from the SDP along with portions of the SDP. It will also cover additional planning and local match needed for the FRA Grant as we move forward. It will also cover any incidental RCTC agency costs related to the project salaries, etc. that are not eligible to be reimbursed through the Prop 1B or FRA grant.

PROJECT JUSTIFICATION:

This project is funded by local funds subject to the Coachella Valley rail split to fund the environmental study. This project will not include Proposition 1B PTMISEA funding.

PROJECT FUNDING SOURCES (REQUESTED):

STA (Coachella Valley Rail Split)	\$300,000
<i>Total</i>	<i>\$300,000</i>

Table 5.2 – Summary of Funds Requested in FY 2021/22

Project Description	Capital Project Number	Total Funds	FRA Grant	Prop 1B (PTMISEA)	STA ⁽¹⁾	Other
CV General Rail Management	FY 22 -1	450,000	-		450,000	
Subtotal: Capital		450,000	\$0	\$0	\$450,000	\$0
Total: Operating & Capital		\$450,000	\$0	\$0	\$450,000	\$0

(1) CV Bus Rail Split - STA amount matches transfer amount in FY20 Budget Documents

Revised 3/12/19

Table 5.2A – Capital Project Justification

PROJECT NUMBER: **FY 22 - 1**

PROJECT NAME: **CV General Rail Management**

PROJECT DESCRIPTION:

This Project will provide the following:

Cover the PA&ED or Environmental Documentation that is separate from the SDP along with portions of the SDP. It will also cover additional planning and local match needed for the FRA Grant as we move forward. It will also cover any incidental RCTC agency costs related to the project salaries, etc. that are not eligible to be reimbursed through the Prop 1B or FRA grant.

PROJECT JUSTIFICATION:

This project is funded by local funds subject to the Coachella Valley rail split to fund the environmental study. This project will not include Proposition 1B PTMISEA funding.

PROJECT FUNDING SOURCES (REQUESTED):

\$450,000	
STA (Coachella Valley Rail Split)	\$300,000
Total	\$300,000

Table 6 – Update Actions Taken or To Be Implemented to Comply with the Most Recent Triennial Performance Audit Recommendations

Not Applicable.

Table 7 – Service Provider Performance Target Report

Not Applicable.

Table 8 – FY 2018/19 SRTP Performance Report

Not Applicable.

Table 9A – Highlights of FY 19/20 SRTP

- Continued efforts on Service Development Plan
- Continued efforts on Environmental Impact Documents

Table 9B – Fare Revenue Calculation

Not Applicable.

AGENDA ITEM 9M

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter and Motorist Assistance Manager Aaron Hake, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Regionalization of Commuter Programs

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 19-45-080-00 with the San Bernardino County Transportation Authority (SBCTA) for a three-year term to reimburse the Commission in an amount not to exceed \$4.5 million for commuter/employer rideshare (IE Commuter) and Inland Empire 511 (IE511) programs administered by the Commission, on behalf of both agencies, and for the Commission to reimburse SBCTA an amount not to exceed \$350,000, for SBCTA's provision of rideshare and vanpool program web-based software, as part of an ongoing bi-county partnership;
- 2) Approve Memorandum of Understanding (MOU) No. 19-45-079-00, between Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) and Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority, SBCTA, and Ventura County Transportation Commission for Metro's regional 511 deployment and operations; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

While much of the Commission's work focuses on enhancing transportation infrastructure, there is significant value in ensuring the transportation systems are used efficiently. To foster more efficient use of the transportation network, the Commission's Commuter Assistance Program (CAP) works to increase the awareness and consideration of all commute options and incentives available to commuter constituents and to increase consideration for alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, bicycling, or telecommuting. As such, the Commission implemented the CAP as a specific requirement under the 2009 Measure A Western County Public Transit program to address congestion mitigation. In addition to improving mobility overall, commuter assistance or ridesharing helps improve the

quality of life on the commuter front, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

Inland Empire Commuter Programs

High volumes of intercounty travel and proximity between Riverside and San Bernardino counties serve as the foundation for bi-county commuter programs between the Commission and SBCTA. SBCTA has contracted with the Commission to develop, implement, and manage a CAP for San Bernardino County since 1993. The scope of this contract has evolved over the years and currently consists of three major program elements:

- Rideshare Program Administration
- Rideshare Software and Database
- 511 Traveler Information Services

Rideshare Program Administration

Administration and outreach for this bi-county effort is coordinated and funded between Commission and SBCTA staff and ultimately performed through consultant services. In May 2015, following a competitive bid, the Commission awarded an agreement to WSP for CAP administration and marketing. In 2018, the contract was amended to include the implementation and ongoing operation of the Commission's vanpool program (VanClub), which currently is operating at 70+ vans and is anticipated to net the Commission incremental federal transit revenue starting in Fiscal Year 2020/21. WSP's program administration and outreach scope includes:

- Program Outreach – Outreach targeting employers to establish rideshare programs at worksites throughout Riverside and San Bernardino counties. Marketing campaigns are provided to employer partners and distributed to their respective employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.
- Employer Services – Various services to employers in the bi-county area including the provision of marketing promotions, rideshare survey processing, employer network meetings, and event support. The program administrator also assists employers with average vehicle ridership calculations related to the South Coast Air Quality Management District (AQMD) Rule 2202 requirements for employers with 250 or more employees.
- Rideshare Incentives – Incentives focused on increasing consideration for alternative commute modes and include: (a) \$2/Day Rideshare Incentive for new rideshare participants that try ridesharing to work for a three-month trial period; (b) Rideshare Plus rewards for consistent rideshare behavior with access to discounts to local and national merchants, powered by Entertainment®; and (c) Rideshare Rewards Spotlight monthly rewards random drawing to encourage commuters to continue ridesharing and logging their rideshare miles.

- *Guaranteed Ride Home* –A guaranteed ride home at no cost to employees who rideshare to work in the event of an emergency or unexpected overtime by them or the driver of their rideshare arrangement (max two per year).
- *Ridematching and Information Services* – Commuter and employer access to online tools and resources and a call center (866-RIDESHARE) during business hours for those interested in assistance with ridematching or transit options and to address general rideshare questions.
- *IE Commuter* – The online system and brand launched in FY 2014/15 under which employer and commuter rideshare services are provided in western Riverside County and San Bernardino County.

This suite of commuter incentives, employer programs, and outreach is designed to reduce the number of single-occupant vehicle miles related to work commutes and to help improve regional mobility and air quality. Based purely on IE Commuter rideshare incentive participation alone, it is estimated that WSP’s efforts to date have translated into approximately 30.8 million miles reduced and 42.6 million pounds of pollutant emissions reduced. WSP’s original term and option years expire at the end of FY 2018/19.

Rideshare Software and Database

In addition to the administration and outreach elements of the program, another critical component of the CAP is the web-based system that hosts the commuter database, facilitates ridematching, and provides a variety of features and tools to commuters, employer partners, and consultant staff to support rideshare efforts. In concert with branding the IE Commuter program in 2014, the Commission developed a rideshare software platform/website, iecommuter.org, specific to SBCTA’s and the Commission’s rideshare program. While the IE Commuter rideshare program has been successful in providing commuter and employer support and services, the core rideshare software platform being used to administer the program has not been as efficient nor as cost effective to operate as originally envisioned.

511 Traveler Information Services

In 2000, the Federal Communications Commission (FCC) designated “511” as the single traffic information telephone number to be made available to states and local jurisdictions across the country. The FCC ruling however, did not provide a funding source for the national number and left all of the implementation and funding decisions to the states and local agencies. Section 5306 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) signed into law in 2005, required the deployment of a national 511 system that included a “user-friendly” telephone service as well as a comprehensive website by 2010.

In addition to the CAP elements administered above, the implementation and maintenance of IE511, a bi-county 511 traveler information system, was incorporated into the SBCTA contract beginning in 2010. IE511 provides traveler information via web, phone, and mobile application for commuters traveling within Riverside and San Bernardino Counties. Funding for the

deployment and ongoing operations to date has been split between Commission SAFE revenues and reimbursements from SBCTA.

DISCUSSION:

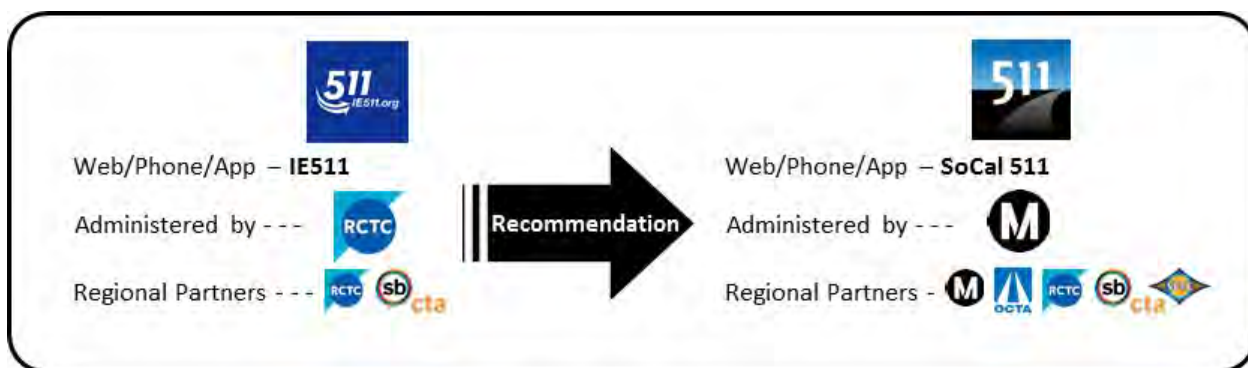
Each of the major consultant contracts supporting the aforementioned bi-county programs are expiring at the end of this fiscal year. In anticipation of this timing, staff has been evaluating program approaches that can enhance services and reach while improving program cost effectiveness. The historical bi-county approach has served the Commission and SBCTA well, however additional benefits and costs savings can be realized across some elements of the program by aligning with regional platforms beyond the Inland Empire.

Recommendation for MOU with Metro

Metro has operated a 511 system supporting Los Angeles, Orange, and Ventura counties since 2010. Its most recent 511 deployment was purposefully designed to support multiple counties, and the Commission and SBCTA staff have been coordinating with Metro staff to establish a regional Southern California 511 program (SoCal 511). Metro will accept all the costs associated with the deployment of the baseline regional SoCal511 system, which includes the same elements currently provided by IE511 – voice and web-based information and mobile application regarding traffic, rideshare/transit, commuter services and other related traveler information. Incremental costs will occur if and only if enhancements are requested specifically for Riverside County.

Significant cost savings can be realized through this approach (Figure 1) and staff recommends approval of an MOU with Metro for regional 511 services. SoCal511, integrating Riverside and San Bernardino Counties, will be implemented within however not at the start of FY 2019/20. Therefore, Commission contracts with Iteris and Media Beef, Inc. that support ongoing operations of IE511 are being recommended as part of the FY 2019/20 recurring contracts agenda item at this meeting on a month-to-month basis only, until the migration to the regional 511 platform is complete.

Figure 1: Transition to a Regional 511 Traveler Information System

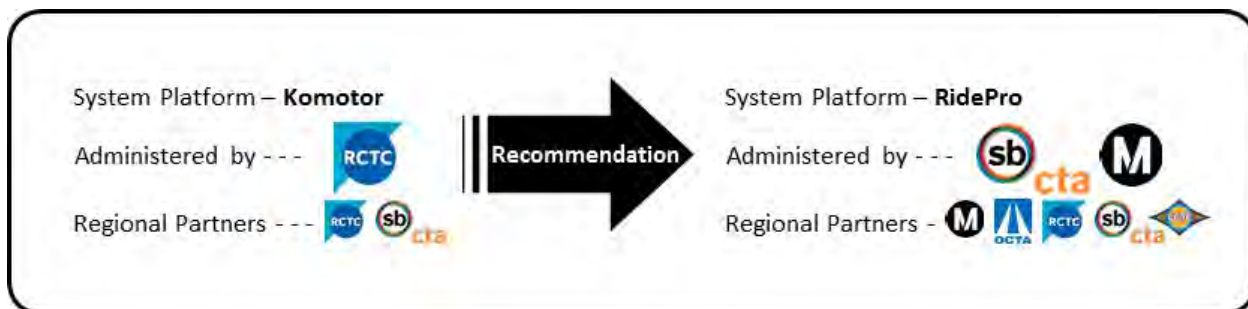


Recommendation for MOU with SBCTA

The rideshare software and database is another component that could benefit from migrating to a regional platform. There is a path to a regional rideshare system; however, it is not as clear cut as the 511 deployment, despite the same agency stakeholders. Metro administers a shared regional rideshare web-based platform and database supporting Los Angeles, Orange, and Ventura counties. The Commission and SBCTA want to join the other agencies in an effort to promote and offer a regional rideshare solution. At the time of the procurement for its rideshare system, Metro was not expecting additional partners beyond Orange and Ventura counties; therefore, in order to join, the Commission and/or SBCTA need to issue a new contract directly with Trapeze Software Group, Inc (Trapeze), the provider of Metro’s regional platform, RidePro.

Since SBCTA utilizes RidePro for implementation of its vanpool subsidy program, SBCTA has agreed to modify its agreement with Trapeze to provide a regional path (Figure 2) for rideshare. As part of this effort, the Commission will also transition its vanpool system to the regional platform. As a result, the Commission and SBCTA’s rideshare and vanpool systems will all be on the same rideshare platform with the rest of the Southern California agencies. This is consistent with a recommended strategy from a soon to be published Southern California Association of Governments study regarding increasing regional transportation demand management effectiveness. The Commission and SBCTA will share the costs to transition to the regional rideshare platform, while the Commission will be solely responsible for the costs to transition its vanpool system. Ahead of the sunset of Metro’s contract with Trapeze, the Commission and SBCTA staff plan to collaborate with Metro up front on its next rideshare system procurement and/or contract for administration and cost sharing of the regional program.

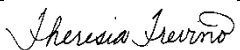
Figure 2: Transition to a Regional Rideshare Software and Database



No change is recommended to the core bi-county rideshare program administration provided through WSP at this time. A staff recommendation to extend WSP’s agreement for another three fiscal years is part of the FY 2019/20 recurring contracts agenda item at this meeting. Commission staff in partnership with SBCTA is targeting the regional deployment of the rideshare/vanpool and 511 systems in FY 2019/20. In addition to a reduced cost structure, transitioning to regional platforms will help maximize program outreach and ridematching potential for users and will provide access to enhanced features and reporting tools for employer partners, commuters, and program staff. Ongoing assessments of the CAP, evolving trends in

mobility, and program options, will be performed in anticipation of a CAP recommendation prior to WSP's contract sunset at the end of FY 2021/22.

Staff recommends approval of a three-year (FYs 2019/20 – 2021/22) agreement with SBCTA in the amounts of \$4.5 million to be reimbursed by SBCTA to the Commission for the provision of a rideshare program in San Bernardino County and \$350,000 to be reimbursed by the Commission to SBCTA for the provision of regional rideshare and vanpool program web-based software. This contract was approved by SBCTA's Transit Committee in May and is anticipated to be approved at the SBCTA June Board meeting.

Financial Information					
In Fiscal Year Budget:	Yes Yes N/A N/A	Year:	FY 2019/20 FY 2019/20 FY 2020/21+ FY 2020/21+	Amount:	\$ 1,500,000 revenues \$183,000 expenditures \$ 3,000,000 revenues \$167,000 expenditures
Source of Funds:	SBCTA reimbursements and 2009 Measure A Western County Public Transit-CAP funds			Budget Adjustment:	No No N/A N/A
GL/Project Accounting No.:	Revenues 002111/002112/632113/002127/002139/002182/ and 002191 416 41605 0000 263 41 41203 452124 416 41605 0000 202 45 41203 Expenditures 632107 65520 00000 0000 263 41 65520 002187 65520 00000 0000 263 41 65520 002126 65520 00000 0000 263 41 65520				
Fiscal Procedures Approved:				Date:	05/16/2019

Attachments:

- 1) Draft FY20-FY22 RCTC/SBCTA Agreement for Regional Services
- 2) Draft MOU with Metro for Regional 511 Services

COOPERATIVE AGREEMENT NO. 19-1002204**BY AND BETWEEN****SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY,
AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION****FOR****THE PROVISION OF 511, RIDESHARE AND VANPOOL PROGRAM IMPLEMENTATION
AND SOFTWARE**

This Cooperative Agreement (“Agreement”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715 and Riverside County Transportation Commission (“RCTC”), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a “Party” and collectively the “Parties”.

RECITALS:

1. **WHEREAS,** The Parties operate a bi-county Inland Empire 511 (“IE511”) and Rideshare program, and similar Vanpool programs; and
2. **WHEREAS,** RCTC has engaged and has the necessary resources to manage a Professional Services Consultant (“SERVICES CONTRACTOR”) as set forth in Exhibit A, RCTC Services Contractor, to render services for the administration of the Parties IE511 and Rideshare programs (“IE511/RIDESHARE PROGRAMS”); and
3. **WHEREAS,** SBCTA has engaged and has the necessary resources to manage a Software Consultant (“SOFTWARE CONTRACTOR”) as set forth in Exhibit B, SBCTA Software Contractor, to provide a Rideshare web-based software platform (“RIDESHARE SOFTWARE”) and Vanpool web-based software platform (“VANPOOL SOFTWARE”) for the Parties Rideshare program and RCTC’s Vanpool program; and
4. **WHEREAS,** The Parties will share costs equally for the RIDESHARE SOFTWARE, while RCTC will be fully responsible for the costs to implement the VANPOOL SOFTWARE; and
5. **WHEREAS,** The Parties will share costs equally for common services rendered through the IE511/RIDESHARE PROGRAMS, while SBCTA will be solely responsible for services performed on behalf of or within San Bernardino County, and RCTC will be solely responsible for services performed on behalf of or within Riverside County; and
6. **WHEREAS,** SBCTA uses Congestion Mitigation and Air Quality (“CMAQ”) funds for the IE511/RIDESHARE PROGRAMS and may use these funds to reimburse RCTC; and
7. **WHEREAS,** RCTC will comply with the applicable federal requirements as set forth in Exhibit C, Federal Flow Down Provisions; and
8. **WHEREAS,** the Code of Federal Regulations encourages grantees and subgrantees of federal funds, such as CMAQ funds, to enter into local intergovernmental agreements for procurement or use of common goods or services; and

9. **WHEREAS**, for the avoidance of doubt, the parties to this Agreement acknowledge and agree that RCTC is not a subrecipient of federal funds from SBCTA, but is entering into a local intergovernmental agreement with SBCTA for procurement or use of common goods or services; and
10. **WHEREAS**, this Agreement defines the specific terms and conditions between the Parties only as they may relate to the subject matters and no other purpose; and
11. **WHEREAS**, the Parties will protect the confidential information received or accessible through the RIDESHARE SOFTWARE, VANPOOL SOFTWARE and IE511/RIDESHARE PROGRAMS (“PROJECT”) and will therefore have their designated key personnel execute Non-Disclosure and Confidentiality Agreement, as described in Article 7 of this Agreement.

NOW THEREFORE, the Parties agree as follows:

ARTICLE 1. CONTRACT SERVICES

- 1.1 RCTC will manage work performed by the SERVICES CONTRACTOR for the Parties IE511/RIDESHARE PROGRAMS.
- 1.2 SBCTA will manage work performed by the SOFTWARE CONTRACTOR for the Parties RIDESHARE SOFTWARE and RCTC’s VANPOOL SOFTWARE.
- 1.3 The Parties shall provide program administration and oversight, and assure that the SOFTWARE CONTRACTOR and SERVICES CONTRACTOR and/or staff performs their required work within the Parties budgets set forth in Article 2 of this Agreement, Exhibit A, RCTC Services Contractor and Exhibit B, SBCTA Software Contractor.
- 1.4 The Parties will work collaboratively and notify each Party of any changes to the RIDESHARE SOFTWARE, VANPOOL SOFTWARE or IE511/RIDESHARE PROGRAMS.

ARTICLE 2. COMPENSATION

- 2.1 RCTC shall compensate SBCTA on a quarterly basis for their share of services rendered by SBCTA through the SOFTWARE CONTRACTOR, as set forth in Exhibit B, SBCTA Software Contractor.
- 2.2 SBCTA shall compensate RCTC on a quarterly basis for their share of services rendered by RCTC through the SERVICES CONTRACTOR, as set forth in Exhibit A, RCTC Services Contractor.
- 2.3 The Parties mutually agree:
 - 2.3.1 That SBCTA’s total obligation to RCTC shall Not-Exceed Four Million Five Hundred Thousand Dollars (\$4,500,000), for the services rendered through the SERVICES CONTRACTOR.
 - 2.3.2 That RCTC’s total obligation to SBCTA shall Not-Exceed Three Hundred Fifty Thousand Dollars (\$350,000), for the services rendered through the SOFTWARE CONTRACTOR.
- 2.4 It is agreed that in the event that either Party does not have sufficient funds to implement the PROJECT, either Party may terminate this Agreement as provided in Section 3.2 below. The

terminating Party shall be responsible for any amounts required to cover their share of the cost to the date of Agreement termination.

- 2.5 SBCTA shall be fully responsible for obtaining cost reimbursements of CMAQ funds. SBCTA shall ensure that the CMAQ funds are used for authorized purposes in compliance with laws, regulations, and the provision of the terms in this agreement, and that performance goals are achieved.
- 2.5 RCTC shall maintain during the term of this Agreement and for three years thereafter accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement. Such records shall be made available for inspection during normal business hours by duly authorized representatives of SBCTA, SBCTA's auditors, Caltrans, Federal Highway Administration, and the United States Department of Transportation, so that SBCTA can comply with the Single Audit Act and OMB Circular No. A-133. In addition, the federal provisions set forth in Exhibit C, Federal Provisions shall apply to this Agreement.

ARTICLE 3. TERM

- 3.1 This Agreement shall commence on July 1, 2019, and terminate on June 30, 2022, unless it is extended by a written amendment approved by the Parties.
- 3.2 Either Party may terminate this Agreement by giving thirty (30) days written notice to the other for no or any reason, including, but not limited to, changes in legislation, or rules and regulations impacting the services provided by the SOFTWARE CONTRACTOR and/or SERVICES CONTRACTOR. The Parties shall compensate the other party for work performed up to the effective date of the termination.
- 3.3. The Executive Directors of both SBCTA and RCTC shall have the authority in their sole discretion to give notice of termination on behalf of their respective agencies.

ARTICLE 4. INDEMNIFICATION AND INSURANCE

- 4.1 It is understood and agreed that neither SBCTA nor any officer, official, employee, director, consultant, agent, member or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by RCTC under or in connection with any work authority or jurisdiction delegated to RCTC under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, RCTC shall fully defend, indemnify and save harmless SBCTA, and all its officers, officials, employees, directors, consultants, agents or volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RCTC or its consultants under or in connection with any work, authority or jurisdiction delegated to RCTC under this Agreement.

It is understood and agreed that neither RCTC nor any officer, official, employee, director, consultant, agent, or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by SBCTA under or in connection with any work authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless RCTC, and all its officers, officials, employees, directors, consultants, agents and volunteers from all claims, suits or actions of every name, kind, and description brought for or on

account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement.

SBCTA and RCTC, respectively, shall indemnify, pursuant to the provisions above, any Public Agency Participant for any disclosure by SBCTA or RCTC, respectively, of Confidential Information in violation of privacy policies relating to this Project, this Agreement or any applicable law.

- 4.2 Without in any way affecting the indemnity provisions identified in this Agreement, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this Agreement and shall be written with at least the following limits of liability:

4.2.1 Professional Liability - Shall be provided in an amount not less than \$1,000,000, per claim and \$2,000,000 in the aggregate. The Parties shall secure and maintain this insurance or "tail" coverage provided throughout the term of this Agreement and for a minimum of three (3) years after Agreement completion.

4.2.2 Workers' Compensation - Worker's Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with \$1,000,000 limits, covering all persons providing services on behalf of each Party and all risks to such persons under this Agreement.

4.2.3 Commercial General Liability - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and \$2,000,000 in the aggregate written on an occurrence form. For products and completed operations a \$2,000,000 aggregate shall be provided.

4.2.4 Automobile Liability - To include owned, non-owned and hired automobiles, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and in the aggregate written on an occurrence form.

4.2.5 Network and Privacy Insurance – The Parties shall each carry, or shall cause its contractors to carry, Network and Privacy (Errors and Omissions) insurance in an amount of not less than \$1,000,000 per claim and \$1,000,000 in the annual aggregate, protecting SBCTA and RCTC from the following exposures relating to either Party or any of its contractors performance under the Agreement:

(i) the theft, dissemination and/or unauthorized disclosure of use of confidential information and personally identifiable information (not to be limited bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and

(ii) the introduction of a computer virus into, or otherwise causing damage to, a

computer, computer system, network or similar computer-related property and the data, software, and programs used herein.

If such insurance is maintained on an occurrence basis, the Parties or its contractors shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties or its contractors shall maintain such insurance for an additional period of three years following the end of the applicable Term.

4.2.6 Proof of Coverage – The Parties shall furnish certificates of insurance to each Party evidencing the insurance coverage required above, prior to the commencement of performance of services hereunder, and such certificates shall include the other Party as an additional insured on all insurances except Workers' Compensation and Professional Liability. Prior to commencing any work, the Parties shall furnish each Party with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days' notice of such cancellation or nonrenewal to the other Party. If the policy is cancelled for nonpayment of premium, the Parties shall provide the other Party ten (10) days' notice. The Parties shall maintain such insurance from the time each Party commences performance of services hereunder until the completion of such Services. All certificates of insurance are to include the contract number and Project Manager's name.

4.2.7 Additional Insured - All policies, except for Workers Compensation and Professional Liability policies, shall contain endorsements naming each Party and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out to the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for each Party to vicarious liability but shall allow coverage for each Party to the full extent provided by the policy.

4.2.8 Waiver of Subrogation Rights – The Parties shall require the carriers of the above required coverages to waive all rights of subrogation against each Party, its officers, employees, agents, volunteers, contractors, and subcontractors. All general auto liability insurance coverage provided shall not prohibit either Party or its contractors employees or agents from waiving the right of subrogation prior to a loss or claim. The Parties hereby waive all rights of subrogation against the other Party.

4.2.9 All policies required herein are to be primary and non-contributory with any insurance carried or administered by the Parties.

4.2.10 Certificates/Insurer Rating/Cancellation Notice -

(i) The Parties shall maintain and shall require its contractors to maintain such insurance from the time the Project commences until the Project is completed, except as may be otherwise required by this Section.

(ii) The Parties may legally self-insure, but shall require its contractors to place insurance with insurers having an A.M. Best Company rating of no less than A:VIII and licensed to do business in California.

(iii) The Parties and its consultants shall replace certificates, policies and endorsements for any insurance expiring prior to completion of the Project.

ARTICLE 5. RIGHTS OF SBCTA AND RCTC

The Executive Directors of both SBCTA and RCTC shall have full authority to exercise their respective entities' rights under this Agreement.

ARTICLE 6. OWNERSHIP OF MATERIALS/CONFIDENTIALITY/USE OF DATA

6.1 Ownership - All documents and data prepared by the Parties or their contractors pursuant to this Agreement shall become the common property of SBCTA and RCTC in both electronic and hard copy formats. SBCTA and RCTC shall comply with all applicable state and federal law with regard to its use of such data, but shall not otherwise be limited in any way in its use of such data at any time, provided that any such use not within the purposes intended by this Agreement shall be at the respective party's sole risk and provided that the other party shall be indemnified against any damages resulting from such use, including the release of this material to third parties for a use not intended by this Agreement. Neither party to this Agreement shall sell the data or other materials prepared under this Agreement without the written permission of both parties.

6.2 Confidentiality - All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials developed, either created by or provided to the Parties in connection with the performance of this Agreement, other than advertisements and collateral material, or Documents and Data developed for the purpose of or otherwise subject to public disclosure, shall be held confidential by the Parties. Such materials shall not, without the prior written consent of the Parties, be used by either Party for any purposes other than the performance or operation of the PROJECT, as described in Article 7.7. Nor shall such materials be disclosed to any person or entity not connected with the performance or operation of the PROJECT, as described in Article 7.7. Nothing furnished to the Parties that is otherwise known to the Parties or is generally known, or has become known, to the related industry shall be deemed confidential. The Parties shall not use either the other Party's name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of the Parties, except as otherwise part of the regular operation and advertisement of the PROJECT.

6.3 Use of Data - All Documents and Data, as defined above, shall be provided to the other Party in electronic media. Documents and Data in electronic media shall be provided in a form that will allow each Party to use, access, and manipulate the data to prepare reports and perform other PROJECT activities contemplated by this Agreement. All Documents and Data shall be provided to each Party within 30 days upon written notice.

ARTICLE 7. CONFIDENTIAL INFORMATION/NON-DISCLOSURE.

7.1 Confidential Information. "Confidential Information" shall include: all user names, passwords, or other log-in credentials used, provided, or accessible in connection with the PROJECT; all data or information accessible in connection with the PROJECT; all source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to the PROJECT; all personal information of PROJECT participants, including but not limited to a participant's residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of carpooling or ridesharing programs

and subject to California Penal Code Section 637.6, as well as names, biographical information, demographic information, use data, contact information, or similar personal information of participants; and any and all data, content, materials, documents and/or other information related to the PROJECT designated, from time to time, in writing by the Parties as Confidential Information.

7.2 Non-Disclosure. Except as otherwise provided in Article 7.7. below, or as required by law, both Parties shall hold the Confidential Information in confidence, shall take reasonable precaution to protect and keep the Confidential Information confidential, shall not disclose the Confidential Information to any person or party not specifically authorized in writing by affected party to receive the Confidential Information, and shall not use the Confidential Information for any purpose other than as necessary to operate the PROJECT. Further, neither party shall disclose a participant's personal information, including but not limited to a participant's residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of ridesharing programs, to any other person or use such information for purposes other than as necessary to operate the PROJECT, without the prior written consent of the participant, as required by California Penal Code section 637.6. Parties shall limit access to the Confidential Information only to individuals who are directly involved in operation of the PROJECT and shall further ensure that such individuals are legally bound to maintain the confidentiality of the Confidential Information on substantially the same terms as set forth herein. The foregoing restrictions on disclosure shall not apply to Confidential Information which is (a) already known by the recipient, (b) becomes, through no act or fault of the recipient, publicly known, (c) received by recipient from a third party without a restriction on disclosure or use, (d) independently developed by recipient without reference to the other party's Confidential Information, or (e) is required by law, or process of law, to be disclosed. This provision shall not be interpreted to limit, in any way, RCTC's ability to use the source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to software used for operations of the IE511/RIDESHARE PROGRAMS, and the parties acknowledge that the foregoing is the sole property of RCTC.

7.3 Expiration. Immediately upon (a) the expiration or termination of this Agreement, or (b) a request by a party, the other party shall turn over to requesting party all Confidential Information of or directly pertaining to the requesting party, as identified in Article 6.1, and all documents or media containing any such Confidential Information, and any and all copies or extracts thereof, except that each party's legal counsel may retain one copy of all Confidential Information in its office solely for archival legal purposes. The foregoing shall not be interpreted to require the Parties to remove Confidential Information stemming from PROJECT databases to which the each Party may be entitled a copy of, nor to cease use of such information on termination of this Agreement, provided that such use is for operation of 511, Rideshare and/or Vanpool Programs.

The Parties recognize that, pursuant to this provision, the Parties may request copies of or export files from PROJECT databases containing Confidential Information of commuters and employers participating in the PROJECT. The requesting Party shall be solely responsible for maintaining the confidentiality and security of such data, and shall indemnify the other Party, pursuant to Article 6.1 of this Agreement, for any claims arising out of use or retention of such data. This obligation shall survive termination of this Agreement.

7.4 Key Personnel. The Parties shall designate key personnel ("Key Personnel") requiring web based access to the RIDESHARE SOFTWARE, VANPOOL SOFTWARE and/or IE511/RIDESHARE PROGRAMS. Key Personnel shall use the log-in information provided by SBCTA and/or RCTC and all Confidential Information only and strictly for the operation of the PROJECT and shall not disclose or share such log-in information, or any other Confidential Information, whether or not employed or in any

way associated with either Party, who has not been specifically approved in writing to receive such log-in information or other Confidential Information.

7.5 Non-Disclosure and Confidentiality Agreement. To protect Confidential Information, each Party shall require each Key Personnel to execute a Non-Disclosure and Confidentiality Agreement substantially in the form of Exhibit D, attached hereto and incorporated by this reference. The Parties shall provide each Party a signed Non-Disclosure and Confidentiality Agreement for each Key Personnel designated below or designated from time-to-time by SBCTA and RCTC's Executive Director or his designee prior to the Parties disclosure of any log-in information or other Confidential Information to such Key Personnel. SBCTA hereby designates the following individuals as Key Personnel requiring access to the PROJECT:

SBCTA	RCTC
Jenny Herrera, Management Analyst III	Brian Cunanan,
Kelly Lynn, Chief of Air Quality & Mobility Programs	Michelle McCamish,
Nicole Soto, Management Analyst II	

7.6 This Article 7 and all of its subparagraphs shall survive expiration or termination of the Agreement.

7.7 Notwithstanding any other provision herein, it shall not be a violation of RCTC's obligations under this Agreement to allow access to Confidential Information, by any Public Agency Participant for the purposes of allowing such agency implementing IE511/RIDESHARE PROGRAMS, provided that RCTC has entered into an agreement with such agency which requires the Public Agency Participant to comply with all confidentiality and nondisclosure requirements contained in this Agreement, and to indemnify all other IE511/RIDESHARE PROGRAMS public agency participants related to any access and use of the IE511/RIDESHARE PROGRAMS by the Public Agency Participant.

ARTICLE 8 INDEPENDENT CONTRACTOR

SBCTA retains RCTC on an independent contractor basis and RCTC and its subconsultants shall not be employees of SBCTA. The subconsultants and other personnel performing the PROJECT under this Agreement on behalf of RCTC shall at all times be under RCTC's exclusive direction and control. RCTC shall pay all wages, salaries, and other amounts due its employees in connection with their performance of the PROJECT under this Agreement and as required by law. RCTC shall be responsible for all reports and obligations respecting such employees, including, but not limited to, social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

RCTC retains SBCTA on an independent contractor basis and SBCTA and its subconsultants shall not be employees of RCTC. The subconsultants and other personnel performing the PROJECT under this Agreement on behalf of SBCTA shall at all times be under SBCTA's exclusive direction and control. SBCTA shall pay all wages, salaries, and other amounts due its employees in connection with their performance of the PROJECT under this Agreement and as required by law. SBCTA shall be responsible for all reports and obligations respecting such employees, including, but not limited to, social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

ARTICLE 9 ATTORNEYS' FEES AND COSTS

If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including

the prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Article 4, Indemnification and Insurance.

ARTICLE 10 CONSENT

Whenever consent or approval of any Party is required under this Agreement, that Party shall not unreasonably withhold nor delay such consent or approval.

ARTICLE 11 INCORPORATION OF RECITALS

The recitals set forth above are true and correct and are incorporated by reference as though fully set forth herein.

-----SIGNATURES ARE ON THE FOLLOWING PAGE-----

DRAFT

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Raymond W. Wolfe
Executive Director

Date: _____
APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE

By: _____
Jeffery Hill
Procurement Manager

Date: _____

**RIVERSIDE COUNTY
TRANSPORATION COMMISSION**

By: _____
Anne Mayer,
Executive Officer

Date: _____
APPROVED AS TO FORM

By: _____
Best, Best & Krieger, LLP,
General Counsel

Date: _____



**MEMORANDUM OF UNDERSTANDING BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
THE CALIFORNIA HIGHWAY PATROL
LOS ANGELES COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
AND
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

PURPOSE

This Memorandum of Understanding (MOU) document is an agreement between the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (Sbcta) referred to as PARTICIPATING PARTIES. The purpose of the MOU is to set forth the roles, responsibilities of ALL PARTIES as they embark on the integration of the Inland Empire and the Go511 system merger. This MOU will be updated every five 5 years, if needed but may be modified or updated earlier if the need arises by any party.

This MOU is a compilation of goals, policies and procedures to be followed by the PARTIES working together in a coordinated manner to enhance transportation system management and operations in Los Angeles County and the other supporting counties (Orange, Ventura, Riverside, San Bernardino). This MOU is intended to identify the overall commitment and responsibilities in this partnership in managing operations and sharing communications without integrating staff.

This MOU covers the following subject areas:

1. Intent
2. Period of Performance
3. Services
4. LA SAFE Responsibilities
5. Participating Agency Responsibilities
6. Joint Responsibilities
7. Key Personnel
8. Funding



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1.0 INTENT

The intent of this AGREEMENT is to define and set forth the relationship between LA SAFE and the participating agencies as it relates to the use, operation, management and improvement/enhancement of a regional SoCal 511 system. This AGREEMENT shall enable participating agencies to participate in the ongoing development, connect to, and use the SoCal 511 program and services to provide traveler information to residents and travelers within their county and the region as defined.

2.0 PERIOD OF PERFORMANCE

This AGREEMENT shall become effective on July 1, 2019 and shall remain in effect until otherwise amended or terminated per the terms and conditions contained in this AGREEMENT. Each participating agency agrees to provide a minimum 90 days written notice prior to withdrawing from the SoCal 511 program. If as a result of this not being met by any participating agency and a cost is incurred then that agency will be subject to that cost.

3.0 SERVICES

Pursuant to the terms and conditions of this AGREEMENT, LA SAFE shall provide participating agencies with traveler information services via the SoCal 511 program to include IVR, Web Services and Mobile Application. SoCal 511 shall provide voice and web-based information and Mobile Application, regarding traffic, transit, commuter services and other related traveler information to residents and travelers of each participating agency / county regions. SoCal 511 shall be developed and operated pursuant to the terms and conditions of LA SAFE Contract No's. PS5295500 and PS5344000.

The information services that will be provided by SoCal 511 are identified herein in Exhibit A- LA SAFE Contract No's. PS5295500 and PS5344000. Should participating agencies desire to deploy additional functionality or services beyond those identified in the Contract, or if there is a need to modify the delivery of the services or information specifically for the agency, the agency shall give notice to LA SAFE to open discussions for possible modifications to SoCal 511.

All added functionality or service shall become the part of the SoCal 511 system, and may be used by all the participating agencies. Any agreement for new or modified SoCal 511 functionality and services shall be set forth in a formal agreement between



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the parties, shall specifically define the scope of work, specifically define the funding source or funding share for each participant, and shall be incorporated as an amendment' to this AGREEMENT.

4.0 LA SAFE RESPONSIBILITIES

LA SAFE will be responsible for the overall development, deployment, operation, maintenance, administration, management, planning and funding of the SoCal 511 program and system. Specific responsibilities shall include but, are not limited to:

- Program management and administration;
- Program systems management;
- Program operations and maintenance;
- Contract administration and management;
- Program and systems development and enhancements;
- Strategic planning and implementation;
- Funding;
- Intra-regional systems interoperability,
- Program communications coordination;
- Regional marketing;
- Regional coordination; and
- Statewide and national coordination

5.0 PARTICIPATING AGENCY RESPONSIBILITIES

Participating agencies are responsible for coordinating, managing and representing their county in the development, deployment, operation and management of the SoCal 511 program that specifically relates to their county, its area of responsibility. Specifically, each participating agency is responsible for.

- Coordinating with their county agencies, municipalities, and interested parties in the development and use of SoCal 511;
- Participating Agency approved marketing, outreach and communications efforts within their county in support of SoCal 511;
- Facilitating the discussion of SoCal 511 for and within their county,



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- Identifying and describing to LA SAFE any Participating Agency desired enhancements to SoCal 511;
- Support and participation in the overall development, operation, maintenance and management of SoCal 511 for their county; and
- Funding for enhancement and maintenance specific to their county and/or other costs agreed upon in advance by the participating agencies and amended into this AGREEMENT.

6.0 JOINT RESPONSIBILITIES

LA SAFE and participating agencies agree to collective and cooperative efforts in support of SoCal 511. Such efforts include, but are not limited to:

- Promoting and improving traveler mobility throughout the regions thru the use of SoCal 511;
- Collaborating on joint funding opportunities;
- Coordinating regional SoCal 511 marketing and outreach activities.

7.0 KEY PERSONNEL

LA SAFE: Iain C. Fairweather
Senior Manager, LA SAFE
Los Angeles County Services Authority for Freeway Emergencies
213.418-3377
fairweatheri@metro.net

OCTA: Patrick Sampson
Manager of Motorist Services and Taxi Administration
Orange County Transportation Authority
(714) 560-5425
psampson@octa.net



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SBCTA: Kelly Lynn
Chief of Air Quality & Mobility Programs
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
909.884.8276
klynn@gosbcta.com

RCTC Brian Cunanan
Commuter and Motorist Assistance Manager
4080 Lemon St,
Riverside, CA 92501
(951) 787-7943
bcunanan@RCTC.org

8.0 FUNDING

LA SAFE assumes primary responsibility for the funding of the development and operation of SoCal 511. All costs associated with the development and deployment of the baseline SoCal 511, as defined in Contract No. 06SAFE035, shall be fully borne by LA SAFE.

Any funding to be provided by the participating agencies in support of SoCal 511 shall be limited to actions that are directly related to the operational use, enhancement or expansion of SoCal 511 for their county.

Funding by participating agencies of any SoCal 511 services shall be amended into this AGREEMENT before the participating agency incurs any costs associated with SoCal 511. Such amendments shall specifically identify the types of costs to be incurred and paid by the participating agency, services to be received related to those costs, and the



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specific methodology for assigning such costs to the participating agencies. Use of any participating agency funds in support of SoCal 511 shall be restricted pursuant to the adopted amendments, and shall be subject to the audit provisions of this AGREEMENT.

DRAFT

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2019/20 and Related Memorandum of Understanding and of the Funding Agreement for the Southern California Optimized Rail Expansion Program for the Riverside Downtown Station Expansion Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a report on the Commission's portion of the Fiscal Year 2019/20 Southern California Regional Rail Authority (SCRRA) operating and capital budget;
- 2) Approve the FY 2019/20 SCRRA operating and capital budget, which results in a total operating and capital subsidy of \$23,475,203 from the Commission;
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 19-25-078-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 4) Authorize the Executive Director to finalize and execute Agreement No. 19-33-082-00 for the Southern California Optimized Rail Expansion (SCORE) Program Cooperative Agreement for the Riverside - Downtown Station Expansion Project.

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. By virtue of the SCRRA Joint Powers Agreement (JPA), the five member agencies that comprise Metrolink must formally commit to fund their proportionate shares of commuter rail operating and capital costs. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board, no later than June 30, 2019. Service and funding levels are limited by the policy and budget constraints of the member agencies and are negotiated each year.

All of the financial information in this staff report is incorporated into the Commission's overall budget; however, in order to comply with the provisions of the JPA, a separate Commission action to adopt the budget is required. The overall amount the Commission will provide to SCRRA is a combination of the following:

Subsidy Type	Amount
Operating subsidy	\$ 21,284,172
Rehabilitation capital expenditure subsidy	1,689,261
New capital subsidy	501,770
Total	\$ 23,475,203

The remainder of this staff report will provide the details that comprise the budget.

Fiscal Year 2018/19 Metrolink Review

The following is a review of Metrolink's FY 2018/19 activities:

- Celebrated its 26th year of operations;
- Completed the third year of operations for the 91/Perris Valley Line (91/PVL) — a 24-mile extension of the 91 Line that connects the Perris Valley area and Riverside;
- Established an ongoing discount fare program to further enhance 91/PVL ridership;
- Operated positive train control (PTC) on all of the SCRRA-maintained tracks and began implementation on shared tracks with the freight railroads;
- Continued growth of mobile ticketing with smartphones and added optic readers to allow for easy connections to the Metro light rail network;
- Received delivery of 25 Tier 4 locomotives and initiated testing with 15 of units in service and 10 conditionally accepted;
- Operated an extremely successful 2018 Festival of Lights special train season, as well as Rams Football trains and Angel Express trains;
- Hired a new CEO and commenced a reorganization effort; and
- Held a successful Free Ride - Earth Day Promotion with high ridership gains.

Fiscal Year 2019/20 Looking Forward

Looking ahead to FY 2019/20, Metrolink intends to:

- Continue to prioritize safety;
- Actively pursue ways to develop a strong customer focus and generate ridership on all routes including the 91/PVL;
- Initiate expanded service on 91/PVL both for weekday and new weekend service from the Perris - South station;
- Award a bundled contract for operations that could extend 18 years with options and cost upwards of \$3 billion;
- Replace ticket vending machines with a new network that continues to accept cash payments;
- Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars and replacing aging locomotives; and

- Continue implementing the PTC program system-wide in coordination with the freight railroads.

Riverside County Service Impact Proposed for Fiscal Year 2019/20

Three Metrolink commuter rail lines traverse Riverside County – the Riverside Line, the Inland Empire-Orange County or IEOC Line, and the 91/PVL Line. With the expanded 91/PVL Line service, the Commission has seen steady growth since operations began in June 2016 and continues to offer fare promotions and marketing efforts to build the ridership base. New service is scheduled to begin in October 2019 that will add additional trains that currently stop in Riverside and have them continue to Los Angeles as well as have the current weekend trains that start in Riverside begin their trip out of Perris - South station. The operating plan also includes the special trains for the Angels Express, Rams Trains and Festival of Lights service.

The operating and maintenance costs for the nine Commission-owned commuter rail stations, while not included in the SCRRA budget, are included in the Commission's overall budget under the Rail Department and are funded primarily with 2009 Measure A Western Riverside County (Western County) public transit-rail funds.

Commission's Fiscal Year 2019/20 Operating Subsidy Obligation

Metrolink's overall proposed budget information for the entire system assumes no fare increases and added expenses being passed on directly to the member agencies in the form of higher subsidies. The FY 2019/20 SCRRA preliminary operating budget is \$262,869,000, which is attached. The five county transportation commissions that comprise Metrolink will fund \$157,445,000 in subsidies which is 59.9 percent of expenses. All the member agencies have expressed concern about the sustainability of such a large annual subsidy for the service. Additional vigilance will be required going forward so as to control costs and reduce stress on the member agency budgets.

The Commission will have the responsibility to provide \$21,284,172 for operations and maintenance of way, which represents a \$1,624,467 increase or 8.3 percent over the FY 2018/19 SCRRA budget.

Traditionally, the Metrolink subsidy as well as the operations and maintenance costs for the initial five Commission-owned commuter rail stations were entirely funded with state Local Transportation Fund (LTF) revenues allocated for rail operations. However, for the fifth consecutive year, the Commission will be forced to dip into LTF rail fund reserves to cover the Metrolink subsidies. For example, the current FY 2019/20 LTF revenue projection for rail is \$14,252,000 or 67 percent of the required Metrolink operating subsidy. With the anticipated rate of spending, the LTF rail fund reserves that have been building for many years are estimated to be exhausted within the next few years. As noted previously, operations and maintenance costs for the current nine Commission-owned commuter rail stations will be funded primarily with 2009 Measure A Western County public transit-rail funds due to the lack of sufficient annual LTF funds.

Commission's Fiscal Year 2019/20 Capital Contribution

In prior years, staff executed multiple grants for Federal Transit Administration (FTA) Section 5307, 5309, and 5337 funds that provide ongoing funding for SCRRRA capital programs over several years. These FTA grant funds pass through the Commission as the direct recipient and SCRRRA as the subrecipient. These funds will be used for various projects including rehabilitation and renovation of rolling stock and track projects, ticket vending machine upgrades, maintenance of way technology, and layover facility improvements.

Per SCRRRA's annual budget request, the Commission's capital rehabilitation and renovation obligation for FY 2019/20 is \$1,689,261. In addition, there is a request for \$501,770 for new capital projects. The Commission's total rehabilitation and new capital subsidy uses a portion of the FTA Section 5309 and 5337 funds. The SCRRRA Capital Budget plan is based on formula shares by each member agency; the Commission's share will be lowered if matching agency funds are not available.

In addition to the specific SCRRRA budget requests, the Commission is pursuing a couple of multi-year capital projects utilizing the FTA Section 5307, 5309, and 5337 grant funds already allocated. These include expansion of the Riverside - Downtown Layover Facility, design of additional tracks and platform as part of a Riverside - Downtown Station Expansion Project, and additional track improvements on the corridor. It is estimated these projects will be completed over the next several years and will directly improve rail service within Riverside County. Costs for these projects are included in the Commission's annual budget.

As part of the expansion of the Riverside - Downtown Station Expansion Project, staff recommends that the Commission authorize the Executive Director to enter into a cooperative agreement with SCRRRA for reimbursements to the Commission for the project development phase and final design costs in the amount of \$5,317,000. SCRRRA was awarded \$763.7 million for its SCORE Program through the state's Transit and Intercity Rail Capital Program (TIRCP). The SCORE Program includes significant capital investments to improve the frequency and performance of rail services throughout the region over the next 10 years. Included in the award is \$14,491,000 for the Riverside - Downtown Station Expansion project, which includes, in addition to the funding for environmental and design, \$9,174,000 for construction, which will be covered in a subsequent cooperative agreement. The Commission will be the lead agency for the Project. The proposed project would add an additional platform and tracks on the east side of the station, along with a connecting pedestrian overcrossing structure as outlined on the attached Project Location Map (Attachment 4). The project could also include other improvements such as expanded parking; the exact scope will be determined through the environmental process. Total project cost is currently estimated at \$26 - \$32 million, excluding right of way. Other funding sources such as FTA Section 5307 and State Transit Assistance funds will be used to fully fund the project.

Staff anticipates that the project approval and environmental document phase will begin this summer. The project will require an Environmental Impact Report and Environmental Impact

Statement due to the involvement of a historic structure. The environmental process is anticipated to take 24-36 months.

Summary Financial Subsidy Impact to Commission

The SCRRRA-proposed Commission operating subsidy of \$21,284,172, which represents 8.1 percent of the \$262,869,000 SCRRRA operating budget, will be funded with LTF funds for all operations and federal Congestion Mitigation and Air Quality (CMAQ) funds for PVL operations. The total new capital and rehabilitation project subsidies of up to \$2.2 million will be funded with FTA grant funds that will pass through the Commission.

The Commission's total subsidy of \$23,475,203 related to the FY 2018/19 SCRRRA budget is significant and reflects a steady increase on a year-to-year basis. Future rail expansion projects in Riverside County will likely require similar funding increases, and SCRRRA will continue to face obligations to upgrade its equipment to meet new emissions reduction requirements and safety needs. The Commission's FY 2019/20 budget includes the \$23,475,203 SCRRRA subsidy in various budget categories. In addition to approving the Commission's portion of SCRRRA-requested subsidies for FY 2019/20 operations and capital needs, staff recommends approval of Agreement 19-25-078-00 with SCRRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding.

Financial Information for SCRRRA Budget Subsidy					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$23,475,203
Source of Funds:	LTF Western County rail funds and CMAQ Grants (Operations); FTA Section 5307, 5309, and 5337 (Capital)			Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 103 25 86101			\$	12,000,000
	004000 86101 103 25 86101			\$	275,203
	034198 86101 103 25 86101			\$	9,000,000
	004017 86102 265 33 86102			\$	2,200,000
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2019

Financial Information for SCORE Project MOU					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21+	Amount:	\$ 549,000 \$5,068,000
Source of Funds:	State TIRCP reimbursements passed through from SCRRRA			Budget Adjustment:	No N/A
GL/Project Accounting No.:	004027 416 41608 0000 265 33 41204				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2019

Attachments:

- 1) SCRRRA Preliminary FY 2019/20 Budget
- 2) Draft Agreement No. 19-25-078-00 for FY 2019/20 SCRRRA Funding
- 3) Draft Agreement No. 19-33-082-00 Cooperative Agreement for the Riverside Downtown Station Expansion Project
- 4) Project Location Map

**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

May 1, 2019

TO: Darrell Johnson, Chief Executive Officer, OCTA
 Darren Kettle, Executive Director, VCTC
 Anne Mayer, Executive Director, RCTC
 Phil Washington, Chief Executive Officer, Metro
 Dr. Raymond Wolfe, Executive Director, SBCTA

FROM: Stephanie Wiggins, Chief Executive Officer, SCRRA *SW*

SUBJECT: SCRRA Proposed FY2019-20 Budget

On April 26, 2019, the SCRRA Board of Directors authorized the transmittal of the SCRRA Proposed FY2019-20 (FY20) Budget to its Member Agencies for their consideration and adoption. The Board also authorized transmission of Forecast Budgets for FY21, FY22, FY23 and FY24 for Member Agency consideration and programming. Attached for your review is a copy of the April 26 board report. We are scheduled to present the FY20 Budget to the SCRRA Board for adoption on June 14, 2019.

Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides more of a long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Thank you for your ongoing support and active participation in the development of the FY20 Proposed Budget. SCRRA staff remain available to address any questions you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2019. If you have comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.



TRANSMITTAL DATE: April 22, 2019

MEETING DATE: April 26, 2019 **ITEM 24**

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Proposed Fiscal Year 2019-20 Budget and Four-Year Forecast

Issue

The Authority is required, under the Joint Exercise of Powers Agreement, to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (effective July 1, the start of the fiscal year) for individual agency consideration and approval.

Recommendation

It is recommended that the Board approve the transmittal of the:

- 1) Proposed Fiscal Year 2019-20 (FY20) Budget to its Member Agencies not later than May 1, for their consideration and adoption as required in the Joint Powers Agreement, and
- 2) Proposed forecast for the fiscal years 2021 through 2024 as reflected in the four-year forecast be transmitted to the Member Agencies for their consideration and programming.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides a more long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Background

The FY20 budget development process began in August 2018 with a Budget Kick-off Meeting attended by over 50 employees. Budget requests were compiled and submitted

by all Cost Center managers. Budget division staff subsequently analyzed and reviewed the requests with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority,
- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of safety, fiscal sustainability and operational efficiency.

These internal meetings began in October 2018 and concluded by mid-January 2019.

The FY20 Proposed Budget for Operations and the Capital Program (Rehabilitation/New Capital) was reviewed with the Technical Advisory Committee (TAC) members on December 11, 2018, and with the newly formed Member Agency Advisory Committee (MAAC) meetings on February 19, 2019, and March 15, 2019.

An overview of the FY20 Proposed Budget for Operations and Rehabilitation/New Capital (FY20 Proposed Budget) detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agency Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of February and March 2019. During these individual telephonic meetings, substantive agreement was reached on concurrence with the Operating portion of the FY20 Proposed Budget as it would be presented at the Board Workshop on March 22, 2019. General agreement was reached with most of the Member Agencies regarding the funding level for the FY20 Capital Program, and productive conversations continued the day of the Budget Workshop and several days following.

Foundation for FY20 Proposed Budget

The FY20 Proposed Budget provides funding to achieve the following:

- Increase ridership and revenue, thereby reducing the reliance on operating subsidies from our Member Agencies;
 - ✓ Attracting new riders through Marketing activities, brand awareness, raising the recommendation score.
 - ✓ Retaining current riders, through the improvement of on-time performance, and train reliability, comfort and convenience.
- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts;
- Increase of Farebox Revenue through advertising efforts;

- Contract Bundling to improve overall efficiencies, achieve greater accountability, and streamline contract administration.
- Enhance customer experience and loyalty through:
 - ✓ A customer loyalty program
 - ✓ Continuing improvements to the mobile ticketing application and a modernized ticket vending system;
- Invest in existing assets to maintain a state of good repair by:
 - ✓ Funding critical rehabilitation projects,
 - ✓ Improving processes to accelerate project delivery

The achievement of these goals is closely tied to maintaining our rolling-stock, equipment and structures in a state of good repair.

Board Budget Workshop

At the March 22, 2019 Budget Workshop, staff presented the FY20 Proposed Budget to the Board. At the Budget Workshop, Metrolink staff provided an overview of current year accomplishments and then focused on new initiatives reflected in the FY20 Budget consistent with the CEO's vision. The vision reflects the central focus of customer-first, supported by the pillars of Safety and Security, an Integrated System, and Modernized Business Practices. At that meeting, suggestions and inquiries were brought forward:

- In the Operations Budget:
 - ✓ Staffing Needs for Government Relations
 - Based upon feedback at the Workshop, the CEO has determined that the additional Government Relations FTE request can be accommodated by repurposing an existing vacancy. Therefore, the new FTE request is withdrawn.
 - ✓ Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday from April 6, 2020 to October 5, 2020. (Only that portion April 6, 2020 through June 30, 2020 is included in the FY20 Operating Budget)
 - ✓ Revisions to the Special Trains to reallocate expense where Members wished to share costs
 - Changes in total reduced the Special Train Revenue by \$0.1m, reduced Expense by \$0.1m, making these changes Subsidy neutral.
 - ✓ Marketing Budget Needs
 - Board members inquired as to why the investment in marketing was decreasing so drastically. This was due to the one-time investment of \$3.9m in FY19, which is not included in FY20. Staff mentioned there would be some residual impacts from the marketing investment in FY20. Staff also mentioned that ridership had not increased, but that revenue was close to neutral despite a decrease in Inland Empire riders due to on-time

performance issues on the Riverside and IE-OC Lines because the marketing investment had helped to offset declines. Staff would like more time to review the continued results of the current marketing investment before requesting an additional investment. If warranted, we would bring forth as a FY20 Budget Amendment.

- In the Capital Program:
 - ✓ Substitution of the Riverside Switch for the deferral of two projects – Emergency Support Vehicles and Automatic Equipment Identification scanners and the conversion of two others to Engineering studies. This action was taken as a result of immediate on-time performance benefits of the switch.
- High Speed Rail Funding for Bookend Projects
 - ✓ Staff provided the information that total funding for High Speed Rail Bookend Projects statewide is \$1.1 billion. Of that amount, \$500 million was assigned to Southern California. Two of the projects that were included in the MOU between a coalition of Southern California agencies and the High Speed Rail Authority (the Southern California MOU) were funded with the \$500 million – \$76.7M was assigned to the Rosecrans-Marquardt Grade Separation (which supports more capacity for the Orange County and 91/PV Lines) and \$423.3m was assigned to the Link US project which has a systemwide relationship to six of seven Metrolink lines and will enable operation of lines to be linked at Union Station with “through service”. Opportunities to work with the state and the high-speed rail authority will continue to be pursued to advance other projects in the Southern California MOU and in the SCORE program more broadly.

Subsequent to the Budget Workshop, changes were made to the Operating Budget to include new service on the Ventura Line and changes to the Special Trains which created a net increase to Member Operating Subsidies of \$0.07M. Changes were also made to the Capital Program. The Rehabilitation budget for Metro was reduced by \$21.0M, as a result of funding capacity. This reduction affected only Line Specific Projects on the Valley subdivision and the Ventura-LA County subdivision. With respect to New Capital, a decision to reprioritize projects created a reduction of \$1.01M.

FY20 Operating Budget

The following table presents two blocks of columns. The first, *Budget Workshop* depicts the FY20 Proposed Operating Budget, as presented to the Board on March 22, 2019. The second block of columns, *FY20 Revised* depicts the effect of the subsequent revisions on revenues, expenditures and operating subsidies as result of that meeting.

	Budget Workshop				FY20 Revised				
(\$ millions)	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Revenues	100.8	105.5	4.7	4.6%	105.4	-0.07	0.1%	4.6	4.6%
Expenditures	251.4	262.9	11.5	4.6%	262.9	0.01	0.0%	11.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

Revised Operating Subsidy by Member Agency:

	Budget Workshop				FY20 Revised				
(\$ millions)	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Metro	75.1	77.9	2.8	3.8%	78.0	0.05	0.1%	2.9	3.8%
OCTA	29.4	30.4	1.0	3.3%	30.3	-0.07	-0.2%	0.9	3.0%
RCTC	19.7	21.2	1.6	8.0%	21.3	0.05	0.2%	1.6	8.3%
SBCTA	16.1	17.1	1.0	6.4%	17.2	0.01	0.0%	1.0	6.5%
VCTC	10.3	10.7	0.4	4.2%	10.7	0.04	0.4%	0.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

FY20 Capital Program - Rehabilitation

During the months of November and December 2018, and January of 2019, staff met with the Member Agencies both jointly and individually to review the requested projects for FY20.

During these meetings, staff provided an overview of the call for projects process stating that the Metrolink Rehabilitation Plan (MRP) forms the basis for the amounts presented. Staff described the process for the ranking and prioritization of projects, and the optimization of the fiscal request from the Member Agencies that ensures fulfillment of the Authority's strategic goals through annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

The forecast for Rehabilitation requirements over the next five fiscal years is shown below:

Life of Project Basis Rehabilitation

FY2019-20	\$ 63.7m	Request/Adopt
FY2020-21	\$161.1m	Forecast/Program
FY2021-22	\$213.1m	Forecast/Program
FY2022-23	\$217.6m	Forecast/Program
FY2023-24	\$222.1m	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - REHABILITATION						
CASH BASIS						
	CASH OUTLAY					
(\$ millions)	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	3.1	-	-	-	-	3.1
FY2020-21	21.6	8.1	-	-	-	29.7
FY2021-22	18.7	56.4	10.7	-	-	85.8
FY2022-23	20.4	40.3	74.6	10.9	-	146.1
FY2023-24	-	56.4	53.3	76.1	11.1	196.9
FY2024-25	-	-	74.6	54.4	77.7	206.7
FY2025-26	-	-	-	76.1	55.5	131.7
FY2026-27	-	-	-	-	77.7	77.7
Total	\$ 63.7	\$ 161.1	\$ 213.1	\$ 217.6	\$ 222.1	\$ 877.6

Does not include cashflow generated by projects approved in prior years.

FY20 Capital Program - New Capital

Staff met during December 2018 and January 2019 to determine projects to be recommended for New Capital in FY20. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation projects described above. The Proposed New Capital Budget was revised after the presentation at the March 22, 2019 Budget Workshop. In March 15, 2019 MAAC meeting it was determined that the Power Switch at Riverside Downtown station was a higher priority project due to the immediate on-time performance benefits and project readiness. Therefore, other projects were deferred to allow the Switch project's inclusion. Additionally, it was determined that the higher priority need of

two Engineering Studies was included to determine the scope and budget for future capital investments of the locomotive overhauls and modernization needs of the EMF and CMF.

The forecast for New Capital requests over the next five fiscal years is shown below:

Life of Project Basis New Capital

FY2019-20	\$ 3.0m Request/Adopt
FY2020-21	\$ 30.6m Forecast/Program
FY2021-22	\$144.8m Forecast/Program
FY2022-23	\$ 86.6m Forecast/Program
FY2023-24	\$ 57.2m Forecast/Program

Completion of New Capital Projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - NEW CAPITAL						
CASH BASIS						
	CASH OUTLAY					
(\$ millions)	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	0.1	-	-	-	-	0.1
FY2020-21	0.7	1.5	-	-	-	2.3
FY2021-22	1.2	10.7	7.2	-	-	19.2
FY2022-23	1.0	7.7	50.7	4.3	-	63.7
FY2023-24	-	10.7	36.2	30.3	2.9	80.1
FY2024-25	-	-	50.7	21.6	20.0	92.3
FY2025-26	-	-	-	30.3	14.3	44.6
FY2026-27	-	-	-	-	20.0	20.0
Total	\$ 3.0	\$ 30.6	\$ 144.8	\$ 86.6	\$ 57.2	\$ 322.2

Does not include cashflow generated by projects approved in prior years

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Funding of Capital Program

Member Agencies provide funding in two different modes:

- ✓ One mode is on a Life of Project basis with the commitment of grant funds;
- ✓ the other is on a Cash Basis

The FY20 Capital Program presented during our Budget Workshop totaled \$87.8m. In the weeks following the budget workshop, staff has received funding commitments that allow us to maximize the available funding from all 5 Member Agencies. On this basis, we will be recommending that the board adopt a revised FY20 Capital Program (Rehabilitation/New Capital) Budget totaling \$66.8M.

FY20 Budget - Overall Summary

The FY20 Proposed Budget for Metrolink includes new budgetary authority of \$329.7M. The Proposed Budget consists of Operating Budget authority of \$262.9M, an increase of 4.6% as compared to the FY19 Adopted Budget. Capital Program authority totals \$66.8M; \$63.7M for Rehabilitation Projects, and \$3.1M for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$159.3M, and carryover of New Capital Projects approved in prior years is \$36.0M. Capital Program amounts in this document refer to Member Agency requested commitments only. Other funding sources which include BNSF, UPPR and staff direct grants are not reflected in this document since they do not require Member Agency Board action. Staff will communicate to both BNSF and UPPR under the Capital Project requirements for their proportionate share of any related Capital Project(s) as required.

FY20 Operating Budget

Changed Budget Assumptions

The FY20 Proposed Budget does not include any proposed increase to the base fare structure. The FY20 Proposed Budget includes increased service for a total of 3.0 million service miles through the operation of 175 weekday trains and 92 weekend trains. Increases in service are included for the San Bernardino, 91/PVL, Orange County and Ventura Lines. Special Trains, previously Third-Party Agreements have been included in the Operating Budget. Five new positions are being requested; two in Train Operations, two in Maintenance of Way/Capital, one in Administration.

Operating Budget Summary

The Operating Revenues reflect a projected net increase of \$4.6M or 4.6% from FY19. The year over year changes are detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$11.5M or 4.6% increase from FY19. Details of the year over year change are explained below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total

\$105.4M for FY20, an increase of \$4.6M or 4.6% compared to the FY19 Adopted Budget.

Farebox Revenues, the largest component of the operating revenue of the budget, are projected at \$90.0M, an increase \$4.3M or 5.1% compared to the FY19 Adopted Budget.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The FY20 Dispatch Revenue projection of \$2.2M estimates an increase of \$52k or 2.5% from the FY19 Adopted Budget. The FY20 MOW Revenues are projected to increase \$0.5M or 3.6%.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY20 Proposed Budget for expenditures related to Train Operations is \$153.6M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY20 proposed budgeted amount for expenditures related to MOW is \$47.0M.

Administration and Services include internal expenditures related to Train Operations. The FY20 Proposed Budget for expenditures related to Administration & Services is \$48.1M.

The Category of Insurance and Legal is \$14.2M for the FY20 Proposed Budget.

Overall, the total FY20 Proposed Budgeted for expenditures have increased from the FY19 Adopted Budget by \$11.5M or 4.6%. The components of this change are as described below.

- Total Train Operations have increased by \$1.3M. The primary drivers of this increase are:
 - ✓ Fuel costs are higher by \$2.9M due to higher diesel prices;
 - ✓ Train Operations Services have increased \$1.8M;
 - ✓ Rail Agreements increased by \$1.0M;
 - ✓ Special Trains were added to the Operating Budget (previously TPA) for \$0.8M;
 - ✓ TVD Maintenance increased by \$0.6M;
 - ✓ Other increased by \$0.2M;

- ✓ Equipment Maintenance decreased by \$1.2M due to reduced material for Rolling Stock repairs;
- ✓ Transfers to Other Operators decreased by \$1.2M;
- ✓ Marketing decreased by \$3.6M due to the one-time marketing program in FY19.
- MOW has increased by \$5.7M primarily as a result of:
 - ✓ Changes to Salaries & Benefits previously charged to Capital Projects \$1.8M;
 - ✓ Change in ICAP calculation which transferred \$1.5M from Capital Projects to the Operations Budget;
 - ✓ Signal Maintenance (MEC) increase of \$1.0M;
 - ✓ Track Maintenance (VTMI) increase of \$0.9M;
 - ✓ Consulting increase of \$0.5M.
- Administration and Services have increased by \$7.0M. The primary drivers of this increase are:
 - ✓ Overhead increased \$1.9M due to a correction to last year's projection of Other Post-Employment Benefits (OPEB) of \$0.8M and increase to this year OPEB of \$0.4m, and an increase of \$0.6M for office rental;
 - ✓ Amounts associated with our Indirect Cost Allocation Plan (ICAP) previously charged to Capital projects caused an increase of \$1.7M:
 - ✓ DBE consultants for \$1.2M previously charged to Capital projects;
 - ✓ PTC maintenance and support increase of \$0.9M;
 - ✓ Change to Salaries & Fringe \$0.8M;
 - ✓ Information Technology increases \$0.3M;
 - ✓ Engineering Consultants increase \$0.2M.
- Total Insurance expense decreased by \$2.5M.
 - ✓ Insurance premiums lower by \$0.5M;
 - ✓ Decrease as a result of a change in the projected claim liability of \$3.0M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The Revised FY20 Proposed Budget estimates total Member Agency contributions to equal \$157.4M, an increase of \$6.9M or 4.6% more than the FY19 Budget.
- A year over year comparison of net operating subsidy by Member Agency is presented in Attachment E. In response to Member Agency requests, this schedule reflects the FY20 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Budget

Carryover from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as "Carryovers" because their uncompleted balance moves forward to the following year. Projects authorized in prior years but "carried over" total \$159.3M for Rehabilitation and \$36.0m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY20 was identified as necessary investments to maintain a state-of-good repair. These projects total \$63.7m and are represented in detail in Attachment H.

The total Rehabilitation Program by asset type includes:

ASSET TYPE	TOTAL
Communications	\$ 2.4m
Facilities	3.1m
Non-Revenue Fleet	4.1m
Rolling Stock	2.9m
Signals	13.5m
Structures	7.2m
Track	30.5m
	<u>\$63.7m</u>

New Capital

The New Capital authorization request for FY20 was identified as necessary for safe and efficient rail operations. These projects total \$3.0m and are shown in detail in Attachment I.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Operating as described:

- **Attachment A – FY20 Proposed Operating Budget** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages.
- **Attachment B – Historical Actual and Budgeted Operating Statements.** Actual Operating expense for FY16, FY17 & FY18, Adopted Operating Budget for FY19 and Proposed Operating Budget for FY20, with a variance comparison between FY19 Adopted Budget and FY20 Proposed Budget.
- **Attachment C – FY20 Proposed Operating Budget by Member Agency**
- **Attachment D – FY20 Proposed Operating Budget by Line**
- **Attachment E – FY20 Budgeted Operating Subsidy – FY20 Proposed Budget** Operating Subsidies by Member Agency presented in whole dollars, with comparisons to FY19 Adopted Budget.

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Capital Program as described:

- **Attachment F – FY20 Rehabilitation Carryover Projects-** Details ongoing Rehabilitation Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment G – FY20 New Capital Carryover Projects** - Details ongoing New Capital Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment H – FY20 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I – FY20 Proposed New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.

Operating Budget Forecasts for FY21, FY22, FY23 and FY24

Upon approval by the Board, the FY20 Proposed Budget will be transmitted to Member Agencies for consideration and adoption. FY21, FY22, FY23 and FY24 forecasted budgets will also be transmitted to the Member Agencies for consideration and

programming. The four-year forecasts will only be considered for adoption individually during the applicable year.

The Attachments -Operating Budget Forecasts for FY21, FY22, FY23, FY24

- **Attachment J – FY21 Forecasted Operating Budget**
- **Attachment K – FY22 Forecasted Operating Budget**
- **Attachment L – FY23 Forecasted Operating Budget**
- **Attachment M – FY24 Forecasted Operating Budget**

The assumptions reflected in the FY21, FY22, FY23 and FY24 Forecasted Operating Budgets are based on contractual escalators and other known changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

April – May, 2019	Staff present at Member Agencies' Committee and Board meetings as requested
June 14, 2019	FY20 Proposed Budget to Board for Adoption

Budget Impact

There is no budgetary impact as a result of this report. Approval to transmit the Proposed Budget to the Member Agencies for review and adoption is the next step in the FY20 Budget Development process. The FY20 Proposed Budget will then be presented to this Board for review and adoption at the June 14, 2019 meeting. Any actions taken by our Member Agencies prior to that meeting will be reported.

From a public service viewpoint Metrolink is simply the best investment to reduce freeway traffic and improve air quality in Southern California. Because 85% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.

Prepared by: Christine Wilson, Senior Manager Finance



Ronnie Campbell
Chief Financial Officer

FY 20 Proposed Operating Budget

ATTACHMENT A

(\$000's)	FY 18-19	FY 19-20	Variance	
	Adopted Budget	Proposed Budget	FY20 Proposed vs FY19 Adopted \$ Variance	% Variance
Operating Revenue				
Farebox Revenue	82,904	87,739	4,835	5.8%
Special Trains	-	219	219	n/a
Fare Reduction Subsidy	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,172	52	2.5%
Other Revenues	490	257	(233)	-47.5%
MOW Revenues	12,561	13,011	450	3.6%
Total Operating Revenue	100,806	105,423	4,617	4.6%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	46,872	48,733	1,861	4.0%
Equipment Maintenance	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)	-	-	-	n/a
Fuel	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,684	1,749	65	3.9%
Other Operating Train Services	482	977	495	102.7%
Special Trains		793	793	n/a
Rolling Stock Lease	336	230	(106)	-31.4%
Security - Sheriff	5,889	6,095	206	3.5%
Security - Guards	2,450	2,552	102	4.2%
Supplemental Additional Security	690	660	(30)	-4.3%
Public Safety Program	389	421	32	8.2%
Passenger Relations	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	9,055	9,652	597	6.6%
Marketing	5,380	1,769	(3,610)	-67.1%
Media & External Communications	458	459		0.1%
Utilities/Leases	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	2,400	2,400	-	0.0%
Station Maintenance	1,806	2,230	425	23.5%
Rail Agreements	5,400	6,362	963	17.8%
Subtotal Operations & Services	152,129	153,404	1,276	0.8%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	591	712	121	20.6%
Subtotal Maintenance-of-Way	41,301	46,966	5,665	13.7%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	17,096	20,755	3,659	21.4%
Ops Professional Services	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	204	200	(4)	-2.0%
Total Operating Expenses	234,727	248,710	13,984	6.0%
Insurance and Legal				
Liability/Property/Auto	11,418	11,906	488	4.3%
Net Claims / SI	4,000	1,000	(3,000)	-75.0%
Claims Administration	1,211	1,252	41	3.4%
Net Insurance and Legal	16,629	14,158	(2,471)	-14.9%
TOTAL EXPENSE	251,356	262,869	11,512	4.6%
Net Loss	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	-	-	-	n/a

Numbers may not foot due to rounding.

Historical Actual and Budgeted Operating Statements

ATTACHMENT B

(\$000's)	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY19-20 Proposed Budget vs. FY18-19 Adopted Budget	
	Actual	Actual	Actual	Adopted Budget	Proposed Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,652	82,883	82,542	82,904	87,739	4,835	5.8%
Special Trains	-	-	-	-	219	219	n/a
Fare Reduction Subsidy	873	490	157	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	84,524	83,373	82,699	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,016	2,133	2,120	2,172	52	2.5%
Other Revenues	429	762	463	490	257	(233)	-47.5%
MOW Revenues	12,434	12,384	12,789	12,561	13,011	450	3.6%
Total Operating Revenue	99,507	98,535	98,084	100,806	105,423	4,617	4.6%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,887	41,616	42,116	46,872	48,733	1,861	4.0%
Equipment Maintenance	33,751	35,422	34,242	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)				-	-	-	n/a
Fuel	17,381	18,207	17,577	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	136	1	56	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,149	1,475	1,493	1,684	1,749	65	3.9%
Other Operating Train Services	239	449	722	482	977	495	102.7%
Special Trains					793	793	n/a
Rolling Stock Lease	638	230	11	336	230	(106)	-31.4%
Security - Sheriff	4,912	5,511	5,662	5,889	6,095	206	3.5%
Security - Guards	1,685	1,283	1,931	2,450	2,552	102	4.2%
Supplemental Additional Security	-	520	227	690	660	(30)	-4.3%
Public Safety Program	217	203	193	389	421	32	8.2%
Passenger Relations	1,748	1,868	1,723	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	6,554	7,934	8,188	9,055	9,652	597	6.6%
Marketing	1,137	716	1,307	5,380	1,769	(3,610)	-67.1%
Media & External Communications	343	249	320	458	459		0.1%
Utilities/Leases	2,046	2,614	2,804	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,488	6,003	3,818	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	1,287	1,307	1,678	2,400	2,400	-	0.0%
Station Maintenance	1,418	1,196	1,575	1,806	2,230	425	23.5%
Rail Agreements	5,207	5,155	4,938	5,400	6,362	963	17.8%
Subtotal Operations & Services	128,223	131,960	130,582	152,129	153,404	1,276	0.8%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,936	37,355	42,411	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	1,518	1,260	594	591	712	121	20.6%
Subtotal Maintenance-of-Way	39,453	38,615	43,005	41,301	46,966	5,665	13.7%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	12,892	13,808	12,507	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	5,322	5,046	5,890	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	12,417	14,090	19,333	17,096	20,755	3,659	21.4%
Ops Professional Services	2,019	1,963	2,687	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	32,651	34,907	40,417	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	47	2	15	204	200	(4)	-2.0%
Total Operating Expenses	200,374	205,484	214,019	234,727	248,710	13,984	6.0%
Insurance and Legal							
Liability/Property/Auto	11,634	11,061	9,748	11,418	11,906	488	4.3%
Net Claims / SI	3,855	5,115	8,551	4,000	1,000	(3,000)	-75.0%
Claims Administration	421	704	585	1,211	1,252	41	3.4%
Net Insurance and Legal	15,909	16,880	18,883	16,629	14,158	(2,471)	-14.9%
Total Expense Before BNSF	216,283	222,364	232,902	251,356	262,869	11,512	4.6%
Loss Before BNSF	(116,776)	(123,829)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
Member Subsidies							
Operations	109,003	119,148	124,736	133,920	143,287	9,367	7.0%
Insurance	18,079	16,787	17,663	16,629	14,158	(2,471)	-14.9%
Total Member Subsidies	127,082	135,934	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit) Before BNSF	10,306	12,106	7,581				
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	10,397	5,669	-	-	-	-	n/a
Member BNSF Lease Subsidies	11,545	6,055	-	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	1,148	386	-	-	-	-	n/a
TOTAL EXPENSE	226,680	228,032	232,902	251,356	262,869	11,512	4.6%
Net Loss	(127,173)	(129,498)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	138,627	141,989	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	11,454	12,491	7,581	-	-	-	n/a

Numbers may not foot due to rounding.

FY2019-20 Proposed Operating Budget by Member Agency

ATTACHMENT C

(\$000s)	FY2019-20 PROPOSED BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 42,967	\$ 24,374	\$ 8,134	\$ 9,891	\$ 2,373	\$ 87,739
Special Trains	97	54	45	18	5	219
Fare Reduction Subsidy	1,187	-	-	839	-	2,025
Subtotal-Pro Forma FareBox	44,250	24,427	8,179	10,748	2,378	89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total Operating Revenue	53,191	27,812	8,884	12,401	3,135	105,423
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,633	10,888	5,317	5,154	1,742	48,733
Equipment Maintenance	18,025	8,451	4,356	4,255	1,552	36,638
Fuel	10,740	5,906	2,283	2,183	618	21,730
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	905	416	173	200	55	1,749
Other Operating Train Services	486	134	116	164	77	977
Special Trains	303	226	223	37	5	793
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,198	1,212	939	628	119	6,095
Security - Guards	1,211	440	380	268	254	2,552
Supplemental Additional Security	324	180	60	79	17	660
Public Safety Program	200	73	63	44	42	421
Passenger Relations	857	501	169	209	59	1,797
TVM Maintenance/Revenue Collection	4,137	2,104	1,596	1,234	581	9,652
Marketing	825	479	193	197	75	1,769
Media & External Communications	218	79	68	48	46	459
Utilities/Leases	1,278	464	401	283	268	2,695
Transfers to Other Operators	2,973	1,192	378	600	159	5,301
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,378	304	147	303	98	2,230
Rail Agreements	2,215	1,895	1,533	383	337	6,362
Subtotal Operations & Services	75,865	36,554	18,437	16,321	6,228	153,404
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,352	9,311	3,423	6,388	2,780	46,254
MoW - Extraordinary Maintenance	417	102	68	76	49	712
Subtotal Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,941	2,531	2,171	1,538	1,451	14,631
Ops Non-Labor Expenses	4,457	1,939	965	1,002	429	8,792
Indirect Administrative Expenses	9,846	3,576	3,088	2,179	2,065	20,755
Ops Professional Services	1,880	683	590	416	394	3,962
Subtotal Admin & Services	23,123	8,729	6,813	5,135	4,339	48,140
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	123,853	54,730	28,771	27,941	13,416	248,710
Insurance and Legal						
Liability/Property/Auto	6,161	2,834	1,175	1,359	377	11,906
Net Claims / SI	517	238	99	114	32	1,000
Claims Administration	648	298	124	143	40	1,252
Total Net Insurance and Legal	7,326	3,370	1,398	1,616	448	14,158
Total Expense	131,179	58,100	30,168	29,557	13,865	262,869
Member Subsidies						
Total Member Subsidies	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445

Numbers may not foot due to rounding.

**FY2019-20 Proposed Operating Budget
by Line**

ATTACHMENT D

(\$000s)	FY2019-20 PROPOSED BUDGET - LINE ALLOCATION								Total
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	\$ 19,165	\$ 6,539	\$ 13,141	\$ 8,968	\$ 24,707	\$ 416	\$ 7,862	\$ 6,941	\$ 87,739
Special Trains	33	14	31	11	42	-	57	31	219
Fare Reduction Subsidy	2,025	-	-	-	-	-	-	-	2,025
Subtotal-Pro Forma FareBox	21,223	6,553	13,172	8,979	24,748	416	7,919	6,972	89,983
Dispatching	165	540	369	6	1,029	16	18	31	2,172
Other Revenues	57	36	41	33	46	1	34	10	257
MOW Revenues	3,496	1,535	3,968	299	1,669	187	1,122	733	13,011
Total Operating Revenue	24,942	8,664	17,550	9,317	27,493	619	9,092	7,746	105,423
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	10,456	5,011	10,397	3,070	7,326	959	5,372	6,142	48,733
Equipment Maintenance	8,135	3,799	7,342	2,654	5,247	1,342	4,335	3,784	36,638
Fuel	4,381	1,880	4,583	1,291	3,964	913	2,663	2,055	21,730
Non-Scheduled Rolling Stock Repairs	38	14	34	11	25	5	19	13	160
Operating Facilities Maintenance	411	153	375	123	276	56	212	142	1,749
Other Operating Train Services	313	129	140	116	60	21	88	109	977
Special Trains	72	17	79	11	112	-	189	314	793
Rolling Stock Lease	50	35	37	32	39	-	31	7	230
Security - Sheriff	1,342	330	1,730	265	812	122	674	821	6,095
Security - Guards	372	424	461	382	196	70	289	357	2,552
Supplemental Additional Security	144	49	99	67	186	3	60	52	660
Public Safety Program	61	70	76	63	32	12	48	59	421
Passenger Relations	419	153	295	140	414	18	234	124	1,797
TVM Maintenance/Revenue Collection	1,790	1,355	1,572	931	1,004	410	1,367	1,222	9,652
Marketing	415	140	233	130	445	16	177	212	1,769
Media & External Communications	67	76	83	69	35	13	52	64	459
Utilities/Leases	393	448	487	404	207	74	305	377	2,695
Transfers to Other Operators	1,241	443	1,177	453	1,401	-	174	413	5,301
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	640	289	462	194	392	14	39	201	2,230
Rail Agreements	-	627	-	1,939	1,131	12	1,044	1,609	6,362
Subtotal Operations & Services	30,743	15,749	29,662	12,347	25,397	4,059	17,370	18,077	153,404
<u>Maintenance-of-Way</u>									
MoW - Line Segments	13,393	7,447	9,865	1,246	5,930	653	4,165	3,556	46,254
MoW - Extraordinary Maintenance	162	113	138	77	101	8	82	31	712
Subtotal Maintenance-of-Way	13,555	7,560	10,003	1,323	6,031	660	4,247	3,587	46,966
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,142	2,423	2,648	2,184	1,138	399	1,656	2,040	14,631
Ops Non-Labor Expenses	1,846	927	1,767	761	1,323	218	1,012	938	8,792
Indirect Administrative Expenses	3,028	3,449	3,748	3,109	1,598	569	2,349	2,904	20,755
Ops Professional Services	578	659	716	594	305	109	449	554	3,962
Subtotal Admin & Services	7,595	7,458	8,880	6,647	4,364	1,295	5,466	6,435	48,140
<u>Contingency</u>	29	33	36	30	15	5	23	28	200
Total Operating Expenses	51,922	30,800	48,581	20,347	35,807	6,020	27,105	28,128	248,710
<u>Insurance and Legal</u>									
Liability/Property/Auto	2,797	1,040	2,555	837	1,881	384	1,444	969	11,906
Net Claims / SI	235	87	215	70	158	32	121	81	1,000
Claims Administration	294	109	269	88	198	40	152	102	1,252
Total Net Insurance and Legal	3,326	1,237	3,038	995	2,237	456	1,717	1,152	14,158
Total Expense	55,248	32,037	51,619	21,343	38,044	6,476	28,822	29,280	262,869
Member Subsidies									
Total Member Subsidies	\$ 30,306	\$ 23,373	\$ 34,068	\$ 12,025	\$ 10,551	\$ 5,858	\$ 19,730	\$ 21,533	\$ 157,445

Numbers may not foot due to rounding.

**History of actual and budgeted Operating Subsidy
with variances, and analysis of FY20 vs FY19**

ATTACHMENT E

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY19 ADOPTED BUDGET	\$150,549,696	\$75,119,648	\$29,403,103	\$19,659,705	\$16,111,081	\$10,256,160
FY20 PROPOSED BUDGET	\$157,445,412	\$77,988,159	\$30,287,870	\$21,284,172	\$17,156,036	\$10,729,175

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY20 vs FY19						
\$ Increase	\$6,895,716	\$2,868,511	\$884,767	\$1,624,468	\$1,044,955	\$473,015
% Increase	4.6%	3.8%	3.0%	8.3%	6.5%	4.6%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.



METROLINK.

ATTACHMENT F

FY2019-20 REHABILITATION CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514001	Systemwide	Signage	91-LA- RR CMS & PA System	17,418	-	-	-	-	17,418
514002	Olive	Track	Tie & Track RR	-	68,204	-	-	-	68,204
514003	Orange	Communications	Communication & Equipment	-	-	-	8,472	-	8,472
514004	Orange	Safety	Fencing at San Clemente	-	6,351	-	-	-	6,351
514005	Orange	Signal	Signal & Grade Crossing Rehabilitation	-	650	-	-	-	650
514006	Orange	Structures	Design Santiago Creek	-	3,254	-	-	-	3,254
514007	Orange	Track	Wood Crossties	-	17,752	-	-	-	17,752
514008	Orange	Track	Track & Curve	-	1,491	-	-	2,974	4,466
514009	Orange	Signage	CIS/Signage	-	-	-	24,616	-	24,616
514010	Orange & Olive	Signal	Signal & Gate Detector	-	51,107	-	-	-	51,107
514011	Orange	Structures	ROW Grade, Ditching, Fencing	-	711	-	-	-	711
514012	Pasadena	Track	Timber Crossties	2,681	-	-	-	-	2,681
514013	San Gabriel	Communications	Communication & Equipment	6,579	-	-	4,386	-	10,965
514014	San Gabriel	Structures	Fencing at Fontana, ROW Grading	13,480	-	-	8,986	-	22,466
514015	San Gabriel	Signage	CMS and PA System	9,549	-	-	6,004	-	15,553
514016	San Gabriel	Signal	Detector, Crossing Gates	13,064	-	-	8,709	-	21,773
514017	San Gabriel	Track	Wood Crossties	-	-	-	45,863	68,820	114,683
514018	Valley	Communications	Communication & Equipment	-	-	-	-	11,840	11,840
514024	Valley	Track	Rail and Curves	4,730	-	-	-	-	4,730
514027	Ventura - LA County	Signal	EC4-EC5, Crossing	4,244	-	-	-	-	4,244
514028	Ventura - LA County	Structures	ROW Grading, ETC	562	-	-	-	-	562
514029	Ventura - LA County	Track	Rails & Joints	88	-	-	-	-	88
514030	Ventura - LA County	Track	Curve 130	3,905	-	-	-	-	3,905
514032	Ventura - VC County	Signal	Light Fixtures	2,062	-	-	-	-	2,062
514034	Ventura - VC County	Signal	Signals, Gates	7,906	-	-	-	13,315	21,222
514035	Ventura - VC County	Structures	Culvert, Bridges	2,556	-	-	-	-	2,556
514036	Ventura - VC County	Track	Crossing, MP 436.1	47,629	-	-	-	-	47,629
514037	River	Communications	Communication Upgrade	14,890	5,396	3,015	3,920	-	27,221
514038	River	Structures	Fencing, ROW Grading	46,993	19,589	10,981	14,246	-	91,809
514039	River	Signal	Signal/Gates/CP First RR	11,948	4,980	2,792	3,622	-	23,342
514040	Systemwide	Communications	Facility MOC, TCOSF	1,050	380	213	277	-	1,920
514041	Systemwide	Communications	Communication, Train Control	708	244	137	178	-	1,267
514042	Systemwide	Facilities	Tables, Wheel TM	20,189	7,308	4,097	5,315	-	36,909
514043	Systemwide	Rolling Stock	Fuel Tanker Truck	2,243	708	397	514	-	3,861

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514044	Systemwide	Facilities	EMF Fuel System	16,178	1,743	982	1,269	-	20,173
514045	Systemwide	Facilities	Storage Racks, Cont.	2,062	747	418	543	-	3,770
514046	Systemwide	IT	Online, Onboard Ticket Sales	19,621	15,628	10,266	11,260	-	56,775
514047	Systemwide	IT	Data Warehouse	23,929	9,975	5,592	7,254	-	46,750
514048	Systemwide	Facilities	TAM Plan, FTA MAP21	1,274	-	-	-	-	1,274
514049	Systemwide	IT	Ticket Sales Solution	1,537	574	321	16,190	32	18,654
514055	Systemwide	Signal	Signals, Grade Crossing	2,801	1,168	655	849	-	5,473
514056	Systemwide	Track	CMF West, Track, Crossing	1,569	654	367	476	-	3,066
514057	Systemwide	Track	Track Meas/Test/Rail Grind	54,296	22,633	12,688	16,460	-	106,077
514058	Systemwide	Vehicle	3 Tire Vehicle Replacement	3,132	-	-	-	-	3,132
514059	Systemwide	Vehicle	3 Vehicle, Buy 18 Vehicle	1,841	863	486	616	-	3,806
514060	Orange	Track	Transition Rails, Joints	-	5,239	-	-	-	5,239
514061	San Gabriel	Track	Transition Rails, Joints	-	-	-	17,099	26,338	43,436
514062	River	Track	Rails, Joints	16,541	6,896	3,107	5,015	-	31,559
514063	Valley	Security	Fencing Lancaster Station	63,604	-	-	-	-	63,604
514065	Systemwide	Track	Track Measurement	10,250	3,710	2,080	2,698	-	18,739
514066	Ventura - LA County	Track	Tunnel 26 Drainage	967	-	-	-	2,362	3,329
515100	Olive	Track	Culvert & Bridge	-	167,553	-	-	-	167,553
515101	Olive	Track	Ground Penetrating Radar	-	178	-	-	-	178
515102	Orange & Olive	Communications	Communication System	-	14,152	-	-	-	14,152
515104	Orange	Structures	ROW Maintenance	-	11,178	-	-	-	11,178
515105	Orange	Structures	Culvert & Bridge	-	1,538,392	-	-	-	1,538,392
515107	Orange	Track	Ground Penetrating Radar	-	-	-	13,509	-	13,509
515108	Orange	Track	Tie	-	57,281	-	-	-	57,281
515109	Pasadena	Signal	Signal Rehabilitation	6,829	-	-	-	-	6,829
515112	Orange	Structures	Grade Crossing	44,797	-	-	-	-	44,797
515113	Riverside	Facilities	Layover Improvements	-	-	418,907	-	-	418,907
515114	San Gabriel	Communications	Communication System	7,397	-	-	4,931	-	12,328
515115	San Gabriel	Signal	Signal Rehabilitation	14,554	-	-	2,103	-	16,656
515116	San Gabriel	Structures	ROW Maintenance	2,756	-	-	1,837	-	4,593
515117	San Gabriel	Track	Ground Penetrating Radar	5,773	-	-	3,848	-	9,621
515118	San Gabriel	Track	Track Rehabilitation	45,124	-	-	30,083	-	75,207
515124	Valley	Structures	ROW Maintenance	102	-	-	-	-	102
515126	Valley	Track	Ground Penetrating Radar	2,854	-	-	-	-	2,854
515127	Ventura - LA County	Communications	Communication System	42,186	-	-	-	-	42,186
515132	Ventura - LA County	Track	Ground Penetrating Radar	62	-	-	-	-	62
515133	Ventura - VC County	Communications	Communication System	10,295	-	-	-	863	11,158
515134	Ventura - VC County	Signal	Cable Replacement	-	-	-	-	5,625	5,625
515137	Ventura - VC County	Track	Sequoia AV Crossing	-	-	-	-	20,255	20,255
515138	River	Communications	Communication Rehabilitation	1,342	559	314	407	203	2,825

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
515139	River	Signal	Cable Replacement	1,250	521	292	379	189	2,631
515141	River	StructuresB86:C100	ROW Maintenance	25,084	8,475	-	6,164	3,082	42,805
515142	River	Track	Ground Penetrating Radar	2,211	2,734	1,439	1,699	4,881	12,965
515143	River	Track	Rail Replacement	2,584	1,077	-	1,387	392	5,441
515145	Systemwide	Facilities	Upgrade CMF Sanding System	2,047	853	478	621	310	4,310
515147	Systemwide	Rolling Stock	PH/PHI Loco Overhaul	431	431	237	308	737	2,144
515148	Systemwide	Rolling Stock	Rail Car Battery	29,696	7,332	-	-	-	37,028
515151	Systemwide	Rolling Stock	Overhaul of Gen 1 Railcars	6,194	65,120	69,420	111,990	45,020	297,744
515152	Systemwide	Communications	PTC Comm & Signal Rehab	-	15,214	8,529	11,065	42,030	76,838
515154	Systemwide	Track	Track Measurement & Test	-	3,672	2,059	2,671	10,145	18,546
515155	Systemwide	Track	Rail Grinding	3,011	1,255	704	913	456	6,338
515159	Valley	Track	Tunnel 25 Drainage	15	-	-	-	2,207	2,222
515412	San Gabriel	Track	Purchase Rail 4 Installation in SBC	-	-	-	46,492	-	46,492
515510	Orange & Olive	Track	Rail Resurface	-	960	-	-	-	960
516069	Systemwide	Facilities	Replace NOX2 Monitoring System	-	-	-	3,985	3,072	7,058
516130	Ventura - VC County	Signal	Elecllogic+Crossing Rehab	-	-	-	-	14,270	14,270
516410	San Gabriel	Track	Track Rehabilitation	-	-	-	78,007	-	78,007
516510	Olive	Track	Rail Grinding	-	1,575	-	-	-	1,575
516511	Olive	Track	Track Panel Replacement	-	12,560	-	-	-	12,560
516610	Orange	Track	Rail Grinding	-	2,082	-	-	-	2,082
516612	Orange	Track	Track Panel Replacement	-	31,799	-	-	-	31,799
516621	Orange	Structures	San Juan Creek Bridge	-	1,200,000	-	-	-	1,200,000
516640	Orange	Communications	Signal & Grade Rehabilitation	-	26,167	-	-	-	26,167
516819	Redlands	Track	Track Rehabilitation	-	-	-	75,569	-	75,569
516820	Riverside	Facilities	Downtown Riverside Layover Improvements	-	-	35,495	-	-	35,495
516930	Perris Valley	Signal	Signal Engineering	-	-	60,417	-	-	60,417
516931	Perris Valley	Signal	Signal Replacement Parts & Grade Crossing	-	-	90,099	-	-	90,099
516940	Perris Valley	Communications	Communication Systems	-	-	4,648	-	-	4,648
517030	Systemwide	Facilities	Replacement Signal Shelter Locks	28,886	12,041	6,750	8,757	4,379	60,813
517040	Systemwide	Communications	Communication & PTC Upgrade	133,146	55,501	31,114	40,364	20,182	280,308
517050	Systemwide	Rolling Stock	Bombardier HVAC Overhaul	340,257	141,833	79,513	103,151	51,576	716,330
517051	Systemwide	Facilities	CMF Elevator Rehabilitation	32,284	13,457	7,545	9,786	4,893	67,965
517052	Systemwide	Facilities	Locomotive Wash Rack Drainage	748,819	312,139	174,988	149,488	74,744	1,460,178
517053	SB Shortway	Facilities	New LTG & Forklift	179,235	74,713	41,884	54,337	-	350,168
517054	Systemwide	Facilities	Rehabilitation Canopies 2-4 LAUS	452,255	188,792	105,839	137,303	68,651	952,840
517055	Systemwide	Facilities	Rehabilitation Canopy 5 LAUS	381,075	158,848	89,051	115,526	57,763	802,263
517110	Ventura - VC County	Track	Replacement Rail Curve 437.76	-	-	-	-	111,463	111,463
517122	Ventura - VC County	Structures	Replacement Culvert MP 436	-	-	-	-	39,044	39,044
517130	Ventura - VC County	Signal	Replacement Signal Battery & Cables	-	-	-	-	294,145	294,145
517140	Ventura - VC County	Communications	Communication Signage Rehabilitation	-	-	-	-	138,277	138,277

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
517310	Valley	Track	Replacement Rail & Ties	59,565	-	-	-	-	59,565
517330	Valley	Signal	Rehabilitation Signal Cont Units	2,360	-	-	-	-	2,360
517410	San Gabriel	Track	Tie Panel Replacement	85,144	-	-	56,702	-	141,846
517420	San Gabriel	Structures	Culvert Rehabilitation	133,605	-	-	89,070	-	222,675
517431	San Gabriel	Signal	Signal Rehabilitation	14,891	-	-	9,927	-	24,818
517440	San Gabriel	Communications	Communication Rehabilitation	7,890	-	-	5,260	-	13,150
517610	Orange	Track	Replacement Rail MP 201-207	-	187,482	-	-	-	187,482
517620	Orange	Structures	Replacement 36" Pipe 201.4	-	411,929	-	-	-	411,929
517640	Orange & Olive	Communications	Rehabilitation Signage	-	21,687	-	-	-	21,687
517710	River Sub - East Bank	Track	Replacement Rail and Ties	106,552	26,240	24,900	32,302	16,151	206,144
517711	River	Track	Replacement Turnouts	49,648	20,695	11,602	15,051	7,526	104,522
517712	River Sub - East Bank	Track	Rail & Tie - EB Zone 2	194,514	81,083	45,459	58,942	29,490	409,488
517713	River Sub - East Bank	Track	Tie & Rail - EB Zone 3	27,966	11,656	6,536	8,477	4,240	58,875
517731	River Sub - East Bank	Signal	Signal Controls Rehabilitation - EB	38,419	16,014	8,978	11,647	5,824	80,883
517740	River Sub - East Bank	Communications	Communication Rehabilitation - EB	3,908	1,629	909	1,183	594	8,223
517940	PVL	Communications	Communication & PTC Rehabilitation	-	-	58,821	-	-	58,821
518050	Systemwide	Rolling Stock	Bombardier (Sentinel) Overhaul	6,734,259	2,807,122	1,573,690	1,958,734	979,368	14,053,174
518110	Ventura - VC County	Track	Replacement Tie+Ballast	-	-	-	-	1,448,098	1,448,098
518140	Ventura - VC County	Communications	Wayside Communication System Replacement	-	-	-	-	25,441	25,441
518620	Orange	Structures	Culvert Replacement - San Clemente	-	966,585	-	-	-	966,585
518630	Orange	Track	Grade Crossing Rehabilitation	-	295,291	-	-	-	295,291
518640	Orange & Olive	Communications	Wayside Communication System Replacement	-	108,337	-	-	-	108,337
518940	PVL	Communications	Wayside Communication System Replacement	-	-	29,955	-	-	29,955
519010	Systemwide	Track	Rail Grinding	1,028,584	195,354	201,868	261,883	130,941	1,818,630
519011	Systemwide	Track	Track Asset Condition Assessments	340,884	142,095	79,659	103,342	51,671	717,651
519012	Systemwide	Track	SOGT Prioritization	499,703	-	82,418	106,920	53,460	742,500
519020	River	Structures	Arroyo Seco Bridge Design	587,813	245,025	137,363	178,200	89,100	1,237,500
519031	Systemwide	Signal	Back Office Hardware & Software Replacement	752,885	-	124,176	161,093	80,546	1,118,700
519032	Systemwide	Signal	Back Office Systems Upgrades & Testing	398,096	-	65,659	85,180	42,590	591,525
519033	Shortway	Signal	Grade Crossing Rehabilitation	551,385	229,840	128,859	167,155	-	1,077,239
519034	Shortway	Facilities	EMF Improvement	450,606	187,831	105,307	136,604	-	880,348
519040	Systemwide	Communications	PTC Software Updates	732,897	-	120,879	156,816	78,408	1,089,000
519041	Systemwide	Facilities	PTC Lab Systems Support & Testing	1,029,828	166,127	197,253	255,895	127,948	1,777,050
519050	Systemwide	Rolling Stock	Bombardier Midlife Overhaul	12,743,081	748,886	2,225,273	2,886,840	1,443,420	20,047,500
519051	Systemwide	Rolling Stock	Locomotive & Cab Car Camera & DVR Replc	517,216	215,597	120,865	156,798	78,399	1,088,876
519052	Systemwide	Rolling Stock	Overhaul ROTEM Side Door Motors	271,569	113,202	63,461	82,328	41,164	571,725
519053	Systemwide	Rolling Stock	HAVC Overhaul - 40 ROTEM Cars	522,965	217,994	122,209	158,541	79,270	1,100,979
519054	Systemwide	Rolling Stock	Rubber Window Gaskets Replc - 50 ROTEM	312,951	130,451	73,132	94,874	47,437	658,845
519055	Systemwide	Rolling Stock	Push Back Coupler Overhaul - ROTEM	1,639,762	683,522	383,186	497,107	248,553	3,452,130
519060	Systemwide	Facilities	CMF Car Shop Jacks	449,285	109,622	92,182	119,588	59,794	830,471

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519061	Systemwide	Facilities	CMF Public Address System	79,753	-	13,154	17,064	8,532	118,503
519062	Systemwide	Facilities	Renovate Restrooms CMF & MOC	428,304	178,535	100,088	129,844	64,922	901,692
519063	Systemwide	Vehicle	MOW Vehicle Replacement	1,083,829	128,759	199,996	259,455	129,727	1,801,765
519064	Systemwide	Facilities	Station Envelope Repairs/Replacement	269,973	129,611	53,995	86,427	53,995	594,000
519070	Systemwide	IT	Switch Equipment Replacement	117,421	48,946	27,440	35,597	17,799	247,203
519090	Systemwide	Track	Enterprise Asset Management Migration	553,484	230,716	129,341	167,793	83,897	1,165,230
519091	Systemwide	IT	TVM Components	94,050	39,204	21,978	28,512	14,256	198,000
519092	Systemwide	IT	Condition Based Maintenance Test Equipment	50,720	-	8,366	10,852	5,426	75,364
519093	Systemwide	IT	Maximo Asset Management System Upgrade	661,456	-	109,096	141,530	70,765	982,847
519120	Ventura - VC County	Structures	Arroyo Simi 1st Crossing Scour Protection	-	-	-	-	1,504,755	1,504,755
519130	Ventura - VC County	Structures	Grade Crossing & Tunnel 26 Electrical Rplc	-	-	-	-	1,008,137	1,008,137
519140	Ventura - VC County	Structures	Wayside Communication System Replacement	-	-	-	-	86,624	86,624
519160	Ventura - VC County	Structures	Replace Moorpark Trailer (Crew Base)	-	-	-	-	1,527,187	1,527,187
519210	Ventura - LA County	Track	Track Rehabilitation	1,539,501	-	-	-	-	1,539,501
519211	Ventura - LA County	Track	Station Pedestrian Crossing	248,292	-	-	-	-	248,292
519220	Ventura - LA County	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519230	Ventura - LA County	Signal	Tunnel 26 Electrical Service Replacement	355,123	-	-	-	-	355,123
519240	Ventura - LA County	Communications	Wayside Communication System Replacement	49,500	-	-	-	-	49,500
519310	Valley	Track	Tunnel 25 Track Rehab	742,138	-	-	-	-	742,138
519320	Valley	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519330	Valley	Signal	Signal Rehabilitation	695,435	-	-	-	-	695,435
519340	Valley	Communications	Wayside Communication System Replacement	99,000	-	-	-	-	99,000
519410	San Gabriel	Track	Track Rehabilitation	2,565,189	-	-	1,710,126	-	4,275,315
519411	San Gabriel	Track	Replace Turnouts	1,391,089	-	-	927,392	-	2,318,481
519420	San Gabriel	Structures	Bridge Replacement	459,756	-	-	306,504	-	766,260
519430	San Gabriel	Signal	Signal Rehabilitation	2,225,350	-	-	1,483,566	-	3,708,916
519440	San Gabriel	Communications	Wayside Communication Replacement Parts	193,050	-	-	128,700	-	321,750
519510	Orange & Olive	Track	Track Rehabilitation	-	5,168,790	-	-	-	5,168,790
519520	Orange & Olive	Track	ROW Grading/Ditching	-	207,653	-	-	-	207,653
519620	Orange	Structures	San Juan Creek Bridge Replacement	-	17,402,153	-	-	-	17,402,153
519621	Orange	Structures	Bridge Replacement Design MP200.2	-	989,901	-	-	-	989,901
519630	Orange	Signal	Signal Rehabilitation	-	1,497,132	-	-	-	1,497,132
519640	Orange	Communications	Communication Rehabilitation	-	346,356	-	-	-	346,356
519710	River	Track	LAUS Rehabilitation	1,253,920	-	206,813	268,298	134,149	1,863,180
519711	River	Track	Track Rehabilitation	1,330,337	554,541	310,879	403,302	201,651	2,800,710
519712	River	Track	LAUS Track & Signal Rehabilitation	2,363,006	985,001	552,197	716,364	358,182	4,974,750
519730	River	Signal	Signal Rehabilitation	1,589,612	111,222	280,524	363,923	181,961	2,527,242
519731	River Sub - East Bank	Signal	Signal Rehabilitation - River EB Zone 2	73,586	30,674	17,196	22,308	11,154	154,918
519732	River Sub - West Bank	Signal	Signal Rehabilitation - River WB Phase 1	1,557,563	371,528	318,171	412,763	206,381	2,866,406
519733	River Sub - East Bank	Signal	Replace AC Meter - River EB Zone 1	2,715	1,132	634	823	411	5,715

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519740	River Sub - West Bank	Communications	Communication Rehabilitation - River WB	118,801	21,748	23,181	30,073	15,037	208,841
519741	River Sub - East Bank	Communications	Communication Rehabilitation - River EB	9,367	3,905	2,189	2,840	1,420	19,720
519760	Systemwide	Facilities	LAUS West Portal Ticket Booth Expansion	284,501	118,592	66,483	86,249	43,124	598,950
519910	Perris Valley	Track	Track Rehabilitation	-	-	3,220,623	-	-	3,220,623
519911	Perris Valley	Structures	Box Springs Area Drainage Assessment	-	-	197,374	-	-	197,374
519940	Perris Valley	Communications	Communication Rehabilitation	-	-	123,748	-	-	123,748
591702	Ventura - LA County	Track	ROW Grading/Ditching	-	-	-	-	8,337	8,337
591704	Ventura - LA County	Signal	Signal Rehabilitation	-	-	-	-	719	719
591705	Systemwide	Facilities	CMF & EMF Material Hand Equipment	40,619	16,931	9,492	12,314	6,156	85,512
591706	Systemwide	Vehicle	Field Support Vehicle	179,340	74,756	41,909	54,368	27,184	377,557
591707	Systemwide	Communications	Replacement Switch Equipment	5,187	2,162	1,212	1,573	787	10,921
591708	River	Track	ROW Grading	21,675	9,035	5,065	6,571	3,285	45,631
591709	Systemwide	Rolling Stock	Sentinel LED Light Replacement	87,367	36,418	20,416	26,486	13,243	183,931
591710	Ventura - VC County	Facilities	Moorpark Layover Hrdngd	-	-	-	-	174,113	174,113
591711	Ventura - VC County	Track	Moorpark Pedestrian Crossing Pnls	-	-	-	-	38,798	38,798
591712	San Gabriel	Track	Sierra Avenue Grace Crossing	19,074	-	-	9,187	-	28,261
591713	San Gabriel	Track	Juniper Avenue Grade Crossing	33,760	-	-	16,441	-	50,201
591714	Orange	Communications	Laguna Niguel Station CIS	-	26,892	-	-	-	26,892
591801	Orange	Facilities	Marine Sec Improvements	-	22,898	-	-	-	22,898
591804	Ventura - VC County	Facilities	Safety Improvements	-	-	-	-	243,912	243,912
591805	San Gabriel	Communications	Conduit Discovery	-	-	-	8,485	-	8,485
591901	Valley	Track	Tunnel 25 Urgent Rehabilitation	62,454	-	-	-	-	62,454
591902	Orange	Track	Slope Stabilization	-	1,682,933	-	-	-	1,682,933
592110	Ventura - VC County	Track	Track State of Good Repair	-	-	-	-	92,324	92,324
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	227,141	227,141
592112	Ventura - VC County	Track	Katherine Road Crossing	-	-	-	-	309,783	309,783
592120	Ventura - VC County	Structures	Bridge and Culvert Rehab	-	-	-	-	1,103,547	1,103,547
592210	Ventura - LA County	Track	Tie & Turnout Replacement	396,583	-	-	-	-	396,583
592220	Ventura - LA County	Structures	Bridge MP 458.71	1,477,300	-	-	-	-	1,477,300
592221	Systemwide	Structures	SOGR Bridge Design	634	-	-	-	-	634
592320	Valley	Structures	Bridge MP 50.64	614,170	-	-	-	-	614,170
592321	Valley	Structures	Bridge MP 50.51	628,651	-	-	-	-	628,651
592322	Valley	Structures	Bridge MP 50.77	632,654	-	-	-	-	632,654
592323	Valley	Structures	Bridge MP 47.45	370,098	-	-	-	-	370,098
592324	Valley	Structures	Bridge MP 50.46	632,284	-	-	-	-	632,284
592326	Valley	Structures	Culvert MP 53.84	35,883	-	-	-	-	35,883
592327	Valley	Structures	Culvert MP 54.13	19,710	-	-	-	-	19,710
592328	Valley	Structures	Culvert MP 66.78	256,779	-	-	-	-	256,779
592420	San Gabriel	Structures	Replacement Bridge MP 40.12 SOGR	681,974	-	-	454,650	-	1,136,624
592711	River	Track	Replacement CP Taylor Turnouts	80,038	33,363	18,704	24,264	12,132	168,502

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
592712	River Sub - East Bank	Track	Rail & Tie - East Bank Zone 1	46,124	19,226	10,768	13,990	6,995	97,103
592713	River Sub - East Bank	Track	Turnouts SOGR - EB Zone 2	32,843	13,694	7,679	9,954	4,987	69,157
593220	Ventura - LA County	Structures	Bridge 452.1	697,752	-	-	-	-	697,752
593310	Valley	Track	LANG,ACTN TO,Ties	1,138,159	-	-	-	-	1,138,159
593320	Valley	Structures	Bridge SOGR Phase 2	5,941,161	-	-	-	-	5,941,161
593321	Valley	Structures	Culverts SOGR Phase 2	130,202	-	-	-	-	130,202
593410	San Gabriel	Track	Lark Ellen Crossing	198,768	-	-	132,511	-	331,280
TOTAL				70,685,151	43,232,103	13,471,624	17,599,076	14,316,904	159,304,859



METROLINK.

ATTACHMENT G

FY2019-20 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
414002	Valley	Track	Vinct/Acton 2nd Platform-Const	191,244	-	-	-	-	191,244
417005	San Gabriel	Track	Sierra Avenue Grade Crossing Improvement	-	-	-	89,036	-	89,036
417006	San Gabriel	Track	Juniper Avenue Grade Crossing Improvement	-	-	-	83,694	-	83,694
417007	Orange	Signal	CP 4th Street, Santa Ana	-	986,262	-	-	-	986,262
418002	Orange	Facilities	OCMF Project Study Report	-	59,511	-	-	-	59,511
418003	Orange	Signal	San Juan Capistrano Siding	-	3,788,651	-	-	-	3,788,651
418004	San Gabriel	Communication	Redlands Pass Rail PTC	-	-	-	5,117,707	-	5,117,707
418005	River	Track	CMF N END Connect Des	759,069	316,412	177,382	230,118	-	1,482,981
419001	Orange	Facilities	Irvine Maintenance Facility Phase I	-	198,000	-	-	-	198,000
419002	Perris Valley	Communication	Santiago Peak Microwaves	-	-	198,000	-	-	198,000
419003	Riverside	Structures	Riverside Layover Facility	-	-	167,706	-	-	167,706
491901	San Bernardino	Communication	LCD Signs	-	-	-	22,938	-	22,938
618001	Systemwide	IT	Ticket Vending Machine Replacement	9,839,485	1,859,158	3,619,066	2,979,891	4,751,913	23,049,514
TBD	Systemwide	Business Systems	Project Studies	60,300	218,450	122,400	158,950	7,900	568,000
TOTAL				10,850,098	7,426,444	4,284,555	8,682,335	4,759,813	36,003,245



REHABILITATION PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

VERSION 8: 04.18.19

ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					
											METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
1	BUSHMANM	1899	Rehab	Valley	3.67 - 76.63	Worn	High	Track	Valley Subdivision Track Rehabilitation	10,820,000	9,674,706	-	-	-	-	9,674,706
2	BUSHMANM	1900	Rehab	San Gabriel	1.08 - 33.68	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	7,280,000	4,368,000	-	-	2,912,000	-	7,280,000
3	BUSHMANM	1901	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Track	Ventura Subdivision (LA) Track Rehabilitation	3,910,000	2,296,800	-	-	-	-	2,296,800
4	BUSHMANM	1902	Rehab	Orange	165.08 - 212.30	Worn	High	Track	Orange/Olive Subdivision Track Rehabilitation	7,230,000	-	7,230,000	-	-	-	7,230,000
5	BUSHMANM	1906	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Track	Ventura Subdivision (VC) Track Rehabilitation	1,870,000	-	-	-	-	1,870,000	1,870,000
6	LABRECHP	1920	Rehab	Ventura - LA County	444.4 - 462.16	Worn	High	Signals	Signal System Rehabilitation - LA County	2,931,960	-	-	-	-	-	-
7	LABRECHP	1921	Rehab	Ventura - VC County	426.4 - 442.62	Worn	High	Signals	Signal System Rehabilitation - Ventura County	1,755,870	-	-	-	-	1,755,870	1,755,870
8	LABRECHP	1922	Rehab	Ventura - LA County	445.17 - 461.46	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA County	2,248,260	-	-	-	-	-	-
9	LABRECHP	1923	Rehab	Ventura - VC County	426.97 - 444.67	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Ventura County	2,022,480	-	-	-	-	2,022,480	2,022,480
10	HARRINGTONG	1928	Rehab	All	N/A	Marginal	Low	Rolling Stock	Overhaul Rotem Car Side Door Mechanisms & Components	621,460	295,194	123,049	68,982	89,490	44,745	621,460
11	HARRINGTONG	1929	Rehab	All	N/A	Marginal	Low	Rolling Stock	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	1,301,110	618,027	257,620	144,423	187,360	93,680	1,301,110
12	STEWARTM	1930	Rehab	All	N/A	Worn	High	Rolling Stock	Gen 1 HVAC Overhaul (Additional 40 Cars)	928,000	440,800	183,744	103,008	133,632	66,816	928,000
13	LABRECHP	1931	Rehab	Valley	4.8 - 76.62	Worn	High	Signals	Signal System Rehabilitation - Valley Subdivision	3,980,400	1,609,745	-	-	-	-	1,609,745
14	LABRECHP	1932	Rehab	Valley	5.81 - 76.05	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Valley Subdivision	2,171,030	695,984	-	-	-	-	695,984

ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					
											METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST
15	LABRECHEP	1934	Rehab	San Gabriel	1.90 - 57.6	Worn	High	Signals	Signal System Rehabilitation - San Gabriel Subdivision LA/SB County	1,411,330	846,798	-	-	564,532	-	1,411,330
16	LABRECHEP	1935	Rehab	San Gabriel	12.70 - 55.24	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA/SB County	4,548,035	2,728,821	-	-	1,819,214	-	4,548,035
17	LIBRINGD	1943	Rehab	Orange	165.08 - 212.30	Worn	High	Structures	Orange County - Structures Rehabilitation	2,380,000	-	2,380,000	-	-	-	2,380,000
18	CONLEYD	1944	Rehab	San Gabriel	1.08 - 57.66	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	343,200	205,920	-	-	137,280	-	343,200
19	CONLEYD	1945	Rehab	Orange	165.08 - 212.30	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Orange	601,700	-	601,700	-	-	-	601,700
20	CONLEYD	1946	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	347,600	347,600	-	-	-	-	347,600
21	LIBRINGD	1947	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	Ventura County - Structures Rehabilitation	2,500,000	-	-	-	-	2,500,000	2,500,000
22	LIBRINGD	1948	Rehab	San Gabriel	1.08 - 56.52	Worn	High	Structures	San Gabriel Subdivision - Structures Rehabilitation	2,313,000	1,387,800	-	-	925,200	-	2,313,000
23	CONLEYD	1949	Rehab	Ventura - VC County	404.5 - 442.0	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura	189,475	-	-	-	-	189,475	189,475
24	LIBRINGD	1950	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	2,854,000	-	-	-	-	-	-
25	LIBRINGD	1951	Rehab	Valley	3.67 - 76.63	Worn	High	Structures	Valley Subdivision - Los Angeles County - Structures Rehabilitation	6,406,750	-	-	-	-	-	-
26	CONLEYD	1952	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	380,600	380,600	-	-	-	-	380,600
27	CONLEYD	1954	Rehab	San Jacinto (PVL)	65.0 - 85.40	Good	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation PVL	314,600	-	-	314,600	-	-	314,600
28	CONLEYD	1956	Rehab	River	0.0 - 485.20, 143.83	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation River	248,600	118,085	49,223	27,595	35,798	17,899	248,600
29	POGHOSYANE	1957	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW Vehicle Replacement	2,640,220	1,254,105	522,764	293,064	380,192	190,096	2,640,220
30	POGHOSYANE	1958	Rehab	All	N/A	Worn	Low	Facilities	Facilities Rehabilitation	3,095,000	1,470,125	612,810	343,545	445,680	222,840	3,095,000

											FUNDED REQUEST						
ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST	
31	POGHOSYANE	1959	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	MOW Total Loss Vehicle Replacement	508,000	241,300	100,584	56,388	73,152	36,576	508,000	
32	AZEVEDOA	1979	Rehab	All	N/A	Worn	High	Track	Rail Grinding FY20	979,000	465,025	193,842	108,669	140,976	70,488	979,000	
33	AZEVEDOA	1981	Rehab	All	N/A	Worn	High	Track	Systemwide Lubrication Study & Implementation	1,144,000	543,400	226,512	126,984	164,736	82,368	1,144,000	
34	HOLMANS	2004	Rehab	Valley	N/A	Worn	Low	Signals	Pedestrian Gates at Stations	1,500,015	1,500,015	-	-	-	-	1,500,015	
35	HOLMANS	2019	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	Overhaul Current Specialized MOW Equipment; Phase 1	1,000,020	475,010	198,004	111,002	144,003	72,001	1,000,020	
											84,775,715	31,963,859	12,679,851	1,698,261	8,153,245	9,235,335	63,730,550



NEW CAPITAL PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

VERSION 8: 04.18.19

											FUNDED REQUEST						
ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL FUNDED REQUEST	
1	LABRECHEP	1942	Capital	All	ALL	N/A	N/A	Signals	Purchase & Set-Up Trailerized Back-Up Generator Set	105,930	50,317	20,974	11,758	15,254	7,627	105,930	
2	HOLMANS	2001	Capital	All	N/A	Marginal	Low	Facilities	Specialized Maintenance Equipment, Phase 1	1,100,030	522,514	217,806	122,103	158,404	79,202	1,100,030	
3	HOLMANS	2082	Capital	San Jacinto (PVL)	N/A	N/A	N/A	Signals	Riverside Yard Switch	434,000	150,750	-	212,508	70,742	-	434,000	
4	HARRINGTONG	2080	Capital	All	N/A	Adequate	Low	Rolling Stock	MP36 Locomotive Overhaul & Tier IV Conversion	650,000	308,750	128,700	72,150	93,600	46,800	650,000	
5	HOLMANS	2081	Capital	All	N/A	N/A	N/A	Facilities	CMF and EMF modernization	750,000	356,250	148,500	83,250	108,000	54,000	750,000	
											3,039,960	1,388,581	515,980	501,770	446,000	187,629	3,039,960

**FY2020-21 Forecast - Operating Budget
by Member Agency**

ATTACHMENT J

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 43,955	\$ 24,935	\$ 8,321	\$ 10,119	\$ 2,428	\$ 89,757
Special Event Trains	99	55	46	19	5	224
Fare Reduction Subsidy	756	-	-	534	-	1,290
Subtotal-Pro Forma FareBox	44,810	24,989	8,367	10,672	2,433	91,270
Dispatching	1,156	739	8	66	270	2,237
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,927	2,692	690	1,600	493	13,401
Total Operating Revenue	54,015	28,474	9,092	12,373	3,212	107,166
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,530	11,269	5,503	5,334	1,803	50,439
Equipment Maintenance	18,566	8,704	4,486	4,382	1,598	37,737
Fuel	11,259	6,191	2,394	2,288	648	22,780
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	932	429	178	206	57	1,802
Other Operating Train Services	501	138	119	169	80	1,007
Special Trains	312	233	230	38	5	817
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,310	1,254	971	650	124	6,309
Security - Guards	1,247	453	391	276	262	2,628
Supplemental Additional Security	332	184	61	81	18	676
Public Safety Program	206	75	65	46	43	434
Passenger Relations	883	516	174	216	61	1,851
TVM Maintenance/Revenue Collection	3,645	1,854	1,406	1,087	512	8,503
Marketing	850	493	199	203	78	1,822
Media & External Communications	228	83	72	51	48	481
Utilities/Leases	1,304	474	409	289	273	2,748
Transfers to Other Operators	3,062	1,228	389	618	164	5,460
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,433	316	153	315	102	2,319
Rail Agreements	2,303	1,971	1,594	398	350	6,617
Subtotal Operations & Services	77,862	37,475	18,837	16,698	6,348	157,221
<u>Maintenance-of-Way</u>						
MoW - Line Segments	25,814	9,869	3,628	6,771	2,947	49,029
MoW - Extraordinary Maintenance	434	106	71	79	51	740
Subtotal Maintenance-of-Way	26,247	9,975	3,699	6,850	2,998	49,770
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,288	2,658	2,279	1,614	1,523	15,362
Ops Non-Labor Expenses	4,591	1,997	994	1,032	442	9,055
Indirect Administrative Expenses	10,240	3,719	3,212	2,266	2,148	21,585
Ops Professional Services	1,917	696	601	424	402	4,041
Subtotal Admin & Services	24,036	9,070	7,086	5,338	4,515	50,044
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	128,240	56,555	29,652	28,907	13,881	257,235
Insurance and Legal						
Liability/Property/Auto	6,346	2,919	1,210	1,400	388	12,263
Net Claims / SI	533	245	102	118	33	1,030
Claims Administration	668	307	127	147	41	1,290
Total Net Insurance and Legal	7,546	3,471	1,439	1,664	462	14,583
Total Expense	135,786	60,026	31,092	30,572	14,342	271,818
Member Subsidies						
Total Member Subsidies	\$ 81,771	\$ 31,553	\$ 21,999	\$ 18,199	\$ 11,130	\$ 164,652

Numbers may not foot due to rounding.

**FY2021-22 Forecast - Operating Budget
by Member Agency**

ATTACHMENT K

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 44,614	\$ 25,309	\$ 8,446	\$ 10,271	\$ 2,464	\$ 91,103
Special Event Trains	102	56	47	19	6	231
Fare Reduction Subsidy	309	-	-	218	-	527
Subtotal-Pro Forma FareBox	45,025	25,365	8,493	10,508	2,470	91,861
Dispatching	1,190	761	8	68	278	2,305
Other Revenues	125	55	28	36	17	262
MOW Revenues	8,165	2,772	710	1,648	508	13,803
Total Operating Revenue	54,505	28,953	9,240	12,260	3,272	108,230
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	27,592	11,720	5,723	5,547	1,875	52,456
Equipment Maintenance	19,122	8,965	4,621	4,514	1,646	38,869
Fuel	11,007	6,053	2,340	2,237	633	22,270
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	960	442	183	212	59	1,856
Other Operating Train Services	516	142	123	174	82	1,037
Special Trains	321	240	236	39	6	842
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,409	1,292	1,001	669	127	6,498
Security - Guards	1,284	466	403	284	269	2,707
Supplemental Additional Security	337	187	62	82	18	685
Public Safety Program	212	77	66	47	44	447
Passenger Relations	910	532	180	222	63	1,906
TVM Maintenance/Revenue Collection	3,754	1,909	1,449	1,119	527	8,759
Marketing	850	493	199	203	78	1,822
Media & External Communications	238	86	75	53	50	501
Utilities/Leases	1,330	483	417	294	279	2,803
Transfers to Other Operators	3,093	1,240	393	624	166	5,515
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,491	329	159	327	106	2,412
Rail Agreements	2,372	2,030	1,642	410	361	6,815
Subtotal Operations & Services	79,647	38,251	19,289	17,079	6,495	160,760
<u>Maintenance-of-Way</u>						
MoW - Line Segments	26,846	10,264	3,774	7,042	3,065	50,990
MoW - Extraordinary Maintenance	451	110	73	82	53	770
Subtotal Maintenance-of-Way	27,297	10,374	3,847	7,124	3,118	51,761
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,652	2,791	2,393	1,695	1,599	16,131
Ops Non-Labor Expenses	4,728	2,057	1,024	1,063	455	9,327
Indirect Administrative Expenses	10,650	3,868	3,340	2,357	2,234	22,449
Ops Professional Services	1,975	717	619	437	414	4,163
Subtotal Admin & Services	25,005	9,433	7,377	5,553	4,702	52,069
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	132,044	58,092	30,542	29,777	14,335	264,790
Insurance and Legal						
Liability/Property/Auto	6,536	3,006	1,247	1,442	400	12,631
Net Claims / SI	549	253	105	121	34	1,061
Claims Administration	688	316	131	152	42	1,329
Total Net Insurance and Legal	7,773	3,575	1,483	1,714	476	15,021
Total Expense	139,816	61,667	32,024	31,491	14,811	279,810
Member Subsidies						
Total Member Subsidies	\$ 85,311	\$ 32,714	\$ 22,784	\$ 19,231	\$ 11,539	\$ 171,580

Numbers may not foot due to rounding.

**FY2022-23 Forecast - Operating Budget
by Member Agency**

ATTACHMENT L

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 45,596	\$ 25,865	\$ 8,631	\$ 10,496	\$ 2,518	\$ 93,107
Special Event Trains	105	58	49	20	6	238
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	45,701	25,923	8,680	10,517	2,524	93,345
Dispatching	1,226	783	9	70	286	2,374
Other Revenues	128	56	29	37	17	267
MOW Revenues	8,410	2,856	732	1,697	523	14,217
Total Operating Revenue	55,464	29,619	9,449	12,320	3,350	110,203
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,695	12,189	5,952	5,769	1,950	54,555
Equipment Maintenance	19,696	9,234	4,760	4,649	1,696	40,035
Fuel	10,755	5,914	2,286	2,186	619	21,760
Non-Scheduled Rolling Stock Repairs	84	38	16	18	5	162
Operating Facilities Maintenance	989	455	189	218	61	1,911
Other Operating Train Services	531	146	126	180	85	1,068
Special Trains	331	247	243	40	6	867
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,511	1,331	1,031	690	131	6,693
Security - Guards	1,323	480	415	293	277	2,788
Supplemental Additional Security	344	191	63	84	18	700
Public Safety Program	218	79	68	48	46	460
Passenger Relations	937	548	185	229	65	1,963
TVM Maintenance/Revenue Collection	3,867	1,967	1,492	1,153	543	9,021
Marketing	850	493	199	203	78	1,822
Media & External Communications	249	91	78	55	52	526
Utilities/Leases	1,370	498	430	303	287	2,888
Transfers to Other Operators	3,155	1,265	401	636	169	5,625
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,565	345	167	344	111	2,533
Rail Agreements	2,444	2,091	1,691	422	372	7,020
Subtotal Operations & Services	81,680	39,128	19,795	17,523	6,671	164,797
<u>Maintenance-of-Way</u>						
MoW - Line Segments	27,920	10,675	3,924	7,324	3,187	53,030
MoW - Extraordinary Maintenance	474	116	77	86	56	809
Subtotal Maintenance-of-Way	28,394	10,790	4,002	7,410	3,243	53,839
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,035	2,930	2,513	1,780	1,679	16,937
Ops Non-Labor Expenses	4,870	2,118	1,054	1,095	469	9,607
Indirect Administrative Expenses	11,076	4,023	3,474	2,451	2,323	23,347
Ops Professional Services	2,034	739	638	450	427	4,288
Subtotal Admin & Services	26,015	9,810	7,679	5,777	4,898	54,178
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	136,183	59,763	31,505	30,730	14,832	273,014
<u>Insurance and Legal</u>						
Liability/Property/Auto	6,732	3,097	1,284	1,485	412	13,010
Net Claims / SI	565	260	108	125	35	1,093
Claims Administration	701	323	134	155	43	1,355
Total Net Insurance and Legal	7,999	3,679	1,526	1,764	489	15,458
Total Expense	144,182	63,443	33,031	32,495	15,321	288,472
Member Subsidies						
Total Member Subsidies	\$ 88,718	\$ 33,824	\$ 23,581	\$ 20,174	\$ 11,971	\$ 178,269

Numbers may not foot due to rounding.

**FY2023-24 Forecast - Operating Budget
by Member Agency**

ATTACHMENT M

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 46,553	\$ 26,408	\$ 8,813	\$ 10,717	\$ 2,571	\$ 95,063
Special Event Trains	108	60	50	21	6	245
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	46,661	26,468	8,863	10,738	2,577	95,307
Dispatching	1,263	807	9	72	294	2,445
Other Revenues	130	58	30	38	18	273
MOW Revenues	8,662	2,941	754	1,748	539	14,644
Total Operating Revenue	56,716	30,274	9,655	12,595	3,428	112,669
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	29,843	12,676	6,190	6,000	2,028	56,737
Equipment Maintenance	20,287	9,511	4,902	4,789	1,747	41,236
Fuel	10,503	5,776	2,233	2,134	604	21,250
Non-Scheduled Rolling Stock Repairs	84	39	16	19	5	163
Operating Facilities Maintenance	1,019	469	194	225	62	1,969
Other Operating Train Services	547	151	130	185	87	1,100
Special Trains	341	254	251	41	6	893
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,616	1,371	1,062	710	135	6,894
Security - Guards	1,362	495	427	302	286	2,872
Supplemental Additional Security	351	195	65	85	19	715
Public Safety Program	225	82	71	50	47	474
Passenger Relations	965	564	191	236	67	2,022
TVM Maintenance/Revenue Collection	3,983	2,026	1,537	1,188	559	9,292
Marketing	850	493	199	203	78	1,822
Media & External Communications	262	95	82	58	55	552
Utilities/Leases	1,411	512	443	312	296	2,974
Transfers to Other Operators	3,218	1,290	409	649	172	5,738
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,644	363	175	361	117	2,659
Rail Agreements	2,517	2,154	1,742	435	383	7,230
Subtotal Operations & Services	83,795	40,041	20,320	17,984	6,854	168,992
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,037	11,102	4,081	7,617	3,315	55,151
MoW - Extraordinary Maintenance	497	121	81	91	59	849
Subtotal Maintenance-of-Way	29,534	11,223	4,162	7,707	3,374	56,000
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,436	3,077	2,639	1,869	1,763	17,784
Ops Non-Labor Expenses	5,016	2,182	1,086	1,128	483	9,895
Indirect Administrative Expenses	11,519	4,184	3,613	2,549	2,416	24,280
Ops Professional Services	2,095	761	657	464	439	4,416
Subtotal Admin & Services	27,066	10,203	7,994	6,010	5,101	56,376
<u>Contingency</u>	97	35	30	21	20	204
Total Operating Expenses	140,492	61,503	32,507	31,722	15,349	281,572
Insurance and Legal						
Liability/Property/Auto	6,934	3,190	1,323	1,529	424	13,400
Net Claims / SI	582	268	111	128	36	1,126
Claims Administration	715	329	136	158	44	1,382
Total Net Insurance and Legal	8,232	3,787	1,570	1,816	504	15,908
Total Expense	148,724	65,289	34,077	33,538	15,852	297,481
Member Subsidies						
Total Member Subsidies	\$ 92,007	\$ 35,015	\$ 24,422	\$ 20,943	\$ 12,424	\$ 184,812

Numbers may not foot due to rounding.

(DRAFT)
MEMORANDUM OF UNDERSTANDING NO. 19-25-078-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2019-20 ANNUAL FUNDING MOU

This memorandum of understanding (MOU) is effective as of this ___ day of ___ 2019, 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) 2019-20 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 commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
- D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
- E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, ticket vending machine (TVM) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail 2 Rail program, station maintenance, freight

rail agreements and general administrative costs that support SCRRA operations (EXHIBIT A- SCRRA Budget).

- F. RCTC, at its June 12, 2019 meeting, approved RCTC's financial commitments to the SCRRA FY 2019-20 for operating costs as required by the JPA.
- G. SCRRA's capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; layover facility work at Downtown Riverside Metrolink Station; and RCTC's share of system-wide track, signal, information technology, communications, rubber tire vehicles, TVM, and mechanical improvements.
- H. RCTC, at its June 12, 2019 meeting, approved RCTC's financial commitments to the SCRRA FY 2019-20 rehabilitation/renovation and new capital projects with funds to be drawn down by RCTC from the Federal Transit Administration (FTA) and used to reimburse SCRRA.
- I. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.
- J. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") for all operational tracks along the San Jacinto Subdivision.
- 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.

II. **Scope of MOU**

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. Responsibilities of RCTC

RCTC agrees to the following responsibilities for the BUDGET:

- A. Allocate and pay to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Twenty One Million, Two Hundred Eighty Four Thousand One Hundred and Seventy Two (\$21,284,172) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA.
- B. Program Two Million One Hundred Ninety One Thousand and Thirty One Dollars (\$2,191,031) in FTA Section 5337 funds as a subaward under FTA Grant No. CA-2017-121-00 to be drawn down directly by RCTC to reimburse SCRRA as a subrecipient for rehabilitation and renovation projects on the River subdivision, as well as, RCTC's share of systemwide capital projects as listed in Exhibit A. 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, 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. 17-25-100-00. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities.
- 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 No.19-25-078-00;
 - 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 capital projects, provide a progress report, which shall include a description of services performed during invoice period and any significant issues encountered or anticipated; for rehabilitation/renovation and new capital projects, progress report shall include breakdown of percent completed/remaining for projects included in invoice;
- J. For rehabilitation/renovation and capital projects, provide quarterly reports detailing total amount invoiced to date and balance remaining on 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.
 - a. SCRRA shall also provide reports to RCTC on a quarterly basis for any budgetary transfers fiscal year to date.
- L. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels as outlined in Exhibit A.
- M. Submit invoices to RCTC in a timely manner to allow RCTC to draw down Section 5337 federal funds directly and provide quarterly expenditure report by grant to RCTC no later than the 20th of the month following the end of each quarter reflecting anticipated drawdown of federal funds and funds expended for RCTC-funded capital, rehabilitation/renovation projects, including a progress report on each budgeted rehabilitation/renovation project that includes status of each project, schedule update, anticipated cash flow and drawdowns, and expenditures to budget.
- N. Provide a reconciliation report to RCTC by March 31, 2020, identifying a surplus or deficit in FY 2018-19 RCTC allocations to the SCRRA for operating and capital expenses.
- O. Obtain express written permission by July 31, 2021 from RCTC prior to reallocating any unexpended FY 2019-20 RCTC operating funds.
- P. Provide quarterly reports to RCTC that include updates on Exhibit A, summarizing FY 2019-20 actual data versus budget, to assist in the measurement of performance metrics.

- Q. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.
- R. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2019-20 on or prior to June 30, 2020 for budgeted or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2021, and (ii) final invoices for rehabilitation/renovation and new capital projects within four years of initial authorization of the relevant project, 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.
- S. Submit invoices to BNSF for dispatching along the PVL and for the Freight Only Maintenance of Way Services. If the annual BNSF Per Mile Payment Obligation exceeds the costs of the Freight Only Maintenance of Way Services, SCRRA shall also invoice BNSF for a portion of the Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- T. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- U. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
- V. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown station and the South Perris Station along the PVL, for a total, not-to-exceed amount of \$250,000.
- W. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. Future connections will need to be agreed to in writing by the PARTIES and funding for any costs associated with the project will need to be identified.
- X. Maintain the 48 fibers provided by RCTC for SCRRA's use.
- Y. Be responsible for the maintenance of eight (8) TVMs which shall be equally divided among the four (4) new Metrolink stations: Riverside Hunter Park, Moreno Valley/March Field, Downtown Perris and South Perris. Removal of any TVM from the designated station will require written notification to and approval from RCTC prior to work commencing.

- Z. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the Freight Only Maintenance of Way Services and any additional Maintenance of Way Services along the PVL on a quarterly basis. Those revenues will be used to offset RCTC's member agency operating subsidy allocation and reported on quarterly invoices.
- AA. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.
- BB. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.
- CC. Notify RCTC in writing within five (5) business days of the commencement of a federal or state agency review or audit, provide draft and final copies of the related reports within ten (10) business days of receipt from such agency, and provide copies of any SCRRA responses to required corrective actions. SCRRA shall update RCTC on the status of required actions on a quarterly basis until such corrective actions have been completed to the satisfaction of the federal or state agency.
- DD. Complete all responsibilities of SCRRA which are subject to RCTC reimbursement, as set forth in this MOU, within the total not-to-exceed amounts as set forth in Article III, and Article V of this MOU.
- EE. Provide written notification to RCTC regarding a proposed change in any rehabilitation/renovation and/or capital project, including, a scope of work, schedule and budget, and obtain RCTC approval prior to implementing changes to or commencing a new project with funds outlined in this MOU.
- FF. 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, and to the satisfaction of RCTC.

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 Nineteen Million Six Hundred Fifty Nine Thousand Seven Hundred and Five Dollars (\$19,659,705) for rail operations; Ten Million Three Hundred Thousand Dollars (\$10,300,000) in FTA Section 5337 for capital projects, for a total amount not to exceed Twenty Nine Million, Nine Hundred Fifty-Nine Thousand Seven Hundred and

Five Dollars (\$29,959,705). 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 closeout of subawards.

RCTC shall have the right to reproduce any such books, records, and accounts.

If the FTA determines that any FTA funds 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 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 four (4) years from the date of the Agreement's execution date. This MOU may only be extended upon written mutual consent by both PARTIES.
- B. Dispute Resolution: In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.
- C. Modifications: This MOU may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.
- 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 SCRRRA:	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.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

**SIGNATURE PAGE TO
MOU No. 19-25-078-00**

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 19-25-078-00 to be executed on the date first above written.

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

Chief Executive Officer

Executive Director

Reviewed and Approved as to Form:

SCRRA Legal Counsel

RCTC General Legal Counsel

EXHIBIT A-SCRRA BUDGET

RCTC's shares of SCRRA's FY 2019-20 Budget, as approved by the SCRRA Board of Directors in July 2019, are shown below:

Operating Budget:

RCTC Share	\$	21,284,172
Net Subsidy	\$	21,284,172

Capital Budget:

RCTC Share	\$	2,191,031
Total	\$	2,191,031

EXHIBIT B-INSURANCE CERTIFICATES

[attached behind this page]

DRAFT

(DRAFT)**COOPERATIVE AGREEMENT NO. 19-33-082-00****BETWEEN****RIVERSIDE COUNTY TRANSPORTATION COMMISSION****AND****SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY****FOR****DOWNTOWN RIVERSIDE METROLINK STATION EXPANSION**

THIS COOPERATIVE AGREEMENT (Agreement) is effective this ____ day of _____ 2019, by and between the Riverside County Transportation Commission, a public corporation of the State of California, 4080 Lemon St, Riverside, California 92501 (hereinafter referred to as "COMMISSION"), and the Southern California Regional Rail Authority, 900 Wilshire Blvd., Suite 1500, Los Angeles, California 90017, a joint powers authority (hereinafter referred to as "SCRRA"), which are individually referred to as "Party", and collectively referred to as "Parties".

RECITALS:

WHEREAS, SCRRA is a five-county joint powers authority, created pursuant to California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain, administer, and operate the "METROLINK" commuter train system on railroad rights-of-way owned by the member agencies and through other shared use and joint operation agreements. The five-county member agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority (LACMTA), Ventura County Transportation Commission (VCTC), Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), and Riverside County Transportation Commission (RCTC); and

WHEREAS, SCRRA and its Member Agencies, in partnership with BNSF, California High Speed Rail Authority (CHSRA) and the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), submitted a request to California State Transportation Agency (CalSTA) for \$3.7 billion of 2018 Transit and Intercity Rail Capital Program (TIRCP) grant funding for a program of projects known as the Southern

California Optimized Rail Enhancements (SCORE) Program. The SCORE Program is a series of systemwide improvement projects that combined will allow increases to service across the Metrolink System.

WHEREAS, SCRRA was awarded a \$875,708,000 TIRCP grant by CalSTA in April 2018 for the SCORE Program. A key project within the SCORE Program is the Downtown Riverside Metrolink Station Expansion, which is eligible for funding under the TIRCP grant.

WHEREAS, COMMISSION, as Riverside County's transportation agency and a member agency of METROLINK, and SCRRA wish to work together to define the roles and responsibilities for all services related to the Preliminary Engineering/Environmental Documentation (PE/ED) phase and Plans Specifications and Estimate (PS&E) phase of the Downtown Riverside Metrolink Station Expansion, hereinafter referred to as "PROJECT"; and

WHEREAS, SCRRA Board of Directors approved the TIRCP overall budget, which included said PROJECT and

WHEREAS, COMMISSION and SCRRA agree that COMMISSION shall be the lead on the PE/ED phase, acquire the necessary real estate interest, and lead the public outreach for the PROJECT; and

WHEREAS, SCRRA authorizes COMMISSION a total not to exceed amount of five million three hundred seventeen thousand Dollars (\$5,317,000), for all work performed pursuant to Exhibit A – "RCTC Scope of Services" (hereinafter referred to as "SERVICES"), attached herein; and

WHEREAS, COMMISSION and SCRRA mutually agree the available funding to perform the SERVICES for the PROJECT shall be expended expeditiously in compliance with all federal and state requirements utilizing COMMISSION's Procurement Policies; and

NOW, THEREFORE, it is mutually understood and agreed by COMMISSION and SCRRA as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and conditions(s) of this Agreement between COMMISSION and SCRRA and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this

Agreement shall not affect the validity of other term(s) or conditions(s) of this Agreement. The above referenced Recitals are true and correct and are incorporated by reference herein.

B. COMMISSION's failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of COMMISSION'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 Agreement shall not be binding upon COMMISSION except when specifically confirmed in writing by an authorized representative of COMMISSION by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

C. SCRRA's failure to insist on any instance(s) of COMMISSION's performance of any term(s) or condition(s) of this Agreement 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 COMMISSION's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement 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 Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. SCOPE OF AGREEMENT

This Agreement specifies the roles and responsibilities of the Parties as they pertain to the subjects and projects addressed herein. Both COMMISSION and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

ARTICLE 3. DELEGATED AUTHORITY

The actions required to be taken by SCRRA in the implementation of this Agreement are delegated to its Chief Executive Officer (CEO) or designee, and the actions required to be taken by COMMISSION in the implementation of this Agreement are delegated to its Executive Director or designee.

ARTICLE 4. RESPONSIBILITIES OF COMMISSION

COMMISSION agrees to the following responsibilities:

A. To be the lead agency for the PE/ED and PS&E phases of the PROJECT and designate a

Project Manager as its single point of contact to manage the PROJECT and coordinate with SCRRA for all SERVICES under this Agreement

B. To provide SERVICES through completion at a cost, up to the not to exceed amount of five million three hundred seventeen thousand Dollars (\$5,317,000), in accordance with Exhibit A.

C. To be the grantee of five million three hundred seventeen thousand Dollars (\$5,317,000) in SCORE TIRCP funds and will be responsible for compliance with the grant, PROJECT management, invoicing, reporting and closeout of the grant.

D. To comply and require its consultants/contractors, if applicable to comply with all SCRRA standards, recommended practices, operating rules, and safety requirements, and to comply with all requirements of the SCRRA system configuration management program.

E. To be responsible for any SCRRA right-of entry costs and/or flagging costs that may be required for any work related to the SERVICES.

F. To enter into agreements for any of the SERVICES and be responsible for payment to consultants and/or contractors' invoices for accuracy, reasonableness, terms, and completeness.

G. To prepare and submit, on a quarterly basis, copies of Request for Reimbursement and Progress and Expenditure Reports to SCRRA for actual tasks completed and paid for by COMMISSION. Requests for Reimbursement shall include:

1. A detailed expenditure listing (with references for all required supporting documents) which shall at a minimum include the vendor or employee name, invoice number, period of service and amount paid. Required supporting documentation shall be referenced to the expenditure listing and shall be provided for expense items except for COMMISSION payroll costs. Sufficient detail shall be provided to allow SCRRA to verify all labor, material, overhead, rental, travel and any other cost submitted for reimbursement. All Requests for reimbursement shall be provided in electronic format and sent to both Elizabeth Lun (LunE@scrra.net) and Anne Louise Rice (RiceA@sccra.net).

2. To agree to reimburse any funds not expended for any work related to the SERVICES of the SCORE Program or not expended consistent with funding requirement for the applicable grant.

H. COMMISSION shall conduct all of its activities in association with the PROJECT in a good and competent manner and in compliance with all applicable federal, state and local rules and regulations, grant requirements and SCRRA's standards, policies, practices and guidelines

ARTICLE 5. RESPONSIBILITIES OF SCRRA

SCRRA agrees to the following responsibilities for SERVICES:

A. SCRRA will formally request on behalf of COMMISSION that the COMMISSION become the implementing agency of SCORE TIRCP funds in the amount of five million three hundred seventeen thousand Dollars (\$5,317,000).

B. To designate a Project Manager as the point of contact for coordination issues through completion of the Project.

C. To provide timely review and responses to all requests from COMMISSION, which include engineering plans, technical reports, and of Requests for Reimbursement and Progress and Expenditure Reports, and to not unreasonably withhold approval of any requests.

D. SCRRA shall conduct all of its activities in association with the PROJECT in a good and competent manner and in compliance with all applicable federal, state and local rules, grant requirements and regulations and SCRRA's standards, policies, practices and guidelines.

ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, COMMISSION and SCRRA mutually agree that COMMISSION's maximum cumulative reimbursement obligation hereunder shall be five million three hundred seventeen thousand Dollars (\$5,317,000), unless agreed to and amended by both Parties.

ARTICLE 7. AUDIT AND INSPECTION

COMMISSION shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, COMMISSION shall permit the authorized representatives of SCRRA, the grantor, or their designees to inspect, copy, and audit all work, materials, payroll, books, accounts and other data and records of COMMISSION as required under TIRCP Master Agreement or until any on-going audit is completed.

ARTICLE 8. INDEMNIFICATION

A. SCRRA shall indemnify and hold harmless COMMISSION, 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 property to the extent a trier of fact determines same is actually caused by the negligent acts, omissions or willful misconduct of SCRRA, its officers, directors, employees or agents in the performance of this Agreement.

B. COMMISSION 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 property to the extent actually caused by the negligent acts, omissions or willful misconduct by COMMISSION, its officers, directors, employees or agents in connection with or arising out of the performance of this Agreement.

ARTICLE 9. ADDITIONAL PROVISIONS:

The COMMISSION and SCRRA agree to the following mutual responsibilities:

A. Term of Agreement: This Agreement shall continue in full force and effect through **June 30, 2022**, unless terminated earlier by mutual written consent by both Parties.

B. Termination: In the event either Party defaults in the performance of their obligations, under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party.

C. Termination for Convenience: Either Party may terminate this Agreement by providing thirty (30) days written notice of its intent to terminate for convenience to the other Party;

D. Compliance: COMMISSION and SCRRA shall comply with all applicable federal, state, and local laws, statutes, ordinances, grant requirements, and regulations of any governmental authority having jurisdiction over the PROJECT.

E. Legal Authority: COMMISSION and SCRRA hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the Parties hereto are formally bound to the provisions of this Agreement.

F. Amendments: This Agreement may be amended in writing at any time by the mutual consent of both Parties. No amendment shall have any force or effect unless executed in writing by both Parties.

G. Severability: If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

H. Counterparts of Agreement: This Agreement 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 agreement. Facsimile signatures will be permitted.

I. Assignment: Neither this Agreement, nor any of the Parties rights, obligations, duties, nor authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party. 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. Obligation to Grantor: COMMISSION shall ensure the SCRRRA funds dispersed to COMMISSION does not jeopardize the TIRCP grant awarded by CalSTA to SCRRRA. COMMISSION shall provide copies of Requests for Reimbursement and Progress and Expenditure Reports, and any other documentation reasonably requested by SCRRRA, in order for SCRRRA to fulfill its obligation to CalSTA in accordance with EXHIBIT B: The CalSTA – SCRRRA TIRCP Master Agreement.

L. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern hereunder.

M. Litigation Fees: Should litigation arise out of this Agreement for the performance thereof, the court shall award costs and expenses, including attorney's fees, to the prevailing Party.

N. Notices: Any notices, requests or demands made between the Parties pursuant to this Agreement are to be directed as followed:

To SCRRA:

Southern California Regional Rail Authority

2704 North Garey Avenue

Pomona, CA 91767

Attention: Elizabeth Lun

Acting Asst. Director, SCORE

Tel: (909) 593-6419

Email: lune@scrra.net

To COMMISSION:

Riverside County Transportation Commission

4080 Lemon Street

Riverside, CA 92501

Attention: Marlin Feenstra

Capital Project Manager

Tel: (951) 787-7963

Email: mfeenstra@rctc.org

O. Force Majeure: Either Party shall be excused from performing its obligations under this Agreement 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, 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.

This Agreement shall be made effective upon execution by both Parties.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement No. 19-33-082-00 to be executed on the date first written above.

**SOUTHERN CALIFORNIA REGIONAL
RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

By: _____
Stephanie Wiggins
Chief Executive Officer

By: _____
Anne Mayer
Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Donald O. Del Rio
General Counsel

By: _____
General Counsel

Exhibits:

EXHIBIT A COMMISSION SCOPE OF SERVICE

DRAFT

EXHIBIT A
COMMISSION SCOPE OF SERVICES

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Scope of Work

Project Management Responsibilities

Project management will be performed by RCTC with SCRRA oversight under a cooperative agreement. The managing agency will work cooperatively with BNSF, the City of Riverside, environmental resource agencies, and other stakeholders in delivering this project.

The Physical Scope required to complete the project includes:

- Partially Demolish/Reface warehouse
- Relocate ADA parking
- Modify parking lot
- Modify existing/Construct new pedestrian at-grade rail crossing
- Modify Transit Drop-Off Area
 - Relocate/Construct Exit Driveway
- Construct 720-foot center platform
- Construct Pedestrian Overpass
 - Construct Elevator
 - Construct Stairs
 - Construct Bridge
- Construct new platform tracks
- Remove 1,100 feet of existing track
- Relocate/Construct new Control Points
- Construct sidewalk
- Modify railroad signal system
- Extend Culverts
- Relocate utilities, as necessary
- Construct various other ancillary civil and track improvements

Environmental Clearance & Permits

The project is subject to compliance with California Environmental Quality Act (CEQA), and National Environmental Policy Act (NEPA).

The project proposes to increase station tracks to improve operation of anticipated train meets and to prevent blockages on the BNSF mainline. The project will result in the increase of service and/or alter the facility use. Per a preliminary review, the potential impact to an adjacent historical structure, it is

anticipated that an Initial Study (IS) with a Negative Declaration (ND) or Mitigated Negative Declaration (MND) would be the minimum required. The exceptions include the following:

- Significant cumulative impact on the environment
- Significant effect on the environment due to unusual circumstances.
- Damage of scenic highways
- Use of hazardous waste site
- Substantial adverse change in the significance of historical resources

Preliminary evaluation of the project's environmental compliance issues include the following topics:

- Land Use: The project is located within a mixture of land developments that includes Commercial, Business/Office, and Medium Density Residential Areas. The project is consistent with the existing and planned land use for the project area. ²
- Property acquisition: It is anticipated that the project will affect one business located adjacent to the project area. The project will acquire new right-of-way from the solar panel manufacturing building property located southeast of the existing station platforms; however, the property take should be minimized and a single-vehicle driveway entrance off of 12th Street maintained. If the business becomes not viable due to right-of-way requirements, the project may be required to provide relocation benefits according to the Real Property Acquisition Policies Act, depending on the level of impact.
- Visual Resources: Several palm trees line the project area that may be removed as a result of the project. The City of Riverside General Plan policies and objectives protects trees as an important visual resource, and encourages maintaining, preserving, and new planting of trees.² The project may be required to replace trees that are affected by the project construction.
- Cultural Resources: A search of the California Historical Resources Information System (CHRIS) archeological resources was conducted for the project's Area of Potential Effect (APE). The APE consists of the project general Limits of Disturbance (LOD) with a 1/2 mile buffer area. The following is a description of the search results: (See attached map for the APE Map and Location of Identified Archeological Sites)
 - P-33-009678 and P-33-01391 refer to group of archaeological resources in the same location, John W. North Park north of the project area;
 - P-33-009769 is a series of three building complexes associated with the historic "Citrus Machinery Pioneering", on the east side of the existing railroad tracks;
 - P-33-021086 is part of the earlier Santa Ana Railroad that seems to have passed through some of the lots that now hold the Citrus Machinery Pioneering buildings (P-33-9769). It seems to be a railroad spur running from just south of 14th Street and extending up to about 12th Street;
- Site (P-33-021086) may potentially be disturbed or covered during the construction of the adjacent industrial buildings. The highest potential area of the site that may remain is the paved areas directly north of 14th Street. None of the proposed alternatives may extend within these limits, and it is unlikely that the any remains of the railroad would be affected by the project. Further investigation of this resource may be required for the environmental documentation.

- **Biological Resource:** A search of the CNDDDB resulted in five species of interest that are historically present within the project area, of which only one is listed Federally Threatened and State Endangered (western yellow-billed cuckoo). However, the database indicates that all of these species are extant or are no longer present within this area. No species/habitat were identified in the project area in the USFW Critical Habitat dataset and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).
- The project may result in removal of trees within in the project area, and will be required to comply with requirements of the Migratory Bird Treaty Act.
- **Hazardous Material:** Hazardous Material Preliminary Screening was performed for the project to identify parcels of property or facilities with known or potential environmental contamination that could affect the Project's design, cost, or schedule. The search included databases maintained by various state and federal agencies within one-quarter mile search buffer from the Project Site. Based on the database search report, 25 facilities were listed in one or more databases within 500 feet of the approximate project limits that may have the potential of source of contaminates. These adjacent and nearby facilities pose the highest risk of potential contamination impacting the Project. It is recommended that additional research/investigation activities be completed on key adjacent or nearby properties that pose a potential environmental threat to the Project activities. These additional activities could include obtaining and reviewing agency file records and reports which document and detail known contamination characteristics, extent of impacts, and remediation activities, if applicable.
- **Noise/Vibration and Air quality:** the project does not include increase in capacity and will not result in increase in rail traffic. It is not anticipated that the project will increase noise/vibration, and will not result in emissions increase. The project will not have noise and air quality impacts.
- The project may result in temporary construction impacts that require the implementation of the following measures:
 - Coordination with Riverside Transit Authority (RTA) for impacts on bus routes, if any.
 - Coordination with any utility providers, if the project requires utility relocation that may affect land use surrounding the station.
 - Maintain access during construction for pedestrians, parking, and local business traffic.

The following table summarizes the applicable environmental permits and approvals associated with the project.

Table 1: Summary of Anticipated Permits and Approvals

Permit or Approval	Responsible Agency	Status
Encroachment Permit	Riverside Public Utilities (Riverside Canal)	Coordination and permit will be required prior to beginning of construction

PS&E scope of work for this project includes the following:

- Prepare design documents for bidding construction as follows:
 - Alternatives Analysis (complete)

- 30% Design Plans
- 60% Design Plans
- 90% Design Plans
- 100% bid ready Design Plan set and construction specifications
- Prepare design reports as follows:
 - Geotechnical Report
 - Hydrology and Hydraulic Report
 - Environmental Constraints Report
- Obtain appropriate environmental Mitigation property or credits at mitigation banks as outlined in the Environmental Clearance section of this PDR
- Obtain required property, permanent easements, and construction easements
- Identify and implement appropriate mitigation measures
- Coordinate and obtain resource agency permits
- Relocate utilities, as necessary
- Construct various other ancillary civil and track improvements

Project Schedule

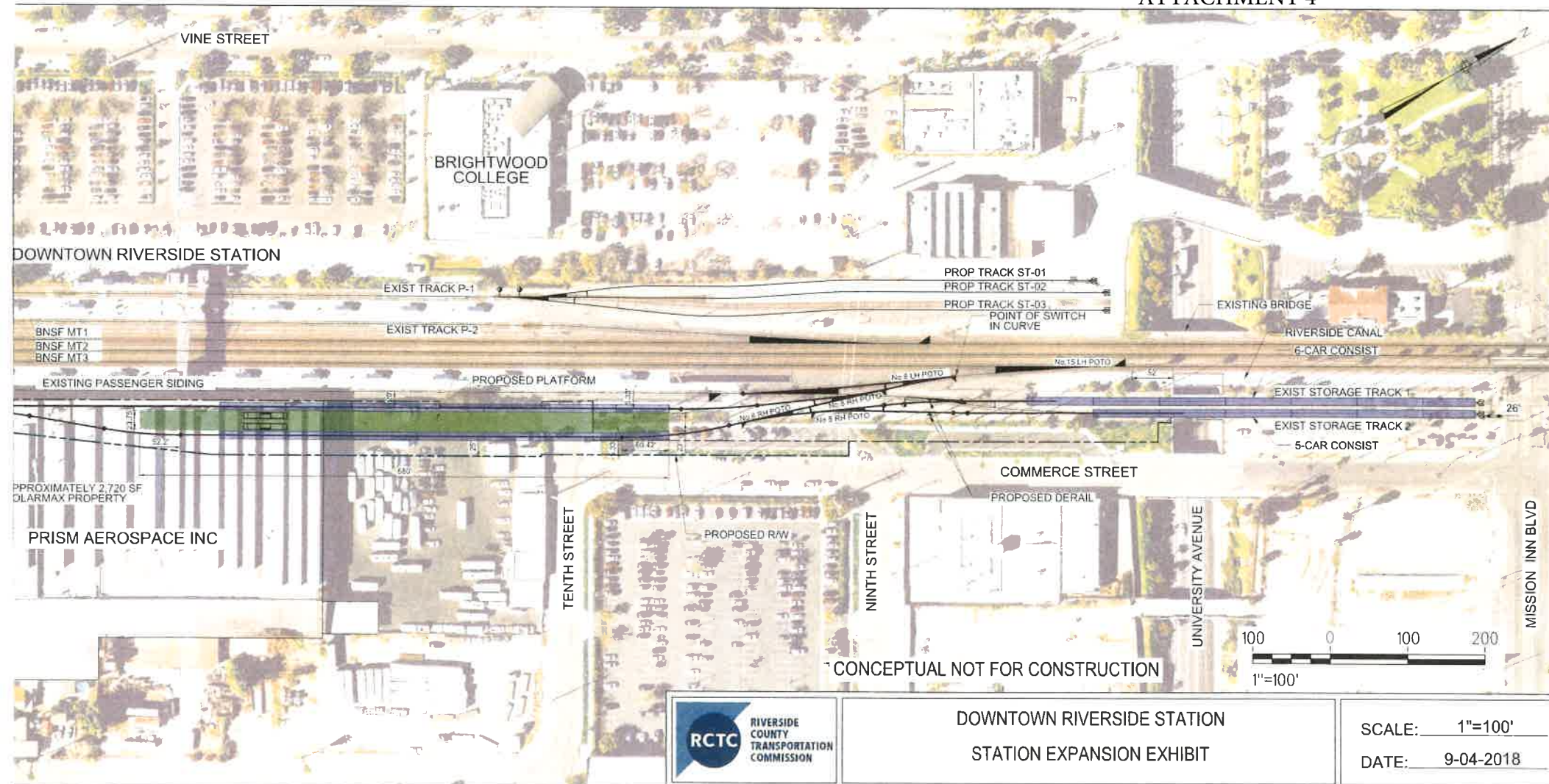
Milestone

NTP

Begin Environmental Phase (PA&ED)	NTP + 1 Month
Begin Design (PS&E) Phase	NTP + 12Months
Circulate Draft Environmental Document	NTP + 18Months
30% Design Complete	NTP + 18 Months
End Environmental Phase (PA&ED)	NTP + 24 Months
60% Design Complete	NTP + 24 Months
90% Design Complete	NTP + 30 Months
End Design Phase	NTP + 36 Month

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AGENDA ITEM 11

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	June 12, 2019
TO:	Riverside County Transportation Commission
FROM:	Jenny Chan, Management Analyst Shirley Medina, Planning and Programming Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2019/20 SB 821 Bicycle and Pedestrian Facilities Program Funding Recommendations

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Fiscal Year 2019/20 SB 821 Bicycle and Pedestrian Facilities (SB 821) program recommended project allocations in the amount of \$3,901,915;
- 2) Direct staff to prepare memorandums of understanding (MOUs) with the project sponsors to outline the project schedules and local funding commitments; and
- 3) Authorize the Chair or Executive Director to execute the MOUs with the project sponsors, pursuant to legal counsel review.

BACKGROUND INFORMATION:

Each year, two percent of the Local Transportation Fund (LTF) revenue is set aside for bicycle and pedestrian projects through the Commission's SB 821 Program. At its March 2014 meeting, the Commission approved the Technical Advisory Committee's subcommittee recommendation to extend the SB 821 Call for Projects from an annual basis to a biennial basis mainly to accumulate more funding per call. It also set the call release date for the first Monday of every other February and the close date for the last Thursday of every other April, beginning February 2015.

Consistent with Commission policy, earlier this year staff released the call for projects on February 4. The cities and the County were notified that an estimated \$3,833,000 would be available for programming in FY 2019/20 through the SB 821 program. One-on-one sessions were offered to all eligible agencies, from February 5 through April 19, to review and provide feedback on potential project applications. Proposals were due April 25. The Commission received 35 project proposals, totaling \$7,837,250 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	9	26	35
Total Funding Request	\$2,588,408	\$5,248,842	\$7,837,250

The FY 2019/20 SB 821 Evaluation Committee was comprised of five members representing staff from Caltrans District 8, Coachella Valley Association of Governments, the city of Indian Wells, Riverside Transit Agency, and the Western Riverside Council of Governments. On May 9, the evaluation committee met and reviewed the 35 project applications, based upon the Commission's adopted evaluation criteria as summarized below and described in Attachment 1.

Evaluation Criteria

Factor	Maximum Points
Destinations Served	15
Safety	10
Project Enhancement	5
Multimodal Access	5
Matching Funds	10
Population Equity	5
Total Points	50

Initially, an estimated \$3,833,000 was available for programming for this year's call for projects. Due to project savings and rescinded funds from projects allocated in previous cycles, staff recommends funding allocations for 12 projects, totaling \$3,901,915, approximately a \$69,000 increase from the initial estimate. A summary of the recommended allocations is provided in the table below and a full list of the projects is provided in Attachment 2.


Summary of Recommended Allocations

	Coachella Valley	Western Riverside	Total
# of Recommended Projects	4	8	12
Total SB 821 Recommended Allocations	\$1,302,406	\$2,599,509	\$3,901,915
Recommended Allocations as a % of Total Allocations	33%	67%	100%

Per the Commission's SB 821 adopted policies, jurisdictions receiving an allocation have 24 months to complete approved projects and submit claim forms for reimbursement upon project completion. Staff recommends that the Commission direct staff to prepare MOUs with

the sponsor for each project to outline the project schedule, funding plan, and local agency match commitment. Further, staff recommends that the Commission authorize the Chair or Executive Director to execute the MOUs, pursuant to legal counsel review.

Staff will monitor the progress of the projects to ensure timely implementation and delivery and expenditure reimbursements, as the intent of the SB 821 program is to deliver and expend FY 2019/20 and FY 2020/21 funds within the timeframe of this cycle.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21	Amount:	\$1,250,100 \$2,651,815
Source of Funds:	Local Transportation Funds-SB 821			Budget Adjustment:	No N/A
GL/Project Accounting No.:	601 62 86106				
Fiscal Procedures Approved:				Date:	05/16/2019

Attachments:

- 1) RCTC SB 821 Evaluation Criteria
- 2) FY 2019/20 SB 821 Funding Recommendation

RCTC SB 821 Evaluation Criteria

<u>FACTOR</u>	<u>MAXIMUM POINTS</u>
DESTINATIONS SERVED – Three points will be awarded for each destination served by the proposed project (e.g. employment center, school/college, retail center, downtown area, park or recreation facility, library, museum, government office, medical facility) up to a maximum of 15 points. <i>*Map with numbered destinations served must be included.</i> -For pedestrian projects, destinations served must be within a ¾-mile or less radius of the proposed project. -For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.	15
SAFETY – The extent to which the proposed project will increase safety for the non-motorized public. Points will be given for any combination of the following project characteristics: no existing shoulder within project limits, no existing/planned sidewalk or bike route/lane/path adjacent to the project; and/or by providing: documented pedestrian/bicycle collision history, most current and valid 85 th percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project.	10
PROJECT ENHANCEMENT – Up to five points will be awarded based on the extent that the proposed project will encourage people to use the proposed facility; e.g. ADA ramps, bicycle lockers or other bicycle amenities, or completing a missing link. Enhancements must exist or be part of the project proposal.	5
MULTIMODAL ACCESS – One point will be awarded for each transit stop or park and ride facility served by the proposed project up to a maximum of five points. <i>*Map with numbered transit stops or park and rides served must be included.</i> -For pedestrian projects, transit stops served must be within a ¾-mile or less radius of the proposed project. -For bicycle projects, transit stops served must be within a two-mile or less radius of the proposed project.	5
MATCHING FUNDS – One point is awarded for each 5% of match provided by the local agency, for a maximum of 10 points at a 50% match. <i>*Supporting documentation of proposed match must be included.</i>	10
POPULATION EQUITY – Calculated by multiplying the local agency's cumulative total allocation by the local agency's population percentage (population percentage calculated by dividing the local agency's population by the total population of Riverside County). An applicant receives five points if the cumulative amount of funds received does not exceed the total of what the applicant would receive if the funds were allocated by population (calculated by RCTC).	5
	50

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
SB 821 BICYCLE AND PEDESTRIAN PROGRAM
FY 2019 CALL FOR PROJECTS
FUNDING RECOMMENDATION

ATTACHMENT 2

Agency	Project Name	Total Project Cost	SB 821 Funds Requested	Recommended Allocation	Score
Menifee	Paloma Wash Trail	\$ 999,530	\$ 499,765	\$ 499,765	45
Riverside County	Mecca Curb Ramp Accessibility Project (District 4)	\$ 500,000	\$ 250,000	\$ 250,000	42
Desert Hot Springs	DHS Bike Lanes and ADA Improvements	\$ 630,906	\$ 330,906	\$ 330,906	42
Moreno Valley	Cactus Avenue/Redwing Drive Ped Hybrid Beacon	\$ 400,000	\$ 200,000	\$ 200,000	42
Wildomar	Palomar Street/Clinton Keith Road	\$ 781,540	\$ 275,000	\$ 275,000	42
Menifee	Scott Road/Menifee Road Sidewalk	\$ 366,526	\$ 183,263	\$ 183,263	42
Eastvale	65th Street Bicycle and Pedestrian Safety Enhancement	\$ 700,000	\$ 350,000	\$ 350,000	42
Riverside County	Carver Tract Sidewalk Safety Improvement - Leyte Avenue, Corregidor Avenue, Lingayen Avenue, and Luzon Street (District 4)	\$ 1,150,000	\$ 575,000	\$ 575,000	41
Palm Springs	Sidewalk Gap Closure Improvements - Sunny Dunes Road	\$ 293,000	\$ 146,500	\$ 146,500	41
Riverside	Adair Avenue Sidewalk	\$ 300,000	\$ 150,000	\$ 150,000	39
Riverside	Bonita Avenue Sidewalk	\$ 420,000	\$ 210,000	\$ 210,000	39
Riverside County	El Nido Avenue Sidewalk Safety Improvement Project - Orange Avenue to Placentia Avenue (District 5)	\$ 1,282,481	\$ 731,481	\$ 731,481	39
UNFUNDED					
Cathedral City	Cathedral Canyon Drive Sidewalk Gap Closure	\$ 451,000	\$ 338,400		38
Cathedral City	Gerald Ford Drive Bike Lanes Project - Date Palm Drive and Da Vall Drive	\$ 27,400	\$ 21,920		38
Moreno Valley	Heacock Street south of Gregory Lane Sidewalk Improvements	\$ 650,000	\$ 520,000		38
Perris	Ruby Drive & Redlands Ave Ped Improvements	\$ 320,000	\$ 100,000		38
La Quinta	Washington Street at Ave 50 and Calle Tampico Sidewalk and ADA Improvements	\$ 195,400	\$ 97,700		37
Perris	North A Street Sidewalk Improvement	\$ 250,000	\$ 125,000		36
Lake Elsinore	Joy Street Sidewalk Project	\$ 121,777	\$ 60,889		36
Lake Elsinore	Colier Avenue Bike Lane	\$ 52,000	\$ 26,000		36
Riverside County	Mayberry Avenue Sidewalk Safety Improvement - Peartree Lane to Casino Road (District 3)	\$ 544,500	\$ 408,375		36
Riverside	Cleta Drive & Thrush Drive Improvements	\$ 340,000	\$ 170,000		36
Lake Elsinore	Machado Street Sidewalk Project	\$ 213,318	\$ 106,659		35
Rancho Mirage	Missing link Sidewalk	\$ 639,964	\$ 319,982		35
San Jacinto	Lyon Avenue Sidewalk Installation	\$ 120,000	\$ 60,000		35
Lake Elsinore	Lincoln Street Bike Lanes	\$ 25,000	\$ 12,500		35
Riverside County	Tolton Avenue Sidewalk Safety Improvement Project - Grant Street to Truman Street (District 2)	\$ 390,000	\$ 310,000		35
Temecula	Ynez Road Sidewalk Improvement	\$ 125,000	\$ 91,000		34
Hemet	Kirby Street Improvements	\$ 149,775	\$ 124,775		34
Jurupa Valley	Etiwanda Avenue & Wineville Bike Lane Striping Project	\$ 100,000	\$ 100,000		34
Cathedral City	Perez Road Sidewalk Gap Closure	\$ 508,000	\$ 508,000		33
Lake Elsinore	Avenue East Sidewalk Project	\$ 234,139	\$ 117,070		31
Lake Elsinore	Avenues West Sidewalk Project	\$ 224,129	\$ 112,065		31
San Jacinto	Cottonwood Avenue Ped Improvement Project	\$ 600,000	\$ 90,000		30
Riverside County	La Sierra Avenue Sidewalk Safety Improvement Project - Orchard View Lane to Carrara Court (District 1)	\$ 230,000	\$ 115,000		22
TOTAL		\$ 14,335,385	\$ 7,837,250	\$ 3,901,915	

Coachella Valley

Number of Applications	9
Total Funding Request	\$ 2,588,408
Number of Funded Applications	4
Funding Received	\$ 1,302,406 33%

Western Riverside

Number of Applications	26
Total Funding Request	\$ 5,248,842
Number of Funded Applications	8
Funding Received	\$ 2,599,509 67%

Riverside Region

Total Number of Applications	35
Total Funding Request	\$ 7,837,250
Number of Funded Applications	12
Funding Available	\$ 3,901,915