



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, September 9, 2020

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

COMMISSIONERS

Chair – Ben J. Benoit

Vice Chair – Jan Harnik

Second Vice Chair – V. Manuel Perez

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

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

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, September 9, 2020

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INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting - from PC, Laptop or Phone

<https://rctc.zoom.us/j/86076668991>

US : +1 669 900 6833 or +1 346 248 7799

Webinar ID: 860 7666 8991

For members of the public wishing to submit comment in connection with the Commission Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to September 8, 2020 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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

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

1. CALL TO ORDER

2. ROLL CALL

3. **PUBLIC COMMENTS** – *Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*
4. **ADDITIONS / REVISIONS** – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
5. **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.*

5A. **APPROVAL OF MINUTES – AUGUST 12, 2020**

Page 1

5B. **QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL-JUNE 2020**

Page 15

Overview

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

5C. **STATE AND FEDERAL LEGISLATIVE UPDATE**

Page 23

Overview

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

5D. **91 EXPRESS LANES MONTHLY STATUS REPORTS**

Page 32

Overview

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

5E. **TOLL OPERATIONS YEAR IN REVIEW AND COVID-19 IMPACTS UPDATE**

Page 96

Overview

This item is for the Commission to receive and file a presentation providing a review of results from the latest fiscal year of toll operations and an update to the impacts that the COVID-19 pandemic has had on toll operations.

**5F. DEPARTMENT OF CALIFORNIA HIGHWAY PATROL AGREEMENT FOR EXPRESS LANES
TOLL ENFORCEMENT**

Page 117

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 21-31-005-00 with the Department of California Highway Patrol (CHP) for toll enforcement on the express lanes for a five-year term in the amount of \$3,611,479; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

5G. RCTC 91 EXPRESS LANES CHANGEABLE MESSAGE SIGNS MAINTENANCE AGREEMENT

Page 132

Overview

This item is for the Commission to:

- 1) Award Agreement No. 21-31-004-00 to Daktronics, Inc. (Daktronics) for the maintenance and repair of the changeable message signs (CMS) for the 91 Express Lanes for a five-year term, in the amount of \$148,775, plus a contingency amount of \$14,878, for a total amount not to exceed \$163,653;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve the use of the contingency amount as may be required for the agreement.

5H. RIVERSIDE EXPRESS AAA REWARDS AND DISCOUNTS PROGRAM

Page 141

Overview

This item is for the Commission to receive and file a presentation on the Riverside Express AAA Rewards and Discounts program.

5I. FISCAL YEAR 2020/21 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

Page 151

Overview

This item is for the Commission to:

- 1) Approve Resolution No. 20-014, "Resolution of the Riverside County Transportation Commission Approving the FY 2020/21 Project List for the California State of Good Repair Program";

- 2) Approve an allocation of \$4,211,059 related to Fiscal Year 2020/21 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased SCO revenue estimates up to \$421,102, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$258,859 in the FY 2020/21 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

6. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2020/21, RELATED MEMORANDUM OF UNDERSTANDING, AND RCTC SHORT RANGE TRANSIT PLAN AMENDMENT

Page 156

Overview

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve the Fiscal Year (FY) 2020/21 SCRRA operating and capital budget, which results in an operating subsidy of \$23,780,000 and capital subsidy of \$7,961,548 for the Commission;
- 3) Amend the FY 2020/21 RCTC Short Range Transit Plan (SRTTP) to address changes in the funding sources to meet Metrolink's annual request; and
- 4) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-01, Amendment No. 1 to MOU No. 20-25-091-00, with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding.

7. CALIFORNIA HIGH-SPEED RAIL LOS ANGELES TO ANAHEIM PROJECT UPDATE

Page 208

Overview

This item is for the Commission to:

- 1) Receive a report on the California High-Speed Rail Authority's Los Angeles to Anaheim Project Section progress and potential impacts to the Commission; and
- 2) Direct the Chair and/or Executive Director to submit comments that express the Commission's rightful concerns regarding potential environmental impacts of the project.

8. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

9. 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.

- **RCA Update, Anne Mayer**

10. CLOSED SESSION

10A. 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	118-160-004	RCTC	JDI Ventures Real Estate LLC
2	229-082-006 and 229-082-007	RCTC	Kingsfield Development Corp or JDI Ventures Real Estate LLC

11. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Wednesday, October 14, 2020**, Board Room, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 5A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, August 12, 2020

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Ben J. Benoit at 9:30 a.m., via Zoom Meeting ID: 852 9930 0561. Pursuant to Governor Newsom's Executive Order N-29-20.

2. ROLL CALL

Commissioners/Alternates Present

Rusty Bailey
Ben J. Benoit
Brian Berkson
Randall Bonner
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Raymond Gregory
Yxstain Gutierrez
Berwin Hanna
Jan Harnik
Jeff Hewitt
Linda Krupa
Clint Lorimore
Bob Magee
Scott Matas

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

Commissioners Absent

Steven Hernandez
Kevin Jeffries
Wes Speake

3. PUBLIC COMMENTS

There were no requests to speak from the public.

4. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

5. CONSENT CALENDAR

M/S/C (Vargas/Welch) to approve the following Consent Calendar items.

5A. APPROVAL OF MINUTES – JUNE 10, 2020

5B. SINGLE SIGNATURE AUTHORITY REPORT

Receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2020.

5C. FISCAL YEARS 2016-2018 TRANSPORTATION DEVELOPMENT ACT STATE TRIENNIAL PERFORMANCE AUDIT RESULTS FOR THE COMMISSION AND TRANSIT OPERATORS

- 1) Receive and file the Fiscal Year 2015/16 through FY 2017/18 state triennial performance audit results for the Commission; and
- 2) Receive and file the FY 2015/16 through FY 2017/18 state triennial performance audit results for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); and SunLine Transit Agency (SunLine).

5D. FISCAL YEAR 2018/19 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS

Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year 2018/19.

5E. SALARY SCHEDULE FOR FISCAL YEAR 2020/21

Approve the salary schedule effective July 2, 2020, located in Appendix B of the proposed budget.

5F. ANNUAL INVESTMENT POLICY

- 1) Adopt Resolution No. 20-012, *“Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy”*;
- 2) Adopt the revised annual Investment Policy.

5G. STATE AND FEDERAL LEGISLATIVE UPDATE

Receive and file an update on state and federal legislation.

5H. FISCAL YEAR 2020/21 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$676,500 for Western Riverside Council of Governments (WRCOG) and \$369,000 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year 2020/21 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions consistent with regional and subregional plans, programs, and requirements.

5I. FISCAL YEARS 2020/21 – 2024/25 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

Approve the Fiscal Years 2020/21 – 2024/25 Measure A Five-Year Capital Improvement Plans (CIPs) for Local Streets and Roads (LSR) as submitted by the participating agencies.

5J. AGREEMENT WITH BNSF RAILWAY COMPANY FOR RAIL SIGNAL DESIGN SERVICES FOR THE RIVERSIDE DOWNTOWN METROLINK STATION TRACK AND PLATFORM EXPANSION PROJECT

- 1) Approve Agreement No. 21-31-001-00, with BNSF Railway Company (BNSF) for rail signal design services for the Riverside Downtown Metrolink Station Track and Platform Expansion Project for a total amount not to exceed \$150,000; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

5K. 2020 STATE ROUTE 91 IMPLEMENTATION PLAN

Approve the 2020 State Route 91 Implementation Plan.

6. PRESENTATION – THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Phillip Law, Manager of Mobility Planning and Management with SCAG, presented the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG), highlighting the following:

- 60-day progress report - Since the Regional Council adopted Connect SoCal for federal conformity purposes, SCAG has completed a number of tasks to gather additional input

- Growth forecast analyst:
 - SCAG conducted multiple rounds of peer review and feedback on the data that forms the foundation for Connect SoCal, giving cities and counties several opportunities to comment on things like how growth ought to be distributed, and adjusting accordingly.
 - SCAG received feedback from 12 jurisdictions – seven asking for revisions and five requesting no revisions whatsoever. SCAG staff is working to incorporate these changes.
 - Staff has high confidence that the data not only can accurately reflect entitlements and their phasing, but will also fall within general plan capacities at the neighborhood level (as conveyed by jurisdictions).
- COVID-19 outreach/what did we learn:
 - The top noted impacts of COVID-19 to communities is lack of income to pay rent/mortgage and increased vehicle speeds on local roads.
 - The top long-term concern about COVID-19 impact to the community was lack of government funding for services and programs.
 - On average, 87% of respondents noted that the Connect SoCal goals were either still important or more important in light of COVID-19.
- Moving forward:
 - Staff estimates that adjustments to data will be minor and will not significantly impact the overall regional modeling results of the plan.
 - Given the living nature of Connect SoCal and its existing focus on the need to develop regional resilience strategies targeting our most vulnerable communities, staff is not recommending any specific modifications or clarifications to Connect SoCal at this time.
 - Staff recommends that policy changes and plan updates be considered through future board action informed by the upcoming Connect SoCal Implementation Plan and 2024 Connect SoCal Emerging Issues Outlook, as well as the Connect SoCal amendment process.
- Key points:
 - We are confident in the strength of the plan, which is the product of rigorous collaboration and meticulous vetting.
 - SCAG has listened closely to stakeholder concerns, going above and beyond to conduct extra rounds of peer review and stakeholder outreach
 - Further delay threatens economic recovery by making the region ineligible for state transportation funds.
 - Connect SoCal prioritizes the attainment of all applicable federal and state performance requirements – it's already been approved by the FHWA and FTA, and it fully achieves state greenhouse gas reduction targets.
 - Connect SoCal is a living document, subject to amendment and updated every four years, ready to evolve to address the needs of a constantly changing world.
- Ongoing outreach and future actions planned

7. UPDATE ON MEASURE A AND LOCAL TRANSPORTATION FUND SALES TAX REVENUES

Theresia Trevino, Chief Financial Officer, presented an update on Measure A and Local Transportation Fund sales tax revenues, highlighting the following areas:

- Measure A:
 - FY 2020 Revised Projection = \$178 million
 - FY 2021 Revised Projection = \$160 million
- Local Transportation Fund (LTF):
 - FY 2020 Revised Projection = \$91 million
 - FY 2021 Revised Projection = \$82 million
- Looking ahead:
 - COVID-19 impacts –
 - Economic activity information availability
 - Q1 2020 data under review
 - Includes March and start of stay at home orders
 - Increase in zero-filers
 - Delay in manual processing of returns for some large taxpayers with sub-outlets
 - Due to Governor's Executive Order allowing filing extension
 - Sales tax consultant estimates for Q1 2020 activity
 - Q2 2020 data anticipated in late 2020
 - Will include April-June results
 - Payment extensions:
 - Businesses with tax liability under \$1 million
 - Q1 2020 filings due 7/31/20
 - Payments to RCTC expected in August
 - FY 2020 revenues will reflect estimate for taxes due to RCTC
 - Payment deferrals:
 - Small businesses with taxable sales under \$5 million
 - Up to \$50,000 of tax liability can be deferred in 12 installments through 7/31/20
 - Applications available July 2020
 - FY 2020 revenues will reflect estimate for taxes due to RCTC
- Staying informed:
 - Continue monitoring and analyzing revenues
 - May revenues higher due to CDTFA change in estimate basis
 - Utilize sales tax consultant to:
 - Assist in analysis of sales tax data and trends
 - Ensure Commission receives its share of Measure A sales tax revenues
 - Provide regular updates to Commission and its committees

Commissioner Karen Spiegel expressed it is challenging the Commission has no say in the extension of the sales tax and inquired if the state will be able to work through any challenges there may be on getting that payment if they allow the extension and payment plans.

Theresa Trevino replied she is uncertain if RCTC has any control in this and given the last few years as she indicated affecting comparability, she hopes they are able to collect everything that belongs to RCTC. She stated there is a risk that some businesses may bail and as indicated there are zero filers because they are large permit holders and their data is entered manually. She expressed trying to be positive, but it is difficult when going into an audit period trying to make an estimate for what belongs to RCTC for FY 2020, and staff will do their best using prior data. So far, the revised revenue projections are on the conservative side with 11 months of revenues RCTC is at or in the case of LTF slightly above that target. Commissioner Spiegel expressed that Ms. Trevino is in a tough situation in representing the Commission.

Chair Benoit expressed appreciation to Ms. Trevino as this is a difficult time tracking these numbers and for all her hard work and stated they are facing similar issues at AQMD, the local cities and other jurisdictions.

M/S/C to receive and file an update on Measure A and Local Transportation Fund (LTF) sales tax revenues.

8. COACHELLA FESTIVAL SPECIAL EVENTS TRAIN PLATFORM DEVELOPMENT PROJECT UPDATE

Sheldon Peterson, Rail Manager, presented an update for the Coachella Festival Special Events Train Platform Development project, highlighting the following areas:

- Background:
 - Amtrak successfully ran Coachella Express to Festival in 2008
 - RCTC, LOSSAN, Amtrak, and Union Pacific Railroad staff begin project coordination in 2016
 - Location identified with city of Indio
 - \$5,942,510 State Rail Assistance awarded
 - \$2,745,731 Prop 1B funds programmed
 - \$8,688,241 project cost
- A graphic of the proposed Indio Temporary Platform
- Project development/challenges:
 - Consultant developed 30% design for temporary platform
 - 10-car ADA platform designed with separate station tracks
 - Railroad operations and ROW approval required
 - Railroad capacity and freight operations concerns
 - Current proposal to operate service is not financially viable

- Recent actions/moving forward:
 - Design beyond 30% requires specific agreements
 - LOSSAN and CalSTA recommend to suspend efforts
 - Indio platform design process can be reinstated in the future
 - Staff proposes to apply funding to larger Coachella Valley Rail Study for daily service

Anne Mayer, Executive Director, expressed disappointment for the turn of events on this project and stated staff has been working diligently for a few years trying to bring this to reality, which this information was included in the staff report and discussed at its July Budget and Implementation Committee meeting. She expressed RCTC's objectives to add additional rail service for passenger rail on Union Pacific Railroad's (UPRR) main freight line coming in and out of Southern California is a challenge due to their business model. She discussed how LOSSAN had the operating budget for the special events train included in their annual budget for approval and RCTC's mutual conversations in June with LOSSAN staff and California State Transportation Agency (CalSTA) about the fact that RCTC would be recommending to the Commission to return the grant funding and apologized that this information came out before it was brought to the Commission for approval. Also, the Commission was dark in July, so staff did not have the opportunity to bring this until the August Commission meeting. Anne Mayer stated RCTC is continuing to work diligently on the permanent rail service effort, but at an impasse with the special event train and it is best to return the public funds to CalSTA.

In response to Commissioner Jeff Hewitt's inquiry for the estimated \$374,900 that has been spent for design and environmental efforts for the platform and obviously the Commission hopes to have these special events in the future after COVID-19, but if the Commission gets anything that came out of spending those funds in the future, Sheldon Peterson replied yes. He explained they came up with a design in the initial engineering work that will actually work; RCTC is at a really good starting point and RCTC did not lose anything, and this clarified what it will really take to make it happen in the future.

Commissioner Spiegel stated the Commission has been working with UPRR and it has been a challenge but being the special event trains would only run for three weekends per year there was no way to work out a schedule with UPRR.

Anne Mayer replied there is a way to do it, but it would have involved RCTC paying a significant access fee to allow those trains to run. She explained from a staff perspective paying an access fee for special event trains was not the best expenditure of public funds. The business model UPRR is developing, which is passenger rail pays for access fees is not the right thing to do for special events trains as it would have been millions of dollars of public funds for access of those trains.

Commissioner Raymond Gregory stated this is a great disappointment as discussed at its July Budget and Implementation Committee meeting and there was an article in the

Desert Sun that was passing blame and at the time they probably did not have all of the information. The Budget and Implementation Committee meeting was the first time he learned about the access fees and without that explanation it was understandable there were many concerned that it was not a matter of the project being necessary it was more of a matter of resolve. Commissioner Gregory explained anyone that has dealt with the railroads understands they are difficult to deal with, which is a continuing issue. He expressed appreciation for the explanation about the access fee because anyone looking at that access fee for just the few trips it would be used it is not a good use of public funds. He stated one of the big worries besides the continuing issues with the events is how this reflects on the daily rail service through the Pass and to Coachella Valley. He expressed appreciation for staff's work to try to continue that and not let this be an impediment and when it gets to that point hopefully there will be good communication. He explained even for this project he would prefer to have some type of public appeal on this before the decision was made to withdraw it, however this is a difficult time for that. Commissioner Gregory expressed rail service is important and the Commission has done a great job in the current rail service that RCTC has and continues to expand. He expressed appreciation for the work that was done on this project and for the much clearer explanation.

Commissioner Dana Reed concurred with Commissioner Gregory's comments and expressed appreciation to Anne Mayer, Sheldon Peterson and staff for their hard work and to the city of Indio that agreed to have the platform, moved as quickly as possible, and was extremely helpful. He stated it is extremely disappointing, but it must be and he moved staff recommendation.

Commissioner Gregory seconded the motion.

Commissioner Rusty Bailey concurred with the Commissioners comments and asked if there was any communication to the festival owners/organizers to pay for the access fee if it was truly what ended this project and possibly pass that on as a surcharge to the festival goers so they do not have to drive out to the festivals and deal with parking.

Anne Mayer replied they did not do so and stated just the operating costs of the train would have resulted in some high-ticket prices. Passengers who chose to take the train would have already paid a significant premium just to recover the operating costs. To add a multi-million dollar access fee would have been too expensive to pass that cost on and the festival goers would not want to take the train so this was not offered as an option to Gold Voice or Valley Music Travel. She noted the goal of this effort was to try to craft a service that would translate into something that was affordable for people using the train.

Commissioner Waymond Fermon expressed appreciation to staff for all the hard work and stated it is disappointing to get this news but at these times things are happening at a fast pace and the Commission needs to move forward. He suggested in the future they would get some rail services out to the city of Indio. Commissioner Fermon explained Coachella Valley and these festivals are growing, the neighboring cities are growing with

their festivals and he is optimistic everyone will rebound from the COVID-19 pandemic, get back to some sort of normalcy and in the future this will come back for discussion. He expressed the city of Indio will work as diligently as they can to make this happen in the future and stated he supported staff recommendation.

In response to Commissioner Jan Harnik's inquiry, Anne Mayer replied instead of building the platform RCTC would have taken that \$8 million and paid it as an access fee instead.

Commissioner Lisa Middleton concurred with the Commissioners comments and stated one of the issues that emerged out of these discussions is a recommendation that there be a third track built and asked Anne Mayer to remind the Commission what it would cost to build a third track from Colton to Coachella Valley. She expressed there needs to be a serious discussion regarding regular rail service to the Coachella Valley because the Commission needs to be fully aware of what that cost is.

Anne Mayer replied in parallel with this effort RCTC has the Tier 1 environmental document ongoing for the regular service, which is two round trips per day between Los Angeles and Indio. She explained what was developed through modeling and evaluation is in order to have additional rail service from Los Angeles to Indio there needs to be an additional track built so there will need to be a third track from Colton to Indio and the cost of that is between \$12-\$16 million a mile, adding stations and other costs it will likely be around \$1 billion. The permanent rail service to the Coachella Valley will be a significant investment and it is not one RCTC has resources to be able to accomplish, however it is important to complete the Tier 1 environmental document and move to Tier 2. Anne Mayer stated there is significant interest at the state level to be a funding partner for this project and RCTC is underway with that effort and staff should come back to the Commission with an update later this fall.

In response to Commissioner Scott Vinton's inquiry about comparing the access fee of \$8 million to the cost of the platform and if that would be annual or total, Anne Mayer replied it was total and referred to Sheldon Peterson for clarification.

Sheldon Peterson stated it was approximately \$8 million to be able to run the service for three consecutive years.

Commissioner Vinton asked if the Commission would anticipate it would continue on a three-year basis if this was done. Sheldon Peterson replied yes, and it does not give the Commission the permanent service just the three years.

At this time, Commissioner Michael Naggar left the meeting.

M/S/C (Reed/Gregory) to:

- 1) Take appropriate actions to suspend planning and development for the Coachella Festival Special Events Train Platform Development Project (Platform Project);**
- 2) Rescind the approval of Agreement No. 19-25-103-00 with the California State Transportation Agency (CalSTA) regarding a State Rail Assistance (SRA) grant to fund the Coachella Festival Special Events Train Platform Development Project for an amount not to exceed \$5,942,510;**
- 3) Approve Resolution No. 20-013, *“Resolution of the Riverside County Transportation Commission, County of Riverside, California, Rescinding Resolution No. 19-012 and Resolution No. 19-013”*;**
- 4) Rescind the approval of Memorandum of Understanding (MOU) Agreement No. 19-25-102-00 with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and Amtrak for the coordination and development of the Platform Project;**
- 5) Amend the Fiscal Year 2019/20 Coachella Valley-San Geronio Pass Rail Short Range Transit Plan to eliminate the Platform Project SRA grant funds of \$5,942,500 and related expenditures; and**
- 6) Approve budget decreases to the FY 2020/21 budget in the amount of \$5,942,500 for revenues and \$5,942,500 for expenditures.**

9. AWARD OF STATE ROUTE 91 CORRIDOR OPERATIONS PROJECT CONSTRUCTION AGREEMENT TO OHL USA

David Thomas, Toll Project Manager, presented the State Route 91 Corridor Operations Project (91 COP) award of agreement to OHL USA, highlighting the following:

- Project overview and project vicinity map
 - Outside pavement widening
 - Widening one undercrossing
 - New retaining walls
 - Reconstructing a portion of Green River Road
 - Replacing overhead signs
 - Adding high mast lighting
- Background:
 - March 2017, SR-91 Corridor Improvement Project opened
 - December 2017-April 2018 staff developed options to address hotspots
 - May 2018, Commission authorized scoping, environmental and final design activities for the 91 COP
 - December 2018, Commission authorized construction phase

- May 2020, Commission awarded Construction Management Services Agreement
- Construction bid process:
 - Invitation for Bids (IFB) released on May 21, 2020
 - Advertised in *Press Enterprise*
 - Posted on PlanetBids website
 - Electronic mail messages sent to registered vendors
 - 105 firms downloaded IFB; 28 in Riverside County
 - Pre-bid video conference held on May 28, 2020
 - Bids opened publicly on July 2, 2020
- Summary of bids
- Contract amount – Construction contract and incentive payments

In response to Commissioner Spiegel's inquiry that the bid amount was \$8 million less than the engineer's cost estimate and if staff went through to figure out why there was such a large difference between some of those smaller bids, David Thomas replied yes and stated that is part of Attachment 3, which is highlighted in that document where they saw a differentiation in the engineer's estimate and they also compared with the next two lowest bidders and did not see anything unusual or of concern.

In response to Commissioner Spiegel's question if there is normally that large of a discrepancy between bids, David Thomas replied the bids actually came very close. Commissioner Spiegel stated there is only 1 bid that went over the engineer's estimate, which is of the 11 bids that was in the staff report and asked how many total bids were received; David Thomas replied RCTC had 11 bids.

Commissioner Spiegel clarified 11 of the 105 firms that downloaded the proposal and asked where is OHL USA from. David Thomas replied he is uncertain where they are based out of, but they are working locally and referred to the I-405 Improvement project for OCTA and Caltrans they are currently working on.

In response Commissioner Spiegel's inquiry if RCTC had any communication with the city of Corona about this, David Thomas replied he spoke with Tom Koper, city of Corona's Acting Public Works Director ADA Coordinator, and informed him about this. Commissioner Spiegel stated the city of Corona will have to deal with the construction and traffic again.

Commissioner Vinton expressed appreciation for David Thomas' presentation and asked if RCTC has a liquidated damages clause at the same amount as the incentive nearing completion. David Thomas replied yes, for the same amount. Commissioner Vinton noted Attachment 3 was missing from his Agenda Item 9 and the two exhibits from Resolution No. 20-013 of Agenda Item 8 were missing and requested to receive them.

Anne Mayer stated in response to some of Commissioner Spiegel's questions, they have been noticing a great deal of competition lately and to have 11 bids on a project as this is very significant. She explained there was a great deal of competition and realized significant savings on the I-15/Railroad Canyon Interchange project and same with the I-215/Placentia Interchange project. Currently this is a competitive environment and the number of bids drives competition, which usually means lower bid results. She explained in addition to looking at the differential between the engineer's estimate and the low bid, generally if the bids are really close it is considered a good bid. Anne Mayer stated OHL USA is based out of Orange County and OHL USA was the contractor on the County of Riverside Magnolia Grade Separation project that was just completed, which was on the border of the unincorporated area of Home Gardens between Riverside and Corona.

In response to Commissioner Spiegel's inquiry about the anticipated date of completion, David Thomas replied construction is expected to start in October 2020 and should be completed by the end of 2021.

At this time, Commissioner Perez left the meeting.

M/S/C (Reed/Spiegel) to:

- 1) Award Agreement No. 20-31-069-00 to OHL USA to construct the SR-91 Corridor Operations Project (91 COP), in the amount of \$18,886,963, plus a contingency amount of \$1,888,696, supplemental work in the amount of \$406,900, and an incentive payment in the amount of \$472,500, for a total amount not to exceed \$21,655,059;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and**
- 3) Authorize the Executive Director, or designee, to approve contingency work, supplemental work and incentive payments as may be required for the 91 COP.**

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

There were no items pulled from the Consent Calendar.

11. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

- 11A.** Chair Benoit noted that SBCTA is working with Elon Musk, Co-Founder and CEO of Tesla, to bore a tunnel from Rancho Cucamonga down to the Ontario International Airport and referred to RCTC's Irvine-Corona Expressway (ICE) Project that did not work out due to the costs and asked for a basic cost estimate to have a single lane tunnel.

Commissioner Reed inquired if it is a single lane, which direction will it go.

Chair Benoit suggested one way in the morning and the other way in the afternoon. He understands the cost per mile is inexpensive and possibly there could be two tunnels, one in each direction. He stated it would be worth it to get a quick estimate and possibly revive the ICE Project.

Commissioner Jeff Hewitt noted the California State Water Project as the state is also working with Elon Musk about the tunnels. Commissioner Hewitt stated Mr. Musk has made space travel more affordable and maybe he is making boring holes more affordable and possibly not having to do so many property acquisitions, which creates all kinds of opportunities.

- 11B.** Anne Mayer provided an update for the Western Riverside County Conservation Authority (RCA) Executive Committee's request for RCTC's consideration to have RCTC become the managing agency for RCA activities and an update from the Commission's Executive Committee meeting and their authorization to conduct up to a 60-day due diligence period. This will be coming back to the Executive Committee and the Commission for further conversation.

12. CLOSED SESSION

12A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	349-090-028	RCTC	Michael P. Contreras

12B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)

Orange County Superior Court, Case Nos. 30-2019-01118474 and 30-2019-01108804, and United States District Court, Central District, Case No. 8:19-cv-2233-ODW (JDEx)

There were no announcements from the Closed Session Item.

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Benoit adjourned the meeting at 10:59 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, September 9, 2020, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Mobley", with a long horizontal flourish extending to the right.

Lisa Mobley
Clerk of the Board

AGENDA ITEM 5B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM	Budget and Implementation Committee Marla Dye, Senior External Affairs Management Analyst Aaron Hake, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, April-June 2020

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

Staff continues to measure public engagement activities and prepare Quarterly Public Engagement Metrics Reports for the Commission, a practice that began in April 2018. This report covers the second quarter of 2020, from April to June. The quarterly reports are a data-driven approach to monitor the Commission's progress toward public engagement goals, to analyze the effectiveness of its efforts, and to provide transparency into how the Commission is using its resources to engage with the public. This quarter's report includes four sets of data:

- 1) Metrics for RCTC's overall public engagement activities, including website use and access; website top pages visited; email notifications; social media likes, engagement and reach; and public sentiment
- 2) Metrics for RCTC's Interstate 15 Express Lanes Project public engagement activities, including email activity, website sessions, and social media
- 3) Metrics for the State Route 60 Truck Lanes Project includes email activity, website sessions, and social media
- 4) Metrics for the Interstate 15 Railroad Canyon Interchange Project. Note that these numbers remain small, due to only a few months of activity.

Report highlights for this quarter follow and are included in a graphical format. Not surprisingly, the metrics showed declines across platforms and mixed sentiment. The declines are due to a combination of the public's focus on COVID-19 and the Commission's decision to limit its public engagement efforts during this sensitive time. In addition, the Commission concluded its work on the Traffic Relief Plan, which significantly reduced public engagement activity. The quarterly reports will evolve to include metrics from new Commission projects, including the upcoming

I-215 Placentia Interchange, the 91 Corridor Operations Project, and the 15/91 Express Lanes Connector.

RCTC Overall Public Engagement

1) Website

- a. For the quarter, there were 27,363 website sessions, a 17 percent decrease from last quarter's 32,858 sessions. There also were 16,829 unique users, a decrease of 21 percent compared to the previous quarter's 21,233 unique users.
- b. Most visitors (41 percent) accessed the website through organic searches, such as Google. Another 22 percent used a direct search (keying in rctc.org). Others used social media (30 percent), and website referrals (7 percent).
- c. Website access via desktop versus mobile slightly shifted. During the quarter, 43 percent accessed the website using a desktop computer and 57 percent used mobile devices. During the previous quarter, the ratio was 46 to 54 percent.
- d. The homepage continues to be the most frequently visited page, followed this quarter by the Interstate 15 Railroad Canyon Interchange page, the Meetings & Agendas page, and the blog post related to the new 91 westbound lane (91 Corridor Operations Project).

2) Social Media

- a. **Facebook:** At the end of the quarter, the Facebook page had 9,618 likes, a .5 percent increase over last quarter's 9,565 likes. The page had 6,182 forms of engagement, such as likes, comments and shares, a 36 percent decrease from last quarter's 9,619 forms of engagement. Facebook also had 194,791 impressions. This was a large decline – 96 percent – from last quarter's 5.4 million impressions – likely due to a significant decrease in digital advertising and overall social media content, due to RCTC's decision to scale back its presence during the first few months of the COVID-19 pandemic.
- b. **Twitter:** RCTC's Twitter page showed a 1 percent increase in followers, from 1,264 to 1,282. Engagement declined by 98 percent, from 35,523 to 698. Impressions reduced by 95 percent from 715,890 to 34,806. Again, this lower engagement is likely due to COVID-19.
- c. **Instagram:** The Instagram page followers grew 4 percent, from 653 to 680 followers. Engagement declined 49 percent, from 410 forms of engagement to 209. Impressions decreased 62 percent to 4,078, compared to last quarter's 10,639.
- d. Overall, public sentiment was mostly positive, but with lower than typical engagement levels. Engagement was positive related to safety protocols for essential workers on RCTC projects, the launch of I-15 Railroad Canyon social media, and support for funding of the 71/91 Interchange.

- 3) **RCTC's The Point:** RCTC continues to produce content for its online blog, *The Point*, and distributes this information and other news via email to subscribers. RCTC's subscribers grew 4 percent, from 3,920 to 4,075. Thirty-five percent of subscribers opened *The Point*, and 6 percent clicked on links to learn more. This open rate showed an increase from last quarter's 27 percent.

Interstate 15 Express Lanes Construction Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew to 2,732. This is a 1 percent increase over the 2,701 sign-ups received through the end of last quarter. There were 9 email inquiries for a total of 171 since the project started. This is a 5 percent increase over the 162 inquiries received through the end of last quarter.
- 2) **Website:** Total website visits since project inception grew to 75,484, an 8 percent climb from the 69,624 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter and Instagram accounts all showed gains. The Facebook page grew to 2,705 likes from 2,374 likes last quarter, a 12 percent increase. Twitter increased from 267 followers to 297, a 10 percent increase. Instagram followers increased 3 percent from 485 to 499.

Route 60 Truck Lanes Construction Public Engagement

- 1) **Emails:** Total email list sign-ups since the project began grew slightly to 299. This is a 3 percent increase over the 291 sign-ups received through the end of last quarter. There also have been a total of 187 email inquiries, a 9 percent increase over the 170 inquiries through the end of last quarter.
- 2) **Website:** Total website visits since project inception grew to 14,318, a 10 percent increase from the 12,850 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter and Instagram accounts all showed increases. The Facebook page grew to 729 likes from 576 likes last quarter, a 21 percent increase. Twitter increased from 62 followers to 69 followers, a 10 percent increase. Instagram followers increased 13 percent from 152 to 175.

Interstate 15 Railroad Canyon Interchange Public Engagement

- 1) **Emails:** Email sign-ups during the first three months totaled 194. One email was sent to the project team.
- 2) **Texts:** RCTC is using a new text messaging tool to send construction updates. A total of 208 people registered to receive texts through the end of the second quarter.
- 3) **Website:** Visits to the rctc.org/railroadcanyon webpage totaled 4,230 during the quarter.
- 4) **Social Media:** The project's Facebook, Twitter and Instagram accounts launched in late March. Facebook likes totaled 803, Twitter followers totaled 22, and Instagram followers totaled 138 at the end of this quarter.

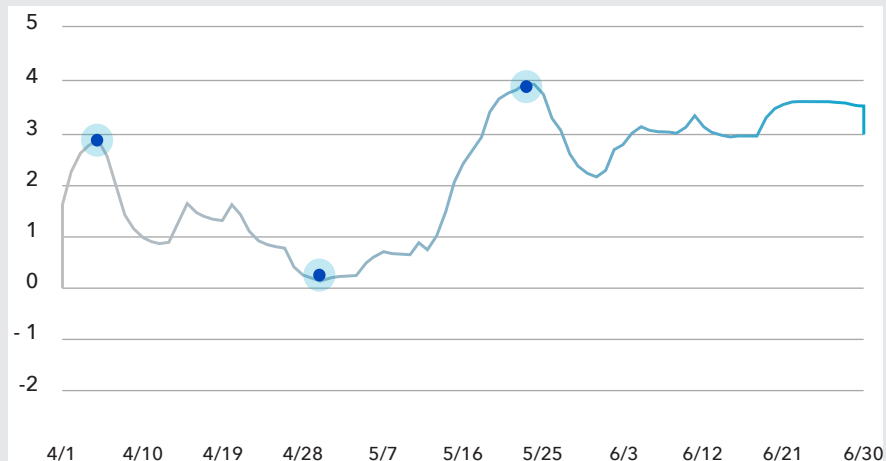
Attachments:

- 1) RCTC Overall Public Engagement Metrics
- 2) Interstate 15 Express Lanes Construction Public Engagement Metrics
- 3) State Route 60 Truck Lanes Construction Public Engagement Metrics
- 4) Interstate 15 Railroad Canyon Interchange Construction Public Engagement Metrics

Public Engagement Metrics: Q2

Apr - Jun 2020

Overall Social Media Sentiment



Eblasts



Subscribers
4,075

Average Open
35%

Average Click
6%

Web

27,363

Number of Sessions

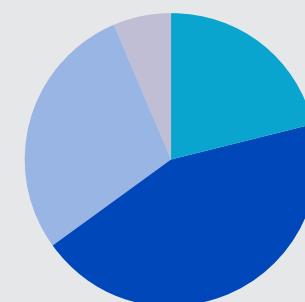
-17%

16,829

Number of Unique Users

-21%

Top Channels



- Direct (22.3%) – 3,846
- Organic (40.6%) – 6,982
- Social (30%) – 5,167
- Referral (6.6%) – 1,130

Differences

COVID-19 affected advertising efforts in 2020.

Social Media



Facebook

Followers
9,618

+0.5%

Engagement
6,182

-36%

Impressions
194,791

-96%



Twitter

Followers
1,282

+1%

Engagement
698

-98%

Impressions
34,806

-95%



Instagram

Followers
680

+4%

Engagement
209

-49%

Impressions
4,078

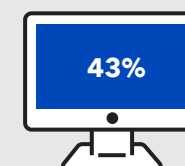
-62%

Top Pages Visited

Homepage is #1 most visited page

- I-15 Railroad Canyon Project
- Meetings and Agendas
- New 91 Westbound Lane

Desktop vs Mobile Users



Desktop

Mobile

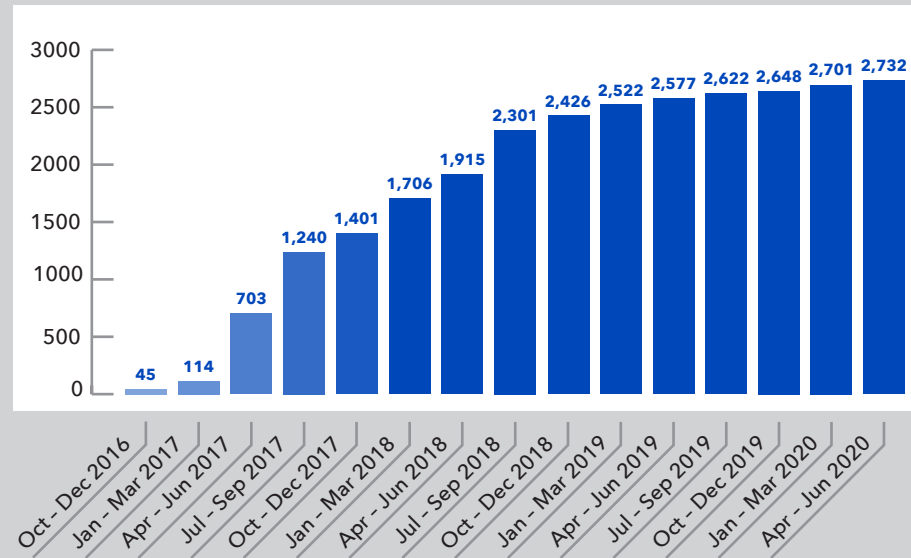




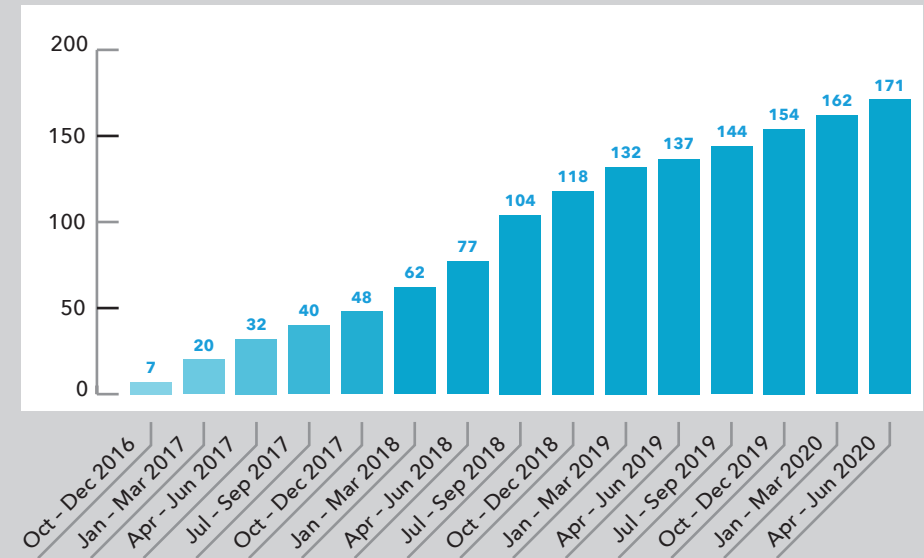
15 Express Lanes Project Outreach Metrics

Oct 2016 - Jun 2020

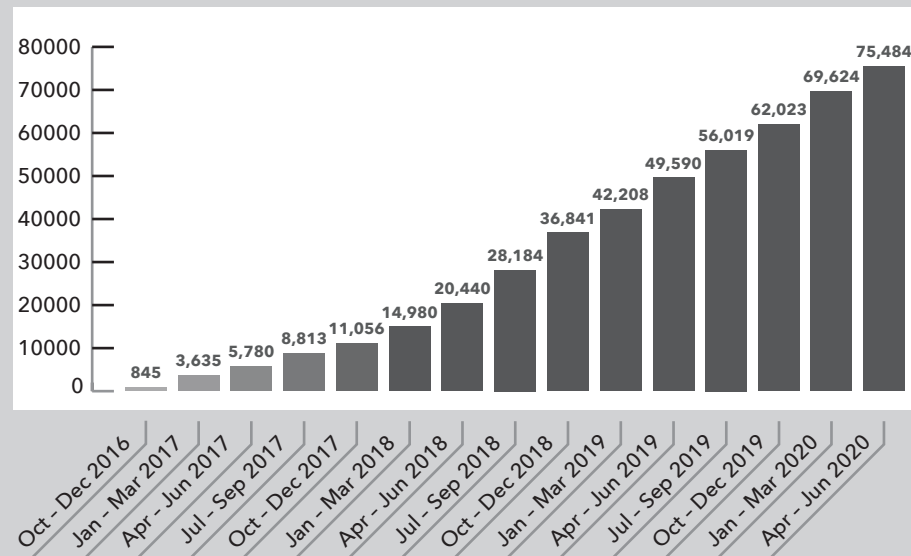
Email List Sign-Ups



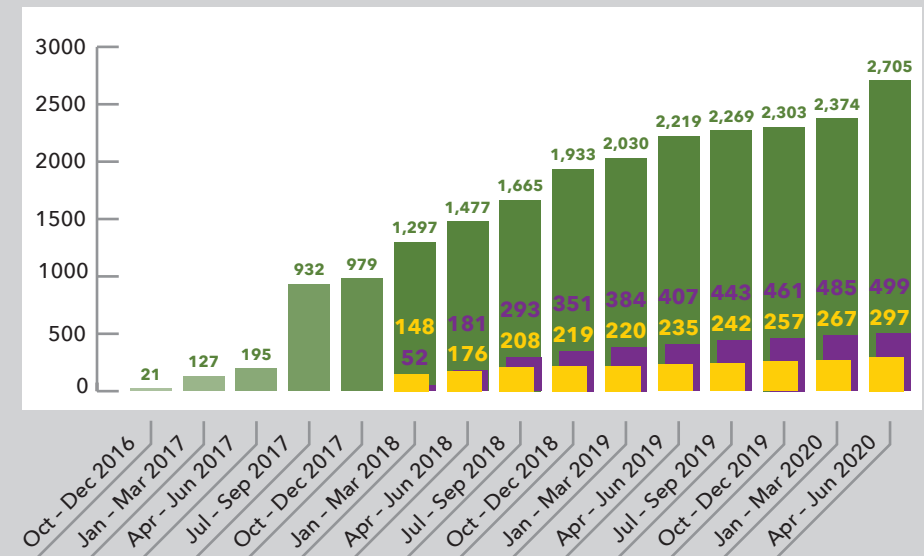
Emails Received



Website Visits



Social Media Likes/Follows

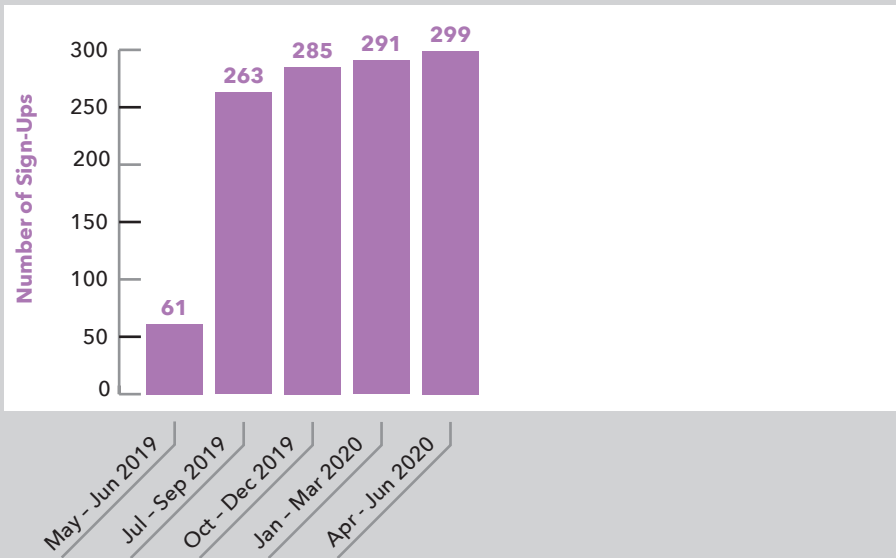


Facebook Page Likes Twitter Followers (Account Opened 02/05/18)
Instagram Followers (Account Opened 02/05/18)

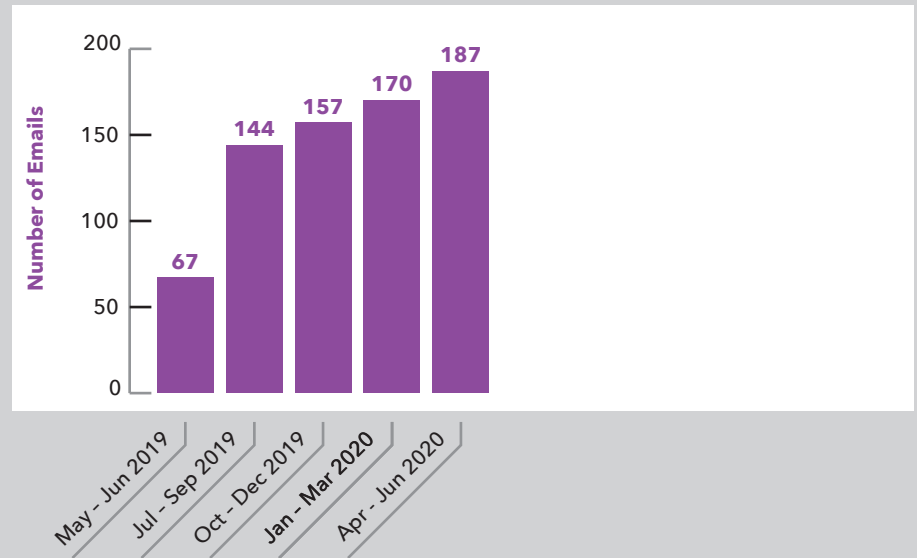


State Route 60 Truck Lanes Project Quarterly "At-a-Glance" Metrics Report

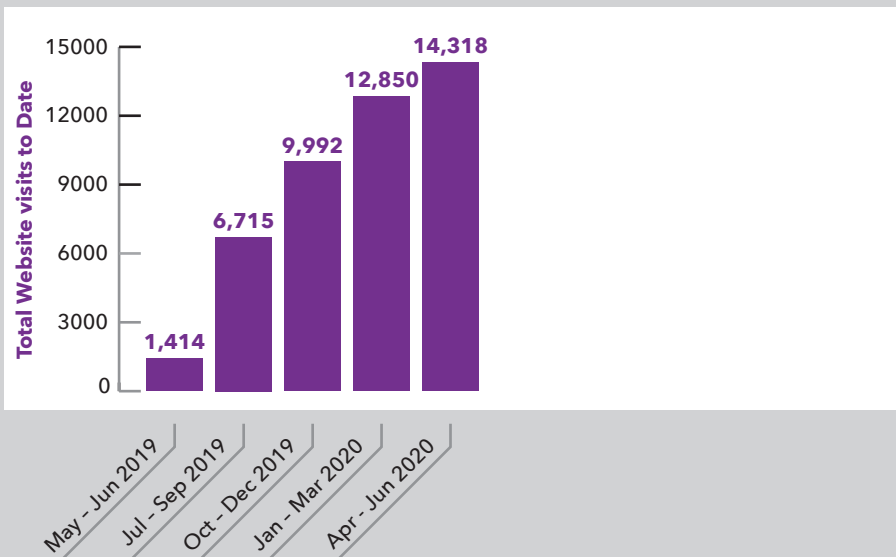
Email & Text Sign-Ups



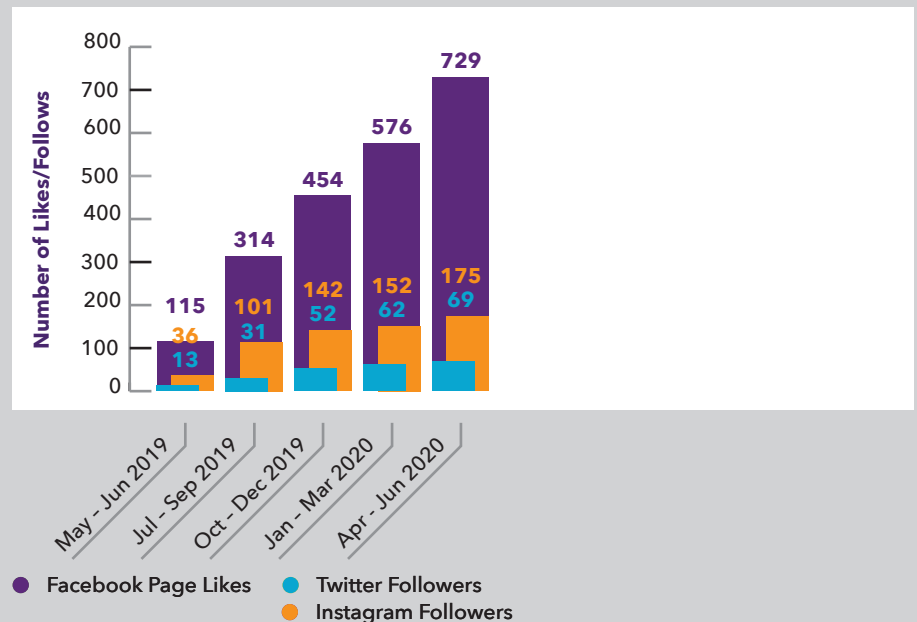
Emails to Project Team



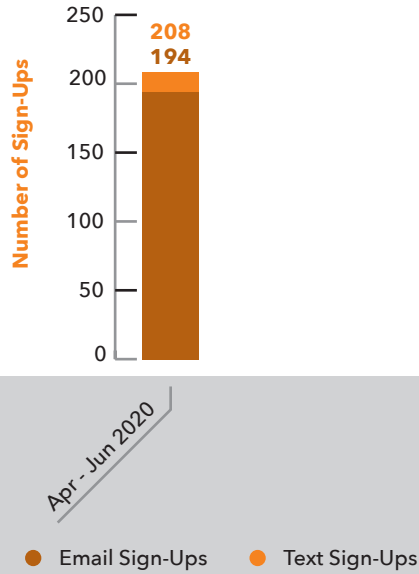
Website Sessions



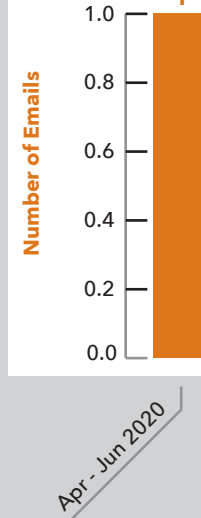
Social Media Likes/Follows



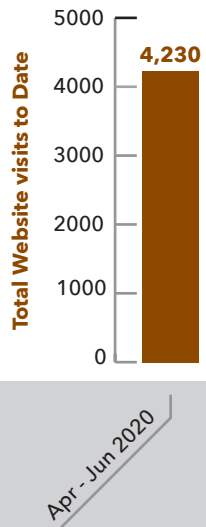
Email & Text Sign-Ups



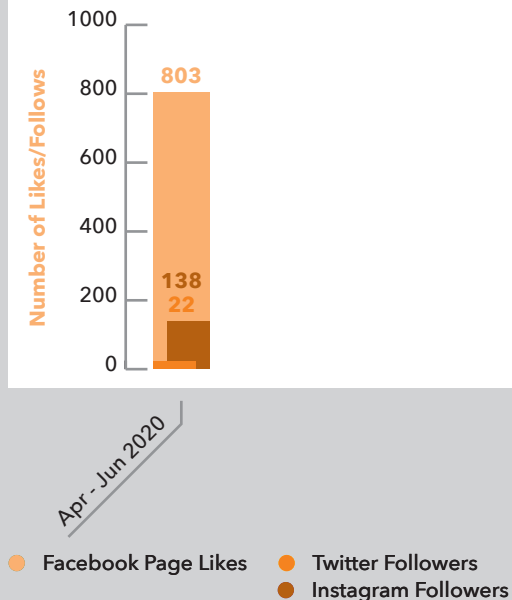
Emails to Project Team



Website Sessions



Social Media Likes/Follows



AGENDA ITEM 5C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee David Knudsen, Legislative Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

State Update

The Legislature is in the final days of the 2019-2020 legislative session. This second year of the two-year session has been anything but normal. For the last several weeks, the Legislature has been working to pass legislation albeit under COVID-19 safety protocols which limited the number of bill introductions and reduced the number of legislative hearings. As a result, only a certain number of bills, often related to COVID-19, were granted bill hearings. The last day for fiscal committees to meet and report bills was on August 21, 2020, and today marks the last day to amend bills on the floor. August 31, 2020 is the Constitutionally mandated deadline for either house to pass bills. The Governor will have until September 30, 2020 to sign or veto any bills on his desk.

RCTC staff will continue to monitor and participate in the legislative process through the end of the legislative session.

Executive Order N-19-19

On September 20, 2019, Governor Gavin Newsom signed Executive Order N-19-19 (EO N-19-19) requiring that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate climate change impacts while building a sustainable, inclusive economy.

EO N-19-19 directs the California State Transportation Agency (CalSTA) to leverage discretionary state transportation funds to reduce greenhouse gas emissions in the transportation sector and adapt to climate change. Additionally, EO N-19-19 directs CalSTA:

- To align transportation spending with the State's Climate Change Scoping Plan where feasible;
- Direct investments to strategically support smart growth to increase infill housing production;
- Reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and
- Ensure that overall transportation costs for low income Californians do not increase as a result of these policies.

To implement EO N-19-19, CalSTA developed ten investment strategies to guide how to prioritize the State's transportation investments.

RCTC and other stakeholder groups were asked to participate in a survey to provide comments to the ten strategies. RCTC provided answers to the five-question survey on August 6, 2020. The ten investment strategies are attached to this report. Following the survey, it is expected that CalSTA will hold a series of workshops and stakeholder meetings to inform and receive feedback on EO N-19-19's implementation. RCTC staff will participate in these workshops to ensure that Riverside County is part of the discussion.

Competitive Grant Funding Update

Staff at the California Transportation Commission (CTC) are reviewing applications for the Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors Program (SCCP) competitive grant programs. Over the last three months RCTC applied to each of these grant programs seeking funds for the SR-71/91 Interchange Improvement Project. The investment of these funds, along with funding from the State Transportation Improvement Program, will facilitate construction of the \$117 million interchange project.

RCTC's grant applications for the SR-71/91 Interchange Improvement Project include:

- LPP - \$25 million
- TCEP - \$58.1 million
- SCCP - \$58 million

CTC staff recommendations are expected to be announced in November 2020.

In February and May of this year, RCTC submitted federal grant applications for \$25 million from each of the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) competitive grant programs for the SR-71/91 Interchange Improvement Project. Unfortunately, not one California project, including the SR-71/91 Interchange Improvement Project, was awarded an INFRA grant this year. BUILD grant awards will be announced by September 15, 2020.

Federal Update

Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding

RCTC staff has been working with the Federal Transit Administration (FTA) to apply for CARES Act funding for RCTC's vanpool program, known as VanClub. The statewide "stay at home" orders, increase in telework, and social distancing requirements as a result of the COVID-19 pandemic has reduced the use of transit services, including RCTC's vanpool program. RCTC is seeking CARES Act funding to reimburse \$1.4 million in operational expenses associated with the 59 percent reduction in the number of vanpools from March to August.

While vanpooling is considered an official FTA Transit Mode and it is RCTC staffs' assessment that the entire vanpool program, including program capital cost of contracting and program administration, are eligible for CARES Act funding since the vanpool program was approved by the FTA as a transit mode to enter data into the National Transit Database. RCTC staff is working with FTA Region IX staff to secure as much CARES Act funding as possible for VanClub ahead of the August 31, 2020 application deadline.

Coachella Valley–San Geronio Pass Rail Corridor Service (CV Rail)

RCTC, Caltrans, and the Federal Rail Administration (FRA) have been working to complete a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) and Service Development Plan (SDP) for the CV Rail project. Progress on the project has stalled over a new FRA requirement.

Given the significance of the CV Rail project on the local economy and the limited funding available to complete this phase of environmental analysis, RCTC reached out to the Federal Permitting Improvement and Steering Council (Council), a special office within the Executive Office of the President. The Council was established by the Fixing America's Surface Transportation (FAST) Act in 2015 to be an impartial federal partner responsible for overseeing interagency coordination and process improvements for certain eligible infrastructure projects. The Council is composed of representatives at the agency Deputy Secretary-level and is chaired by an Executive Director, appointed by the President. The Council is now working with RCTC to identify the obstacles and determine a path forward with FRA to complete the Tier 1/Program EIS/EIR document.

In August, Caltrans and RCTC will meet again with FRA to seek their approval on the Administrative draft Tier 1/Program EIS/EIR while also working with the Council.

Appropriations

On July 31, 2020 U.S. House of Representatives passed a \$1.3 trillion package of Fiscal Year 2021 appropriations bills. The package consists of six bills of the twelve appropriations bills that fund federal departments. This package included the Transportation, and Housing and Urban

Development (THUD) appropriations bill to fund U.S. Department of Transportation (USDOT) from October 1, 2020 to September 30, 2021. The USDOT would receive \$107.2 billion in total budgetary resources, an increase of \$21.1 billion above FY20 appropriations.

Funding includes:

- \$1 billion for National Infrastructure Investments (TIGER/BUILD)
- \$1 billion for discretionary Highway Infrastructure Programs
- \$510 million for Transit Infrastructure Grants
- \$500 million for Consolidated Rail Infrastructure and Safety Improvements
- \$300 million for the Port Infrastructure Development Program

The bill also includes an additional \$26 billion in emergency funding for resilient transportation programs and supporting economic recovery from the coronavirus pandemic.

As of this staff report, the U.S. Senate has not yet begun consideration of any of the twelve appropriations. Therefore, there will need to be a continuing resolution (CR) to fund federal programs from October 1st until, presumably, sometime following the federal elections.

The House will recess from October 5, 2020 and return after the election on November 13, 2020, for a lame duck session and it is expected that the Senate will have a similar schedule.

Surface Transportation Reauthorization Legislation

Congress has not yet finalized, as of this staff report, the reauthorization of a new surface transportation bill to replace the Fixing America's Surface Transportation (FAST) Act, set to expire on September 30, 2020.

As was previously reported, on July 1, 2020 The House passed the Moving Forward Act, a \$1.5 trillion infrastructure bill that included nearly \$500 billion for the New Vision for the Environment and Surface Transportation in America (INVEST) Act, a five-year reauthorization of federal surface transportation programs. The Senate Environment and Public Works Committee passed its version of the reauthorization of the FAST Act in 2019, with additional Senate Committees' action still pending.

There are still several steps, including passage of a bill in the full Senate, a bill conference between the House and the Senate, and then the signature of the President that have to take place before a final surface transportation reauthorization bill can be enacted into law. If surface transportation programs are not reauthorized by September 30, 2020, Congress will have to enact an extension of current programs for a period of time and we anticipate an extension to be enacted next month.

RCTC staff will continue to participate in the federal process to advocate for transportation infrastructure policies that benefit Riverside County residents and commuters.

COVID-19 Federal Response

Four COVID-19 relief packages have been enacted to date: Coronavirus Preparedness and Response Supplemental Appropriations Act (March 4, 2020), Families First Coronavirus Response Act (March 18, 2020), the \$2 trillion CARES Act (March 27, 2020), and Paycheck Protection Program and Health Care Enhancement Act (April 24, 2020). With these legislative packages, Congress has appropriated nearly \$3 trillion in COVID-19 relief spending. While the House and Senate negotiate the potential of an additional COVID-19 related relief legislative package, in early August, President Trump signed four COVID-19 related Executive Orders aimed at:

- Extending COVID-19 Economic Relief
- Extending Enhanced Unemployment Benefits; and
- Federal Eviction Moratorium
- Suspending Federal Student Loan Payment

RCTC staff will continue to monitor and participate in federal infrastructure and stimulus legislation discussion.

The House and Senate are on recess, likely until September 14, 2020. In the interim, if there is a breakthrough on COVID-19 relief legislation, they will return to vote on such a package. Congress has to pass a Continuing Resolution to fund the government and extend federal surface transportation programs before September 30, 2020, while also possibly addressing remaining COVID-19 relief needs, before adjourning again for the elections in November. Given the number of legislative items with this pending deadline, a fast-paced legislative schedule is expected for the last two weeks of September.

Attachments:

- 1) Legislative Matrix – August 2020
- 2) CalSTA Ten Investment Strategies

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – AUGUST 2020

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Signed by Governor Newsom. (July 31, 2019)	<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.	Assembly-Died- Transportation. (February 3, 2020)	<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.	Senate-Died- Appropriations. (February 3, 2020)	<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.	Died on inactive file (February 3, 2020)	<i>OPPOSE UNLESS AMENDED</i>	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Approved by the Governor. (October 3, 2019)	<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.	Referred to Assembly Transportation Committee. (June 6, 2019)	<i>OPPOSE</i> Staff action based on platform	5/30/19
SB 742 (Allen)	Authorizes existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service.	Approved by the Governor. (October 8, 2019)	<i>SUPPORT</i>	6/12/19
AB 1149 (Fong)	Eliminates the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency.	Assembly-Died-Natural Resources. (February 3, 2020)	<i>SUPPORT</i>	6/12/19

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
SB 664 (Allen)	Revises existing statute in the Streets and Highways Code and the Vehicle Code to allow for improved operations of toll facilities in California.	Re-referred to Committees on Privacy & Consumer Protection and Judiciary. (September 10, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	6/17/19
SB 277 (Beall)	Changes the SB 1-created Local Partnership Program to be administered at 85% formula, rather than 50% formula as is currently in adopted guidelines.	Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. (August 14, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	7/1/19
AB 2011 (Holden)	Creates West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Assembly Transportation Committee. (February 14, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
SB 1390 (Portantino)	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Senate Transportation Committee. (March 12, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
SB 1291 (Beall)	This bill suspends the 2020 requirement that a Metropolitan Planning Organization submit a Federal Transportation Improvement Program to the Department of Transportation.	Referred to Assembly Appropriations Committee (August 11, 2020)	<i>SUPPORT</i> <i>Staff action based on platform</i>	7/6/2020
HR 2939 (Napolitano)	Protects state and local general sales tax revenues from being directed to airports.	Introduced. (May 23, 2019)	<i>SUPPORT</i>	7/10/19

Draft 07/21/20

State investments should deploy the following strategies, as applicable:

1. **Reduce public health harms and maximize benefits to disproportionately impacted** disadvantaged communities, low-income communities, and communities of color, in urbanized and rural regions and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.
2. **Make safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, and ultimately implementing a safe systems approach.
3. **Assess physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.
4. **Promote projects that do not increase passenger vehicle travel**, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.
5. **Build towards an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal interregional travel options to all.
6. **Promote compact infill development while protecting residents and businesses from displacement** by supporting transportation projects that support housing for low income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.
7. **Progress developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.
8. **Incorporate safe and accessible bicycle and pedestrian infrastructure** on portions of the State Highway System that intersect active transportation networks, provide accessibility for transit users, or serve as small town or rural main streets, particularly in low income and disadvantaged communities across the state.
9. **Include investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure** or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.
10. **Protect natural and working lands** from conversion to more intensified uses by supporting local and regional conservation planning that focuses development where it already exists to help retain carbon sequestration benefits.

Necessary Actions to Support Climate Investment Strategies

To ensure investments are made in ways that align with the aforementioned strategies, changes may be necessary to transportation planning, programming, project delivery, maintenance, and operations. Such changes will help advance a slate of projects that meet climate goals, ensure that these projects are prioritized for state funding, and promote project construction and operations that minimize emissions and impacts from climate change. Many of the necessary changes are currently underway, but additional efforts may be needed. This Action Plan identifies those existing and additional actions necessary for implementation of the EO.

DRAFT

AGENDA ITEM 5D

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	91 Express Lanes Monthly Status Reports

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for the final quarter of 2020, April through June 2020 are attached. The monthly reports provide information about 91 Express Lanes performance and activity. The monthly reports include information for both segments of the 91 Express Lanes in Orange and Riverside Counties.

Attachments:

- 1) 91 Express Lanes Status Report for April 2020
- 2) 91 Express Lanes Status Report for May 2020
- 3) 91 Express Lanes Status Report for June 2020

Approved by the Toll Policy and Operations Committee on August 27, 2020

In Favor: 6 Abstain: 0 No: 0



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
April 2020

As of April 30, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for April 2020 was 433,252. This represents a daily average of 14,442 vehicles. This is a 71.7% decrease in total traffic volume from the same period last year, which totaled 1,529,138. Potential toll revenue for April was \$1,539,527, which represents a decrease of 65.7% from the prior year's total of \$4,487,650. Carpool percentage for April was 21.45% as compared to the previous year's rate of 26.59%. The decreases were attributed to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of April 2020.

Current Month-to-Date (MTD) as of April 30, 2020

Trips	Apr-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Apr-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	340,333	1,152,036	(811,703)	(70.5%)	1,122,505	(69.7%)
3+ Lanes	92,919	353,222	(260,303)	(73.7%)	406,633	(77.1%)
Total Gross Trips	433,252	1,505,258	(1,072,006)	(71.2%)	1,529,138	(71.7%)
Revenue						
Full Toll Lanes	\$1,513,358	\$4,831,401	(\$3,318,043)	(68.7%)	\$4,406,472	(65.7%)
3+ Lanes	\$26,168	\$88,117	(\$61,949)	(70.3%)	\$81,179	(67.8%)
Total Gross Revenue	\$1,539,527	\$4,919,518	(\$3,379,992)	(68.7%)	\$4,487,650	(65.7%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.45	\$4.19	\$0.26	6.2%	\$3.93	13.2%
Average 3+ Lanes	\$0.28	\$0.25	\$0.03	12.0%	\$0.20	40.0%
Average Gross Revenue	\$3.55	\$3.27	\$0.28	8.6%	\$2.93	21.2%

The 2020 fiscal year-to-date traffic volume decreased by 9.3% and potential toll revenue decreased by 6.2%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.07.

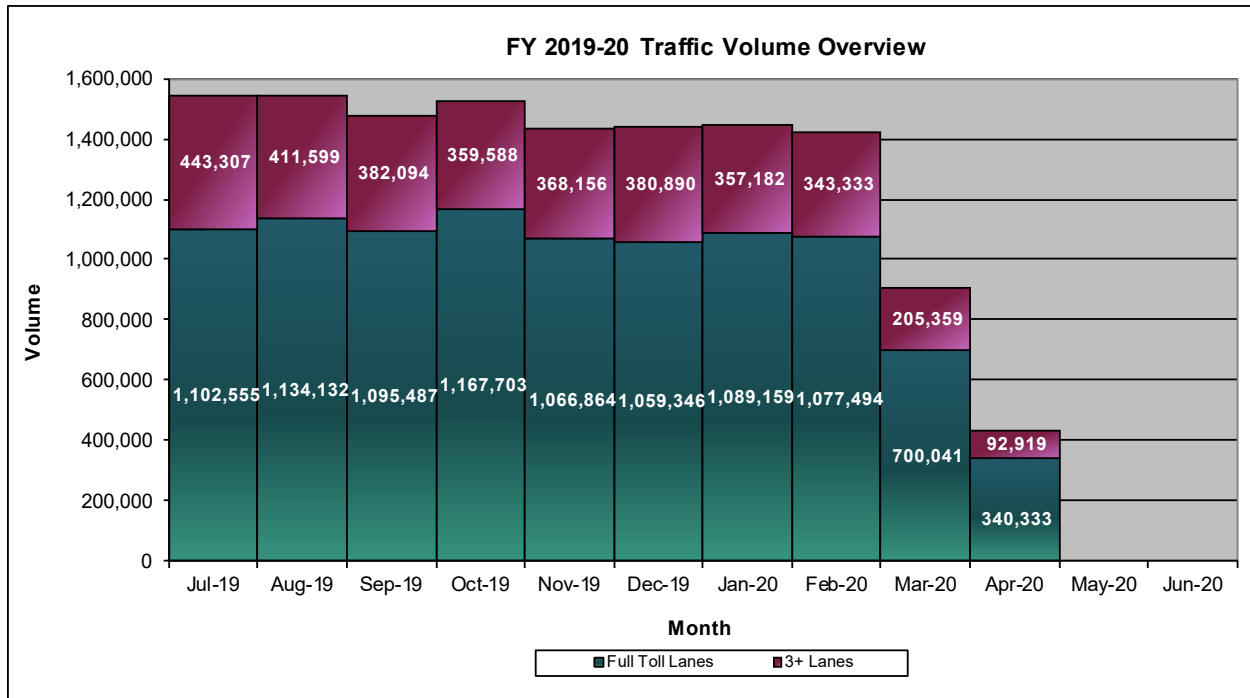
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through April 2020.

FY 2019-20 Year to Date as of April 30, 2020

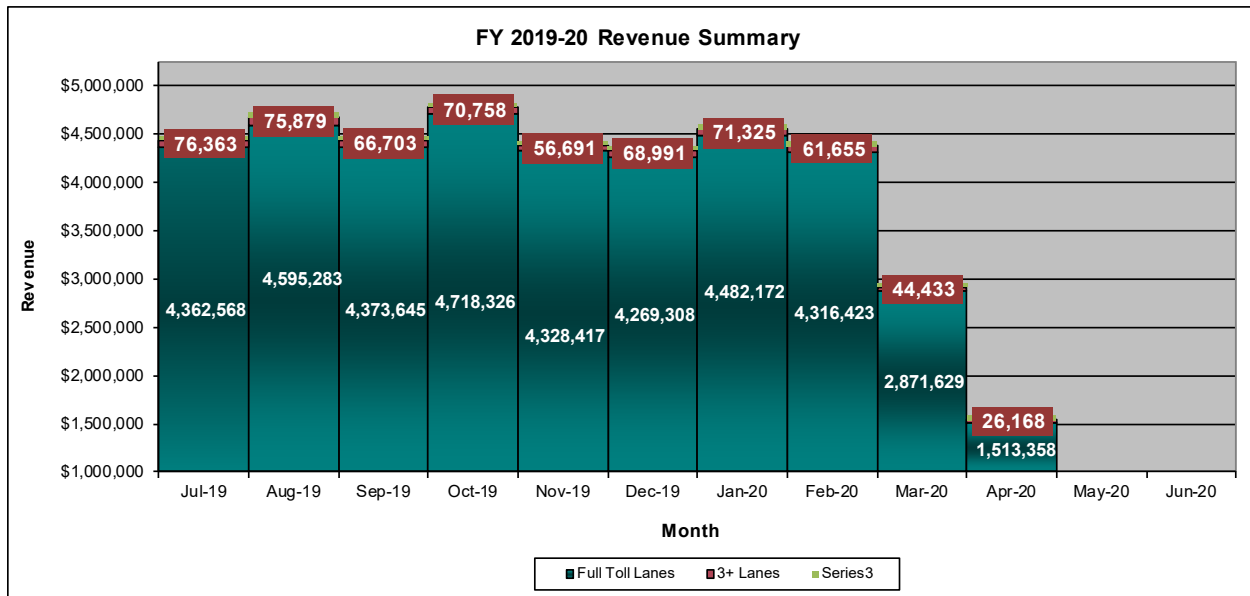
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	9,833,114	10,994,496	(1,161,382)	(10.6%)	10,699,454	(8.1%)
3+ Lanes	3,344,427	3,306,909	37,518	1.1%	3,831,755	(12.7%)
Total Gross Trips	13,177,541	14,301,405	(1,123,864)	(7.9%)	14,531,209	(9.3%)
Revenue						
Full Toll Lanes	\$39,831,128	\$46,053,963	(\$6,222,835)	(13.5%)	\$42,370,608	(6.0%)
3+ Lanes	\$618,966	\$839,823	(\$220,857)	(26.3%)	\$759,092	(18.5%)
Total Gross Revenue	\$40,450,094	\$46,893,786	(\$6,443,693)	(13.7%)	\$43,129,699	(6.2%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.05	\$4.19	(\$0.14)	(3.3%)	\$3.96	2.3%
Average 3+ Lanes	\$0.19	\$0.25	(\$0.06)	(24.0%)	\$0.20	(5.0%)
Average Gross Revenue	\$3.07	\$3.28	(\$0.21)	(6.4%)	\$2.97	3.4%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

None of the peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity during the month of April 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 52% of defined capacity.

PM Time	Monday 03/30/20				Tuesday 03/31/20				Wednesday 04/01/20				Thursday 04/02/20				Friday 04/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500									\$5.15	189	1,187	35%	\$7.45	228	1,205	36%	\$7.85	234	1,439	42%
1500 - 1600									\$7.75	297	1,614	47%	\$6.75	304	1,934	57%	\$8.65	290	1,453	43%
1600 - 1700									\$7.50	183	1,295	38%	\$7.80	174	1,126	33%	\$8.45	151	1,174	35%
1700 - 1800									\$6.40	157	897	26%	\$7.70	123	803	24%	\$7.05	139	826	24%
1800 - 1900									\$3.95	101	445	13%	\$4.85	112	438	13%	\$6.55	133	527	16%
1900 - 2000									\$3.85	82	247	7%	\$5.60	89	251	7%	\$6.05	83	259	8%

PM Time	Monday 04/06/20				Tuesday 04/07/20				Wednesday 04/08/20				Thursday 04/09/20				Friday 04/10/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	158	793	23%	\$5.15	158	1,048	31%	\$5.15	158	957	28%	\$7.45	158	822	24%	\$7.85	158	919	27%
1500 - 1600	\$5.50	155	1,082	32%	\$5.75	186	1,066	31%	\$7.75	200	1,113	33%	\$6.75	186	1,285	38%	\$8.65	165	816	24%
1600 - 1700	\$5.35	96	873	26%	\$5.50	135	953	28%	\$7.50	111	845	25%	\$7.80	124	861	25%	\$8.45	100	647	19%
1700 - 1800	\$5.30	91	553	16%	\$5.40	101	634	19%	\$6.40	166	1,442	42%	\$7.70	124	766	23%	\$7.05	120	524	15%
1800 - 1900	\$5.50	71	322	9%	\$3.95	81	347	10%	\$3.95	129	756	22%	\$4.85	102	391	12%	\$6.55	104	350	10%
1900 - 2000	\$3.85	49	156	5%	\$3.85	57	268	8%	\$3.85	79	332	10%	\$5.60	63	193	6%	\$6.05	68	198	6%

PM Time	Monday 04/13/20				Tuesday 04/14/20				Wednesday 04/15/20				Thursday 04/16/20				Friday 04/17/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	171	963	28%	\$5.15	202	1,159	34%	\$5.15	187	1,217	36%	\$7.45	234	1,230	36%	\$7.85	239	1,653	49%
1500 - 1600	\$5.50	189	1,303	38%	\$5.75	231	1,479	44%	\$7.75	272	1,651	49%	\$6.75	265	1,996	59%	\$8.65	303	1,611	47%
1600 - 1700	\$5.35	150	1,083	32%	\$5.50	165	1,270	37%	\$7.50	193	1,439	42%	\$7.80	183	1,266	37%	\$8.45	189	1,342	37%
1700 - 1800	\$5.30	131	643	19%	\$5.40	134	893	26%	\$6.40	139	886	26%	\$7.70	186	954	28%	\$7.05	191	961	28%
1800 - 1900	\$5.50	78	333	10%	\$3.95	86	399	12%	\$3.95	122	463	14%	\$4.85	121	505	15%	\$6.55	132	504	15%
1900 - 2000	\$3.85	53	206	6%	\$3.85	58	227	7%	\$3.85	83	263	8%	\$5.60	78	243	7%	\$6.05	115	308	9%

PM Time	Monday 04/20/20				Tuesday 04/21/20				Wednesday 04/22/20				Thursday 04/23/20				Friday 04/24/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	181	991	29%	\$5.15	222	1,372	40%	\$5.15	231	1,488	44%	\$7.45	260	1,412	42%	\$7.85	332	2,038	60%
1500 - 1600	\$5.50	246	1,618	48%	\$5.75	275	1,708	50%	\$7.75	310	1,839	54%	\$6.75	331	2,338	69%	\$8.65	353	1,902	56%
1600 - 1700	\$5.35	155	1,431	42%	\$5.50	201	1,549	46%	\$7.50	211	1,614	47%	\$7.80	239	1,587	47%	\$8.45	271	1,683	50%
1700 - 1800	\$5.30	158	961	28%	\$5.40	159	1,109	33%	\$6.40	193	1,407	41%	\$7.70	214	1,312	39%	\$7.05	278	1,423	42%
1800 - 1900	\$5.50	99	380	11%	\$3.95	123	512	15%	\$3.95	126	590	17%	\$4.85	156	599	18%	\$6.55	245	867	26%
1900 - 2000	\$3.85	84	242	7%	\$3.85	78	259	8%	\$3.85	78	297	9%	\$5.60	85	309	9%	\$6.05	130	413	12%

PM Time	Monday 04/27/20				Tuesday 04/28/20				Wednesday 04/29/20				Thursday 04/30/20				Friday 05/01/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	212	1,301	38%	\$5.15	226	1,761	52%	\$5.15	262	1,703	50%	\$7.45	286	1,721	51%				
1500 - 1600	\$5.50	271	1,990	59%	\$5.75	340	1,969	58%	\$7.75	352	2,183	64%	\$6.75	379	2,611	77%				
1600 - 1700	\$5.35	215	1,720	51%	\$5.50	225	1,903	56%	\$7.50	260	1,972	58%	\$7.80	260	1,844	54%				
1700 - 1800	\$5.30	184	1,344	40%	\$5.40	226	1,463	43%	\$6.40	237	1,489	44%	\$7.70	263	1,695	50%				
1800 - 1900	\$5.50	129	615	18%	\$3.95	150	681	20%	\$3.95	152	732	22%	\$4.85	205	973	29%				
1900 - 2000	\$3.85	93	310	9%	\$3.85	89	346	10%	\$3.85	89	319	9%	\$5.60	127	434	13%				

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/30/20				Tuesday 03/31/20				Wednesday 04/01/20				Thursday 04/02/20				Friday 04/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500									\$3.05	330	841	25%	\$3.05	308	817	24%	\$3.05	227	626	18%
0500 - 0600									\$4.95	394	1,390	41%	\$4.95	401	1,386	41%	\$4.70	328	1,236	36%
0600 - 0700									\$5.15	155	852	25%	\$5.15	143	749	22%	\$4.95	142	742	22%
0700 - 0800									\$5.65	68	577	17%	\$5.65	76	562	17%	\$5.50	67	510	15%
0800 - 0900									\$5.15	51	409	12%	\$5.15	58	412	12%	\$4.95	52	407	12%
0900 - 1000									\$4.10	45	394	12%	\$4.10	46	326	10%	\$4.10	51	367	11%
AM Time	Monday 04/06/20				Tuesday 04/07/20				Wednesday 04/08/20				Thursday 04/09/20				Friday 04/10/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	213	519	15%	\$3.05	269	693	20%	\$3.05	271	734	22%	\$3.05	246	627	18%	\$3.05	173	491	14%
0500 - 0600	\$4.95	109	513	15%	\$4.95	336	1,084	32%	\$4.95	298	1,003	30%	\$4.95	269	899	26%	\$4.70	228	778	23%
0600 - 0700	\$5.15	97	655	19%	\$5.15	101	625	18%	\$5.15	97	666	20%	\$5.15	86	577	17%	\$4.95	100	648	19%
0700 - 0800	\$5.65	80	585	17%	\$5.65	68	513	15%	\$5.65	54	457	13%	\$5.65	71	469	14%	\$5.50	58	437	13%
0800 - 0900	\$5.15	57	546	16%	\$5.15	34	368	11%	\$5.15	27	396	12%	\$5.15	43	366	11%	\$4.95	37	361	10%
0900 - 1000	\$4.10	58	435	13%	\$4.10	31	319	9%	\$4.10	40	313	9%	\$4.10	45	301	9%	\$4.10	41	307	9%
AM Time	Monday 04/13/20				Tuesday 04/14/20				Wednesday 04/15/20				Thursday 04/16/20				Friday 04/17/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	261	727	21%	\$3.05	273	752	22%	\$3.05	290	806	24%	\$3.05	280	743	22%	\$3.05	233	676	20%
0500 - 0600	\$4.95	327	1,215	36%	\$4.95	368	1,379	41%	\$4.95	374	1,358	40%	\$4.95	353	1,367	40%	\$4.70	305	1,221	36%
0600 - 0700	\$5.15	122	707	21%	\$5.15	130	884	26%	\$5.15	131	820	24%	\$5.15	149	947	28%	\$4.95	128	868	26%
0700 - 0800	\$5.65	64	567	17%	\$5.65	76	564	17%	\$5.65	81	587	17%	\$5.65	67	544	16%	\$5.50	69	480	14%
0800 - 0900	\$5.15	53	422	12%	\$5.15	44	405	12%	\$5.15	57	410	12%	\$5.15	47	416	12%	\$4.95	39	386	11%
0900 - 1000	\$4.10	38	337	10%	\$4.10	55	334	10%	\$4.10	45	376	11%	\$4.10	39	354	10%	\$4.10	63	348	10%
AM Time	Monday 04/20/20				Tuesday 04/21/20				Wednesday 04/22/20				Thursday 04/23/20				Friday 04/24/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	272	799	24%	\$3.05	281	790	23%	\$3.05	292	768	23%	\$3.05	286	794	23%	\$3.05	225	659	19%
0500 - 0600	\$4.95	363	1,389	41%	\$4.95	429	1,618	48%	\$4.95	369	1,349	40%	\$4.95	405	1,543	45%	\$4.70	340	1,320	39%
0600 - 0700	\$5.15	141	884	26%	\$5.15	155	1,068	31%	\$5.15	154	1,105	33%	\$5.15	179	1,124	33%	\$4.95	154	953	28%
0700 - 0800	\$5.65	47	424	12%	\$5.65	86	620	18%	\$5.65	81	594	17%	\$5.65	91	687	20%	\$5.50	96	591	17%
0800 - 0900	\$5.15	43	359	11%	\$5.15	46	490	14%	\$5.15	60	444	13%	\$5.15	57	465	14%	\$4.95	63	474	14%
0900 - 1000	\$4.10	47	338	10%	\$4.10	46	378	11%	\$4.10	54	405	12%	\$4.10	57	425	13%	\$4.10	76	424	12%
AM Time	Monday 04/27/20				Tuesday 04/28/20				Wednesday 04/29/20				Thursday 04/30/20				Friday 05/01/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	283	814	24%	\$3.05	304	837	25%	\$3.05	308	849	25%	\$3.05	303	834	25%				
0500 - 0600	\$4.95	392	1,594	47%	\$4.95	435	1,762	52%	\$4.95	410	1,664	49%	\$4.95	405	1,726	51%				
0600 - 0700	\$5.15	178	1,243	37%	\$5.15	204	1,495	44%	\$5.15	214	1,336	39%	\$5.15	189	1,230	36%				
0700 - 0800	\$5.65	129	1,050	31%	\$5.65	133	1,087	32%	\$5.65	101	690	20%	\$5.65	108	728	21%				
0800 - 0900	\$5.15	72	559	16%	\$5.15	72	573	17%	\$5.15	62	555	16%	\$5.15	65	548	16%				
0900 - 1000	\$4.10	63	443	13%	\$4.10	67	518	15%	\$4.10	66	464	14%	\$4.10	74	496	15%				

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 56 calls during the month of April. Of those calls, 34 were to assist disabled vehicles and 12 calls to remove debris. The CAS provided assistance to 10 accidents in the Express Lanes with 8 of those accidents originated from the SR91 general-purpose lanes.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA will be contracting with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructures at the three entrances of the OCTA 91 Express Lanes. Construction of the gantries is scheduled to begin Fall 2020 and is expected to be completed in early 2021.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project includes the replacement of the closed-circuit television cameras along the corridor. The new toll gantries infrastructure, as mentioned above, will house the new ETTM equipment. Once the gantries have been constructed, Kapsch will commence installation.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2020		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 37,460,568.37	\$ 44,847,426.00	\$ (7,386,857.63)	(16.5)
Fee revenue	6,202,034.89	4,749,106.00	1,452,928.89	30.6
Total operating revenues	43,662,603.26	49,596,532.00	(5,933,928.74)	(12.0)
Operating expenses:				
Contracted services	5,460,915.49	6,289,200.00	828,284.51	13.2
Administrative fee	2,612,400.00	2,366,570.00	(245,830.00)	(10.4)
Other professional services	1,030,684.05	2,262,222.00	1,231,537.95	54.4
Credit card processing fees	992,059.50	1,143,720.00	151,660.50	13.3
Toll road account servicing	825,348.82	1,987,500.00	1,162,151.18	58.5
Other insurance expense	321,388.11	624,750.00	303,361.89	48.6
Toll road maintenance supply repairs	185,733.88	379,170.00	193,436.12	51.0
Patrol services	921,300.95	816,350.00	(104,950.95)	(12.9)
Building equipment repairs and maint	76,620.82	265,600.00	188,979.18	71.2
6C Transponders	250,518.75	187,500.00	(63,018.75)	(33.6)
Other services	(7,677.50)	27,080.00	34,757.50	128.4
Utilities	41,105.22	61,230.00	20,124.78	32.9
Office expense	4,336.24	146,746.00	142,409.76	97.0
Bad debt expense	144,659.36	-	(144,659.36)	N/A
Miscellaneous ⁽²⁾	49,776.34	123,300.00	73,523.66	59.6
Leases	339,666.81	383,180.00	43,513.19	11.4
Total operating expenses	13,248,836.84	17,064,118.00	3,815,281.16	22.4
Depreciation and amortization ⁽³⁾	2,937,205.88	-	(2,937,205.88)	N/A
Operating income (loss)	27,476,560.54	32,532,414.00	(5,055,853.46)	(15.5)
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	692,219.09	1,359,375.00	(667,155.91)	(49.1)
Interest income	5,098,926.85	3,163,410.00	1,935,516.85	61.2
Interest expense	(3,839,187.23)	(3,926,720.00)	87,532.77	2.2
Other	38,929.17	-	38,929.17	N/A
Total nonoperating revenues (expenses)	1,990,887.88	596,065.00	1,394,822.88	(234.0)
Transfers in	-	-	-	N/A
Transfers out ⁽⁴⁾	(14,631,626.79)	(40,000.00)	(14,591,626.79)	(36,479.1)
Net income (loss)	\$ 14,835,821.63	\$ 33,088,479.00	\$ (18,252,657.37)	(55.2)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the ten months ending April 30, 2020, capital asset activities included \$195,292 for the ETTM system project, \$297,339 for the new back-office/account management system, \$5,920 for computer equipment and \$325,411 for transponder purchases.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for April 2020 was 366,178. This represents a daily average of 12,206 vehicles. This is a 72.8% decrease in total traffic volume from the same period last year, which totaled 1,345,641. Potential toll revenue for the month was \$1,165,063, which represents a decrease of 78.3% from the prior year's total of \$5,365,382. Carpool percentage for April was 19.97% as compared to the previous year's rate of 25.05%. The decreases were attributed to the COVID-19 pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of April 2020.

Current Month-to-Date (MTD) as of April 30, 2020

Trips	APR-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	APR-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	293,046	1,032,200	(739,154)	(71.6%)	1,008,624	(70.9%)
3+ Lanes	73,132	340,400	(267,268)	(78.5%)	337,017	(78.3%)
Total Gross Trips	366,178	1,372,600	(1,006,422)	(73.3%)	1,345,641	(72.8%)
Revenue						
Full Toll Lanes	\$1,151,484	\$4,228,714	(\$3,077,230)	(72.8%)	\$5,321,358	(78.4%)
3+ Lanes	\$13,579	\$0	\$13,579		\$44,024	(69.2%)
Total Gross Revenue	\$1,165,063	\$4,228,714	(\$3,063,652)	(72.4%)	\$5,365,382	(78.3%)
Average Revenue per Trip						
Average Full Toll Lanes	\$3.93	\$4.10	(\$0.17)	(4.1%)	\$5.28	(25.6%)
Average 3+ Lanes	\$0.19	\$0.00	\$0.19		\$0.13	46.2%
Average Gross Revenue	\$3.18	\$3.08	\$0.10	3.2%	\$3.99	(20.3%)

The 2020 fiscal year-to-date (YTD) traffic volume is 8.2% lower when compared with the same period last year. The 2020 fiscal year-to-date revenue is 4.9% higher than for the same period last year. Year-to-date average revenue per-trip is \$4.28.

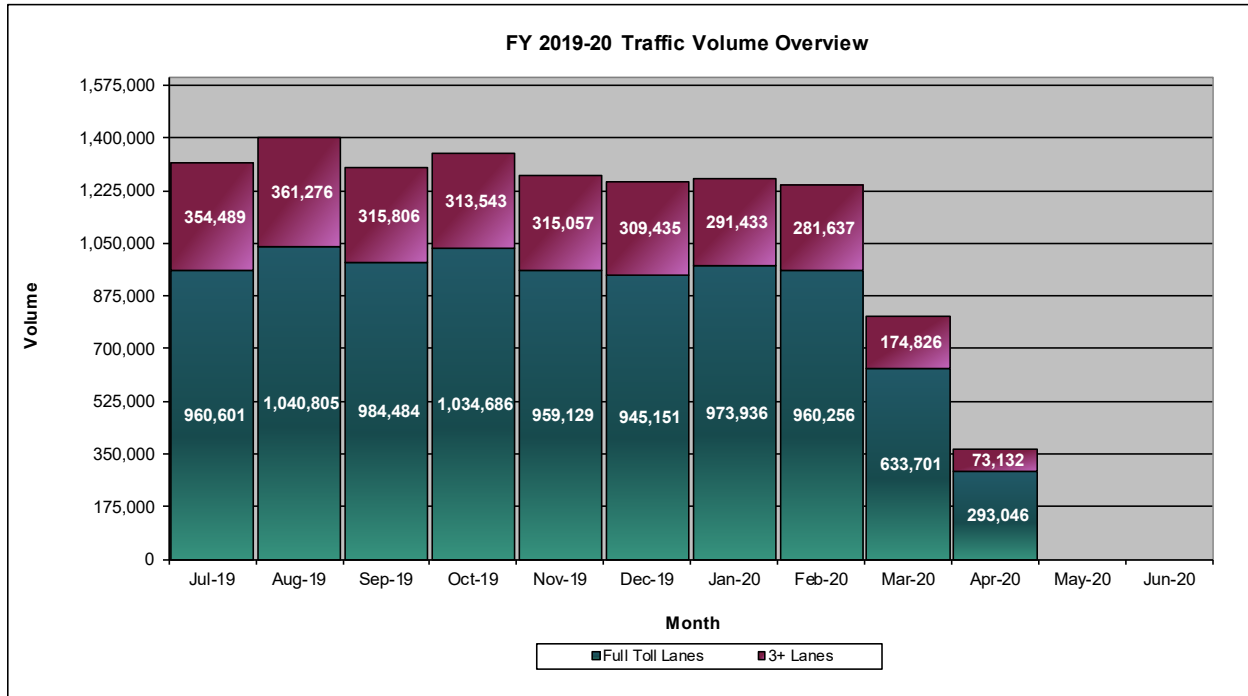
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through April 2020.

FY 2019-20 Year to Date as of April 30, 2020

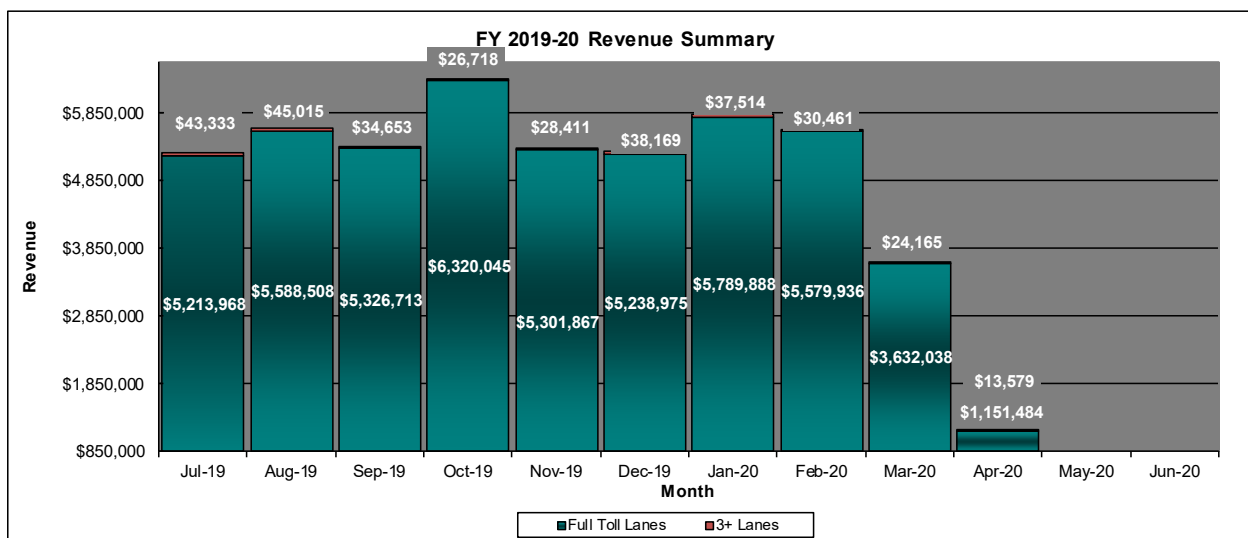
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	8,829,951	9,852,229	(1,022,278)	(10.4%)	9,528,512	(7.3%)
3+ Lanes	2,729,447	3,199,429	(469,982)	(14.7%)	3,059,212	(10.8%)
Total Gross Trips	11,559,398	13,051,657	(1,492,259)	(11.4%)	12,587,724	(8.2%)
Revenue						
Full Toll Lanes	\$49,143,424	\$39,181,571	\$9,961,852	25.4%	\$46,762,915	5.1%
3+ Lanes	\$322,018	\$0	\$322,018		\$373,563	(13.8%)
Total Gross Revenue	\$49,465,441	\$39,181,571	\$10,283,870	26.2%	\$47,136,479	4.9%
Average Revenue per Trip						
Average Full Toll Lanes	\$5.57	\$3.98	\$1.59	39.9%	\$4.91	13.4%
Average 3+ Lanes	\$0.12	\$0.00	\$0.12		\$0.12	0.0%
Average Gross Revenue	\$4.28	\$3.00	\$1.28	42.7%	\$3.74	14.4%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to Mc Kinley																									
PM Time	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$5.30	104	435	539	B	\$5.30	130	460	590	B	\$6.95	156	610	766	B
1500 - 1600											\$5.30	182	618	780	B	\$5.30	174	710	884	C	\$6.95	170	561	731	B
1600 - 1700											\$5.30	88	481	569	B	\$5.30	75	449	524	B	\$6.95	93	518	611	B
1700 - 1800											\$5.30	78	253	331	A	\$5.30	57	267	324	A	\$6.95	73	310	383	A
1800 - 1900											\$5.30	45	140	185	A	\$5.30	61	138	199	A	\$5.30	75	171	246	A
1900 - 2000											\$5.30	42	66	108	A	\$5.30	38	74	112	A	\$5.30	38	91	129	A

PM Time	Monday 04/06/20					Tuesday 04/07/20					Wednesday 04/08/20					Thursday 04/09/20					Friday 04/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	77	304	381	A	\$5.30	79	361	440	B	\$5.30	65	324	389	A	\$5.30	79	325	404	B	\$6.95	60	254	314	A
1500 - 1600	\$5.30	83	409	492	B	\$5.30	77	361	438	B	\$5.30	97	397	484	B	\$5.30	94	406	500	B	\$6.95	54	212	266	A
1600 - 1700	\$5.30	46	289	335	A	\$5.30	60	308	368	A	\$5.30	52	276	328	A	\$5.30	57	304	361	A	\$6.95	39	162	201	A
1700 - 1800	\$5.30	44	143	187	A	\$5.30	41	213	254	A	\$5.30	54	233	287	A	\$5.30	59	231	290	A	\$6.95	58	142	200	A
1800 - 1900	\$5.30	34	103	137	A	\$5.30	38	109	147	A	\$5.30	45	133	178	A	\$5.30	56	145	201	A	\$5.30	35	122	157	A
1900 - 2000	\$2.25	22	47	69	A	\$4.20	19	71	90	A	\$5.30	31	71	102	A	\$5.30	25	62	87	A	\$5.30	32	55	87	A

PM Time	Monday 04/13/20					Tuesday 04/14/20					Wednesday 04/15/20					Thursday 04/16/20					Friday 04/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	83	359	442	B	\$5.30	108	473	581	B	\$5.30	104	479	583	B	\$5.30	132	524	656	B	\$6.95	156	683	839	C
1500 - 1600	\$5.30	107	467	574	B	\$5.30	134	513	647	B	\$5.30	153	618	771	B	\$5.30	127	749	876	C	\$6.95	168	627	795	B
1600 - 1700	\$5.30	72	386	458	B	\$5.30	67	435	502	B	\$5.30	101	509	610	B	\$5.30	102	503	605	B	\$6.95	111	497	608	B
1700 - 1800	\$5.30	66	178	244	A	\$5.30	55	288	343	A	\$5.30	59	281	340	A	\$5.30	90	330	420	B	\$6.95	95	366	461	B
1800 - 1900	\$5.30	40	119	159	A	\$5.30	48	129	177	A	\$5.30	49	143	192	A	\$5.30	47	177	224	A	\$5.30	61	152	213	A
1900 - 2000	\$2.25	21	73	94	A	\$4.20	30	79	109	A	\$5.30	27	73	100	A	\$5.30	39	84	123	A	\$5.30	46	92	138	A

PM Time	Monday 04/20/20					Tuesday 04/21/20					Wednesday 04/22/20					Thursday 04/23/20					Friday 04/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	89	375	464	B	\$5.30	119	466	585	B	\$5.30	123	568	691	B	\$5.30	148	526	674	B	\$6.95	179	825	1,004	D
1500 - 1600	\$5.30	114	611	725	B	\$5.30	149	609	758	B	\$5.30	172	651	823	C	\$5.30	178	839	1,017	D	\$6.95	182	723	905	C
1600 - 1700	\$5.30	75	517	592	B	\$5.30	94	519	613	B	\$5.30	104	637	741	B	\$5.30	120	655	775	B	\$6.95	162	641	803	C
1700 - 1800	\$5.30	84	307	391	A	\$5.30	64	361	415	B	\$5.30	93	527	620	B	\$5.30	118	439	557	B	\$6.95	144	489	633	B
1800 - 1900	\$5.30	43	128	171	A	\$5.30	60	151	211	A	\$5.30	68	205	273	A	\$5.30	77	192	269	A	\$5.30	106	242	348	A
1900 - 2000	\$2.25	31	71	102	A	\$4.20	37	71	108	A	\$5.30	29	97	126	A	\$5.30	40	100	140	A	\$5.30	62	146	208	A

PM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	113	450	563	B	\$5.30	133	584	717	B	\$5.30	136	580	716	B	\$5.30	150	591	741	B					
1500 - 1600	\$5.30	141	711	852	C	\$5.30	190	740	980	C	\$5.30	191	762	963	C	\$5.30	211	941	1,152	D					
1600 - 1700	\$5.30	122	599	721	B	\$5.30	126	621	747	B	\$5.30	133	660	793	B	\$5.30	130	726	856	C					
1700 - 1800	\$5.30	93	461	554	B	\$5.30	97	444	541	B	\$5.30	110	449	559	B	\$5.30	129	582	711	B					
1800 - 1900	\$5.30	64	203	267	A	\$5.30	68	200	268	A	\$5.30	75	230	305	A	\$5.30	90	298	388	A					
1900 - 2000	\$2.25	37	102	139	A	\$2.25	41	105	146	A	\$2.25	41	97	138	A	\$2.25	52	159	211	A					

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											\$2.95	45	308	353	A	\$2.95	58	303	361	A	\$2.95	61	360	421	B
1500 - 1600											\$2.95	71	420	491	B	\$2.95	72	508	580	B	\$2.95	51	400	451	B
1600 - 1700											\$2.95	47	346	393	A	\$2.95	47	311	358	A	\$2.95	36	310	346	A
1700 - 1800											\$2.95	40	236	276	A	\$2.95	29	205	234	A	\$2.95	38	227	265	A
1800 - 1900											\$2.95	22	121	143	A	\$2.95	27	103	130	A	\$2.95	30	122	152	A
1900 - 2000											\$2.95	15	45	60	A	\$2.95	22	45	67	A	\$2.95	15	56	71	A

PM Time	Monday 04/06/20					Tuesday 04/07/20					Wednesday 04/08/20					Thursday 04/09/20					Friday 04/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	48	234	282	A	\$2.95	40	309	349	A	\$2.95	31	259	290	A	\$2.95	45	243	288	A	\$2.95	54	313	367	A
1500 - 1600	\$2.95	38	303	341	A	\$2.95	54	314	368	A	\$2.95	40	311	351	A	\$2.95	47	355	402	B	\$2.95	55	328	383	A
1600 - 1700	\$2.95	33	242	275	A	\$2.95	43	253	296	A	\$2.95	39	224	253	A	\$2.95	34	235	269	A	\$2.95	37	216	253	A
1700 - 1800	\$2.95	18	148	166	A	\$2.95	29	188	217	A	\$2.95	33	205	238	A	\$2.95	31	208	239	A	\$2.95	32	150	182	A
1800 - 1900	\$2.95	19	86	105	A	\$2.95	21	94	115	A	\$2.95	17	126	143	A	\$2.95	25	113	138	A	\$2.95	28	89	97	A
1900 - 2000	\$2.95	11	37	48	A	\$2.95	15	45	60	A	\$2.95	10	63	73	A	\$2.95	16	40	56	A	\$2.95	17	62	79	A

PM Time	Monday 04/13/20					Tuesday 04/14/20					Wednesday 04/15/20					Thursday 04/16/20					Friday 04/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	49	274	323	A	\$2.95	64	344	408	B	\$2.95	48	322	370	A	\$2.95	54	334	388	A	\$2.95	70	421	491	B
1500 - 1600	\$2.95	44	354	398	A	\$2.95	46	420	466	B	\$2.95	81	416	497	B	\$2.95	63	515	578	B	\$2.95	61	415	476	B
1600 - 1700	\$2.95	47	299	346	A	\$2.95	46	328	374	A	\$2.95	44	417	461	B	\$2.95	50	338	388	A	\$2.95	52	340	392	A
1700 - 1800	\$2.95	19	165	184	A	\$2.95	40	253	293	A	\$2.95	32	262	294	A	\$2.95	51	241	292	A	\$2.95	50	266	316	A
1800 - 1900	\$2.95	24	76	100	A	\$2.95	25	103	128	A	\$2.95	27	119	146	A	\$2.95	27	120	147	A	\$2.95	33	112	145	A
1900 - 2000	\$2.95	13	50	63	A	\$2.95	12	52	64	A	\$2.95	26	51	77	A	\$2.95	11	65	77	A	\$2.95	29	65	94	A

PM Time	Monday 04/20/20					Tuesday 04/21/20					Wednesday 04/22/20					Thursday 04/23/20					Friday 04/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	51	261	312	A	\$2.95	69	370	439	B	\$2.95	70	403	473	B	\$2.95	80	354	434	B	\$2.95	92	519	611	B
1500 - 1600	\$2.95	52	482	534	B	\$2.95	69	469	538	B	\$2.95	64	485	549	B	\$2.95	81	589	650	B	\$2.95	84	498	582	B
1600 - 1700	\$2.95	48	389	437	B	\$2.95	51	412	463	B	\$2.95	54	440	494	B	\$2.95	63	409	472	B	\$2.95	64	390	454	B
1700 - 1800	\$2.95	36	244	280	A	\$2.95	33	306	339	A	\$2.95	42	396	438	B	\$2.95	39	318	357	A	\$2.95	80	332	412	B
1800 - 1900	\$2.95	27	98	125	A	\$2.95	28	107	135	A	\$2.95	24	168	192	A	\$2.95	25	140	165	A	\$2.95	46	174	220	A
1900 - 2000	\$2.95	23	59	82	A	\$2.95	18	62	80	A	\$2.95	13	73	86	A	\$2.95	16	83	99	A	\$2.95	28	93	121	A

PM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	64	326	390	A	\$2.95	48	450	498	B	\$2.95	66	460	526	B	\$2.95	75	432	507	B					
1500 - 1600	\$2.95	71	503	574	B	\$2.95	71	511	582	B	\$2.95	81	574	655	B	\$2.95	75	639	714	B					
1600 - 1700	\$2.95	48	466	514	B	\$2.95	49	478	527	B	\$2.95	74	512	586	B	\$2.95	66	487	553	B					
1700 - 1800	\$2.95	45	344	389	A	\$2.95	54	363	417	B	\$2.95	61	313	374	A	\$2.95	50	417	467	B					
1800 - 1900	\$2.95	27	147	174	A	\$2.95	44	172	216	A	\$2.95	27	160	187	A	\$2.95	41	211	252	A					
1900 - 2000	\$2.95	29	55	84	A	\$2.95	25	71	97	A	\$2.95	12	75	87	A	\$2.95	41	108	149	A					

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line																									
	Monday03/30/20					Tuesday03/31/20					Wednesday04/01/20					Thursday04/02/20					Friday04/03/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$6.95	142	219	361	A	\$6.95	130	211	341	A	\$4.20	105	172	277	A
0500 - 0600											\$6.95	193	579	772	B	\$6.95	180	568	768	B	\$4.20	169	515	684	B
0600 - 0700											\$6.95	106	397	503	B	\$6.95	90	376	466	B	\$4.20	94	376	470	B
0700 - 0800											\$6.95	39	289	328	A	\$6.95	48	283	331	A	\$4.20	42	282	294	A
0800 - 0900											\$6.95	30	187	217	A	\$6.95	29	196	225	A	\$4.20	37	197	234	A
0900 - 1000											\$6.95	33	160	193	A	\$6.95	19	140	159	A	\$4.20	21	166	186	A
	Monday04/06/20					Tuesday04/07/20					Wednesday04/08/20					Thursday04/09/20					Friday04/10/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	103	197	300	A	\$6.95	110	181	291	A	\$6.95	110	195	305	A	\$6.95	83	160	243	A	\$4.20	60	143	203	A
0500 - 0600	\$6.95	111	412	523	B	\$6.95	189	421	580	B	\$6.95	123	355	478	B	\$6.95	105	341	446	B	\$4.20	92	275	367	A
0600 - 0700	\$6.95	57	278	335	A	\$6.95	50	257	307	A	\$6.95	64	292	366	A	\$6.95	52	260	312	A	\$4.20	48	260	308	A
0700 - 0800	\$6.95	43	292	335	A	\$6.95	39	235	274	A	\$6.95	35	225	260	A	\$6.95	36	221	257	A	\$4.20	31	219	250	A
0800 - 0900	\$6.95	28	220	248	A	\$6.95	13	173	186	A	\$6.95	18	176	194	A	\$6.95	30	158	188	A	\$4.20	22	182	204	A
0900 - 1000	\$6.95	27	162	189	A	\$6.95	19	153	172	A	\$6.95	19	134	153	A	\$6.95	22	126	148	A	\$4.20	30	152	182	A
	Monday04/13/20					Tuesday04/14/20					Wednesday04/15/20					Thursday04/16/20					Friday04/17/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	95	217	312	A	\$6.95	95	227	322	A	\$6.95	110	245	355	A	\$6.95	105	211	315	A	\$4.20	89	190	279	A
0500 - 0600	\$6.95	154	515	689	B	\$6.95	184	590	774	B	\$6.95	163	524	687	B	\$6.95	151	584	735	B	\$4.20	123	478	601	B
0600 - 0700	\$6.95	68	329	397	A	\$6.95	64	323	387	A	\$6.95	89	404	493	B	\$6.95	86	364	440	B	\$4.20	75	434	509	B
0700 - 0800	\$6.95	47	262	309	A	\$6.95	48	253	301	A	\$6.95	40	273	313	A	\$6.95	43	256	299	A	\$4.20	41	230	271	A
0800 - 0900	\$6.95	33	187	220	A	\$6.95	26	190	216	A	\$6.95	35	175	210	A	\$6.95	33	175	208	A	\$4.20	27	182	209	A
0900 - 1000	\$6.95	22	145	167	A	\$6.95	32	136	168	A	\$6.95	23	151	174	A	\$6.95	21	143	164	A	\$4.20	43	149	192	A
	Monday04/20/20					Tuesday04/21/20					Wednesday04/22/20					Thursday04/23/20					Friday04/24/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	117	237	354	A	\$6.95	109	220	329	A	\$6.95	120	238	368	A	\$6.95	106	237	343	A	\$4.20	95	182	277	A
0500 - 0600	\$6.95	185	538	743	B	\$6.95	225	637	862	C	\$6.95	186	583	769	B	\$6.95	194	610	804	C	\$4.20	172	548	720	B
0600 - 0700	\$6.95	80	347	427	B	\$6.95	75	326	401	B	\$6.95	97	431	528	B	\$6.95	101	441	542	B	\$4.20	99	436	535	B
0700 - 0800	\$6.95	34	280	314	A	\$6.95	48	286	334	A	\$6.95	51	274	325	A	\$6.95	47	297	344	A	\$4.20	62	266	328	A
0800 - 0900	\$6.95	30	202	232	A	\$6.95	27	216	243	A	\$6.95	38	192	230	A	\$6.95	34	201	236	A	\$4.20	45	227	272	A
0900 - 1000	\$6.95	29	160	189	A	\$6.95	30	152	182	A	\$6.95	26	173	199	A	\$6.95	39	205	244	A	\$4.20	45	154	199	A
	Monday04/27/20					Tuesday04/28/20					Wednesday04/29/20					Thursday04/30/20					Friday05/01/20				
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	115	252	367	A	\$6.95	107	223	330	A	\$6.95	120	264	384	A	\$6.95	117	236	353	A					
0500 - 0600	\$6.95	202	668	870	C	\$6.95	255	836	1,091	D	\$6.95	186	726	911	C	\$6.95	198	783	981	C					
0600 - 0700	\$6.95	90	461	551	B	\$6.95	103	571	674	B	\$6.95	136	659	795	B	\$6.95	136	575	711	B					
0700 - 0800	\$6.95	42	342	384	A	\$6.95	67	491	558	B	\$6.95	66	389	455	B	\$6.95	62	364	416	B					
0800 - 0900	\$6.95	39	261	300	A	\$6.95	48	224	272	A	\$6.95	39	240	279	A	\$6.95	37	244	281	A					
0900 - 1000	\$6.95	39	182	221	A	\$6.95	32	231	263	A	\$6.95	37	180	217	A	\$6.95	45	201	246	A					

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/30/20					Tuesday 03/31/20					Wednesday 04/01/20					Thursday 04/02/20					Friday 04/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											\$5.30	84	226	310	A	\$5.30	81	230	311	A	\$2.95	50	196	245	A
0500 - 0600											\$5.30	122	434	536	B	\$5.30	114	463	577	B	\$2.95	84	425	510	B
0600 - 0700											\$5.30	65	380	445	B	\$5.30	59	338	397	A	\$2.95	49	329	378	A
0700 - 0800											\$5.30	22	261	283	A	\$5.30	21	238	259	A	\$2.95	24	247	271	A
0800 - 0900											\$5.30	14	197	211	A	\$5.30	20	189	209	A	\$2.95	16	196	212	A
0900 - 1000											\$5.30	18	195	213	A	\$5.30	21	144	165	A	\$2.95	25	164	189	A

AM Time	Monday 04/06/20					Tuesday 04/07/20					Wednesday 04/08/20					Thursday 04/09/20					Friday 04/10/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	78	208	286	A	\$5.30	68	173	241	A	\$5.30	78	178	256	A	\$5.30	55	176	232	A	\$2.95	38	136	176	A
0500 - 0600	\$5.30	92	349	441	B	\$5.30	95	374	469	B	\$5.30	95	347	442	B	\$5.30	77	303	380	A	\$2.95	78	234	312	A
0600 - 0700	\$5.30	40	309	349	A	\$5.30	41	305	346	A	\$5.30	37	332	389	A	\$5.30	28	269	297	A	\$2.95	48	332	380	A
0700 - 0800	\$5.30	22	212	234	A	\$5.30	30	236	266	A	\$5.30	20	233	253	A	\$5.30	27	214	241	A	\$2.95	21	188	209	A
0800 - 0900	\$5.30	11	205	216	A	\$5.30	14	170	184	A	\$5.30	15	196	211	A	\$5.30	11	170	181	A	\$2.95	13	168	181	A
0900 - 1000	\$5.30	17	137	154	A	\$5.30	10	127	137	A	\$5.30	20	116	136	A	\$5.30	12	134	146	A	\$2.95	15	135	150	A

AM Time	Monday 04/13/20					Tuesday 04/14/20					Wednesday 04/15/20					Thursday 04/16/20					Friday 04/17/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	81	192	273	A	\$5.30	74	220	294	A	\$5.30	77	210	287	A	\$5.30	68	216	284	A	\$2.95	50	204	254	A
0500 - 0600	\$5.30	96	403	499	B	\$5.30	97	426	523	B	\$5.30	110	485	595	B	\$5.30	106	448	554	B	\$2.95	81	403	484	B
0600 - 0700	\$5.30	41	350	391	A	\$5.30	44	422	466	B	\$5.30	55	390	445	B	\$5.30	50	388	438	B	\$2.95	42	391	433	B
0700 - 0800	\$5.30	34	244	268	A	\$5.30	28	239	267	A	\$5.30	27	240	267	A	\$5.30	20	240	260	A	\$2.95	20	231	251	A
0800 - 0900	\$5.30	14	213	227	A	\$5.30	14	202	216	A	\$5.30	17	210	227	A	\$5.30	13	196	209	A	\$2.95	10	192	202	A
0900 - 1000	\$5.30	15	142	157	A	\$5.30	16	144	160	A	\$5.30	17	160	177	A	\$5.30	15	162	177	A	\$2.95	19	153	172	A

AM Time	Monday 04/20/20					Tuesday 04/21/20					Wednesday 04/22/20					Thursday 04/23/20					Friday 04/24/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	67	230	297	A	\$5.30	79	234	313	A	\$5.30	67	192	259	A	\$5.30	68	226	294	A	\$2.95	50	196	246	A
0500 - 0600	\$5.30	109	472	581	B	\$5.30	100	493	593	B	\$5.30	103	497	600	B	\$5.30	99	499	598	B	\$2.95	85	465	550	B
0600 - 0700	\$5.30	53	436	488	B	\$5.30	54	429	483	B	\$5.30	46	494	540	B	\$5.30	53	429	482	B	\$2.95	53	409	462	B
0700 - 0800	\$5.30	23	233	256	A	\$5.30	25	259	284	A	\$5.30	25	283	308	A	\$5.30	27	311	338	A	\$2.95	27	237	264	A
0800 - 0900	\$5.30	25	219	245	A	\$5.30	8	220	228	A	\$5.30	12	208	220	A	\$5.30	20	210	230	A	\$2.95	19	189	208	A
0900 - 1000	\$5.30	18	157	175	A	\$5.30	20	177	197	A	\$5.30	22	140	162	A	\$5.30	18	183	201	A	\$2.95	29	158	187	A

AM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	63	216	279	A	\$5.30	75	245	320	A	\$5.30	71	230	301	A	\$5.30	68	247	315	A					
0500 - 0600	\$5.30	102	520	622	B	\$5.30	116	521	637	B	\$5.30	110	571	681	B	\$5.30	109	569	678	B					
0600 - 0700	\$5.30	60	474	534	B	\$5.30	87	603	690	B	\$5.30	71	599	670	B	\$5.30	73	548	621	B					
0700 - 0800	\$5.30	28	313	341	A	\$5.30	28	400	428	B	\$5.30	36	335	371	A	\$5.30	34	341	375	A					
0800 - 0900	\$5.30	22	234	256	A	\$5.30	23	233	256	A	\$5.30	25	271	296	A	\$5.30	23	249	272	A					
0900 - 1000	\$5.30	22	194	216	A	\$5.30	28	231	259	A	\$5.30	28	187	215	A	\$5.30	21	223	244	A					

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 47 calls during the month of April. Of those calls, 26 were to assist disabled vehicles, 8 calls to remove debris and 13 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2020		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 45,682,218.76	\$ 51,600,666.67	\$ (5,918,447.91)	(11.5)
Fee Revenue	6,384,585.27	4,400,250.00	1,984,335.27	45.1
Total operating revenues	52,066,804.03	56,000,916.67	(3,934,112.64)	(7.0)
Operating expenses:				
Salaries and Benefits	626,236.86	1,127,833.33	501,596.47	44.5
Legal Services	193,581.93	291,666.67	98,084.74	33.6
Advisory Services	139,313.02	62,500.00	(76,813.02)	(122.9)
Audit and Accounting Fees	46,000.00	39,166.67	(6,833.33)	(17.4)
Service Fees	2,706.21	21,666.67	18,960.46	87.5
Other Professional Services	422,554.36	2,066,250.00	1,643,695.64	79.5
Lease Expense	189,599.43	213,750.00	24,150.57	11.3
Operations	2,262,485.53	3,023,750.00	761,264.47	25.2
Utilities	30,592.55	52,083.33	21,490.78	41.3
Supplies and Materials	123.62	4,166.67	4,043.05	97.0
Membership and Subscription Fees	26,455.00	20,833.33	(5,621.67)	(27.0)
Office Equipment & Furniture (Non-Capital)	1,097.51	4,166.67	3,069.16	73.7
Maintenance/Repairs	122,699.05	291,500.00	168,800.95	57.9
Training Seminars and Conferences	1,125.00	3,750.00	2,625.00	70.0
Transportation Expenses	2,724.33	6,250.00	3,525.67	56.4
Lodging	2,455.52	5,833.33	3,377.81	57.9
Meals	1,088.56	833.33	(255.23)	(30.6)
Other Staff Expenses	524.65	833.33	308.68	37.0
Advertising	6,776.63	158,333.33	151,556.70	95.7
Program Management	87,928.76	-	(87,928.76)	N/A
Program Operations	6,158,093.80	9,716,833.33	3,558,739.53	36.6
Litigation Settlement	-	8,333.33	8,333.33	100.0
Furniture & Equipment	340,518.76	625,000.00	284,481.24	45.5
Improvements	16,032.27	13,416.67	(2,615.60)	(19.5)
Depreciation	8,087,958.02 ²	-	(8,087,958.02)	N/A
Bad Debt Expense	12.67	-	(12.67)	N/A
Total operating expenses	18,768,684.04	17,758,750.00	(1,009,934.04)	(5.7)
Operating income (loss)	33,298,119.99	38,242,166.67	(4,944,046.68)	(12.9)
Nonoperating revenues (expenses):				
Interest Revenue	3,149,948.78	1,115,833.33	2,034,115.45	(182.3)
Other Miscellaneous Revenue	(852.65)	-	(852.65)	N/A
Interest Expense	(21,579,500.14) ³	(5,933,250.00)	(15,646,250.14)	263.7
Total nonoperating revenues (expenses)	(22,533,399.88)	(4,817,416.67)	(17,715,983.21)	(367.7)
Transfers In	-	-	-	N/A
Transfers Out	(1,873,675.16)	(2,549,583.33)	675,908.17	(26.5)
Net income (loss)	\$ 8,891,044.95	\$ 30,875,166.67	\$ (21,984,121.72)	(71.2)

¹ Unaudited

² Depreciation is not a budgeted expense

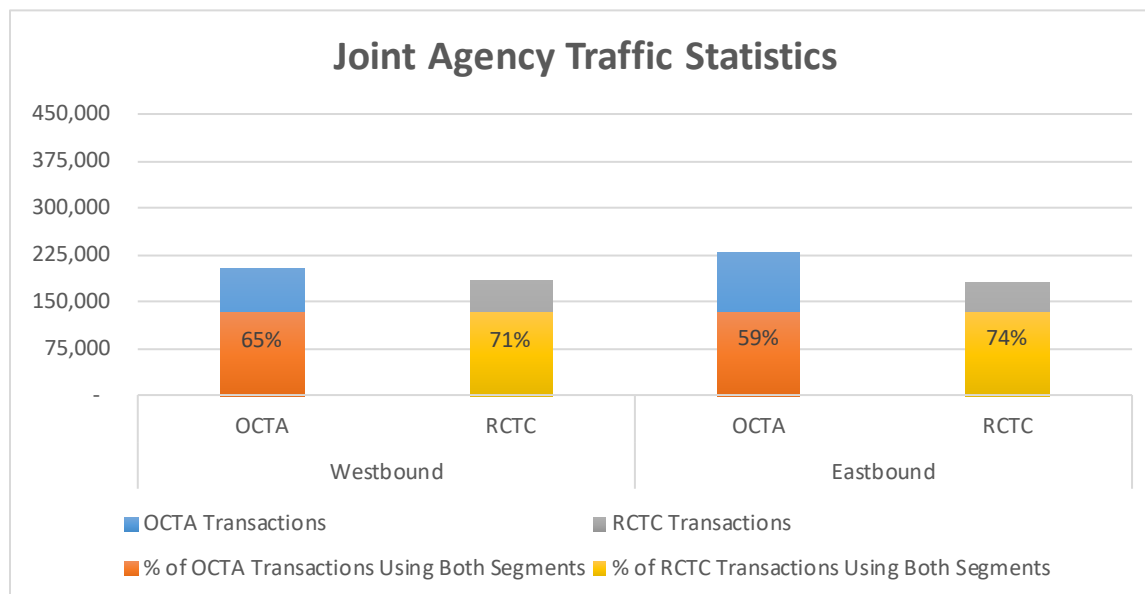
³ Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). \$10.8 million of the \$14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS MONTH ENDING April 30, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	204,782	132,262	65%	\$ 573,303
RCTC	185,012	132,262	71%	\$ 612,010
I-15	79,837	57,307	72%	\$ 251,126
McKinley	105,175	74,955	71%	\$ 360,884
Eastbound				
OCTA	228,470	134,651	59%	\$ 966,223
RCTC	181,166	134,651	74%	\$ 553,053
I-15	69,779	54,680	78%	\$ 160,899
McKinley	111,387	79,971	72%	\$ 392,154

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Apr-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	0:19
Abandon Rate	Monthly	No more than 4.0%	0.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.6
CUSA Violation Collection Rate	Quarterly	70% or more	101%
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	0.6
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:09
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Co-firoute USA; CAS = OCTA Customer Assistance Specialists

*Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

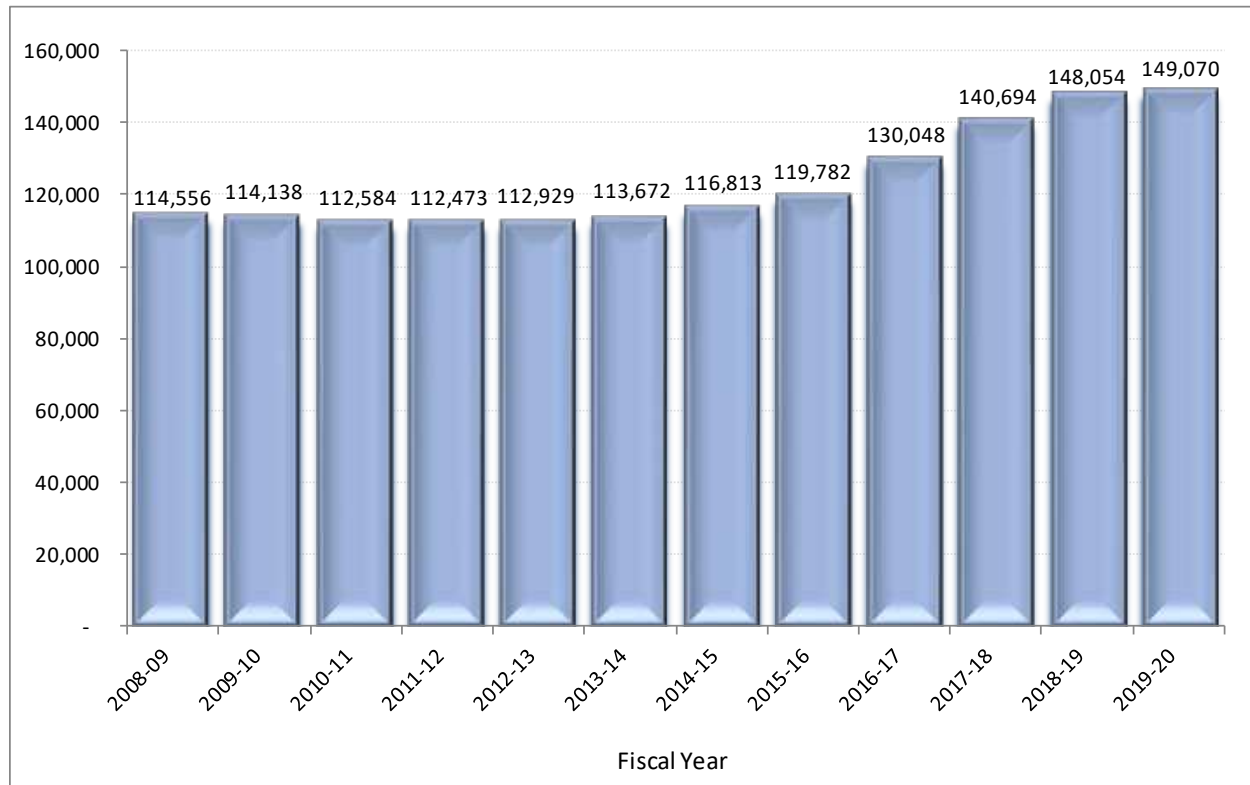
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	April-20		March-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	275	97.9%	927	91.2%	1,104	53.1%
Additional Tags to Existing Accounts	5	1.8%	36	3.5%	574	27.6%
Replacement Transponders	1	0.4%	54	5.3%	402	19.3%
Total Issued	281		1,017		2,080	
Returned						
Account Closures	98	2.7%	164	3.0%	395	19.6%
Accounts Downsizing	11	0.3%	244	4.4%	161	8.0%
Defective Transponders	3,545	97.0%	5,121	92.6%	1,462	72.4%
Total Returned	3,654		5,529		2,019	

At the end of April 2020, the 91 Express Lanes had 149,070 active customer accounts and 302,666 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of April 30, 2020



Incoming Email Activity

During April, the Anaheim Processing Center received 1,934 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
May 2020

As of May 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for May 2020 was 766,588. This represents a daily average of 24,729 vehicles. This is a 50.1% decrease in total traffic volume from the same period last year, which totaled 1,537,043. Potential toll revenue for May was \$2,594,469, which represents a decrease of 43.3% from the prior year's total of \$4,572,297. Carpool percentage for May was 23.76% as compared to the previous year's rate of 27.17%. The decreases were attributed to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of May 2020.

Current Month-to-Date (MTD) as of May 31, 2020

Trips	May-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	May-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	584,419	1,159,049	(574,630)	(49.6%)	1,119,465	(47.8%)
3+ Lanes	182,169	351,937	(169,768)	(48.2%)	417,578	(56.4%)
Total Gross Trips	766,588	1,510,986	(744,398)	(49.3%)	1,537,043	(50.1%)
Revenue						
Full Toll Lanes	\$2,550,977	\$4,839,309	(\$2,288,332)	(47.3%)	\$4,485,490	(43.1%)
3+ Lanes	\$43,492	\$88,262	(\$44,770)	(50.7%)	\$86,806	(49.9%)
Total Gross Revenue	\$2,594,469	\$4,927,571	(\$2,333,102)	(47.3%)	\$4,572,297	(43.3%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.36	\$4.18	\$0.18	4.3%	\$4.01	8.7%
Average 3+ Lanes	\$0.24	\$0.25	(\$0.01)	(4.0%)	\$0.21	14.3%
Average Gross Revenue	\$3.38	\$3.26	\$0.12	3.7%	\$2.97	13.8%

The 2020 fiscal year-to-date traffic volume decreased by 13.2% and potential toll revenue decreased by 9.8%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.09.

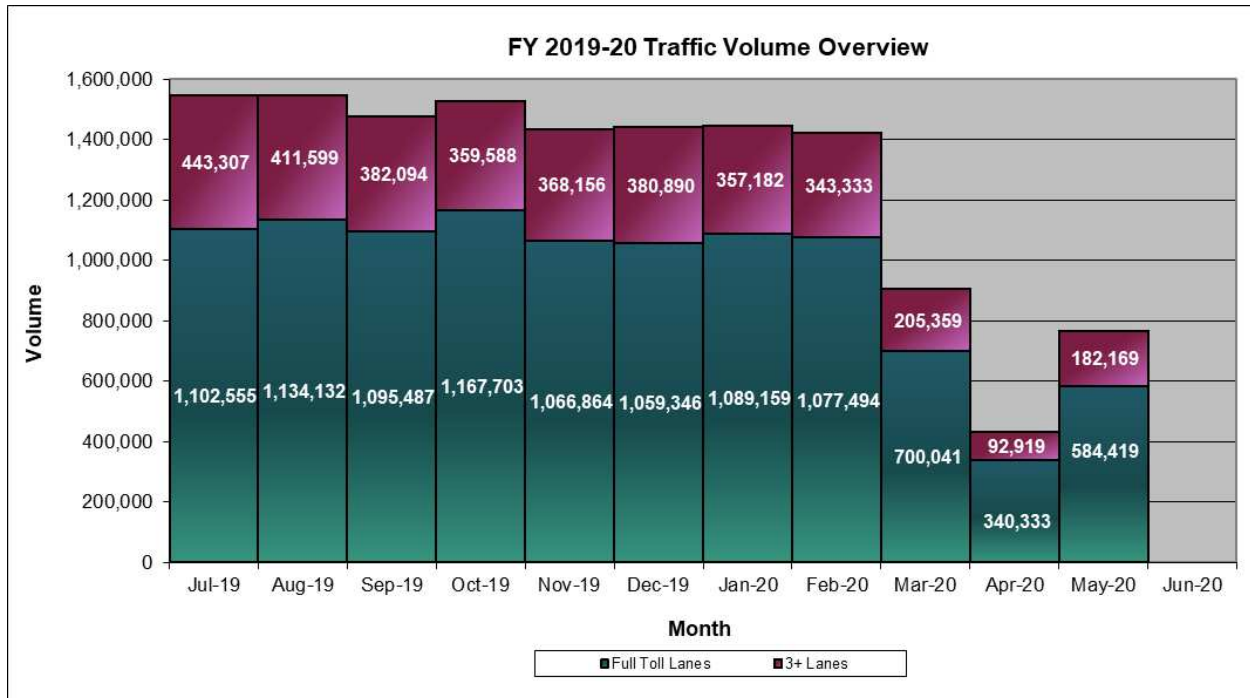
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through May 2020.

FY 2019-20 Year-to-Date (YTD) as of May 31, 2020

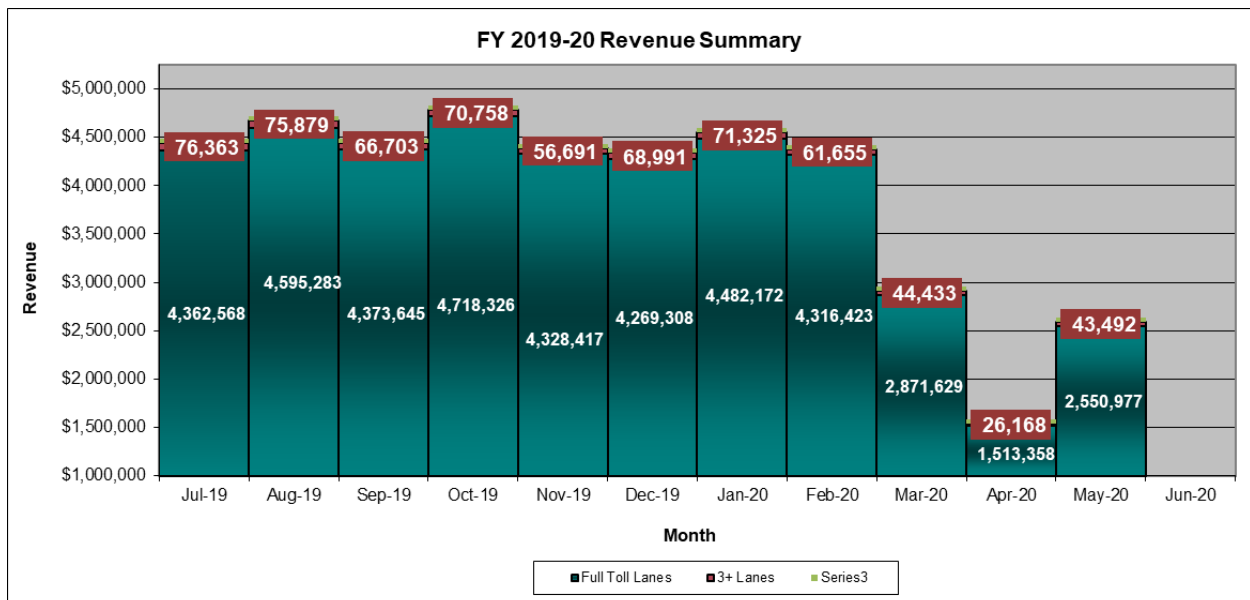
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	10,417,533	12,153,545	(1,736,012)	(14.3%)	11,818,919	(11.9%)
3+ Lanes	3,526,596	3,658,847	(132,251)	(3.6%)	4,249,333	(17.0%)
Total Gross Trips	13,944,129	15,812,392	(1,868,263)	(11.8%)	16,068,252	(13.2%)
Revenue						
Full Toll Lanes	\$42,382,105	\$50,893,272	(\$8,511,168)	(16.7%)	\$46,856,098	(9.5%)
3+ Lanes	\$662,458	\$928,085	(\$265,627)	(28.6%)	\$845,898	(21.7%)
Total Gross Revenue	\$43,044,563	\$51,821,357	(\$8,776,795)	(16.9%)	\$47,701,996	(9.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.07	\$4.19	(\$0.12)	(2.9%)	\$3.96	2.8%
Average 3+ Lanes	\$0.19	\$0.25	(\$0.06)	(24.0%)	\$0.20	(5.0%)
Average Gross Revenue	\$3.09	\$3.28	(\$0.19)	(5.8%)	\$2.97	4.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 2 times during the month of May 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 65% of defined capacity.

PM Time	Monday 04/27/20				Tuesday 04/28/20				Wednesday 04/29/20				Thursday 04/30/20				Friday 05/01/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500																	\$7.85	374	2,247	66%
1500 - 1600																	\$8.65	399	2,124	62%
1600 - 1700																	\$8.45	270	1,917	56%
1700 - 1800																	\$7.05	292	1,654	49%
1800 - 1900																	\$6.55	257	997	29%
1900 - 2000																	\$6.05	143	509	15%

PM Time	Monday 05/04/20				Tuesday 05/05/20				Wednesday 05/06/20				Thursday 05/07/20				Friday 05/08/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	238	1,575	46%	\$5.15	286	1,845	54%	\$5.15	271	1,898	56%	\$7.45	225	1,588	47%	\$7.85	392	2,542	75%
1500 - 1600	\$5.50	304	2,138	63%	\$5.75	361	2,094	62%	\$7.75	366	2,173	64%	\$6.75	325	2,201	65%	\$8.65	436	2,172	64%
1600 - 1700	\$5.35	213	1,964	58%	\$5.50	272	2,161	64%	\$7.50	244	2,013	59%	\$7.80	248	1,610	47%	\$8.45	303	2,262	67%
1700 - 1800	\$5.30	242	1,529	45%	\$5.40	223	1,684	50%	\$6.40	245	1,633	48%	\$7.70	350	2,379	70%	\$7.05	350	1,925	57%
1800 - 1900	\$5.50	150	649	19%	\$3.95	142	719	21%	\$3.95	176	805	24%	\$4.85	182	866	25%	\$6.55	282	1,202	35%
1900 - 2000	\$3.85	90	339	10%	\$3.85	83	335	10%	\$3.85	105	370	11%	\$5.60	125	436	13%	\$6.05	179	605	18%

PM Time	Monday 05/11/20				Tuesday 05/12/20				Wednesday 05/13/20				Thursday 05/14/20				Friday 05/15/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	234	1,684	50%	\$5.15	284	2,092	62%	\$5.15	251	1,932	57%	\$7.45	310	2,025	60%	\$7.85	439	2,751	81%
1500 - 1600	\$5.50	369	2,443	72%	\$5.75	358	2,235	66%	\$7.75	381	2,414	71%	\$6.75	429	2,872	84%	\$8.65	454	2,365	70%
1600 - 1700	\$5.35	251	2,128	63%	\$5.50	277	2,159	64%	\$7.50	263	2,169	64%	\$7.80	302	2,138	63%	\$8.45	331	2,266	67%
1700 - 1800	\$5.30	264	1,817	53%	\$5.40	246	1,763	52%	\$6.40	284	1,855	55%	\$7.70	294	1,939	57%	\$7.05	344	2,033	60%
1800 - 1900	\$5.50	193	825	24%	\$3.95	170	885	26%	\$3.95	196	903	27%	\$4.85	253	1,145	34%	\$6.55	326	1,427	42%
1900 - 2000	\$3.85	119	388	11%	\$3.85	119	375	11%	\$3.85	118	438	13%	\$5.60	145	533	16%	\$6.05	237	660	19%

PM Time	Monday 05/18/20				Tuesday 05/19/20				Wednesday 05/20/20				Thursday 05/21/20				Friday 05/22/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	276	1,804	53%	\$5.15	260	2,136	63%	\$5.15	323	2,310	68%	\$7.45	352	2,309	68%	\$7.85	510	3,001	88%
1500 - 1600	\$5.50	314	2,276	67%	\$5.75	400	2,404	71%	\$7.75	431	2,591	76%	\$6.75	530	3,138	92%	\$8.65	553	2,579	76%
1600 - 1700	\$5.35	270	2,058	61%	\$5.50	284	2,409	71%	\$7.50	304	2,568	76%	\$7.80	356	2,321	68%	\$8.45	429	2,404	71%
1700 - 1800	\$5.30	261	1,770	52%	\$5.40	292	2,036	60%	\$6.40	328	2,127	63%	\$7.70	381	2,137	63%	\$7.05	431	2,198	65%
1800 - 1900	\$5.50	176	757	22%	\$3.95	218	1,117	33%	\$3.95	270	1,261	37%	\$4.85	351	1,666	49%	\$6.55	412	1,669	49%
1900 - 2000	\$3.85	103	392	12%	\$3.85	118	454	13%	\$3.85	148	550	16%	\$5.60	178	668	20%	\$6.05	274	952	28%

PM Time	Monday 05/25/20				Tuesday 05/26/20				Wednesday 05/27/20				Thursday 05/28/20				Friday 05/29/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	257	654	19%	\$5.15	316	2,270	67%	\$5.15	344	2,396	70%	\$7.45	387	2,354	69%	\$7.85	475	3,114	92%
1500 - 1600	\$5.50	243	625	18%	\$5.75	422	2,359	69%	\$7.75	477	2,689	79%	\$6.75	477	3,035	89%	\$8.65	529	2,525	74%
1600 - 1700	\$5.35	208	520	15%	\$5.50	319	2,615	77%	\$7.50	350	2,587	76%	\$7.80	338	2,288	67%	\$8.45	360	2,495	73%
1700 - 1800	\$5.30	228	509	15%	\$5.40	333	2,418	71%	\$6.40	336	2,387	70%	\$7.70	405	2,640	78%	\$7.05	429	2,473	73%
1800 - 1900	\$5.50	250	507	15%	\$3.95	276	1,412	42%	\$3.95	309	1,614	47%	\$4.85	344	1,642	48%	\$6.55	402	1,913	56%
1900 - 2000	\$3.85	223	479	14%	\$3.85	178	598	18%	\$3.85	211	747	22%	\$5.60	224	773	23%	\$6.05	285	1,099	32%



OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 04/27/20				Tuesday 04/28/20				Wednesday 04/29/20				Thursday 04/30/20				Friday 05/01/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500																	\$3.05	246	692	20%
0500 - 0600																	\$4.70	364	1,500	44%
0600 - 0700																	\$4.95	170	1,172	34%
0700 - 0800																	\$5.50	100	707	21%
0800 - 0900																	\$4.95	71	543	16%
0900 - 1000																	\$4.10	83	502	15%

AM Time	Monday 05/04/20				Tuesday 05/05/20				Wednesday 05/06/20				Thursday 05/07/20				Friday 05/08/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	285	853	25%	\$3.05	283	891	26%	\$3.05	285	828	24%	\$3.05	311	869	26%	\$3.05	226	745	22%
0500 - 0600	\$4.95	399	1,781	52%	\$4.95	433	1,840	54%	\$4.95	410	1,751	52%	\$4.95	441	1,821	54%	\$4.70	356	1,553	46%
0600 - 0700	\$5.15	189	1,284	38%	\$5.15	183	1,264	37%	\$5.15	207	1,344	40%	\$5.15	205	1,261	37%	\$4.95	171	1,188	35%
0700 - 0800	\$5.65	105	793	23%	\$5.65	129	981	29%	\$5.65	110	883	26%	\$5.65	117	819	24%	\$5.50	123	843	25%
0800 - 0900	\$5.15	62	544	16%	\$5.15	67	596	18%	\$5.15	73	615	18%	\$5.15	79	629	19%	\$4.95	101	790	23%
0900 - 1000	\$4.10	86	513	15%	\$4.10	80	538	16%	\$4.10	81	552	16%	\$4.10	77	549	16%	\$4.10	123	791	23%

AM Time	Monday 05/11/20				Tuesday 05/12/20				Wednesday 05/13/20				Thursday 05/14/20				Friday 05/15/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	295	947	28%	\$3.05	295	926	27%	\$3.05	309	935	28%	\$3.05	286	894	26%	\$3.05	247	794	23%
0500 - 0600	\$4.95	391	1,769	52%	\$4.95	478	1,978	58%	\$4.95	426	1,830	54%	\$4.95	424	1,802	53%	\$4.70	362	1,677	49%
0600 - 0700	\$5.15	183	1,270	37%	\$5.15	182	1,303	38%	\$5.15	190	1,366	40%	\$5.15	232	1,442	42%	\$4.95	207	1,360	40%
0700 - 0800	\$5.65	124	892	26%	\$5.65	109	913	27%	\$5.65	136	1,192	35%	\$5.65	149	1,158	34%	\$5.50	115	897	26%
0800 - 0900	\$5.15	87	714	21%	\$5.15	83	710	21%	\$5.15	90	687	20%	\$5.15	95	735	22%	\$4.95	98	695	20%
0900 - 1000	\$4.10	97	631	19%	\$4.10	86	624	18%	\$4.10	81	631	19%	\$4.10	85	595	18%	\$4.10	109	623	18%

AM Time	Monday 05/18/20				Tuesday 05/19/20				Wednesday 05/20/20				Thursday 05/21/20				Friday 05/22/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	330	946	28%	\$3.05	328	947	28%	\$3.05	336	958	28%	\$3.05	331	982	29%	\$3.05	259	791	23%
0500 - 0600	\$4.95	443	1,916	56%	\$4.95	501	2,205	65%	\$4.95	437	1,963	58%	\$4.95	438	1,975	58%	\$4.70	396	1,684	50%
0600 - 0700	\$5.15	203	1,486	44%	\$5.15	184	1,495	44%	\$5.15	246	1,583	47%	\$5.15	270	1,504	44%	\$4.95	225	1,402	41%
0700 - 0800	\$5.65	142	1,056	31%	\$5.65	155	1,195	35%	\$5.65	133	1,213	36%	\$5.65	148	1,198	35%	\$5.50	138	1,100	32%
0800 - 0900	\$5.15	80	778	23%	\$5.15	86	756	22%	\$5.15	102	835	25%	\$5.15	96	742	22%	\$4.95	116	776	23%
0900 - 1000	\$4.10	91	682	20%	\$4.10	91	646	19%	\$4.10	94	662	19%	\$4.10	125	775	23%	\$4.10	124	703	21%

AM Time	Monday 05/25/20				Tuesday 05/26/20				Wednesday 05/27/20				Thursday 05/28/20				Friday 05/29/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	30	61	2%	\$3.05	331	1,030	30%	\$3.05	330	1,070	31%	\$3.05	356	1,103	32%	\$3.05	289	886	26%
0500 - 0600	\$4.95	34	99	3%	\$4.95	463	2,218	65%	\$4.95	469	2,144	63%	\$4.95	457	2,082	61%	\$4.70	420	1,882	55%
0600 - 0700	\$5.15	27	85	3%	\$5.15	191	1,515	45%	\$5.15	234	1,660	49%	\$5.15	248	1,572	46%	\$4.95	224	1,459	43%
0700 - 0800	\$5.65	35	119	4%	\$5.65	177	1,415	42%	\$5.65	195	1,440	42%	\$5.65	153	1,290	38%	\$5.50	159	1,075	32%
0800 - 0900	\$5.15	79	231	7%	\$5.15	151	1,011	30%	\$5.15	144	1,005	30%	\$5.15	117	970	29%	\$4.95	145	844	25%
0900 - 1000	\$4.10	169	475	14%	\$4.10	122	805	24%	\$4.10	143	810	24%	\$4.10	140	835	25%	\$4.10	146	867	26%

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 71 calls during the month of May. Of those calls, 54 were to assist disabled vehicles and 14 calls to remove debris. The CAS provided assistance to 3 accidents in the Express Lanes with 2 of those accidents originating in the SR91 general-purpose lanes.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA will be contracting with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructures at the three entrances of the OCTA 91 Express Lanes. Construction of the gantries is scheduled to begin Fall 2020 and is expected to be completed in early 2021.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project includes the replacement of the closed-circuit television cameras along the corridor. The new toll gantries infrastructure, as mentioned above, will house the new ETTM equipment. Once the gantries have been constructed, Kapsch will commence installation.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2020		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 39,964,825.90	\$ 49,754,255.00	\$ (9,789,429.10)	(19.7)
Fee revenue	6,323,437.34	4,989,545.00	1,333,892.34	26.7
Total operating revenues	46,288,263.24	54,743,800.00	(8,455,536.76)	(15.4)
Operating expenses:				
Contracted services	6,034,513.68	6,905,620.00	871,106.32	12.6
Administrative fee	2,973,640.00	2,603,227.00	(370,413.00)	(14.2)
Other professional services	1,191,288.73	2,443,508.00	1,252,219.27	51.2
Credit card processing fees	1,030,819.36	1,254,420.00	223,600.64	17.8
Toll road account servicing	846,781.10	2,206,250.00	1,359,468.90	61.6
Other insurance expense	357,717.17	687,225.00	329,507.83	47.9
Toll road maintenance supply repairs	186,454.30	402,087.00	215,632.70	53.6
Patrol services	960,308.51	897,985.00	(62,323.51)	(6.9)
Building equipment repairs and maint	81,791.35	295,222.00	213,430.65	72.3
6C Transponders	250,518.75	187,500.00	(63,018.75)	(33.6)
Other services	(6,590.13)	27,913.00	34,503.13	123.6
Utilities	45,323.38	67,353.00	22,029.62	32.7
Office expense	4,408.18	152,577.00	148,168.82	97.1
Bad debt expense	158,280.48	-	(158,280.48)	N/A
Miscellaneous ⁽²⁾	51,165.61	134,225.00	83,059.39	61.9
Leases	373,323.20	421,498.00	48,174.80	11.4
Total operating expenses	14,539,743.67	18,686,610.00	4,146,866.33	22.2
Depreciation and amortization ⁽³⁾	3,227,945.35	-	(3,227,945.35)	N/A
Operating income (loss)	28,520,574.22	36,057,190.00	(7,536,615.78)	(20.9)
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	707,043.69	1,359,375.00	(652,331.31)	(48.0)
Interest income	5,539,240.33	3,479,751.00	2,059,489.33	59.2
Interest expense	(4,219,287.20)	(4,319,392.00)	100,104.80	2.3
Other	38,929.17	-	38,929.17	N/A
Total nonoperating revenues (expenses)	2,065,925.99	519,734.00	1,546,191.99	(297.5)
Transfers in	-	-	-	N/A
Transfers out ⁽⁴⁾	(14,861,180.69)	(645,000.00)	(14,216,180.69)	(2,204.1)
Net income (loss)	\$ 15,725,319.52	\$ 35,931,924.00	\$ (20,206,604.48)	(56.2)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the eleven months ending May 31, 2020, capital asset activities included \$195,292 for the ETM system project, \$297,339 for the new back-office/account management system, \$5,920 for computer equipment and \$325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for May 2020 was 657,795. This represents a daily average of 21,219 vehicles. This is a 51.5% decrease in total traffic volume from the same period last year, which totaled 1,356,283. Potential toll revenue for May was \$1,884,440, which represents a decrease of 64.8% from the prior year's total of \$5,360,495. Carpool percentage for May was 22.07% as compared to the previous year's rate of 25.63%. The decreases were attributed to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of May 2020.

Current Month-to-Date (MTD) as of May 31, 2020

Trips	MAY-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAY-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	512,594	1,048,114	(535,520)	(51.1%)	1,008,723	(49.2%)
3+ Lanes	145,201	346,014	(200,813)	(58.0%)	347,560	(58.2%)
Total Gross Trips	657,795	1,394,129	(736,334)	(52.8%)	1,356,283	(51.5%)
Revenue						
Full Toll Lanes	\$1,860,290	\$4,294,300	(\$2,434,010)	(56.7%)	\$5,313,798	(65.0%)
3+ Lanes	\$24,150	\$0	\$24,150		\$46,697	(48.3%)
Total Gross Revenue	\$1,884,440	\$4,294,300	(\$2,409,860)	(56.1%)	\$5,360,495	(64.8%)
Average Revenue per Trip						
Average Full Toll Lanes	\$3.63	\$4.10	(\$0.47)	(11.5%)	\$5.27	(31.1%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.13	30.8%
Average Gross Revenue	\$2.86	\$3.08	(\$0.22)	(7.1%)	\$3.95	(27.6%)

The 2020 fiscal year-to-date traffic volume decreased by 12.4% and potential toll revenue decreased by 2.2%, when compared with the same period last year. Year-to-date average revenue per-trip is \$4.20.

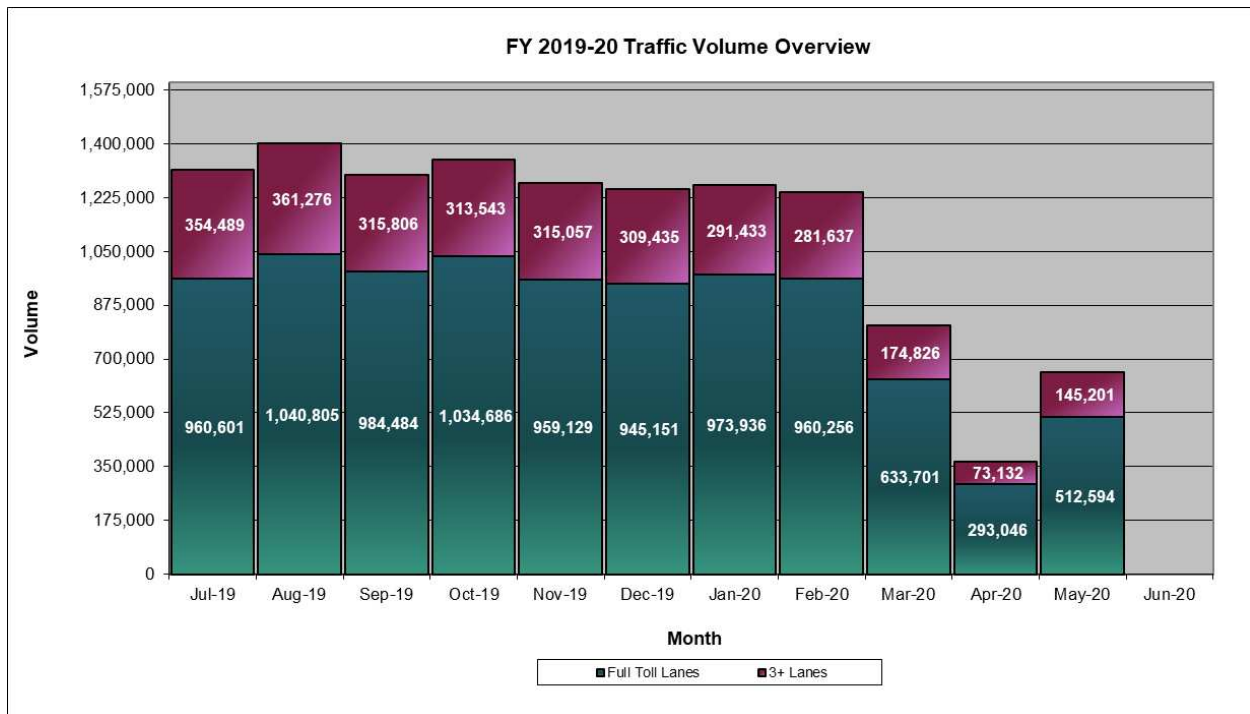
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through May 2020.

FY 2019-20 Year-to-Date (YTD) as of May 31, 2020

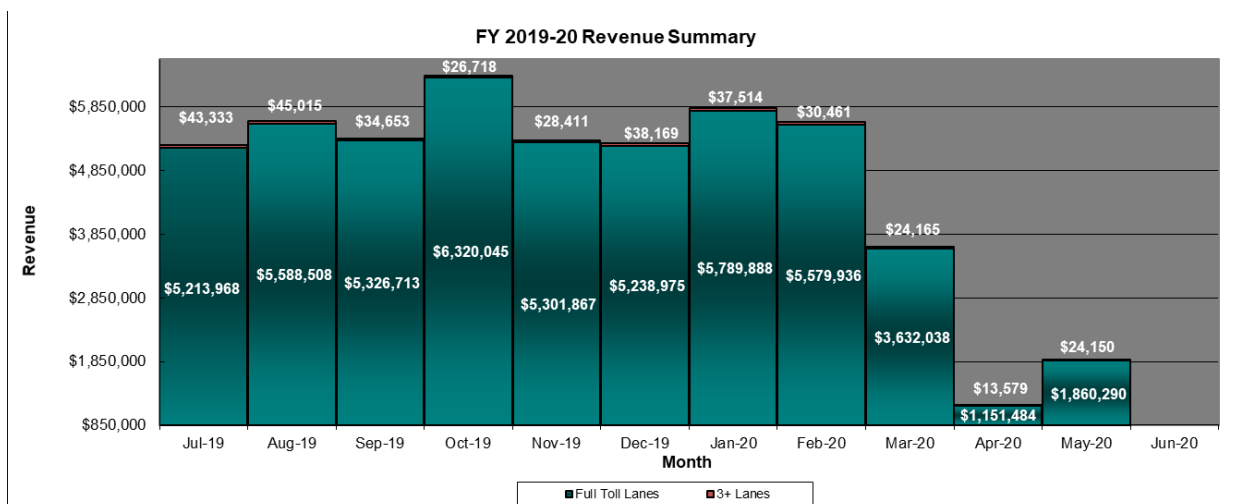
	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	9,342,545	10,900,343	(1,557,798)	(14.3%)	10,537,235	(11.3%)
3+ Lanes	2,874,648	3,545,443	(670,795)	(18.9%)	3,406,772	(15.6%)
Total Gross Trips	12,217,193	14,445,786	(2,228,593)	(15.4%)	13,944,007	(12.4%)
Revenue						
Full Toll Lanes	\$51,003,714	\$43,475,871	\$7,527,843	17.3%	\$52,076,714	(2.1%)
3+ Lanes	\$346,167	\$0	\$346,167		\$420,260	(17.6%)
Total Gross Revenue	\$51,349,881	\$43,475,871	\$7,874,010	18.1%	\$52,496,974	(2.2%)
Average Revenue per Trip						
Average Full Toll Lanes	\$5.46	\$3.99	\$1.47	36.8%	\$4.94	10.5%
Average 3+ Lanes	\$0.12	\$0.00	\$0.12		\$0.12	0.0%
Average Gross Revenue	\$4.20	\$3.01	\$1.19	39.5%	\$3.76	11.7%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In March peak-period toll rates were reduced in response to the drop in traffic due to the COVID 19 pandemic and associated reduction in traffic. Traffic volumes are being reviewed regularly and a plan is in place to reinstate toll rates as traffic increases.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley																									
PM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500																					\$6.95	200	801	1,001	D
1500 - 1600																					\$6.95	225	806	1,031	D
1600 - 1700																					\$6.95	156	762	918	C
1700 - 1800																					\$6.95	155	660	815	C
1800 - 1900																					\$5.30	125	333	458	
1900 - 2000																					\$2.25	76	158	234	A

PM Time	Monday 05/04/20					Tuesday 05/05/20					Wednesday 05/06/20					Thursday 05/07/20					Friday 05/08/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	114	525	639	B	\$5.30	127	659	786	B	\$5.30	135	681	816	C	\$5.30	132	630	762	B	\$6.95	216	925	1,141	D
1500 - 1600	\$5.30	155	720	875	C	\$5.30	184	733	917	C	\$5.30	184	792	976	C	\$5.30	192	812	1,004	D	\$6.95	235	864	1,099	D
1600 - 1700	\$5.30	124	689	813	C	\$5.30	114	758	872	C	\$5.30	120	725	845	C	\$5.30	128	638	766	B	\$6.95	178	974	1,152	D
1700 - 1800	\$5.30	128	463	591	B	\$5.30	94	542	636	B	\$5.30	112	518	630	B	\$5.30	158	762	920	C	\$6.95	184	722	906	C
1800 - 1900	\$5.30	64	194	258	A	\$5.30	62	252	314	A	\$5.30	81	242	323	A	\$5.30	81	275	356	A	\$5.30	152	481	633	B
1900 - 2000	\$2.25	44	96	140	A	\$2.25	42	110	152	A	\$2.25	45	122	167	A	\$2.25	51	124	175	A	\$2.25	82	198	280	A

PM Time	Monday 05/11/20					Tuesday 05/12/20					Wednesday 05/13/20					Thursday 05/14/20					Friday 05/15/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	118	616	734	B	\$5.30	141	728	869	C	\$5.30	120	708	828	C	\$5.30	173	736	909	C	\$6.95	266	1,016	1,282	E
1500 - 1600	\$5.30	171	898	1,069	D	\$5.30	194	856	1,050	D	\$5.30	200	988	1,188	D	\$5.30	223	1,103	1,326	F	\$6.95	324	1,209	1,533	F
1600 - 1700	\$5.30	130	760	890	C	\$5.30	139	795	934	C	\$5.30	148	828	976	C	\$5.30	180	932	1,112	D	\$6.95	194	1,064	1,258	E
1700 - 1800	\$5.30	109	602	711	B	\$5.30	117	570	687	B	\$5.30	148	670	818	C	\$5.30	155	740	895	C	\$6.95	196	871	1,067	D
1800 - 1900	\$5.30	69	268	337	A	\$5.30	78	261	339	A	\$5.30	96	295	391	A	\$5.30	139	383	522	B	\$5.30	166	609	775	B
1900 - 2000	\$2.25	50	113	163	A	\$2.25	48	119	167	A	\$2.25	44	132	176	A	\$2.25	71	201	272	A	\$2.25	106	214	320	A

PM Time	Monday 05/18/20					Tuesday 05/19/20					Wednesday 05/20/20					Thursday 05/21/20					Friday 05/22/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	158	705	863	C	\$5.30	124	781	905	C	\$5.30	185	822	1,007	D	\$5.30	217	931	1,148	D	\$6.95	326	1,216	1,542	F
1500 - 1600	\$5.30	147	858	1,005	D	\$5.30	220	913	1,133	D	\$5.30	222	978	1,200	D	\$5.30	302	1,144	1,446	F	\$6.95	335	1,171	1,506	F
1600 - 1700	\$5.30	125	718	843	C	\$5.30	144	852	996	C	\$5.30	150	1,013	1,163	D	\$5.30	220	931	1,151	D	\$6.95	334	1,347	1,681	F
1700 - 1800	\$5.30	131	607	738	B	\$5.30	132	678	810	C	\$5.30	153	786	939	C	\$5.30	196	811	1,007	D	\$6.95	276	924	1,200	D
1800 - 1900	\$5.30	75	231	306	A	\$5.30	102	369	471	B	\$5.30	128	409	537	B	\$5.30	177	632	809	C	\$5.30	218	709	927	C
1900 - 2000	\$2.25	47	102	149	A	\$2.25	48	143	191	A	\$2.25	60	153	213	A	\$2.25	91	230	321	A	\$2.25	162	477	639	B

PM Time	Monday 05/25/20					Tuesday 05/26/20					Wednesday 05/27/20					Thursday 05/28/20					Friday 05/29/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	105	196	301	A	\$5.30	150	806	956	C	\$5.30	176	867	1,043	D	\$5.30	201	926	1,127	D	\$6.95	280	1,237	1,517	F
1500 - 1600	\$5.30	114	207	321	A	\$5.30	190	934	1,124	D	\$5.30	263	965	1,228	E	\$5.30	296	1,145	1,441	F	\$6.95	292	1,090	1,382	F
1600 - 1700	\$5.30	109	173	282	A	\$5.30	175	1,022	1,197	D	\$5.30	186	997	1,183	D	\$5.30	183	931	1,114	D	\$6.95	217	1,091	1,308	F
1700 - 1800	\$5.30	85	138	223	A	\$5.30	158	879	1,037	D	\$5.30	170	819	989	C	\$5.30	210	973	1,183	D	\$6.95	206	982	1,188	D
1800 - 1900	\$5.30	116	140	256	A	\$5.30	128	500	628	B	\$5.30	160	533	693	B	\$5.30	182	630	812	C	\$5.30	248	799	1,047	D
1900 - 2000	\$2.25	108	136	244	A	\$2.25	83	180	263	A	\$2.25	98	208	306	A	\$2.25	99	245	344	A	\$2.25	160	499	659	D

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500																					\$2.95	104	533	637	B
1500 - 1600																					\$2.95	74	533	607	B
1600 - 1700																					\$2.95	60	469	529	B
1700 - 1800																					\$2.95	72	381	453	B
1800 - 1900																					\$2.95	62	198	260	A
1900 - 2000																					\$2.95	45	113	158	A

PM Time	Monday 05/04/20					Tuesday 05/05/20					Wednesday 05/06/20					Thursday 05/07/20					Friday 05/08/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	62	430	492	B	\$2.95	78	470	548	B	\$2.95	64	500	564	B	\$2.95	53	396	449	B	\$2.95	97	600	697	B
1500 - 1600	\$2.95	80	551	631	B	\$2.95	92	565	657	B	\$2.95	82	576	658	B	\$2.95	72	560	632	B	\$2.95	100	586	686	B
1600 - 1700	\$2.95	64	506	570	B	\$2.95	62	550	612	B	\$2.95	53	529	582	B	\$2.95	76	467	543	B	\$2.95	80	558	638	B
1700 - 1800	\$2.95	42	372	414	B	\$2.95	40	417	457	B	\$2.95	62	396	458	B	\$2.95	94	588	682	B	\$2.95	90	467	557	B
1800 - 1900	\$2.95	37	157	194	A	\$2.95	32	177	209	A	\$2.95	37	192	229	A	\$2.95	40	208	248	A	\$2.95	66	297	363	A
1900 - 2000	\$2.95	15	99	114	A	\$2.95	17	65	82	A	\$2.95	26	86	112	A	\$2.95	32	120	152	A	\$2.95	48	135	183	A

PM Time	Monday 05/11/20					Tuesday 05/12/20					Wednesday 05/13/20					Thursday 05/14/20					Friday 05/15/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	45	430	475	B	\$2.95	76	576	652	B	\$2.95	54	592	646	B	\$2.95	81	569	650	B	\$2.95	89	679	768	B
1500 - 1600	\$2.95	92	625	717	B	\$2.95	89	581	670	B	\$2.95	90	658	748	B	\$2.95	108	767	875	C	\$2.95	71	338	409	B
1600 - 1700	\$2.95	66	530	596	B	\$2.95	64	545	609	B	\$2.95	67	550	617	B	\$2.95	69	595	664	B	\$2.95	85	607	692	B
1700 - 1800	\$2.95	54	440	494	B	\$2.95	71	462	533	B	\$2.95	64	484	548	B	\$2.95	71	492	563	B	\$2.95	71	536	607	B
1800 - 1900	\$2.95	47	187	234	A	\$2.95	38	220	258	A	\$2.95	44	226	270	A	\$2.95	47	282	329	A	\$2.95	75	349	424	B
1900 - 2000	\$2.95	24	82	106	A	\$2.95	25	95	120	A	\$2.95	28	115	143	A	\$2.95	30	106	136	A	\$2.95	56	116	172	A

PM Time	Monday 05/18/20					Tuesday 05/19/20					Wednesday 05/20/20					Thursday 05/21/20					Friday 05/22/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	72	526	598	B	\$2.95	74	611	685	B	\$2.95	90	604	694	B	\$2.95	86	670	756	B	\$2.95	125	764	889	C
1500 - 1600	\$2.95	79	649	728	B	\$2.95	98	638	736	B	\$2.95	112	661	773	B	\$2.95	115	795	910	C	\$2.95	138	645	783	B
1600 - 1700	\$2.95	70	547	617	B	\$2.95	77	626	703	B	\$2.95	78	677	755	B	\$2.95	84	592	676	B	\$2.95	52	299	351	A
1700 - 1800	\$2.95	52	457	509	B	\$2.95	63	515	578	B	\$2.95	72	569	641	B	\$2.95	78	565	643	B	\$2.95	97	460	557	B
1800 - 1900	\$2.95	38	193	231	A	\$2.95	58	270	328	A	\$2.95	76	338	414	B	\$2.95	84	411	495	B	\$2.95	125	458	583	B
1900 - 2000	\$2.95	28	107	135	A	\$2.95	31	123	154	A	\$2.95	43	142	185	A	\$2.95	38	161	199	A	\$2.95	51	254	305	A

PM Time	Monday 05/25/20					Tuesday 05/26/20					Wednesday 05/27/20					Thursday 05/28/20					Friday 05/29/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	66	139	205	A	\$2.95	84	678	762	B	\$2.95	91	673	764	B	\$2.95	99	615	714	B	\$2.95	124	812	936	C
1500 - 1600	\$2.95	64	124	188	A	\$2.95	112	649	761	B	\$2.95	101	742	843	C	\$2.95	108	762	870	C	\$2.95	130	658	788	B
1600 - 1700	\$2.95	37	115	152	A	\$2.95	89	746	835	C	\$2.95	86	709	795	B	\$2.95	90	596	686	B	\$2.95	114	634	748	B
1700 - 1800	\$2.95	68	95	163	A	\$2.95	88	615	703	B	\$2.95	89	569	658	B	\$2.95	107	680	787	B	\$2.95	129	616	745	B
1800 - 1900	\$2.95	59	74	133	A	\$2.95	69	356	425	B	\$2.95	66	405	471	B	\$2.95	86	425	511	B	\$2.95	88	483	571	B
1900 - 2000	\$2.95	58	81	139	A	\$2.95	41	141	182	A	\$2.95	48	164	212	A	\$2.95	53	181	234	A	\$2.95	83	255	338	A

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																					\$4.20	101	212	313	A
0500 - 0600																					\$4.20	175	660	835	C
0600 - 0700																					\$4.20	119	544	663	B
0700 - 0800																					\$4.20	59	343	402	B
0800 - 0900																					\$4.20	43	252	295	A
0900 - 1000																					\$4.20	51	209	260	A

AM Time	Monday 05/04/20					Tuesday 05/05/20					Wednesday 05/06/20					Thursday 05/07/20					Friday 05/08/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	113	276	389	A	\$6.95	109	251	360	A	\$6.95	132	283	415	B	\$6.95	121	254	375	A	\$4.20	86	237	323	A
0500 - 0600	\$6.95	191	807	998	C	\$6.95	226	885	1,111	D	\$6.95	201	744	945	C	\$6.95	231	785	1,016	D	\$4.20	170	668	838	C
0600 - 0700	\$6.95	124	534	658	B	\$6.95	84	482	566	B	\$6.95	111	600	711	B	\$6.95	120	560	680	B	\$4.20	119	585	704	B
0700 - 0800	\$6.95	62	380	442	B	\$6.95	74	395	469	B	\$6.95	64	392	456	B	\$6.95	61	384	445	B	\$4.20	111	922	1,033	D
0800 - 0900	\$6.95	40	297	337	A	\$6.95	33	302	335	A	\$6.95	30	273	303	A	\$6.95	41	264	305	A	\$4.20	70	743	813	C
0900 - 1000	\$6.95	51	205	256	A	\$6.95	44	205	249	A	\$6.95	49	203	252	A	\$6.95	48	242	290	A	\$4.20	102	804	906	C

AM Time	Monday 05/11/20					Tuesday 05/12/20					Wednesday 05/13/20					Thursday 05/14/20					Friday 05/15/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	123	294	417	B	\$6.95	114	309	423	B	\$6.95	120	284	404	B	\$6.95	142	273	415	B	\$4.20	107	244	351	A
0500 - 0600	\$6.95	209	833	1,042	D	\$6.95	248	945	1,193	D	\$6.95	216	785	1,001	D	\$6.95	226	796	1,022	D	\$4.20	191	761	952	C
0600 - 0700	\$6.95	115	568	683	B	\$6.95	97	555	652	B	\$6.95	132	653	785	B	\$6.95	138	627	765	B	\$4.20	136	667	803	C
0700 - 0800	\$6.95	79	383	462	B	\$6.95	61	415	476	B	\$6.95	68	479	547	B	\$6.95	84	432	516	B	\$4.20	64	435	499	B
0800 - 0900	\$6.95	49	316	365	A	\$6.95	45	310	355	A	\$6.95	51	310	361	A	\$6.95	62	297	359	A	\$4.20	54	289	343	A
0900 - 1000	\$6.95	51	271	322	A	\$6.95	47	234	281	A	\$6.95	41	241	282	A	\$6.95	35	224	259	A	\$4.20	63	262	325	A

AM Time	Monday 05/18/20					Tuesday 05/19/20					Wednesday 05/20/20					Thursday 05/21/20					Friday 05/22/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	153	277	430	B	\$6.95	122	290	412	B	\$6.95	150	295	445	B	\$6.95	159	302	461	B	\$4.20	108	269	377	A
0500 - 0600	\$6.95	236	935	1,171	D	\$6.95	281	1,108	1,389	F	\$6.95	230	965	1,195	D	\$6.95	262	928	1,190	D	\$4.20	209	776	985	C
0600 - 0700	\$6.95	128	649	777	B	\$6.95	94	593	687	B	\$6.95	148	788	936	C	\$6.95	157	656	813	C	\$4.20	155	643	798	B
0700 - 0800	\$6.95	77	506	583	B	\$6.95	76	464	540	B	\$6.95	76	562	638	B	\$6.95	83	499	582	B	\$4.20	78	481	559	B
0800 - 0900	\$6.95	41	363	404	B	\$6.95	49	345	394	A	\$6.95	37	374	411	B	\$6.95	59	292	351	A	\$4.20	76	328	404	B
0900 - 1000	\$6.95	48	302	350	A	\$6.95	50	246	296	A	\$6.95	62	275	337	A	\$6.95	71	328	399	A	\$4.20	72	264	336	A

AM Time	Monday 05/25/20					Tuesday 05/26/20					Wednesday 05/27/20					Thursday 05/28/20					Friday 05/29/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	9	18	27	A	\$6.95	138	326	464	B	\$6.95	141	321	462	B	\$6.95	153	343	496	B	\$4.20	129	299	428	B
0500 - 0600	\$6.95	13	36	49	A	\$6.95	268	1,115	1,383	F	\$6.95	252	970	1,222	E	\$6.95	232	1,019	1,251	E	\$4.20	209	864	1,073	D
0600 - 0700	\$6.95	11	23	34	A	\$6.95	89	656	745	B	\$6.95	167	811	978	C	\$6.95	140	751	891	C	\$4.20	144	763	907	C
0700 - 0800	\$6.95	25	54	79	A	\$6.95	105	541	646	B	\$6.95	114	632	746	B	\$6.95	90	582	672	B	\$4.20	95	475	570	B
0800 - 0900	\$6.95	52	112	164	A	\$6.95	92	466	558	B	\$6.95	73	429	502	B	\$6.95	75	437	512	B	\$4.20	71	350	421	B
0900 - 1000	\$6.95	103	159	262	A	\$6.95	75	351	426	B	\$6.95	87	336	423	B	\$6.95	75	320	395	A	\$4.20	79	337	416	B

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 04/27/20					Tuesday 04/28/20					Wednesday 04/29/20					Thursday 04/30/20					Friday 05/01/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																					\$2.95	70	194	264	A
0500 - 0600																					\$2.95	102	506	608	B
0600 - 0700																					\$2.95	67	481	548	B
0700 - 0800																					\$2.95	30	300	330	A
0800 - 0900																					\$2.95	26	224	250	A
0900 - 1000																					\$2.95	34	202	236	A

AM Time	Monday 05/04/20					Tuesday 05/05/20					Wednesday 05/06/20					Thursday 05/07/20					Friday 05/08/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	76	258	334	A	\$5.30	72	284	356	A	\$5.30	78	267	345	A	\$5.30	82	258	340	A	\$2.95	48	248	296	A
0500 - 0600	\$5.30	93	613	706	B	\$5.30	111	625	736	B	\$5.30	112	600	712	B	\$5.30	107	614	721	B	\$2.95	96	559	655	B
0600 - 0700	\$5.30	64	596	660	B	\$5.30	69	638	707	B	\$5.30	66	594	660	B	\$5.30	69	599	668	B	\$2.95	56	519	575	B
0700 - 0800	\$5.30	34	372	406	B	\$5.30	43	357	400	A	\$5.30	35	375	410	B	\$5.30	36	367	403	B	\$2.95	42	462	504	B
0800 - 0900	\$5.30	16	237	253	A	\$5.30	22	267	289	A	\$5.30	24	291	315	A	\$5.30	25	263	288	A	\$2.95	42	466	508	B
0900 - 1000	\$5.30	34	217	251	A	\$5.30	39	233	272	A	\$5.30	24	218	242	A	\$5.30	29	221	250	A	\$2.95	57	322	379	A

AM Time	Monday 05/11/20					Tuesday 05/12/20					Wednesday 05/13/20					Thursday 05/14/20					Friday 05/15/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	82	282	364	A	\$5.30	85	256	341	A	\$5.30	83	256	339	A	\$5.30	67	253	320	A	\$2.95	50	226	276	A
0500 - 0600	\$5.30	104	637	741	B	\$5.30	115	651	766	B	\$5.30	109	665	774	B	\$5.30	122	633	755	B	\$2.95	78	544	622	B
0600 - 0700	\$5.30	69	616	685	B	\$5.30	69	672	741	B	\$5.30	65	585	650	B	\$5.30	81	608	689	B	\$2.95	53	556	609	B
0700 - 0800	\$5.30	37	400	437	B	\$5.30	31	427	458	B	\$5.30	47	427	474	B	\$5.30	39	439	478	B	\$2.95	33	411	444	B
0800 - 0900	\$5.30	36	310	346	A	\$5.30	29	342	371	A	\$5.30	30	292	322	A	\$5.30	31	320	351	A	\$2.95	27	293	320	A
0900 - 1000	\$5.30	32	241	273	A	\$5.30	42	262	304	A	\$5.30	24	280	304	A	\$5.30	29	280	309	A	\$2.95	41	235	276	A

AM Time	Monday 05/18/20					Tuesday 05/19/20					Wednesday 05/20/20					Thursday 05/21/20					Friday 05/22/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	80	281	361	A	\$5.30	70	282	352	A	\$5.30	82	255	337	A	\$5.30	94	258	352	A	\$2.95	68	217	285	A
0500 - 0600	\$5.30	113	648	761	B	\$5.30	115	697	812	C	\$5.30	116	697	813	C	\$5.30	126	697	823	C	\$2.95	113	581	694	B
0600 - 0700	\$5.30	76	654	730	B	\$5.30	72	735	807	C	\$5.30	67	671	738	B	\$5.30	109	699	808	C	\$2.95	73	564	637	B
0700 - 0800	\$5.30	48	438	486	B	\$5.30	48	473	521	B	\$5.30	46	484	530	B	\$5.30	39	441	480	B	\$2.95	42	391	433	B
0800 - 0900	\$5.30	21	341	362	A	\$5.30	28	319	347	A	\$5.30	37	347	384	A	\$5.30	27	341	368	A	\$2.95	35	280	315	A
0900 - 1000	\$5.30	44	264	308	A	\$5.30	34	269	303	A	\$5.30	26	266	292	A	\$5.30	46	285	331	A	\$2.95	32	282	314	A

AM Time	Monday 05/25/20					Tuesday 05/26/20					Wednesday 05/27/20					Thursday 05/28/20					Friday 05/29/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	12	16	28	A	\$5.30	88	319	407	B	\$5.30	93	296	389	A	\$5.30	95	331	426	B	\$2.95	71	266	337	A
0500 - 0600	\$5.30	14	38	52	A	\$5.30	119	763	882	C	\$5.30	140	764	904	C	\$5.30	133	732	865	C	\$2.95	112	663	775	B
0600 - 0700	\$5.30	6	47	53	A	\$5.30	82	742	824	C	\$5.30	90	771	861	C	\$5.30	92	742	834	C	\$2.95	76	599	675	B
0700 - 0800	\$5.30	8	39	47	A	\$5.30	50	510	560	B	\$5.30	61	560	621	B	\$5.30	52	561	613	B	\$2.95	36	514	550	B
0800 - 0900	\$5.30	17	57	74	A	\$5.30	39	388	427	B	\$5.30	61	428	489	B	\$5.30	33	413	446	B	\$2.95	47	314	361	A
0900 - 1000	\$5.30	40	117	157	A	\$5.30	47	279	326	A	\$5.30	36	277	313	A	\$5.30	55	353	408	B	\$2.95	52	281	333	A

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 75 calls during the month of May. Of those calls, 51 were to assist disabled vehicles, 15 calls to remove debris and 9 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2020		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 47,372,917.76	\$ 56,760,733.33	\$ (9,387,815.57)	(16.5)
Fee Revenue	6,533,089.86	4,840,275.00	1,692,814.86	35.0
Total operating revenues	53,906,007.62	61,601,008.33	(7,695,000.71)	(12.5)
Operating expenses:				
Salaries and Benefits	674,781.77	1,240,616.67	565,834.90	45.6
Legal Services	207,772.57	320,833.33	113,060.76	35.2
Advisory Services	60,994.99	68,750.00	7,755.01	11.3
Audit and Accounting Fees	46,000.00	43,083.33	(2,916.67)	(6.8)
Service Fees	2,706.21	23,833.33	21,127.12	88.6
Other Professional Services	528,344.97	2,272,875.00	1,744,530.03	76.8
Lease Expense	204,424.03	235,125.00	30,700.97	13.1
Operations	2,302,783.47	3,326,125.00	1,023,341.53	30.8
Utilities	31,950.51	57,291.67	25,341.16	44.2
Supplies and Materials	123.62	4,583.33	4,459.71	97.3
Membership and Subscription Fees	26,455.00	22,916.67	(3,538.33)	(15.4)
Office Equipment & Furniture (Non-Capital)	1,097.51	4,583.33	3,485.82	76.1
Maintenance/Repairs	138,970.41	320,650.00	181,679.59	56.7
Training Seminars and Conferences	1,125.00	4,125.00	3,000.00	72.7
Transportation Expenses	2,724.33	6,875.00	4,150.67	60.4
Lodging	2,455.52	6,416.67	3,961.15	61.7
Meals	1,088.56	916.67	(171.89)	(18.8)
Other Staff Expenses	524.65	916.67	392.02	42.8
Advertising	6,776.63	174,166.67	167,390.04	96.1
Program Management	103,511.91	-	(103,511.91)	N/A
Program Operations	6,261,231.90	10,688,516.67	4,427,284.77	41.4
Litigation Settlement	-	9,166.67	9,166.67	100.0
Furniture & Equipment	340,518.76	687,500.00	346,981.24	50.5
Improvements	16,032.27	14,758.33	(1,273.94)	(8.6)
Depreciation	8,087,958.02 ²	-	(8,087,958.02)	N/A
Bad Debt Expense	12.67	-	(12.67)	N/A
Total operating expenses	19,050,365.28	19,534,625.00	484,259.72	2.5
Operating income (loss)	34,855,642.34	42,066,383.33	(7,210,740.99)	(17.1)
Nonoperating revenues (expenses):				
Interest Revenue	3,374,087.45	1,227,416.67	2,146,670.78	(174.9)
Other Miscellaneous Revenue	(849.52)	-	(849.52)	N/A
Interest Expense	(21,579,500.14) ³	(6,526,575.00)	(15,052,925.14)	230.6
Total nonoperating revenues (expenses)	(24,775,867.25)	(5,299,158.33)	(19,476,708.92)	(367.5)
Transfers In	-	-	-	N/A
Transfers Out	(1,873,675.16)	(2,804,541.67)	930,866.51	(33.2)
Net income (loss)	\$ 8,206,099.93	\$ 33,962,683.33	\$ (25,756,583.40)	(75.8)

¹ Unaudited

² Depreciation is not a budgeted expense

³ Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). \$10.8 million of the \$14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

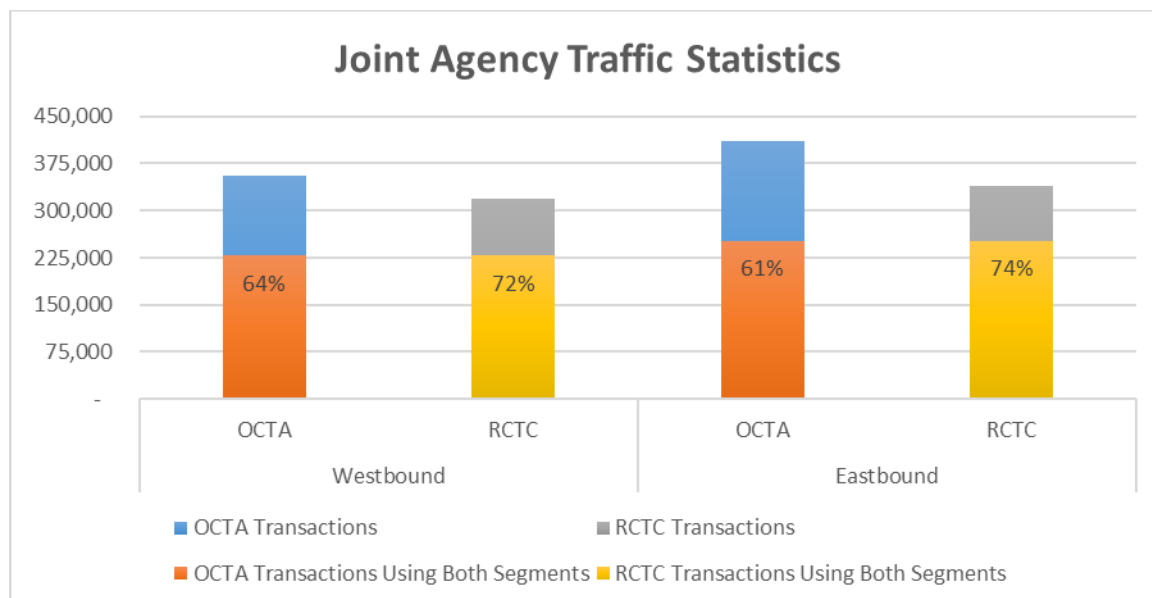
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING May 31, 2020

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	355,320	228,389	64%	\$947,348
RCTC	318,609	228,389	72%	\$930,506
I-15	132,402	95,935	72%	\$373,762
McKinley	186,207	132,454	71%	\$556,743
Eastbound				
OCTA	411,268	252,259	61%	\$1,647,121
RCTC	339,186	252,259	74%	\$953,935
I-15	127,898	99,484	78%	\$274,775
McKinley	211,288	152,775	72%	\$679,160

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	May-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:11
Abandon Rate	Monthly	No more than 4.0%	1.6%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.5
CUSA Violation Collection Rate	Quarterly	70% or more	102%
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	0.9
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:09
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

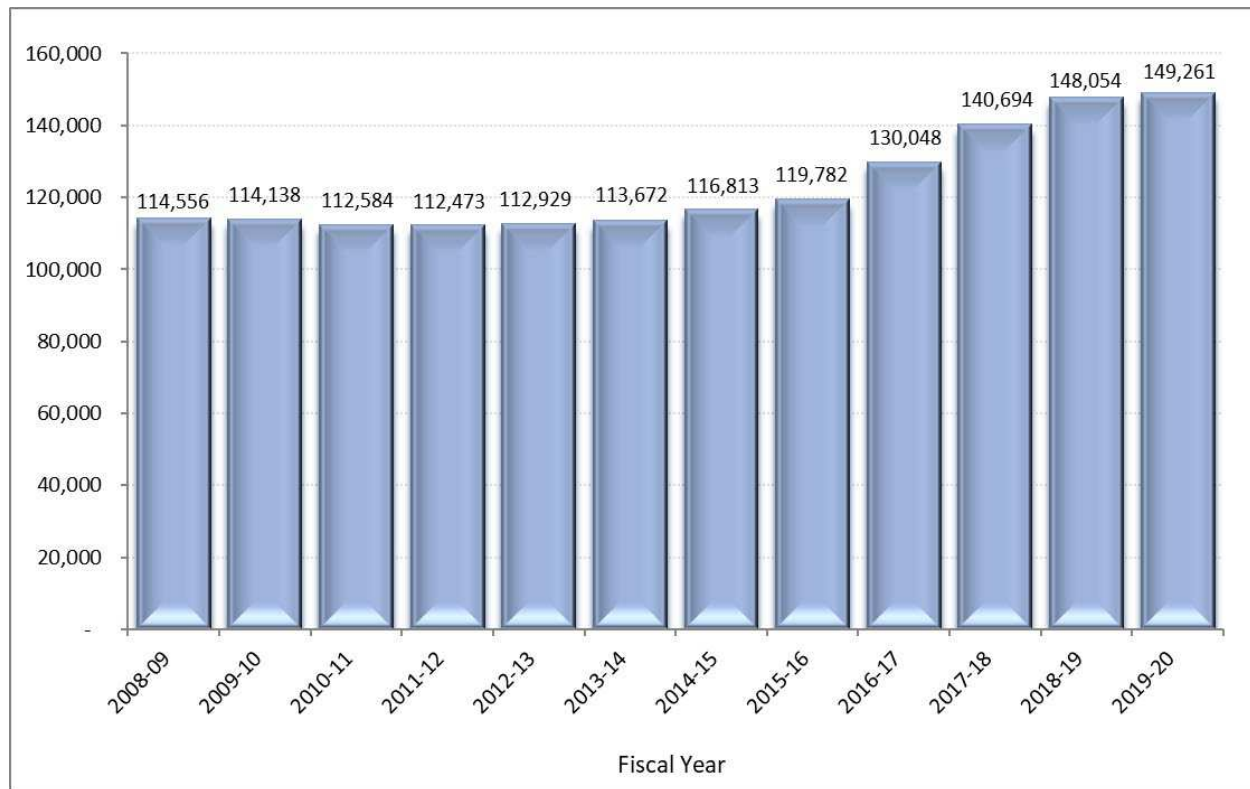
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	May-20		April-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	432	98.2%	275	97.9%	1,059	54.4%
Additional Tags to Existing Accounts	3	0.7%	5	1.8%	523	26.8%
Replacement Transponders	5	1.1%	1	0.4%	366	18.8%
Total Issued	440		281		1,949	
Returned						
Account Closures	69	3.2%	98	2.7%	361	17.1%
Accounts Dow nsizing	8	0.4%	11	0.3%	147	7.0%
Defective Transponders	2,103	96.5%	3,545	97.0%	1,605	76.0%
Total Returned	2,180		3,654		2,113	

At the end of May 2020, the 91 Express Lanes had 149,261 active customer accounts and 311,540 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of May 31, 2020



Incoming Email Activity

During May, the Anaheim Processing Center received 1,744 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.





**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
June 2020

As of June 30, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for June 2020 was 1,046,473. This represents a daily average of 34,882 vehicles. This is a 29.2% decrease in total traffic volume from the same period last year, which totaled 1,478,052. Potential toll revenue for June was \$3,465,059, which represents a decrease of 16.5% from the prior year's total of \$4,152,162. Carpool percentage for June was 23.31% as compared to the previous year's rate of 28.91%. The decreases were attributed to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of June 2020.

Current Month-to-Date (MTD) as of June 30, 2020

Trips	Jun-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Jun-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	802,501	1,118,135	(315,634)	(28.2%)	1,050,770	(23.6%)
3+ Lanes	243,972	374,888	(130,916)	(34.9%)	427,282	(42.9%)
Total Gross Trips	1,046,473	1,493,023	(446,550)	(29.9%)	1,478,052	(29.2%)
Revenue						
Full Toll Lanes	\$3,408,166	\$4,668,538	(\$1,260,372)	(27.0%)	\$4,074,814	(16.4%)
3+ Lanes	\$56,892	\$85,147	(\$28,255)	(33.2%)	\$77,348	(26.4%)
Total Gross Revenue	\$3,465,059	\$4,753,685	(\$1,288,627)	(27.1%)	\$4,152,162	(16.5%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.25	\$4.18	\$0.07	1.7%	\$3.88	9.5%
Average 3+ Lanes	\$0.23	\$0.23	\$0.00	0.0%	\$0.18	27.8%
Average Gross Revenue	\$3.31	\$3.18	\$0.13	4.1%	\$2.81	17.8%

The 2020 fiscal year-to-date traffic volume decreased by 14.6% and potential toll revenue decreased by 10.3%, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.10.

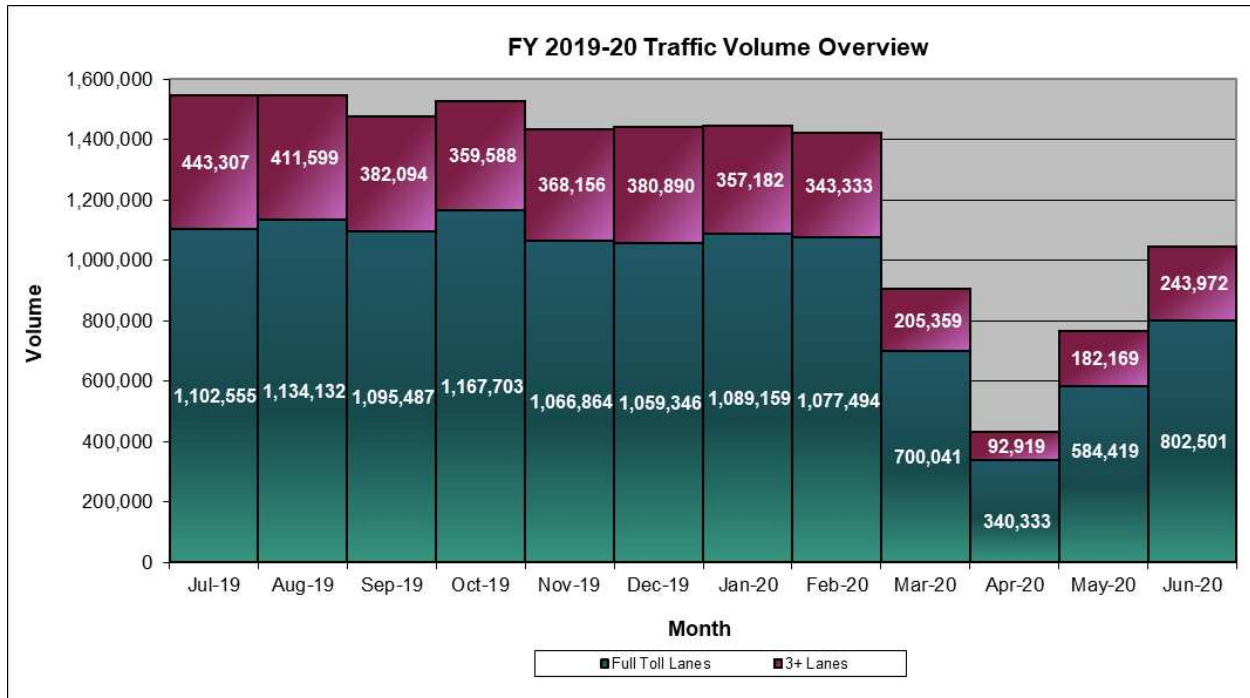
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through June 2020.

FY 2019-20 Year-to-Date (YTD) as of June 30, 2020

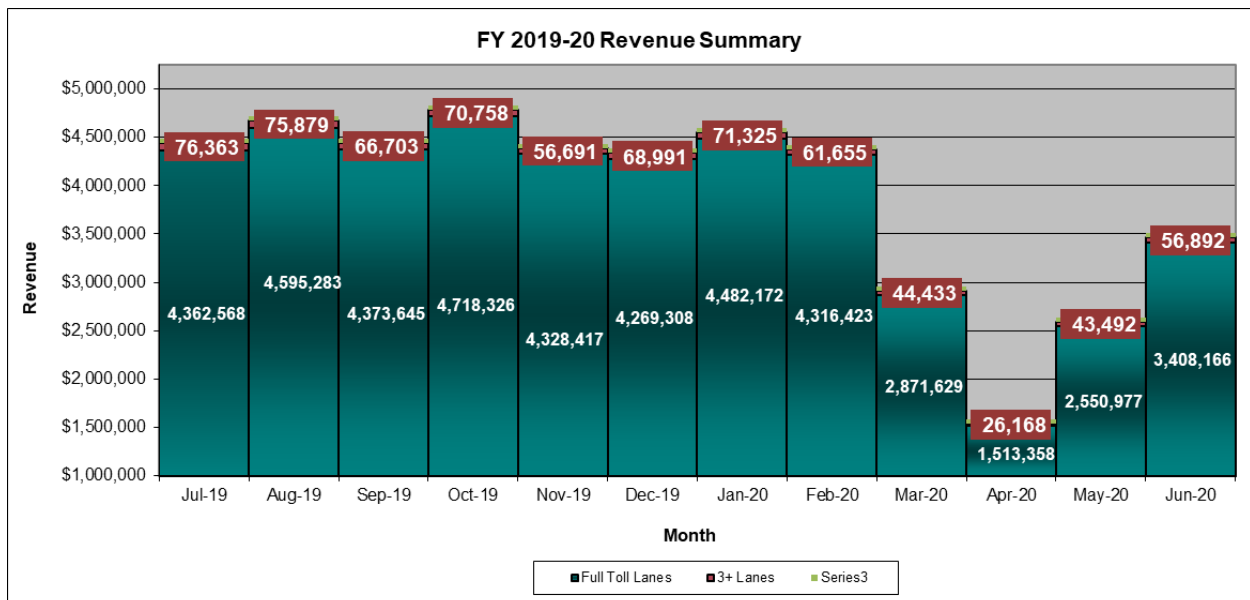
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	11,220,034	13,271,680	(2,051,646)	(15.5%)	12,869,689	(12.8%)
3+ Lanes	3,770,568	4,033,735	(263,167)	(6.5%)	4,676,615	(19.4%)
Total Gross Trips	14,990,602	17,305,415	(2,314,813)	(13.4%)	17,546,304	(14.6%)
Revenue						
Full Toll Lanes	\$45,790,271	\$55,561,811	(\$9,771,540)	(17.6%)	\$50,930,912	(10.1%)
3+ Lanes	\$719,350	\$1,013,232	(\$293,882)	(29.0%)	\$923,246	(22.1%)
Total Gross Revenue	\$46,509,621	\$56,575,043	(\$10,065,421)	(17.8%)	\$51,854,158	(10.3%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.08	\$4.19	(\$0.11)	(2.6%)	\$3.96	3.0%
Average 3+ Lanes	\$0.19	\$0.25	(\$0.06)	(24.0%)	\$0.20	(5.0%)
Average Gross Revenue	\$3.10	\$3.27	(\$0.17)	(5.2%)	\$2.96	4.7%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 8 times during the month of June 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 73% of defined capacity.

PM Time	Monday 06/01/20				Tuesday 06/02/20				Wednesday 06/03/20				Thursday 06/04/20				Friday 06/05/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	317	2,252	66%	\$5.15	341	2,621	77%	\$5.15	372	2,581	76%	\$7.45	419	2,504	74%	\$7.85	522	3,294	97%
1500 - 1600	\$5.50	470	2,825	83%	\$5.75	483	2,740	81%	\$7.75	492	2,768	81%	\$6.75	524	3,238	95%	\$8.65	551	2,681	79%
1600 - 1700	\$5.35	337	2,836	83%	\$5.50	339	2,693	79%	\$7.50	339	2,643	78%	\$7.80	353	2,498	73%	\$8.45	419	2,727	80%
1700 - 1800	\$5.30	360	2,301	68%	\$5.40	348	2,524	74%	\$6.40	347	2,430	71%	\$7.70	414	2,581	76%	\$7.05	447	2,515	74%
1800 - 1900	\$5.50	212	909	27%	\$3.95	322	1,472	43%	\$3.95	164	1,408	41%	\$4.85	391	1,856	55%	\$6.55	433	1,982	58%
1900 - 2000	\$3.85	90	303	9%	\$3.85	127	448	13%	\$3.85	185	659	19%	\$5.60	273	847	25%	\$6.05	314	1,033	30%

PM Time	Monday 06/08/20				Tuesday 06/09/20				Wednesday 06/10/20				Thursday 06/11/20				Friday 06/12/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	358	2,270	67%	\$5.15	411	2,712	80%	\$5.15	422	2,856	84%	\$7.45	429	2,514	74%	\$7.85	579	3,292	97%
1500 - 1600	\$5.50	482	2,940	86%	\$5.75	514	2,720	80%	\$7.75	490	2,473	73%	\$6.75	537	3,215	95%	\$8.65	590	2,599	76%
1600 - 1700	\$5.35	328	2,568	76%	\$5.50	355	2,714	80%	\$7.50	393	2,748	81%	\$7.80	406	2,545	75%	\$8.45	456	2,840	84%
1700 - 1800	\$5.30	362	2,465	73%	\$5.40	369	2,613	77%	\$6.40	446	2,860	84%	\$7.70	427	2,855	84%	\$7.05	503	2,633	77%
1800 - 1900	\$5.50	368	1,511	44%	\$3.95	386	1,809	53%	\$3.95	438	2,121	62%	\$4.85	475	2,026	60%	\$6.55	471	1,992	59%
1900 - 2000	\$3.85	213	673	20%	\$3.85	270	911	27%	\$3.85	326	1,041	31%	\$5.60	325	1,109	33%	\$6.05	408	1,428	42%

PM Time	Monday 06/15/20				Tuesday 06/16/20				Wednesday 06/17/20				Thursday 06/18/20				Friday 06/19/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	395	2,354	69%	\$5.15	437	2,676	79%	\$5.15	420	2,756	81%	\$7.45	479	2,701	79%	\$7.85	534	3,151	93%
1500 - 1600	\$5.50	498	2,921	86%	\$5.75	564	2,772	82%	\$7.75	542	2,949	87%	\$6.75	556	3,316	98%	\$8.65	597	2,643	78%
1600 - 1700	\$5.35	395	2,801	82%	\$5.50	357	2,691	79%	\$7.50	313	2,126	63%	\$7.80	404	2,520	74%	\$8.45	443	2,763	81%
1700 - 1800	\$5.30	374	2,402	71%	\$5.40	426	2,661	78%	\$6.40	455	2,799	82%	\$7.70	469	2,721	80%	\$7.05	484	2,654	78%
1800 - 1900	\$5.50	354	1,592	47%	\$3.95	366	1,817	53%	\$3.95	420	2,199	65%	\$4.85	469	2,236	66%	\$6.55	472	1,986	58%
1900 - 2000	\$3.85	219	766	23%	\$3.85	245	926	27%	\$3.85	284	974	29%	\$5.60	299	1,140	34%	\$6.05	394	1,289	38%

PM Time	Monday 06/22/20				Tuesday 06/23/20				Wednesday 06/24/20				Thursday 06/25/20				Friday 06/26/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	436	2,346	69%	\$5.15	404	2,673	79%	\$5.15	443	2,722	80%	\$7.45	479	2,738	81%	\$7.85	550	3,151	93%
1500 - 1600	\$5.50	514	2,910	86%	\$5.75	546	2,732	80%	\$7.75	535	2,984	88%	\$6.75	541	3,407	100%	\$8.65	614	2,648	78%
1600 - 1700	\$5.35	367	2,622	77%	\$5.50	378	2,934	86%	\$7.50	368	2,893	85%	\$7.80	328	2,160	64%	\$8.45	415	2,702	79%
1700 - 1800	\$5.30	310	2,115	62%	\$5.40	409	2,531	74%	\$6.40	415	2,574	76%	\$7.70	455	2,776	82%	\$7.05	469	2,419	71%
1800 - 1900	\$5.50	395	1,808	53%	\$3.95	388	1,866	55%	\$3.95	406	1,967	58%	\$4.85	466	2,286	67%	\$6.55	463	2,013	59%
1900 - 2000	\$3.85	248	876	26%	\$3.85	236	866	25%	\$3.85	273	1,066	31%	\$5.60	172	693	20%	\$6.05	378	1,288	38%

PM Time	Monday 06/29/20				Tuesday 06/30/20				Wednesday 07/01/20				Thursday 07/02/20				Friday 07/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	397	2,399	71%	\$5.15	402	2,757	81%												
1500 - 1600	\$5.50	456	2,881	85%	\$5.75	426	2,160	64%												
1600 - 1700	\$5.35	322	2,593	76%	\$5.50	353	2,264	67%												
1700 - 1800	\$5.30	359	2,454	72%	\$5.40	429	2,854	84%												
1800 - 1900	\$5.50	334	1,500	44%	\$3.95	354	1,835	54%												
1900 - 2000	\$3.85	222	831	24%	\$3.85	227	899	26%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 06/01/20				Tuesday 06/02/20				Wednesday 06/03/20				Thursday 06/04/20				Friday 06/05/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	344	1,025	30%	\$3.05	370	1,033	30%	\$3.05	394	1,077	32%	\$3.05	364	1,086	32%	\$3.05	356	1,012	30%
0500 - 0600	\$4.95	504	2,194	65%	\$4.95	573	2,253	66%	\$4.95	556	2,179	64%	\$4.95	559	2,267	67%	\$4.70	501	1,901	56%
0600 - 0700	\$5.15	237	1,538	45%	\$5.15	227	1,462	43%	\$5.15	268	1,625	48%	\$5.15	255	1,598	47%	\$4.95	256	1,481	44%
0700 - 0800	\$5.65	204	1,450	43%	\$5.65	184	1,215	36%	\$5.65	193	1,380	41%	\$5.65	181	1,281	38%	\$5.50	179	1,294	38%
0800 - 0900	\$5.15	132	979	29%	\$5.15	131	973	29%	\$5.15	161	1,095	32%	\$5.15	165	1,123	33%	\$4.95	147	1,060	31%
0900 - 1000	\$4.10	132	792	23%	\$4.10	140	857	25%	\$4.10	157	940	28%	\$4.10	158	912	27%	\$4.10	165	974	29%

AM Time	Monday 06/08/20				Tuesday 06/09/20				Wednesday 06/10/20				Thursday 06/11/20				Friday 06/12/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	412	1,226	36%	\$3.05	428	1,173	35%	\$3.05	444	1,287	38%	\$3.05	408	1,191	35%	\$3.05	358	1,011	30%
0500 - 0600	\$4.95	491	2,256	66%	\$4.95	574	2,474	73%	\$4.95	534	2,240	66%	\$4.95	516	2,179	64%	\$4.70	470	1,899	56%
0600 - 0700	\$5.15	265	1,606	47%	\$5.15	275	1,682	49%	\$5.15	307	1,755	52%	\$5.15	308	1,676	49%	\$4.95	272	1,520	45%
0700 - 0800	\$5.65	204	1,481	44%	\$5.65	229	1,501	44%	\$5.65	233	1,585	47%	\$5.65	212	1,456	43%	\$5.50	187	1,153	34%
0800 - 0900	\$5.15	164	1,147	34%	\$5.15	162	1,155	34%	\$5.15	180	1,224	36%	\$5.15	196	1,260	37%	\$4.95	191	1,176	35%
0900 - 1000	\$4.10	136	891	26%	\$4.10	223	1,138	33%	\$4.10	236	1,141	34%	\$4.10	238	1,165	34%	\$4.10	231	1,086	32%

AM Time	Monday 06/15/20				Tuesday 06/16/20				Wednesday 06/17/20				Thursday 06/18/20				Friday 06/19/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	447	1,249	37%	\$3.05	417	1,230	36%	\$3.05	482	1,337	39%	\$3.05	429	1,186	35%	\$3.05	359	1,010	30%
0500 - 0600	\$4.95	536	2,229	66%	\$4.95	572	2,181	64%	\$4.95	583	2,298	68%	\$4.95	527	2,255	66%	\$4.70	446	1,838	54%
0600 - 0700	\$5.15	265	1,659	49%	\$5.15	288	1,646	48%	\$5.15	289	1,778	52%	\$5.15	257	1,591	47%	\$4.95	251	1,396	41%
0700 - 0800	\$5.65	232	1,584	47%	\$5.65	238	1,607	47%	\$5.65	203	1,553	46%	\$5.65	209	1,527	45%	\$5.50	169	1,218	36%
0800 - 0900	\$5.15	182	1,328	39%	\$5.15	194	1,241	37%	\$5.15	171	1,283	38%	\$5.15	179	1,223	36%	\$4.95	160	1,070	31%
0900 - 1000	\$4.10	226	1,081	32%	\$4.10	197	1,136	33%	\$4.10	193	1,170	34%	\$4.10	175	1,072	32%	\$4.10	219	1,054	31%

AM Time	Monday 06/22/20				Tuesday 06/23/20				Wednesday 06/24/20				Thursday 06/25/20				Friday 06/26/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	392	1,420	42%	\$3.05	410	1,404	41%	\$3.05	428	1,510	44%	\$3.05	423	1,425	42%	\$3.05	323	1,021	30%
0500 - 0600	\$4.95	473	1,897	56%	\$4.95	528	2,155	63%	\$4.95	526	1,980	58%	\$4.95	466	1,868	55%	\$4.70	420	1,813	53%
0600 - 0700	\$5.15	237	1,428	42%	\$5.15	264	1,607	47%	\$5.15	284	1,648	48%	\$5.15	264	1,574	46%	\$4.95	245	1,400	41%
0700 - 0800	\$5.65	170	1,291	38%	\$5.65	208	1,409	41%	\$5.65	189	1,355	40%	\$5.65	192	1,392	41%	\$5.50	178	1,238	36%
0800 - 0900	\$5.15	159	1,095	32%	\$5.15	167	1,207	36%	\$5.15	162	1,263	37%	\$5.15	172	1,213	36%	\$4.95	189	1,161	34%
0900 - 1000	\$4.10	182	1,020	30%	\$4.10	179	1,155	34%	\$4.10	226	1,276	38%	\$4.10	208	1,159	34%	\$4.10	260	1,338	39%

AM Time	Monday 06/29/20				Tuesday 06/30/20				Wednesday 07/01/20				Thursday 07/02/20				Friday 07/03/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	419	1,467	43%	\$3.05	436	1,457	43%												
0500 - 0600	\$4.95	466	1,991	59%	\$4.95	532	2,122	62%												
0600 - 0700	\$5.15	249	1,717	51%	\$5.15	255	1,585	47%												
0700 - 0800	\$5.65	182	1,546	45%	\$5.65	195	1,370	40%												
0800 - 0900	\$5.15	163	1,234	36%	\$5.15	172	1,196	35%												
0900 - 1000	\$4.10	168	1,063	31%	\$4.10	157	1,106	33%												

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 84 calls during the month of June. Of those calls, 61 were to assist disabled vehicles and 12 calls to remove debris. The CAS provided assistance to 11 accidents in the Express Lanes with one of those accidents originating in the SR91 general-purpose lanes.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA will be contracting with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructures at the three entrances of the OCTA 91 Express Lanes. Construction of the gantries is scheduled to begin Fall 2020 and is expected to be completed in early 2021.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project includes the replacement of the closed-circuit television cameras along the corridor. The new toll gantries infrastructure, as mentioned above, will house the new ETTM equipment. Once the gantries have been constructed, Kapsch will commence installation.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 6/30/2020		YTD Variance	
	Actual ⁽¹⁾ ⁽⁵⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll revenue	\$ 43,110,916.20	\$ 54,435,001.00	\$ (11,324,084.80)	(20.8)
Fee revenue	6,485,405.50	6,080,586.00	404,819.50	6.7
Total operating revenues	49,596,321.70	60,515,587.00	(10,919,265.30)	(18.0)
Operating expenses:				
Contracted services	6,828,224.83	7,615,000.00	786,775.17	10.3
Administrative fee	3,334,880.00	2,839,886.00	(494,994.00)	(17.4)
Other professional services	1,375,602.70	3,437,295.00	2,061,692.30	60.0
Credit card processing fees	1,107,318.88	1,350,000.00	242,681.12	18.0
Toll road account servicing	877,066.03	2,450,000.00	1,572,933.97	64.2
Other insurance expense	394,046.23	750,000.00	355,953.77	47.5
Toll road maintenance supply repairs	232,275.93	1,725,116.00	1,492,840.07	86.5
Patrol services	965,706.96	980,000.00	14,293.04	1.5
Building equipment repairs and maint	156,469.10	351,250.00	194,780.90	55.5
6C Transponders	250,518.75	250,000.00	(518.75)	(0.2)
Other services	(1,384.89)	35,000.00	36,384.89	104.0
Utilities	56,384.49	73,500.00	17,115.51	23.3
Office expense	8,606.80	205,250.00	196,643.20	95.8
Bad debt expense	169,624.26	-	(169,624.26)	N/A
Miscellaneous ⁽²⁾	55,522.00	167,519.00	111,997.00	66.9
Leases	377,330.40	460,000.00	82,669.60	18.0
Total operating expenses	16,188,192.47	22,689,816.00	6,501,623.53	28.7
Depreciation and amortization ⁽³⁾	3,518,684.82	-	(3,518,684.82)	N/A
Operating income (loss)	29,889,444.41	37,825,771.00	(7,936,326.59)	(21.0)
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	1,155,927.92	1,812,500.00	(656,572.08)	(36.2)
Interest income	4,588,456.75	3,797,611.00	790,845.75	20.8
Interest expense	(4,599,387.17)	(4,713,950.00)	114,562.83	2.4
Other	38,929.17	-	38,929.17	N/A
Total nonoperating revenues (expenses)	1,183,926.67	896,161.00	287,765.67	(32.1)
Transfers in	-	-	-	N/A
Transfers out ⁽⁴⁾	(14,861,180.69)	(50,710,000.00)	35,848,819.31	70.7
Net income (loss)	\$ 16,212,190.39	\$ (11,988,068.00)	\$ 28,200,258.39	(235.2)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

⁵Actuals are preliminary pre-closing amounts as of FY 2019-20. Final numbers will be shown in the audited financial statements.

Capital Asset Activity

During the twelve months ending June 30, 2020, capital asset activities included \$778,354 for the ETTM system project, \$297,339 for the new back-office/account management system, \$5,920 for computer equipment and \$325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for June 2020 was 901,930. This represents a daily average of 30,064 vehicles. This is a 24.8% decrease in total traffic volume from the same period last year, which totaled 1,199,215. Potential toll revenue for June was \$2,708,569, which represents a decrease of 42.1% from the prior year's total of \$4,675,291. Carpool percentage for June was 22.13% as compared to the previous year's rate of 26.76%. The decreases were attributed to the novel coronavirus pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of June 2020.

Current Month-to-Date (MTD) as of June 30, 2020

Trips	JUN-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JUN-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	702,369	1,004,071	(220,102)	(23.9%)	878,365	(20.0%)
3+ Lanes	199,561	331,143	(100,339)	(33.5%)	320,850	(37.8%)
Total Gross Trips	901,930	1,335,214	(320,441)	(26.2%)	1,199,215	(24.8%)
Revenue						
Full Toll Lanes	\$2,673,259	\$4,123,414	(\$1,106,570)	(29.3%)	\$4,632,609	(42.3%)
3+ Lanes	\$35,310	\$0	\$35,310		\$42,682	(17.3%)
Total Gross Revenue	\$2,708,569	\$4,123,414	(\$1,071,260)	(28.3%)	\$4,675,291	(42.1%)
Average Revenue per Trip						
Average Full Toll Lanes	\$3.81	\$4.11	(\$0.30)	(7.3%)	\$5.27	(27.7%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.13	38.5%
Average Gross Revenue	\$3.00	\$3.09	(\$0.09)	(2.9%)	\$3.90	(23.1%)

The 2020 fiscal year-to-date traffic volume decreased by 13.4% and potential toll revenue decreased by 5.4%, when compared with the same period last year. Year-to-date average revenue per-trip is \$4.12.

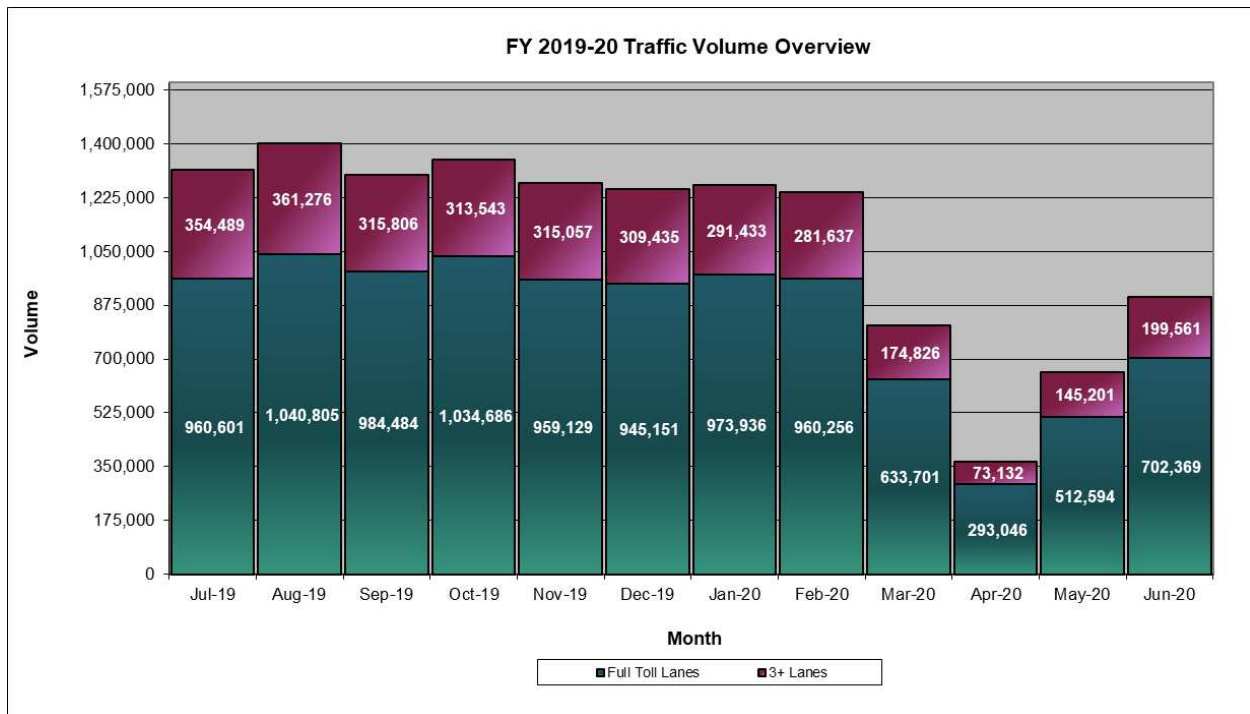
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through June 2020.

FY 2019-20 Year-to-Date (YTD) as of June 30, 2020

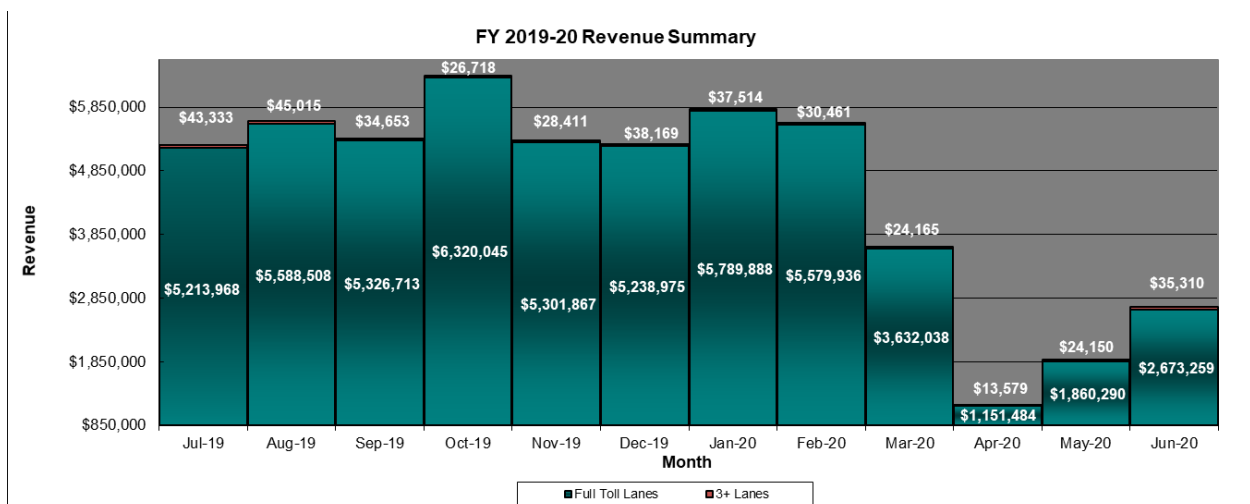
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	10,044,914	11,904,414	(1,777,900)	(15.0%)	11,415,600	(12.0%)
3+ Lanes	3,074,209	3,876,586	(771,134)	(20.1%)	3,727,622	(17.5%)
Total Gross Trips	13,119,123	15,781,000	(2,549,034)	(16.3%)	15,143,222	(13.4%)
Revenue						
Full Toll Lanes	\$53,676,973	\$47,599,286	\$6,421,273	13.6%	\$56,709,323	(5.3%)
3+ Lanes	\$381,477	\$0	\$381,477		\$462,943	(17.6%)
Total Gross Revenue	\$54,058,450	\$47,599,286	\$6,802,750	14.4%	\$57,172,265	(5.4%)
Average Revenue per Trip						
Average Full Toll Lanes	\$5.34	\$4.00	\$1.34	33.5%	\$4.97	7.4%
Average 3+ Lanes	\$0.12	\$0.00	\$0.12		\$0.12	0.0%
Average Gross Revenue	\$4.12	\$3.02	\$1.10	36.4%	\$3.78	9.0%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In June, peak-period toll rates were incrementally increased for several peak period hours which had been previously reduced in response to the COVID 19 pandemic and associated reduction in traffic. Traffic volumes are being reviewed regularly and a plan is in place to reinstate toll rates as traffic increases.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 06/01/20					Tuesday 06/02/20					Wednesday 06/03/20					Thursday 06/04/20					Friday 06/05/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	166	856	1,022	D	\$5.30	194	916	1,110	D	\$5.30	185	904	1,089	D	\$5.30	243	924	1,167	D	\$6.95	335	1,456	1,791	F
1500 - 1600	\$5.30	272	1072	1,344	F	\$5.30	240	1039	1,279	E	\$5.30	253	969	1,222	E	\$5.30	296	1,186	1,482	F	\$6.95	341	1,219	1,560	F
1600 - 1700	\$5.30	198	1011	1,209	E	\$5.30	198	962	1,160	D	\$5.30	171	943	1,114	D	\$5.30	211	986	1,197	D	\$6.95	280	1,071	1,351	F
1700 - 1800	\$5.30	192	809	1,001	D	\$5.30	188	833	1,021	D	\$5.30	201	820	1,021	D	\$5.30	245	950	1,195	D	\$6.95	256	969	1,225	E
1800 - 1900	\$5.30	86	285	371	A	\$5.30	152	409	561	B	\$5.30	161	497	658	B	\$5.30	188	660	848	C	\$5.30	228	719	947	C
1900 - 2000	\$2.25	40	69	109	A	\$2.25	61	113	174	A	\$2.25	93	181	274	A	\$2.25	134	250	384	A	\$2.25	155	372	527	B

PM Time	Monday 06/08/20					Tuesday 06/09/20					Wednesday 06/10/20					Thursday 06/11/20					Friday 06/12/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	206	801	1,007	D	\$5.30	236	969	1,205	E	\$5.30	233	1,062	1,295	E	\$5.30	260	991	1,251	E	\$6.95	336	1,329	1,665	F
1500 - 1600	\$5.30	277	1,098	1,375	F	\$5.30	270	1,210	1,480	F	\$5.30	287	966	1,253	E	\$5.30	311	1,194	1,505	F	\$6.95	316	1,109	1,425	F
1600 - 1700	\$5.30	176	957	1,133	D	\$5.30	245	1,028	1,273	E	\$5.30	224	1,001	1,225	E	\$5.30	250	1,083	1,333	F	\$6.95	288	1,104	1,392	F
1700 - 1800	\$5.30	205	828	1,033	D	\$5.30	210	897	1,107	D	\$5.30	268	959	1,227	E	\$5.30	247	1,019	1,266	E	\$6.95	346	1,116	1,462	F
1800 - 1900	\$5.30	174	470	644	B	\$5.30	186	548	734	B	\$5.30	239	691	930	C	\$5.30	244	737	981	C	\$5.30	214	761	975	C
1900 - 2000	\$2.25	94	195	289	A	\$2.25	105	249	354	A	\$2.25	173	367	540	B	\$2.25	143	371	514	B	\$2.25	215	637	852	C

PM Time	Monday 06/15/20					Tuesday 06/16/20					Wednesday 06/17/20					Thursday 06/18/20					Friday 06/19/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	222	848	1,070	D	\$5.30	236	1,014	1,250	E	\$5.30	261	1,041	1,302	F	\$5.30	278	1,088	1,366	F	\$6.95	362	1,236	1,598	F
1500 - 1600	\$5.30	260	1,056	1,316	F	\$5.30	286	1,048	1,334	F	\$5.30	290	1,087	1,377	F	\$5.30	300	1,238	1,538	F	\$6.95	347	1,089	1,436	F
1600 - 1700	\$5.30	189	990	1,179	D	\$5.30	185	1,021	1,206	E	\$5.30	175	822	997	C	\$5.30	223	943	1,166	D	\$6.95	299	1,261	1,560	F
1700 - 1800	\$5.30	171	838	1,009	D	\$5.30	200	924	1,124	D	\$5.30	237	959	1,196	D	\$5.30	263	967	1,230	E	\$6.95	325	1,097	1,422	F
1800 - 1900	\$5.30	181	507	688	B	\$5.30	159	679	838	C	\$5.30	215	772	987	C	\$5.30	234	823	1,057	D	\$5.30	261	808	1,069	D
1900 - 2000	\$2.25	106	210	316	A	\$2.25	118	282	400	A	\$2.25	115	294	409	B	\$2.25	134	409	543	B	\$2.25	195	499	694	B

PM Time	Monday 06/22/20					Tuesday 06/23/20					Wednesday 06/24/20					Thursday 06/25/20					Friday 06/26/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	267	930	1,197	D	\$5.30	205	1,008	1,213	E	\$6.95	237	1,104	1,341	F	\$6.95	276	1,126	1,402	F	\$11.95	332	1,277	1,609	F
1500 - 1600	\$6.95	277	1,032	1,309	F	\$6.95	277	1,016	1,293	E	\$8.95	291	1,088	1,379	F	\$8.95	344	1,150	1,494	F	\$11.95	359	1,056	1,415	F
1600 - 1700	\$6.95	178	945	1,123	D	\$6.95	193	998	1,191	D	\$6.95	230	1,043	1,273	E	\$6.95	174	961	1,135	D	\$8.95	238	1,095	1,333	F
1700 - 1800	\$5.30	161	798	959	C	\$5.30	199	912	1,111	D	\$5.30	236	927	1,163	D	\$5.30	232	999	1,231	E	\$6.95	243	952	1,195	D
1800 - 1900	\$5.30	195	523	718	B	\$5.30	196	584	780	B	\$5.30	240	697	937	C	\$5.30	222	713	935	C	\$5.30	236	832	1,068	D
1900 - 2000	\$2.25	107	263	370	A	\$2.25	113	259	372	A	\$2.25	135	340	475	B	\$2.25	118	332	450	B	\$2.25	186	484	670	B

PM Time	Monday 06/29/20					Tuesday 06/30/20					Wednesday 07/01/20					Thursday 07/02/20					Friday 07/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	216	935	1,151	D	\$5.30	237	1,060	1,297	E															
1500 - 1600	\$6.95	281	1,058	1,339	F	\$6.95	238	837	1,075	D															
1600 - 1700	\$6.95	173	941	1,114	D	\$6.95	212	975	1,187	D															
1700 - 1800	\$5.30	178	884	1,062	D	\$5.30	215	990	1,205	E															
1800 - 1900	\$5.30	144	471	615	B	\$5.30	168	632	800	B															
1900 - 2000	\$2.25	102	226	328	A	\$2.25	107	298	405	B															

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 06/01/20					Tuesday 06/02/20					Wednesday 06/03/20					Thursday 06/04/20					Friday 06/05/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	85	632	717	B	\$2.95	97	690	787	B	\$2.95	98	729	827	C	\$2.95	94	752	846	C	\$2.95	148	914	1,062	D
1500 - 1600	\$2.95	122	691	813	C	\$2.95	143	691	834	C	\$2.95	157	765	922	C	\$2.95	141	849	990	C	\$2.95	158	675	833	C
1600 - 1700	\$2.95	104	754	858	C	\$2.95	98	702	800	B	\$2.95	115	688	803	C	\$2.95	90	693	783	B	\$2.95	130	605	735	B
1700 - 1800	\$2.95	89	583	672	B	\$2.95	99	571	670	B	\$2.95	98	626	724	B	\$2.95	125	640	765	B	\$2.95	130	614	744	B
1800 - 1900	\$2.95	61	227	288	A	\$2.95	74	316	390	A	\$2.95	78	375	453	B	\$2.95	118	466	584	B	\$2.95	116	464	580	B
1900 - 2000	\$2.95	24	68	92	A	\$2.95	32	105	137	A	\$2.95	57	136	193	A	\$2.95	79	208	287	A	\$2.95	84	232	316	A

PM Time	Monday 06/08/20					Tuesday 06/09/20					Wednesday 06/10/20					Thursday 06/11/20					Friday 06/12/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	92	613	705	B	\$2.95	99	755	854	C	\$2.95	107	785	892	C	\$2.95	110	689	799	B	\$2.95	165	881	1,046	D
1500 - 1600	\$2.95	126	804	930	C	\$2.95	28	52	80	A	\$2.95	141	680	821	C	\$2.95	144	829	973	C	\$2.95	137	665	802	C
1600 - 1700	\$2.95	100	654	754	B	\$2.95	118	568	686	B	\$2.95	121	707	828	C	\$2.95	105	646	751	B	\$2.95	130	610	740	B
1700 - 1800	\$2.95	112	595	707	B	\$2.95	110	619	729	B	\$2.95	131	690	821	C	\$2.95	104	745	849	C	\$2.95	123	420	543	B
1800 - 1900	\$2.95	102	341	443	B	\$2.95	117	454	571	B	\$2.95	121	543	664	B	\$2.95	120	487	607	B	\$2.95	111	491	602	B
1900 - 2000	\$2.95	62	170	232	A	\$2.95	75	210	285	A	\$2.95	108	262	370	A	\$2.95	95	241	336	A	\$2.95	84	352	436	B

PM Time	Monday 06/15/20					Tuesday 06/16/20					Wednesday 06/17/20					Thursday 06/18/20					Friday 06/19/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.95	108	686	794	B	\$2.95	130	678	808	C	\$2.95	123	794	917	C	\$2.95	129	748	877	C	\$2.95	158	815	973	C
1500 - 1600	\$2.95	124	799	923	C	\$2.95	137	750	887	C	\$2.95	141	811	952	C	\$2.95	132	877	1,009	D	\$2.95	141	625	766	B
1600 - 1700	\$2.95	106	711	817	C	\$2.95	96	712	808	C	\$2.95	78	586	664	B	\$2.95	102	681	783	B	\$2.95	83	427	510	B
1700 - 1800	\$2.95	76	609	685	B	\$2.95	88	649	737	B	\$2.95	138	681	819	C	\$2.95	98	724	822	C	\$2.95	125	449	574	B
1800 - 1900	\$2.95	72	411	483	B	\$2.95	74	461	535	B	\$2.95	95	535	630	B	\$2.95	116	584	700	B	\$2.95	118	503	621	B
1900 - 2000	\$2.95	52	172	224	A	\$2.95	52	242	294	A	\$2.95	86	255	341	A	\$2.95	57	309	366	A	\$2.95	113	324	437	B

PM Time	Monday 06/22/20					Tuesday 06/23/20					Wednesday 06/24/20					Thursday 06/25/20					Friday 06/26/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	115	603	718	B	\$5.30	133	688	821	C	\$5.30	126	723	849	C	\$5.30	119	723	842	C	\$5.30	138	749	887	C
1500 - 1600	\$5.30	130	763	893	C	\$5.30	149	734	883	C	\$5.30	128	736	864	C	\$5.30	143	909	1,052	D	\$5.30	135	559	694	B
1600 - 1700	\$2.95	79	699	778	B	\$2.95	91	773	864	C	\$2.95	90	754	844	C	\$2.95	86	568	654	B	\$2.95	108	588	696	B
1700 - 1800	\$2.95	76	524	600	B	\$2.95	97	605	702	B	\$2.95	104	614	718	B	\$2.95	107	632	739	B	\$2.95	105	547	652	B
1800 - 1900	\$2.95	83	425	508	B	\$2.95	78	444	522	B	\$2.95	92	502	594	B	\$2.95	100	541	641	B	\$2.95	96	527	623	B
1900 - 2000	\$2.95	54	219	273	A	\$2.95	69	207	276	A	\$2.95	68	263	331	A	\$2.95	68	246	314	A	\$2.95	133	325	458	B

PM Time	Monday 06/29/20					Tuesday 06/30/20					Wednesday 07/01/20					Thursday 07/02/20					Friday 07/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	119	656	775	B	\$5.30	121	685	806	C															
1500 - 1600	\$5.30	127	753	880	C	\$5.30	108	620	728	B															
1600 - 1700	\$2.95	96	619	715	B	\$2.95	77	608	685	B															
1700 - 1800	\$2.95	91	587	678	B	\$2.95	116	791	907	C															
1800 - 1900	\$2.95	73	377	450	B	\$2.95	85	450	535	B															
1900 - 2000	\$2.95	55	233	288	A	\$2.95	58	205	263	A															

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 06/01/20					Tuesday 06/02/20					Wednesday 06/03/20					Thursday 06/04/20					Friday 06/05/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	161	338	499	B	\$6.95	160	297	457	B	\$6.95	186	329	515	B	\$6.95	170	306	476	B	\$4.20	158	281	439	B
0500 - 0600	\$6.95	301	999	1,300	E	\$6.95	343	1053	1,396	F	\$6.95	295	908	1,203	E	\$6.95	315	973	1,288	E	\$4.20	279	789	1,068	D
0600 - 0700	\$6.95	154	709	863	C	\$6.95	125	591	716	B	\$6.95	175	746	921	C	\$6.95	176	703	879	C	\$4.20	167	725	892	C
0700 - 0800	\$6.95	114	617	731	B	\$6.95	109	545	654	B	\$6.95	127	582	709	B	\$6.95	101	537	638	B	\$4.20	97	578	675	B
0800 - 0900	\$6.95	86	424	510	B	\$6.95	89	438	527	B	\$6.95	96	430	526	B	\$6.95	107	407	514	B	\$4.20	89	411	500	B
0900 - 1000	\$6.95	72	319	391	A	\$6.95	85	323	408	B	\$6.95	79	405	484	B	\$6.95	72	344	416	B	\$4.20	93	356	449	B

AM Time	Monday 06/08/20					Tuesday 06/09/20					Wednesday 06/10/20					Thursday 06/11/20					Friday 06/12/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	188	365	553	B	\$6.95	183	338	521	B	\$6.95	194	370	564	B	\$6.95	203	376	579	B	\$4.20	168	294	462	B
0500 - 0600	\$6.95	287	1,042	1,329	E	\$6.95	363	1,221	1,584	F	\$6.95	309	992	1,301	E	\$6.95	302	995	1,297	E	\$4.20	273	807	1,080	D
0600 - 0700	\$6.95	167	637	804	C	\$6.95	168	709	877	C	\$6.95	210	860	1,070	D	\$6.95	199	801	1,000	C	\$4.20	182	749	931	C
0700 - 0800	\$6.95	125	640	765	B	\$6.95	139	683	822	C	\$6.95	162	703	865	C	\$6.95	128	627	755	B	\$4.20	112	533	645	B
0800 - 0900	\$6.95	106	504	610	B	\$6.95	82	470	552	B	\$6.95	115	523	638	B	\$6.95	115	542	657	B	\$4.20	115	464	579	B
0900 - 1000	\$6.95	73	366	439	B	\$6.95	123	436	559	B	\$6.95	119	430	549	B	\$6.95	119	418	537	B	\$4.20	102	373	475	B

AM Time	Monday 06/15/20					Tuesday 06/16/20					Wednesday 06/17/20					Thursday 06/18/20					Friday 06/19/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	196	362	558	B	\$6.95	176	368	544	B	\$6.95	223	373	596	B	\$6.95	190	382	572	B	\$4.20	150	281	431	B
0500 - 0600	\$6.95	324	1,055	1,379	F	\$6.95	325	942	1,267	E	\$6.95	316	957	1,273	E	\$6.95	284	1,026	1,310	E	\$4.20	230	832	1,062	D
0600 - 0700	\$6.95	161	727	888	C	\$6.95	278	1,205	1,483	F	\$6.95	183	871	1,054	D	\$6.95	154	745	899	C	\$4.20	140	735	875	C
0700 - 0800	\$6.95	151	698	849	C	\$6.95	146	786	932	C	\$6.95	138	770	908	C	\$6.95	129	711	840	C	\$4.20	89	600	689	B
0800 - 0900	\$6.95	113	517	630	B	\$6.95	95	496	591	B	\$6.95	101	501	602	B	\$6.95	99	495	594	B	\$4.20	92	406	498	B
0900 - 1000	\$6.95	122	437	559	B	\$6.95	113	434	547	B	\$6.95	119	440	559	B	\$6.95	79	376	455	B	\$4.20	96	358	454	B

AM Time	Monday 06/22/20					Tuesday 06/23/20					Wednesday 06/24/20					Thursday 06/25/20					Friday 06/26/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	151	625	776	B	\$6.95	151	677	828	C	\$6.95	158	716	874	C	\$6.95	186	667	853	C	\$4.20	156	340	496	B
0500 - 0600	\$9.95	253	791	1,044	D	\$9.95	309	927	1,236	E	\$9.95	290	686	976	C	\$9.95	268	727	995	C	\$6.95	232	840	1,072	D
0600 - 0700	\$9.95	132	699	831	C	\$9.95	122	680	802	C	\$9.95	162	795	957	C	\$9.95	155	733	888	C	\$6.95	162	761	923	C
0700 - 0800	\$6.95	94	617	711	B	\$6.95	124	643	767	B	\$6.95	121	601	722	B	\$6.95	120	609	729	B	\$5.30	116	558	674	B
0800 - 0900	\$6.95	93	486	579	B	\$6.95	98	513	611	B	\$6.95	81	512	593	B	\$6.95	94	543	637	B	\$4.20	96	509	605	B
0900 - 1000	\$6.95	109	367	476	B	\$6.95	121	452	573	B	\$6.95	112	447	559	B	\$6.95	123	425	548	B	\$4.20	129	418	547	B

AM Time	Monday 06/29/20					Tuesday 06/30/20					Wednesday 07/01/20					Thursday 07/02/20					Friday 07/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$6.95	175	624	799	B	\$6.95	176	636	812	C															
0500 - 0600	\$9.95	245	819	1,064	D	\$9.95	339	905	1,244	E															
0600 - 0700	\$9.95	149	772	921	C	\$9.95	132	665	797	B															
0700 - 0800	\$6.95	117	732	849	C	\$6.95	128	619	747	B															
0800 - 0900	\$6.95	93	442	535	B	\$6.95	85	470	555	B															
0900 - 1000	\$6.95	102	425	527	B	\$6.95	104	433	537	B															

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 06/01/20					Tuesday 06/02/20					Wednesday 06/03/20					Thursday 06/04/20					Friday 06/05/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	87	280	367	A	\$5.30	114	281	395	A	\$5.30	127	282	409	B	\$5.30	117	276	393	A	\$2.95	103	281	384	A
0500 - 0600	\$5.30	153	750	903	C	\$5.30	159	700	859	C	\$5.30	168	745	913	C	\$5.30	168	722	890	C	\$2.95	155	642	797	B
0600 - 0700	\$5.30	116	718	834	C	\$5.30	112	679	791	B	\$5.30	116	699	815	C	\$5.30	108	722	830	C	\$2.95	113	650	763	B
0700 - 0800	\$5.30	69	548	617	B	\$5.30	87	511	598	B	\$5.30	66	538	604	B	\$5.30	72	523	595	B	\$2.95	79	516	595	B
0800 - 0900	\$5.30	44	379	423	B	\$5.30	38	384	422	B	\$5.30	63	418	481	B	\$5.30	54	451	505	B	\$2.95	60	431	491	B
0900 - 1000	\$5.30	45	275	320	A	\$5.30	44	335	379	A	\$5.30	51	335	386	A	\$5.30	58	387	445	B	\$2.95	70	355	425	B

AM Time	Monday 06/08/20					Tuesday 06/09/20					Wednesday 06/10/20					Thursday 06/11/20					Friday 06/12/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	120	321	441	B	\$5.30	141	316	457	B	\$5.30	139	310	449	B	\$5.30	119	336	455	B	\$2.95	106	292	398	A
0500 - 0600	\$5.30	169	788	957	C	\$5.30	187	790	977	C	\$5.30	179	791	970	C	\$5.30	172	768	940	C	\$2.95	161	644	805	C
0600 - 0700	\$5.30	121	725	846	C	\$5.30	130	813	943	C	\$5.30	145	752	897	C	\$5.30	126	744	870	C	\$2.95	108	616	724	B
0700 - 0800	\$5.30	82	558	640	B	\$5.30	88	593	681	B	\$5.30	94	624	718	B	\$5.30	79	589	668	B	\$2.95	88	509	597	B
0800 - 0900	\$5.30	63	500	563	B	\$5.30	67	468	535	B	\$5.30	70	519	589	B	\$5.30	84	469	553	B	\$2.95	75	411	486	B
0900 - 1000	\$5.30	48	360	408	B	\$5.30	75	417	492	B	\$5.30	77	394	471	B	\$5.30	91	461	552	B	\$2.95	85	389	474	B

AM Time	Monday 06/15/20					Tuesday 06/16/20					Wednesday 06/17/20					Thursday 06/18/20					Friday 06/19/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	145	328	473	B	\$5.30	142	293	435	B	\$5.30	146	329	475	B	\$5.30	103	328	431	B	\$2.95	76	282	358	A
0500 - 0600	\$5.30	160	787	947	C	\$5.30	178	625	803	C	\$5.30	199	760	959	C	\$5.30	140	806	946	C	\$2.95	124	694	818	C
0600 - 0700	\$5.30	138	785	923	C	\$5.30	48	313	361	A	\$5.30	133	771	904	C	\$5.30	105	732	837	C	\$2.95	76	660	736	B
0700 - 0800	\$5.30	85	617	702	B	\$5.30	88	576	664	B	\$5.30	85	616	701	B	\$5.30	94	665	759	B	\$2.95	49	538	587	B
0800 - 0900	\$5.30	61	455	516	B	\$5.30	66	496	562	B	\$5.30	52	498	550	B	\$5.30	49	490	539	B	\$2.95	46	424	470	B
0900 - 1000	\$5.30	76	373	449	B	\$5.30	61	400	461	B	\$5.30	70	414	484	B	\$5.30	62	413	475	B	\$2.95	84	369	453	B

AM Time	Monday 06/22/20					Tuesday 06/23/20					Wednesday 06/24/20					Thursday 06/25/20					Friday 06/26/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	92	426	518	B	\$5.30	91	366	457	B	\$5.30	96	402	498	B	\$5.30	85	357	442	B	\$2.95	72	302	374	A
0500 - 0600	\$6.85	143	712	855	C	\$6.85	135	810	945	C	\$6.85	147	725	872	C	\$6.85	129	743	872	C	\$5.30	109	633	742	B
0600 - 0700	\$6.85	86	748	834	C	\$6.85	107	765	872	C	\$6.85	111	731	842	C	\$6.85	92	703	795	B	\$5.30	92	582	674	B
0700 - 0800	\$6.85	56	593	649	B	\$6.85	60	581	641	B	\$6.85	57	587	644	B	\$6.85	60	577	637	B	\$2.95	69	489	558	B
0800 - 0900	\$5.30	32	459	491	B	\$5.30	50	510	560	B	\$5.30	45	502	547	B	\$5.30	37	429	466	B	\$2.95	54	400	454	B
0900 - 1000	\$5.30	58	362	420	B	\$5.30	72	414	486	B	\$5.30	64	441	505	B	\$5.30	78	433	511	B	\$2.95	83	435	518	B

AM Time	Monday 06/29/20					Tuesday 06/30/20					Wednesday 07/01/20					Thursday 07/02/20					Friday 07/03/20				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	93	408	501	B	\$5.30	107	368	475	B															
0500 - 0600	\$6.85	136	678	814	C	\$6.85	151	699	850	C															
0600 - 0700	\$6.85	105	798	903	C	\$6.85	95	763	858	C															
0700 - 0800	\$6.85	49	627	676	B	\$6.85	56	533	589	B															
0800 - 0900	\$5.30	33	475	508	B	\$5.30	51	482	533	B															
0900 - 1000	\$5.30	63	348	411	B	\$5.30	59	416	475	B															

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 87 calls during the month of June. Of those calls, 58 were to assist disabled vehicles, 16 calls to remove debris and 13 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 6/30/2020		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 49,706,034.19	\$ 61,920,800.00	\$ (12,214,765.81)	(19.7)
Fee Revenue	6,727,939.85	5,280,300.00	1,447,639.85	27.4
Total operating revenues	56,433,974.04	67,201,100.00	(10,767,125.96)	(16.0)
Operating expenses:				
Salaries and Benefits	787,920.83	1,353,400.00	565,479.17	41.8
Legal Services	255,224.62	350,000.00	94,775.38	27.1
Advisory Services	139,465.52	75,000.00	(64,465.52)	(86.0)
Audit and Accounting Fees	46,000.00	47,000.00	1,000.00	2.1
Service Fees	5,867.14	26,000.00	20,132.86	77.4
Other Professional Services	767,099.59	2,479,500.00	1,712,400.41	69.1
Lease Expense	228,196.04	256,500.00	28,303.96	11.0
Operations	2,818,913.45	3,628,500.00	809,586.55	22.3
Utilities	52,163.54	62,500.00	10,336.46	16.5
Supplies and Materials	597.45	5,000.00	4,402.55	88.1
Membership and Subscription Fees	26,455.00	25,000.00	(1,455.00)	(5.8)
Office Equipment & Furniture (Non-Capital)	1,285.05	5,000.00	3,714.95	74.3
Maintenance/Repairs	178,964.34	349,800.00	170,835.66	48.8
Training Seminars and Conferences	1,125.00	4,500.00	3,375.00	75.0
Transportation Expenses	2,758.81	7,500.00	4,741.19	63.2
Lodging	2,455.52	7,000.00	4,544.48	64.9
Meals	1,118.52	1,000.00	(118.52)	(11.9)
Other Staff Expenses	524.65	1,000.00	475.35	47.5
Advertising	6,776.63	190,000.00	183,223.37	96.4
Program Management	119,001.74	-	(119,001.74)	N/A
Program Operations	7,147,746.03	11,660,200.00	4,512,453.97	38.7
Litigation Settlement	-	10,000.00	10,000.00	100.0
Furniture & Equipment	417,296.56	750,000.00	332,703.44	44.4
Improvements	-	16,100.00	16,100.00	100.0
Depreciation	8,087,958.02 ²	-	(8,087,958.02)	N/A
Bad Debt Expense	12.92	-	(12.92)	N/A
Total operating expenses	21,094,926.97	21,310,500.00	215,573.03	1.0
Operating income (loss)	35,339,047.07	45,890,600.00	(10,551,552.93)	(23.0)
Nonoperating revenues (expenses):				
Interest Revenue	3,634,588.89	1,339,000.00	2,295,588.89	(171.4)
Other Miscellaneous Revenue	6,394.97	-	6,394.97	N/A
Interest Expense	(28,855,678.53) ³	(7,119,900.00)	(21,735,778.53)	305.3
Total nonoperating revenues (expenses)	(31,784,300.70)	(5,780,900.00)	(26,003,400.70)	(449.8)
Transfers In	-	-	-	N/A
Transfers Out	(2,374,636.40)	(3,059,500.00)	684,863.60	(22.4)
Net income (loss)	\$ 1,180,109.97	\$ 37,050,200.00	\$ (35,870,090.03)	(96.8)

¹ Unaudited

² Depreciation is not a budgeted expense

³ Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). \$10.8 million of the \$14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

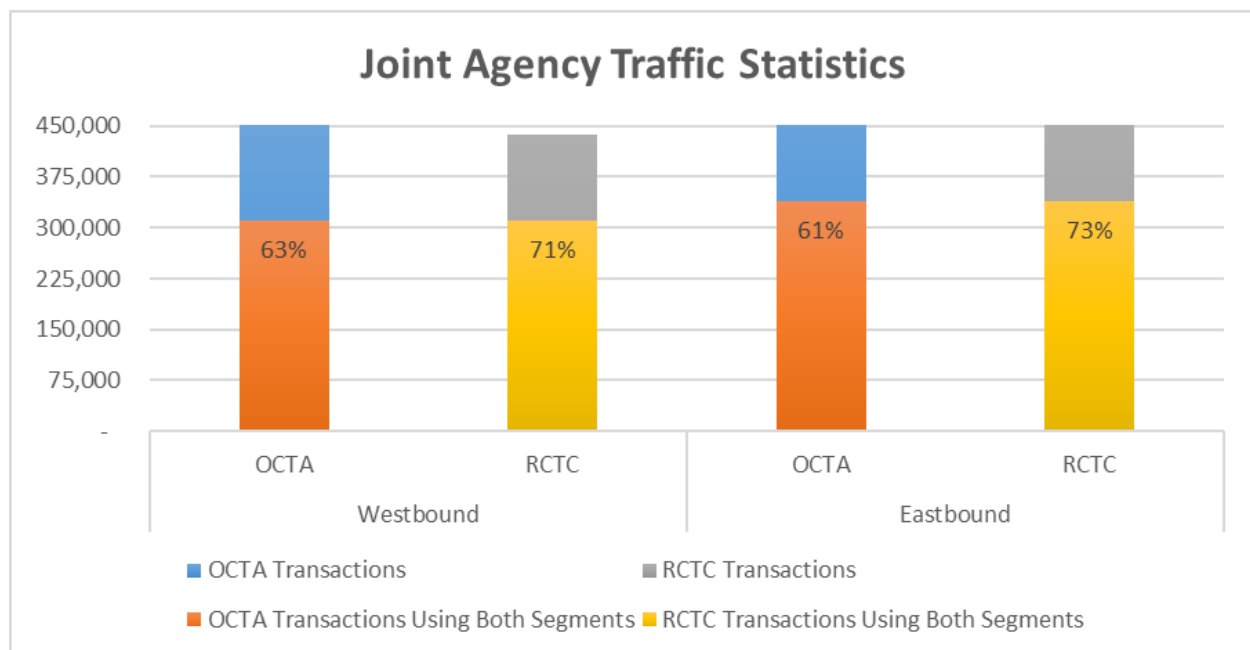
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING June 30, 2020

M TD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	489,719	310,889	63%	\$1,313,250
RCTC	437,849	310,889	71%	\$1,357,636
I-15	185,615	133,270	72%	\$549,744
McKinley	252,234	177,619	70%	\$807,892
Eastbound				
OCTA	556,754	339,865	61%	\$2,151,809
RCTC	464,081	339,865	73%	\$1,350,933
I-15	178,718	136,545	76%	\$404,858
McKinley	285,363	203,320	71%	\$946,075

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jun-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	0:23
Abandon Rate	Monthly	No more than 4.0%	0.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	78
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.5
CUSA Violation Collection Rate	Quarterly	70% or more	102%
CUSA Violation Collection Rate	Annually	74% or more	76%
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	1.2
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.004%
CAS Response Time	Monthly	0:20 (minutes) per call	0:10
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofirst USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

JOINT AGENCY TRANSPONDER DISTRIBUTION

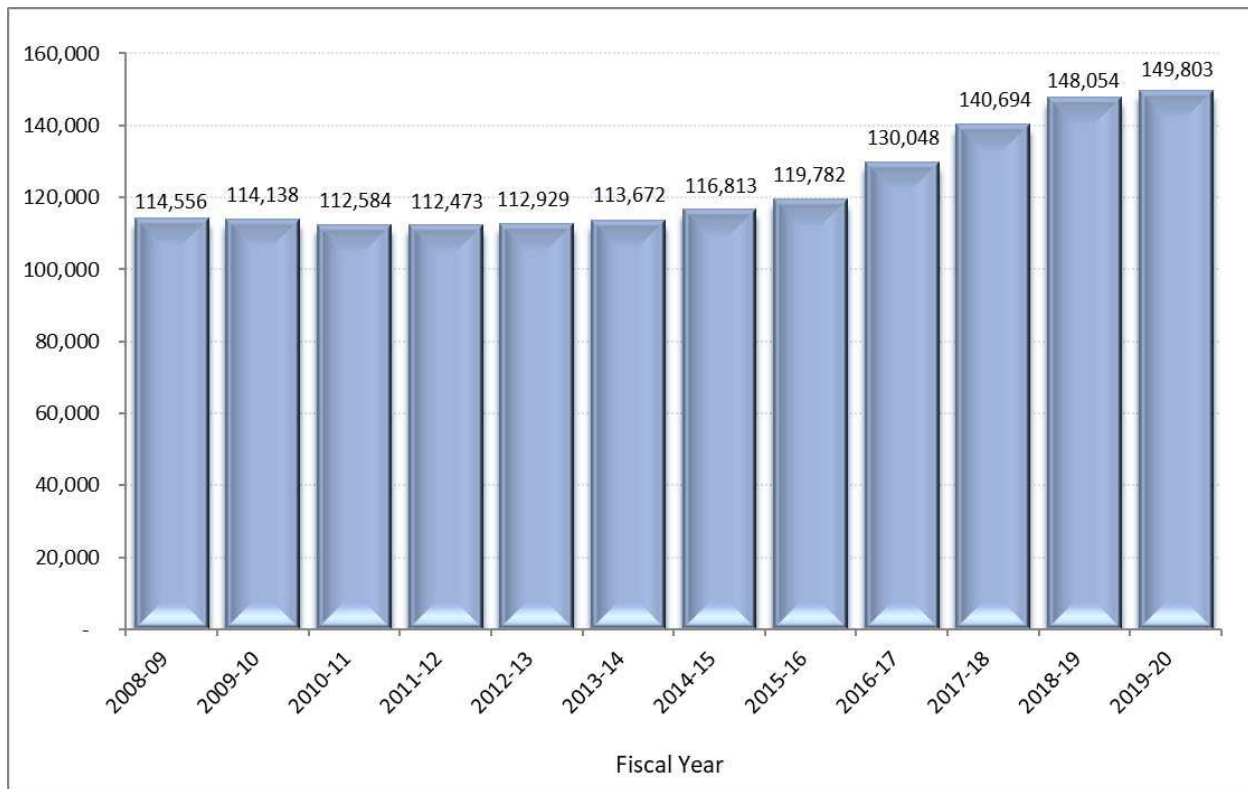
T21 TRANSPONDER DISTRIBUTION	June-20		May-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	701	97.9%	432	98.2%	1,004	55.2%
Additional Tags to Existing Accounts	7	1.0%	3	0.7%	480	26.4%
Replacement Transponders	8	1.1%	5	1.1%	336	18.5%
Total Issued	716		440		1,820	
Returned						
Account Closures	2	0.1%	69	3.2%	331	16.1%
Accounts Downsizing			8	0.4%	135	6.5%
Defective Transponders	3,107	99.9%	2,103	96.5%	1,594	77.4%
Total Returned	3,109		2,180		2,059	

6C TRANSPONDER DISTRIBUTION	June-20		May-20	
	Tags	% of Total	Tags	% of Total
Issued				
To New Accounts	14,430	99.9%	12,808	99.9%
Additional Tags to Existing Accounts	10	0.1%	7	0.1%
Replacement Transponders	0	0.0%	0	0.0%
Total Issued	14,440		12,815	
Returned				
Account Closures				
Accounts Downsizing				
Defective Transponders				
Total Returned				

At the end of June 2020, the 91 Express Lanes had 149,803 active customer accounts and 322,319 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of June 30, 2020



Incoming Email Activity

During June, the Anaheim Processing Center received 2,356 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



AGENDA ITEM 5E

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Michael Blomquist, Toll Program Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Toll Operations Year in Review and COVID-19 Impacts Update

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file a presentation providing a review of results from the latest fiscal year of toll operations and an update to the impacts that the COVID-19 pandemic has had on toll operations.

BACKGROUND INFORMATION:

In December of 2006, the Commission approved the establishment of a toll program including the development of express lane projects and their future operation. The Commission opened its first toll facility, the 91 Express Lanes, to customers in March 2017. The Commission's second toll facility, the 15 Express Lanes will open in 2020. Staff will review the results from the latest fiscal year of toll operations.

Attachment: Toll Operations: Year in Review and COVID-19 Impacts Update PowerPoint Presentation



TOLL OPERATIONS: YEAR IN REVIEW AND COVID-19 IMPACTS UPDATE

Toll Policy and Operations Committee Meeting

August 27, 2019

Michael Blomquist, Toll Program Director



Year in Review: July 1, 2019 – June 30, 2020



Debt Ratings

- 91 Express Lanes
 - Standard & Poors (S&P): Two upgrades of toll revenue bonds
 - Fitch: Upgrades to toll revenue bonds and federal TIFIA loan
 - S&P and Fitch: Rating affirmations during COVID-19

- 15 Express Lanes
 - Fitch and Kroll: Rating affirmations during COVID-19

91 Express Lanes Surplus Toll Revenues

- “Surplus”
 - Definition and Purpose

- Authorized uses of surplus funding to date
 - TIFIA loan reserve fully funded - \$20.0M
 - 15/91 Express Lanes Connector – full project funding
 - SR-91 Corridor Operations Project – \$6.47M
 - SR-241/SR-91 Express Connector – \$1.2M

Key Contracts and Agreements

- 91 Express Lanes
 - Operating Contract Extension
 - New Back Office System and Long-Term Operating Contract
- Express Lanes Operations: On-Call Consultant
- Caltrans Express Lane Maintenance: 15 and 91 Express Lanes
- Traffic and Revenue Studies: On-Call Consultant Bench

New Account and 6C Transponder Rollout

- Went live February 4th, 2020
- New account agreement & welcome kit
- New account plans & fees, online “wizard”
- Suspended March 25th due to pandemic
- As of June 30th:
 - 22% accounts converted
 - 6C transponders issued
 - New customers – 3,763
 - Existing customers – 32,311



Replace old transponders with 6C transponders

Change back office software

Change 91expresslanes.com and customer materials

Purchase 6C transponders

Upgrade lane system

Account policy changes

Results: Fiscal Year 2019-20

How many customers are using the 91 Express Lanes?

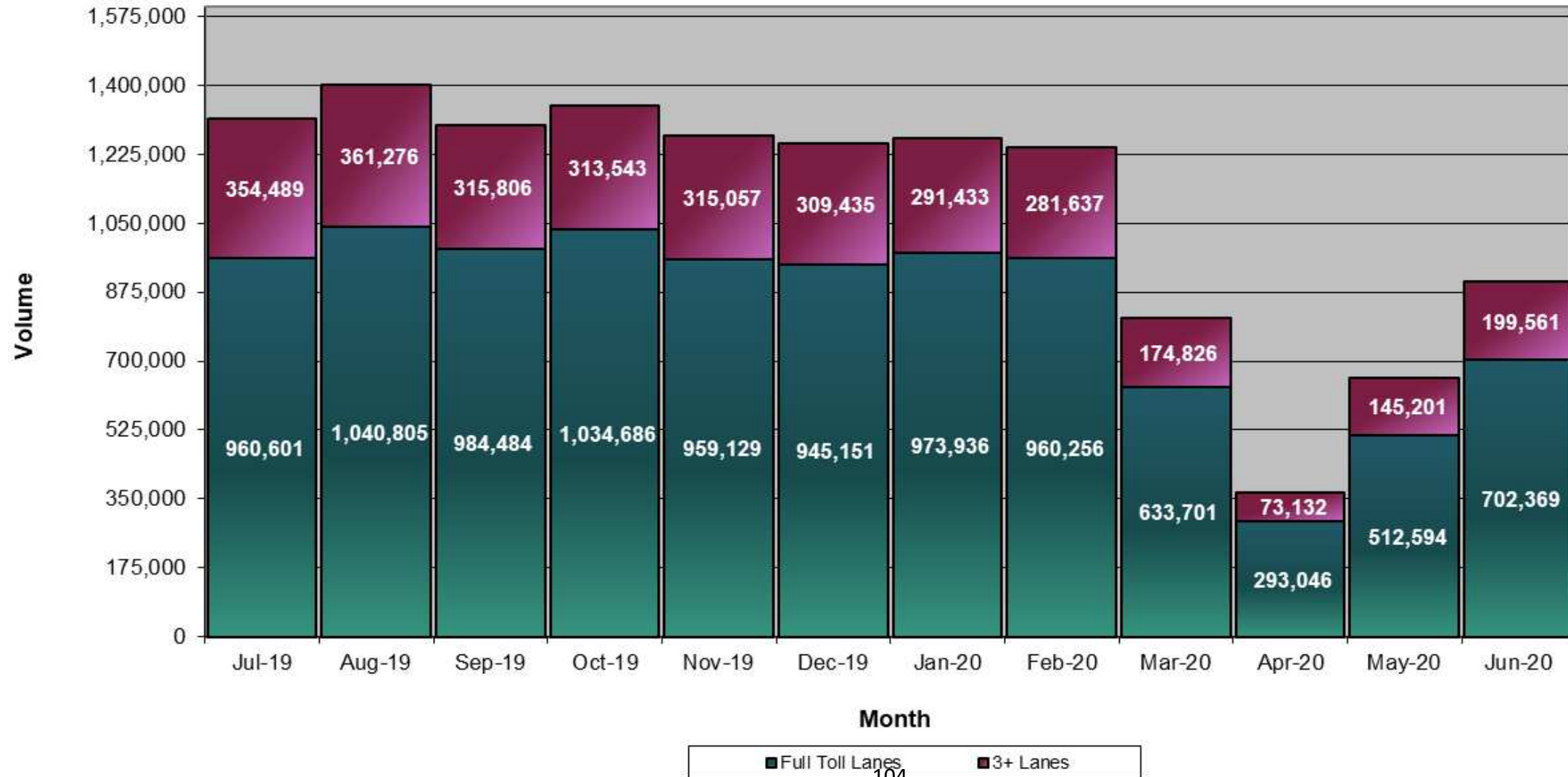
	Actual	Projected
Regular Users	10.0 million	11.9 million
Carpool (HOV3+) Users	3.1 million	3.9 million
Total Users	13.1 million	15.8 million

Which destination did they seek?

	McKinley Avenue	I-15 South
Total Users	7.8 million, 60%	5.3 million, 40%

Results: Fiscal Year 2019-20

FY 2019-20 Traffic Volume Overview



Results: Fiscal Year 2019-20

How much gross revenue was generated from the lanes?

	Actual	Projected
Regular Users	\$53.7 million	\$47.6 million
Carpool (HOV3+) Users	\$0.4 million	\$0 million
Total Revenue	\$54.1 million	\$47.6 million

Results: Fiscal Year 2019-20*

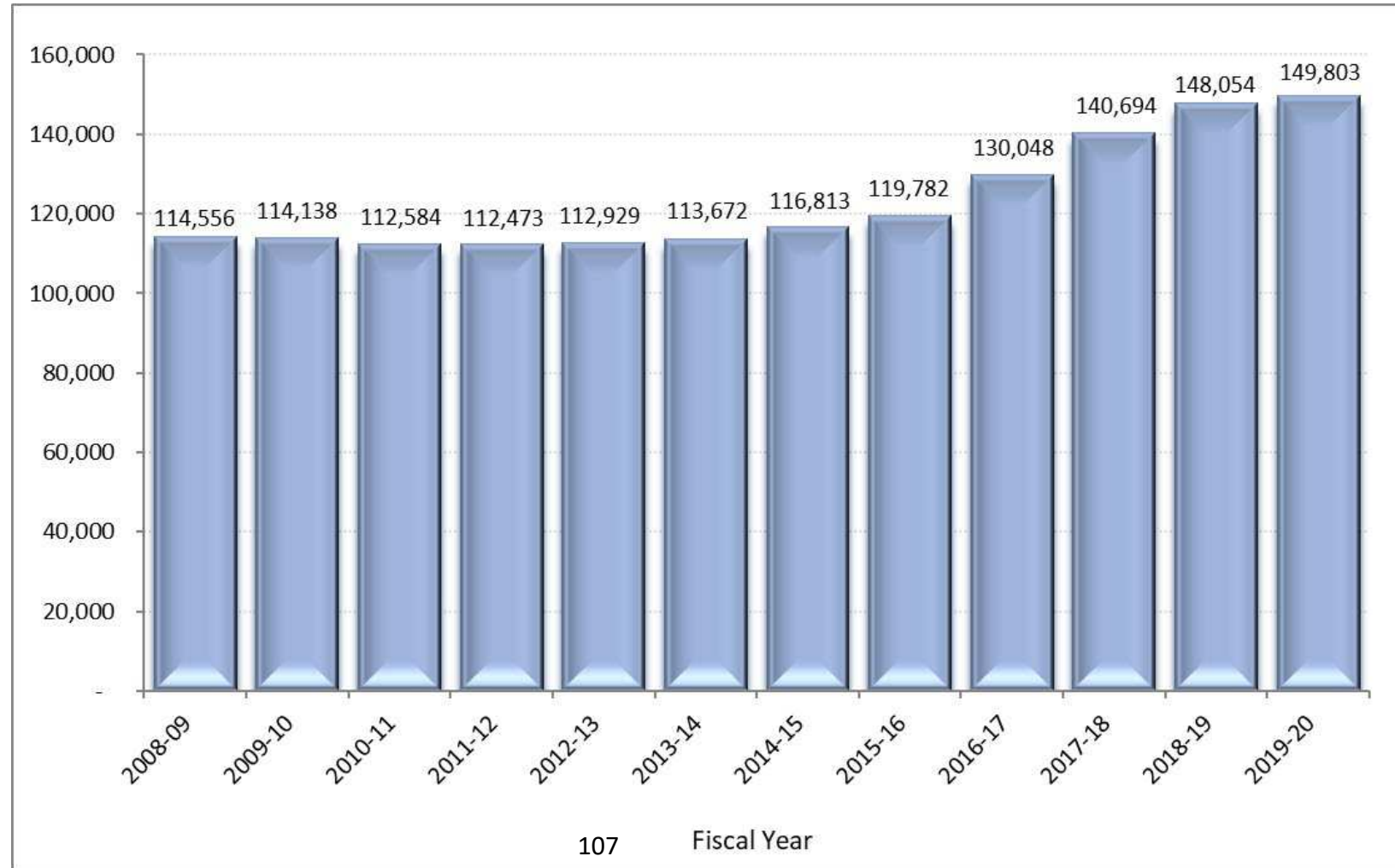
What about the peak periods of travel?

	Morning Peak: 4-10a.m. westbound	Afternoon Peak: 2-8p.m. eastbound
Carpool (HOV3+) Users	22%	24%
Highest Toll	\$23.25	\$21.00
Highest Traffic Hour	5 am, westbound 3,320 transactions	2 pm, eastbound 2,727 transactions

*Prior to the Governor's stay-at-home order issued March 19, 2020.

Results: Fiscal Year 2019-20

How many accounts were opened?



Future 15 Express Lanes

- Board adopted toll policies
 - Toll Rate Schedule
 - Dynamic pricing parameters
 - Minimum and maximum toll rates
 - Display of toll rates, suspension of tolling
- Regional Operations Center status
- Toll system design and implementation status

COVID-19 Impacts to Daily Operations



Administrative Office - Anaheim

- No face-to-face customer interactions
- Reduced staff, core functions
 - Traffic operations center
 - Incident management
 - Account management
- Additional sanitizing and social distancing



Customer Service Center - Corona

- Customer walk-in center remains closed
- Maintaining Customer Service
 - Call center
 - Web site
- Additional sanitizing and social distancing
 - Operator employees
 - CA and Riverside County Health Orders

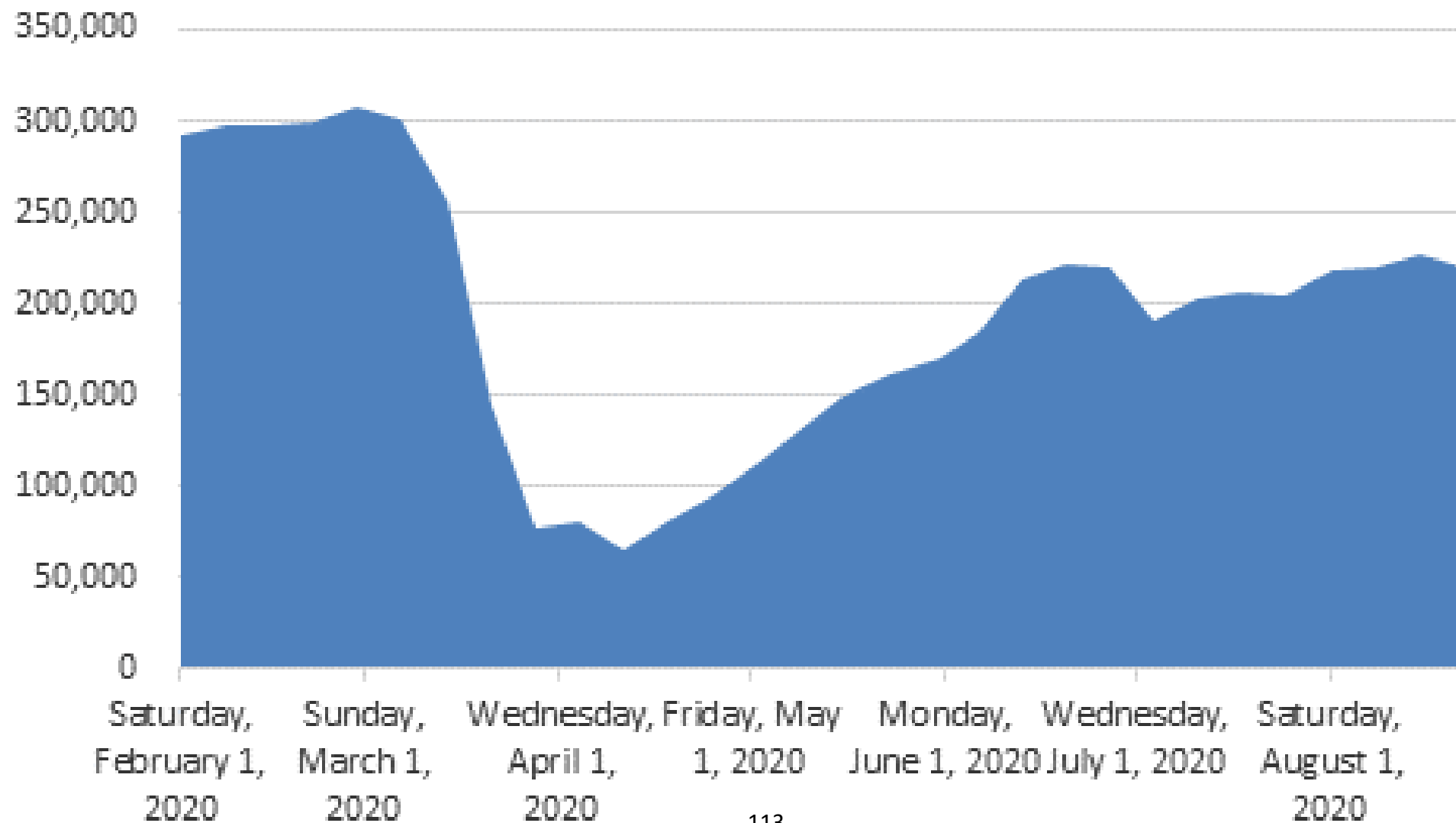


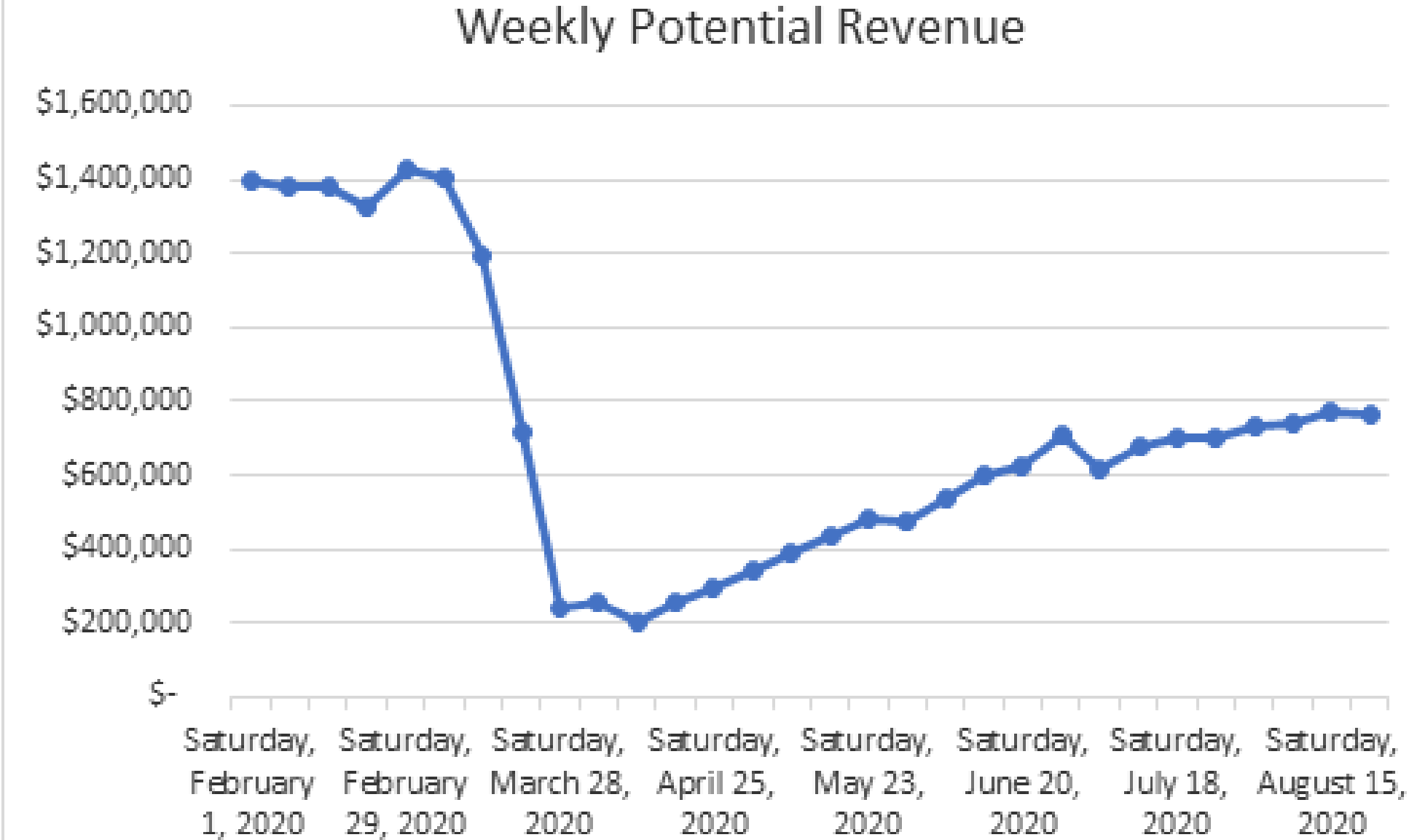
Toll Rates

- Initial March rate reductions
 - Peak periods, a.m. and p.m.
 - Comparable to adjacent “shoulder” periods
- April rate reductions
- May rates held unchanged
- Rate increases since June
 - Periodic toll rate assessment
 - Data-driven analysis
 - Consistent with approved toll policy

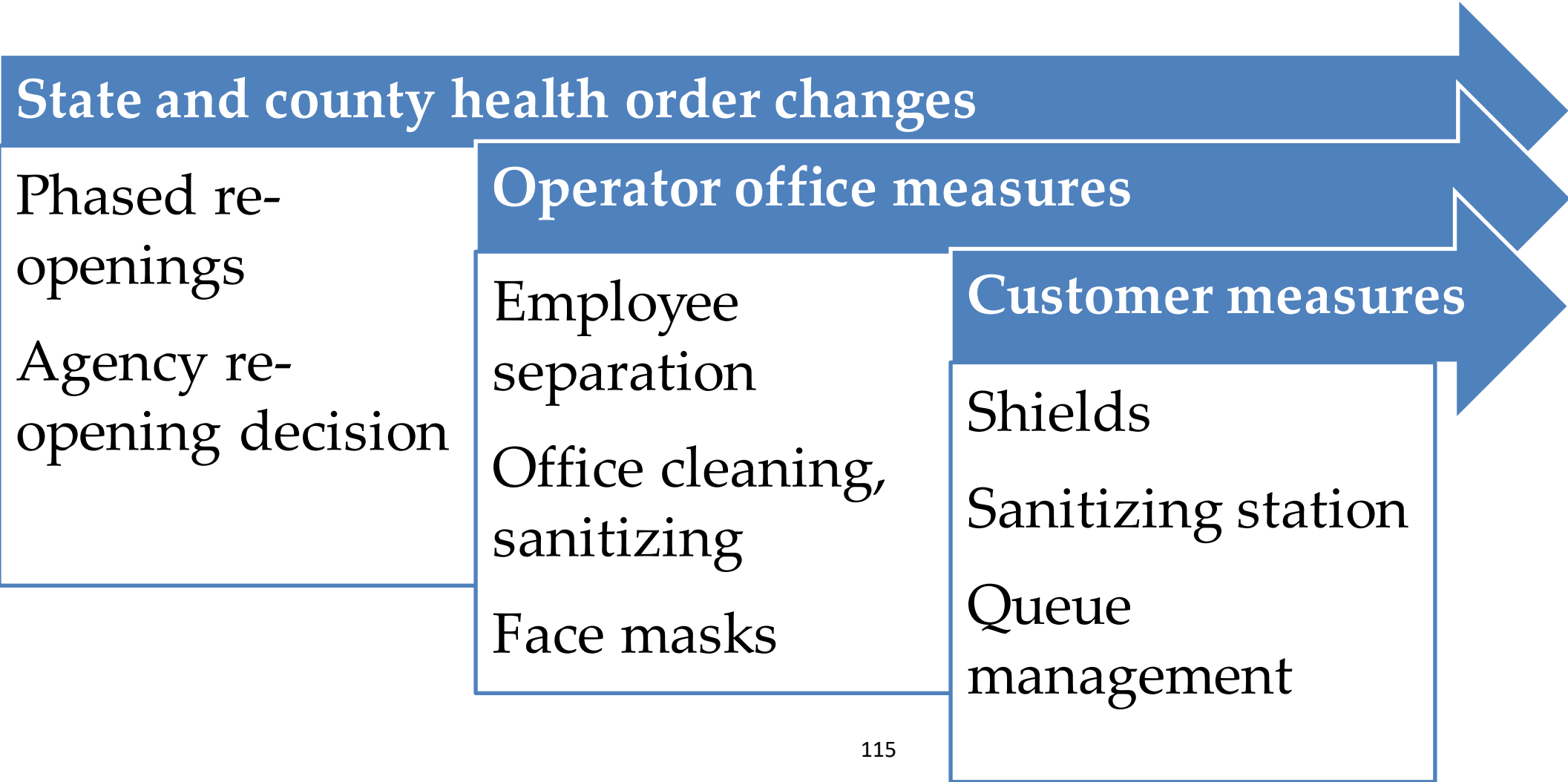


Weekly Traffic Volume





Resumed Customer Service Center Operations





RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

THANK YOU

QUESTIONS



AGENDA ITEM 5F

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Department of California Highway Patrol Agreement for Express Lanes Toll Enforcement

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 21-31-005-00 with the Department of California Highway Patrol (CHP) for toll enforcement on the express lanes for a five-year term in the amount of \$3,611,479; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

In March 2017, the CHP began supporting the Commission's 91 Express Lanes operation by providing on-road toll enforcement and maintenance closures under a three-year contract. This item is to enter into a new agreement with substantially the same terms as the existing agreement for five years.

The success of the express lanes is dependent on the collection of toll revenue sufficient to support the operation of the express lanes and the repayment of debt. A critical element to ensuring that the toll revenue goals of the express lanes are achieved is the enforcement of toll policies and toll violations.

The express lanes toll policies provide for free and discounted tolls to high occupancy vehicles with three or more occupants (HOV3+). To identify vehicles that are eligible for the HOV3+ discount, motorists on the 91 Express Lanes drive through a dedicated HOV3+ lane and customers on the 15 Express Lanes will set their switchable transponder to 3+. To discourage vehicles with less than three occupants from driving through the dedicated HOV3+ lane or setting their transponder to 3+ and thereby receiving free or discounted tolls, staff proposes the CHP continue to provide on-road enforcement.

The proposed agreement provides for the CHP to be present during peak periods to visually observe motorists as they drive through the toll point and issue citations to those that do not meet the minimum occupant requirement. On the 91 Express Lanes the officers will observe the HOV3+ lane for vehicles with less than three occupants. On the 15 Express Lanes the officers will observe a light at the toll point which will indicate the occupancy setting of a transponder and compare the transponder setting to the number of occupants in the vehicle.

Additionally, the Commission's express lanes policies and California Vehicle Code 23302(a) include a requirement for users of the express lanes to have a FasTrak™ transponder associated with a valid account properly mounted in their vehicle. Customers without a transponder trigger the on-road violation enforcement cameras capturing an image of the license plate. Some customers using the express lanes without a FasTrak™ transponder will also not have a plate on their vehicle or a plate for which the on-road cameras can capture a legible image. These transactions will result in uncollectible transactions and a loss of toll revenue. The CHP officers will be provided with a web-based portal to allow them to identify vehicles passing through a toll point without a valid transponder as well as the transponder occupancy setting. By observing the overhead light, officers can identify vehicles without a transponder and license plate and issue a citation.

In February 2020, the Commission approved an agreement with Caltrans for the maintenance of the 91 and 15 Express Lanes toll facilities. Caltrans performs maintenance according to an established schedule and requires the use of CHP to provide a maintenance zone enhanced enforcement program (MAZEPP). The use of CHP to perform MAZEPP will enhance the safety of Caltrans, toll provider staff and Commission staff while in the maintenance work zone.

The CHP agreement is a time and materials agreement that will be managed through the scheduling of CHP activity to ensure the express lanes receive services during operating hours for which the loss of revenue is the highest and for all maintenance activities which involve Caltrans. The estimated annual contract value of approximately \$720,000 per year provides for two enforcement officers during peak period hours and MAZEPP support as scheduled. Enforcement is approximately 88 percent of the contract value, while MAZEPP support is 12 percent.

CHP has been a valued partner of the Commission as the operator of the 91 Express Lanes in Riverside County. It has worked with the Commission to develop on-road enforcement tactics that serve as a deterrent to customers who do not follow the carpool rules required to get the HOV3+ discount and/or transponder requirement. The CHP has also supported all maintenance efforts by assisting with developing methods to shorten the length of the closures and with the safety of the maintenance personnel.

The Toll Facility Agreements (TFA) between RCTC and Caltrans, which granted a lease to the Commission to use the SR-91 median for the operation of the 91 Express Lanes and I-15 median for the 15 Express Lanes, provides the Commission with the option to engage the services of the CHP. CHP is designated by the state of California as the agency to perform enforcement on the state highways. The TFA and state designation of CHP as the agency to provide policing services

on the 91 Express Lanes and 15 Express Lanes and the use of CHP across the state by toll agencies makes CHP the best choice for the performance of violation enforcement and MAZEPP at this time.

The Commission's Procurement Policy Manual allows for the non-competitive procurement of non-federally funded services if the services are to be provided by a government or other public entity.

Toll enforcement and MAZEPP services on the express lanes are essential to the collection of toll revenue and the safety of maintenance personnel. Staff recommends the Commission approve Agreement No. 21-31-005-00 with CHP for a term of five years at a cost not to exceed \$3,611,479. The FY 2020/21 budget includes an amount for CHP services; therefore, no budget adjustment is required.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2019/20	Amount:	\$200,000
	Yes		FY 2020/21		\$720,000
	N/A		FY 2021/22+		\$2,691,479
Source of Funds:	Toll Bond Operations and Maintenance Funds and Toll Revenues			Budget Adjustment:	No No N/A
GL/Project Accounting No.:		009199 77114 00000 0000 591 31 73002 001599 77114 00000 0000 515 31 73002			
Fiscal Procedures Approved:		<i>Theresa Trevino</i>			Date: 08/14/2020

Attachment: Draft Agreement No. 21-31-005-00 with CHP

<i>Approved by the Toll Policy and Operations Committee on August 27, 2020</i>					
In Favor:	6	Abstain:	0	No:	0

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

STANDARD AGREEMENT

STD 213 (Rev. 03/2019)

AGREEMENT NUMBER

20R840000

PURCHASING AUTHORITY NUMBER (If Applicable)

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

Department of California Highway Patrol

CONTRACTOR NAME

Riverside County Transportation Commission

2. The term of this Agreement is:

START DATE

01/01/2020

THROUGH END DATE

12/31/2024

3. The maximum amount of this Agreement is:

\$3,611,478.96 (Three Million Six Hundred Eleven Four Hundred Seventy-Eight Dollars and Ninety-Six Cents)

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	2
Exhibit B	Budget Detail and Payment Provisions	1
Exhibit C	General Terms and Conditions	4
+ - Exhibit D	Special Terms and Conditions	2
+ - Attachment I	Estimated Overtime Expenses	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto.

These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Riverside County Transportation Commission

CONTRACTOR BUSINESS ADDRESS

4080 Lemon Street, 3rd Floor

CITY

Riverside

STATE

CA

ZIP

92502

PRINTED NAME OF PERSON SIGNING

TITLE

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES
STANDARD AGREEMENT
STD 213 (Rev. 03/2019)

AGREEMENT NUMBER 20R840000	PURCHASING AUTHORITY NUMBER (If Applicable)
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STATE OF CALIFORNIA

CONTRACTING AGENCY NAME Department of California Highway Patrol			
CONTRACTING AGENCY ADDRESS 601 N. 7th Street	CITY Sacramento	STATE CA	ZIP 95811
PRINTED NAME OF PERSON SIGNING R.E. SIDLEY	TITLE Assistant Chief, Administrative Services Division		
CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED		
CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL	EXEMPTION (If Applicable)		

EXHIBIT A (Standard Agreement)

SCOPE OF WORK

1. Riverside County Transportation Commission (RCTC) agrees to reimburse the Department of California Highway Patrol (CHP), Riverside Area office for costs associated with traffic control related services on the SR-91 and I-15 Express Lanes during peak commute hours, support from uniformed and non-uniformed personnel for the gathering, preparation, processing and submission of enforcement related documents, statistical data, billing and additional documents as required, and court overtime costs related to enforcement and other documents/reports provided by the CHP Riverside Area office during peak commute hours and during state highway maintenance activities within the Riverside County SR-91 and I-15 Express Lanes.

2. The services shall be provided during:

The hours of duty performed by CHP officer(s) under this Agreement are those mutually agreed upon by the Project Representatives listed below, or designees. Any changes to the proposed plan such as additional hours, dates, and sites for traffic control can be requested and/or on an "as needed" basis and must be mutually agreed upon by the local CHP command and RCTC.

3. The project representatives during the term of this agreement will be:

STATE AGENCY	
<u>Department of California Highway Patrol</u>	
NAME	
<u>Joshua Lonzo, Officer, Riverside Area Office</u>	
TELEPHONE NUMBER	FAX NUMBER
<u>(951) 637-8000</u>	<u>(951) 637-8003</u>
Direct all inquiries to:	

STATE AGENCY		RCTC	
<u>Department of California Highway Patrol</u>		<u>Riverside County Transportation Commission</u>	
SECTION/UNIT		SECTION/UNIT	
<u>Business Services Section/Contract Services Unit</u>			
ATTENTION		ATTENTION	
<u>Brian Wise, Contract Analyst</u>		<u>Jennifer Crosson, Toll Operations Manager</u>	
ADDRESS		ADDRESS	
<u>P.O. Box 942898, Sacramento, CA 94298-0001</u>		<u>4080 Lemon Street, 3rd Floor, Riverside, CA 92502</u>	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	OFC MGR-TELEPHONE NUMBER
<u>(916) 843-3610</u>	<u>(916) 322-3166</u>	<u>(951) 280-6314</u>	<u>JCrosson@rctc.org</u>

EXHIBIT A
(Standard Agreement)

SCOPE OF WORK *(Continued)*

4. Detailed description of work to be performed:

- A. The CHP Riverside Area office shall provide CHP officer(s) with vehicles and coordinate all traffic control. Should the CHP Riverside Area office be unable to fill the necessary staffing for enforcement of the SR-91 and I-15 Express Lanes, the shortage of CHP Officers will be utilized from out-of-Area uniformed personnel.
- B. The traffic control service to be performed by CHP officer(s) under this Agreement, including the standards of performance, discipline and control thereof, shall be the responsibility of CHP.
- C. It is understood by RCTC that billing of CHP officer(s) time shall be from portal to portal (CHP Area office to the service location and return to CHP Area office) except as specified in Item D.
- D. If the CHP officer(s) has reported to the assigned location and has worked less than four (4) hours, RCTC agrees to pay every assigned CHP officer(s) a minimum of four (4) hours overtime. Exception: This does not apply to those cases when the hours worked is part of an extended shift.
- E. If the CHP officer(s) report(s) to the assigned service location and if for any reason CHP reassigns the officer(s) away from the service location, RCTC will be billed only for the officer(s) actual time incurred from the CHP Area office to the service location and for the time spent at the assigned service location covered under this Agreement.
- F. CHP shall provide Maintenance Zone Enhanced Enforcement Program "MAZEED" for maintenance efforts within the Riverside County SR-91 and I-15 Express Lanes Toll Facility upon request by the RCTC. CHP shall coordinate MAZEED services with the RCTC designated facility maintenance provider.

F. Cancellation of Services

RCTC shall not be charged for service cancellations made more than twenty-four (24) hours prior to the scheduled assignment.

- 1) RCTC agrees that if service cancellation is made within twenty-four (24) hours prior to the scheduled assignment and the assigned CHP officer(s) cannot be notified of such service cancellation, a minimum of four (4) hours overtime shall be charged for each assigned CHP officer.
- 2) RCTC agrees that if service cancellation is made within twenty-four (24) hours prior to the scheduled assignment and CHP officer(s) is notified of such service cancellation, RCTC shall only be charged a short notice service cancellation fee of fifty dollars (\$50.00) per assigned CHP officer(s).
- 3) All service cancellation notices to CHP must be made during normal CHP business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding state holidays.
- 4) The CHP agrees to make reasonable efforts to notify the assigned CHP officer(s) of the service cancellation.

EXHIBIT B
(Standard Agreement)

BUDGET DETAIL AND PAYMENT PROVISIONS

1. Invoicing and Payment

- A. The CHP shall provide RCTC with an itemized invoice which details all CHP costs for traffic control services under this Agreement.

Monthly itemized invoices will be submitted in duplicate to:

Riverside County Transportation Commission
ATTN: Jennifer Crosson, Toll Operations Manager
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

RCTC agrees to pay CHP within thirty (30) days after the date of the invoice. If payment is not submitted because of a dispute, RCTC shall submit the reasons for the dispute to CHP within thirty (30) days of receiving the invoice charges.

In consideration for the traffic control services contained herein, RCTC agrees to reimburse the CHP upon receipt of an itemized invoice. RCTC agrees to reimburse the CHP for **the actual costs incurred** at the time services are provided. The rates indicated in this agreement are for estimate purposes only. It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, RCTC agrees to pay the increased rate. The following information are the CHP overtime rates effective Fiscal Year 2018/2019, until superseded:

<u>CLASSIFICATION</u>	<u>OVERTIME RATE</u>
CHP Officer	\$97.43 per hour
CHP M/C Officer	\$101.30 per hour
CHP Sergeant	\$118.52 per hour
CHP M/C Sergeant	\$123.24 per hour
Office Assistant	\$31.69 per hour
Word Processing Tech.	\$31.36 per hour
Office Services Supervisor I	\$36.92 per hour
CHP Vehicle	\$ 1.04 per mile
CHP Motorcycle	\$ 1.43 per mile

EXHIBIT C
(Standard Agreement)

GENERAL TERMS AND CONDITIONS

1. APPROVAL: This Agreement is of no force or effect until signed by both parties and approved by the Department of General Services, if required. Contractor may not commence performance until such approval has been obtained.
2. AMENDMENT: No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or Agreement not incorporated in the Agreement is binding on any of the parties.
3. ASSIGNMENT: This Agreement is not assignable by the Contractor, either in whole or in part, without the consent of the State in the form of a formal written amendment.
4. AUDIT: Contractor agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. Contractor agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Contractor agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).
5. DISPUTES: Contractor shall continue with the responsibilities under this Agreement during any dispute.
6. TERMINATION FOR CAUSE: The State may terminate this Agreement and be relieved of any payments should the Contractor fail to perform the requirements of this Agreement at the time and in the manner herein provided. In the event of such termination the State may proceed with the work in any manner deemed proper by the State. All costs to the State shall be deducted from any sum due the Contractor under this Agreement and the balance, if any, shall be paid to the Contractor upon demand.
7. INDEPENDENT CONTRACTOR: Contractor, and the agents and employees of Contractor, in the performance of this Agreement, shall act in an independent capacity and not as officers or employees or agents of the State.

EXHIBIT C
(Standard Agreement)

GENERAL TERMS AND CONDITIONS

8. RECYCLING CERTIFICATION: The Contractor shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of post consumer material as defined in the Public Contract Code Section 12200, in products, materials, goods, or supplies offered or sold to the State regardless of whether the product meets the requirements of Public Contract Code Section 12209. With respect to printer or duplication cartridges that comply with the requirements of Section 12156(e), the certification required by this subdivision shall specify that the cartridges so comply (Pub. Contract Code §12205).
9. NON-DISCRIMINATION CLAUSE: During the performance of this Agreement, Contractor and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. Contractor shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.)

Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.
10. CERTIFICATION CLAUSES: The CONTRACTOR CERTIFICATION CLAUSES contained in the document CCC 04/2017 are hereby incorporated by reference and made a part of this Agreement by this reference as if attached hereto.
11. TIMELINESS: Time is of the essence in this Agreement.
12. COMPENSATION: The consideration to be paid Contractor, as provided herein, shall be in compensation for all of Contractor's expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided.
13. GOVERNING LAW: This contract is governed by and shall be interpreted in accordance with the laws of the State of California.

EXHIBIT C
(Standard Agreement)

GENERAL TERMS AND CONDITIONS

14. ANTITRUST CLAIMS: The Contractor by signing this agreement hereby certifies that if these services or goods are obtained by means of a competitive bid, the Contractor shall comply with the requirements of the Government Codes Sections set out below.

a. The Government Code Chapter on Antitrust claims contains the following definitions:

1) "Public purchase" means a purchase by means of competitive bids of goods, services, or materials by the State or any of its political subdivisions or public agencies on whose behalf the Attorney General may bring an action pursuant to subdivision (c) of Section 16750 of the Business and Professions Code. 2) "Public purchasing body" means the State or the subdivision or agency making a public purchase. Government Code Section 4550.

b. In submitting a bid to a public purchasing body, the bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the bidder. Government Code Section 4552.

c. If an awarding body or public purchasing body receives, either through judgment or settlement, a monetary recovery for a cause of action assigned under this chapter, the assignor shall be entitled to receive reimbursement for actual legal costs incurred and may, upon demand, recover from the public body any portion of the recovery, including treble damages, attributable to overcharges that were paid by the assignor but were not paid by the public body as part of the bid price, less the expenses incurred in obtaining that portion of the recovery. Government Code Section 4553.

d. Upon demand in writing by the assignor, the assignee shall, within one year from such demand, reassign the cause of action assigned under this part if the assignor has been or may have been injured by the violation of law for which the cause of action arose and (a) the assignee has not been injured thereby, or (b) the assignee declines to file a court action for the cause of action. See Government Code Section 4554.

15. CHILD SUPPORT COMPLIANCE ACT: For any Agreement in excess of \$100,000, the contractor acknowledges in accordance with Public Contract Code 7110, that:

a. The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and

b. The contractor, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.

EXHIBIT C
(Standard Agreement)

GENERAL TERMS AND CONDITIONS

16. UNENFORCEABLE PROVISION: In the event that any provision of this Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.

17. PRIORITY HIRING CONSIDERATIONS: If this Contract includes services in excess of \$200,000, the Contractor shall give priority consideration in filling vacancies in positions funded by the Contract to qualified recipients of aid under Welfare and Institutions Code Section 11200 in accordance with Pub. Contract Code §10353.

18. SMALL BUSINESS PARTICIPATION AND DVBE PARTICIPATION REPORTING REQUIREMENTS:

a. If for this Contract Contractor made a commitment to achieve small business participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) report to the awarding department the actual percentage of small business participation that was achieved. (Govt. Code § 14841.)

b. If for this Contract Contractor made a commitment to achieve disabled veteran business enterprise (DVBE) participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) certify in a report to the awarding department: (1) the total amount the prime Contractor received under the Contract; (2) the name and address of the DVBE(s) that participated in the performance of the Contract; (3) the amount each DVBE received from the prime Contractor; (4) that all payments under the Contract have been made to the DVBE; and (5) the actual percentage of DVBE participation that was achieved. A person or entity that knowingly provides false information shall be subject to a civil penalty for each violation. (Mil. & Vets. Code § 999.5(d); Govt. Code § 14841.)

19. LOSS LEADER:

If this contract involves the furnishing of equipment, materials, or supplies then the following statement is incorporated: It is unlawful for any person engaged in business within this state to sell or use any article or product as a "loss leader" as defined in Section 17030 of the Business and Professions Code. (PCC 10344(e).)

EXHIBIT D
(Standard Agreement)

SPECIAL TERMS AND CONDITIONS

1. The CHP and RCTC agree this Agreement may be canceled by either party with thirty (30) days advance written notice.
2. In the event of an emergency, this Agreement may be canceled by either party without prior notice.
3. The CHP and RCTC agree that this Agreement may be amended by written mutual consent of the parties hereto.
4. Unforeseen events may require CHP officer(s) to expend hours in excess of the original estimate. Any costs in excess of the original estimated amount will be processed by appropriate amendment to the Agreement, to reflect the actual costs incurred.
5. Additional charges may be assessed for CHP supplies, additional equipment utilized, damage to property repaired or replaced at state expense, which are directly related to the services provided herein, but only to the extent such supplies or additional equipment are specifically requested in writing by RCTC or such need for repair or replacement of property arises directly from RCTC gross misconduct or willful negligence with respect to the property.
6. Gifts, donations, or gratuities may not be accepted by CHP employees in their own behalf or in behalf of the Department, informal squad club, or other local funds.
7. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution.
8. As authorized by Government Code section 895.4, California Highway Patrol (CHP) shall defend, indemnify, and save harmless Riverside County Transportation Commission (RCTC) and all of RCTC appointees, officers, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) arising out of the negligent or intentional acts or omissions of CHP, or CHP's appointees, officers, employees, contractors, or subcontractors, during the course and scope of this Agreement. CHP shall reimburse RCTC for all expenses, including court costs and reasonable attorney fees, incurred by reason of such claims, suits or actions, or incurred in seeking indemnity or other recovery from CHP thereunder.
9. As authorized by Government Code section 895.4, RCTC shall defend, indemnify, and save harmless California Highway Patrol (CHP) and all of CHP's appointees, officers, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) arising out of the negligent or intentional acts or omissions of RCTC, or RCTC appointees, officers, employees, contractors, or subcontractors, during the course and scope of this Agreement. RCTC shall reimburse CHP for all expenses, including court costs and reasonable attorney fees, incurred by reason of such claims, suits or actions, or incurred in seeking indemnity or other recovery from RCTC thereunder.
10. Neither termination nor completion of this Agreement shall release either CHP or RCTC from the obligations of Article 8 and 9 of these Special Terms and Conditions, so long as the claim, suit, action, or expense is predicated upon an event that occurred subsequent to the effective date of this Agreement and prior to the effective date of termination or completion of this Agreement.

SPECIAL TERMS AND CONDITIONS *(Continued)*

9. RCTC agrees to provide CHP with a resolution, motion, order or ordinance of the governing body, which authorizes execution of this Agreement, and indicates the individual who is authorized to sign the Agreement on behalf of RCTC.

Attachment I Estimated Expenses

A. Estimated Overtime Costs

Position	OT Rate W/Benefits	OT Hours per Month	Total #1 – OT per Month	Total #2 - OT for 5-year Contract (Total #1x12x5)
Office Assistant	\$31.69	28	\$887.32	\$53,239.20
WPT	\$31.36	10	\$335.60	\$20,136.00
OSSI	\$36.92	10	\$376.78	\$22,606.96
Officer	\$97.43	308	\$30,008.44	\$1,800,506.40
Motor Officer	\$101.30	77	\$7,800.10	\$468,006.00
Sergeant	\$118.52	70	\$8,295.70	\$497,742.00
Motor Sergeant	\$123.24	14	\$1,725.36	\$103,521.60
Total	-	517	\$49,429.30	\$2,965,758.16

B. Estimated Mileage Costs

Vehicle Mileage	Rate	Miles per Month	Total #1 – Cost per Month	Total #2 – Cost for 5-year Contract (Total #1x12x5)
Car	\$1.04/mile	1,266	\$1,317.32	\$79,039.20
Motorcycle	\$1.43/mile	400	\$415.99	\$24,959.76
Total	\$1.04/mile	1,666	\$1,733.31	\$103,998.96

C. Estimated Court Overtime Costs

Estimated Court Overtime	OT Rate W/Benefits	OT Hours per Month	Total #1 – OT per Month	Total #2 – OT for 5-year Contract (Total #1x12x5)
Officer	\$97.43	55	\$5,417.20	\$325,032.60
Motor Officer	\$101.30	17	\$1,805.73	\$108,344.36
Sergeant	\$118.52	11	\$1,354.30	\$81,258.27
Motor Sergeant	\$123.24	4	\$451.46	\$27,086.61
Total	-	87	\$9,028.69	\$541,721.84

Total Expenses	A+B+C
Estimated Monthly Costs	\$60,191.31
Estimated 5 -Year Costs	\$3,611,478.96

AGENDA ITEM 5G

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager Reinland Jones, Toll Technology Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	RCTC 91 Express Lanes Changeable Message Signs Maintenance Agreement

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 21-31-004-00 to Daktronics, Inc. (Daktronics) for the maintenance and repair of the changeable message signs (CMS) for the 91 Express Lanes for a five-year term, in the amount of \$148,775, plus a contingency amount of \$14,878, for a total amount not to exceed \$163,653;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve the use of the contingency amount as may be required for the agreement.

BACKGROUND INFORMATION:

As part of the Commission's responsibility to maintain the CMS for the 91 Express Lanes, the Commission entered into Agreement No. 17-31-045-00 with Daktronics in February 2017. The agreement is for a four-year term and expires in February 2021. To ensure continued maintenance and repair services beyond the current contract expiration, the Commission seeks to enter into a new maintenance and repair contract with Daktronics.

DISCUSSION:

In Agreement No. 17-31-045-00, the scope of services included twelve CMS along the 91 Express Lanes, six owned by the Orange County Transportation Authority (OCTA) and six owned by the Commission. This provided the Commission and OCTA economies of scale on the cost of maintenance and repair services. This arrangement has worked well for both agencies, and Daktronics has provided satisfactory service. As the sign hardware and management software is proprietary to Daktronics, it is the only direct provider for ongoing support of the signs. Daktronics provides a support call center and on-site technicians as well as the replacement parts that could be required over the life of the agreement. There are no other direct providers that

match the service level of Daktronics, and staff recommends a sole source agreement with Daktronics for an additional five years through February 1, 2026. Award of the agreement to Daktronics should result in minimizing operational risks related to the CMS.

The introduction of the 15 Express Lanes will require the removal of one Commission 91 Express Lanes CMS sign and its replacement with a variable toll message sign (VTMS) to allow for a combined toll rate sign to display trip prices to both the 15 Express Lanes and the 91 Express Lanes. As a result, the new Daktronics contract will include eleven CMS, six for OCTA and five for the Commission. The 15 Express Lanes Toll Service Provider will be responsible for the maintenance and repair services for the new VTMS.

The CMS are vital to the 91 Express Lanes' operation; therefore, staff recommends the award of Agreement No. 21-31-004-00 to Daktronics for maintenance and repair of the CMS for a five-year term in the amount of \$148,775, plus a 10 percent contingency amount of \$14,878, for a total amount not to exceed \$163,653. OCTA will reimburse the Commission \$89,265 for the cost of its six CMS signs.

The FY 2020/21 budget includes an amount for CMS maintenance and repair costs; therefore, a budget adjustment is not required.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2020/21 FY2021/22+	Amount:	\$32,731* \$130,922* (*Excludes OCTA reimbursements totaling \$89,265)
Source of Funds:	Toll Revenues; OCTA reimbursements			Budget Adjustment:	No N/A
GL/Project Accounting No.:	009199 81041 00000 0008 591 31 81002				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	08/13/2020

Attachment: Draft Agreement No. 21-31-004-00 with Daktronics

<i>Approved by the Toll Policy and Operations Committee on August 27, 2020</i>					
In Favor:	6	Abstain:	0	No:	0

EXTENDED SERVICE AGREEMENT

DAKTRONICS, INC. ('Daktronics')

201 Daktronics Drive

Brookings, SD 57006

Phone: (800) 325-8766

Daktronics Contact: Stacey Lichtsinn-Schmidt

Revision I
For Internal Use Only

Bill to Loc #: _____

Bill to Contact: _____

Check #: _____

Purchaser: Riverside County Transportation Commission

Address: 4080 Lemon St

City, State, Zip : Riverside, CA 92501-3609

Country: United States

Phone: (951) 280-6369

Contact: Reinland Jones **Email:** rjones@rctc.org

Customer ID: 187939-001

Riverside County Transportation Commission ('Purchaser') hereby agrees to purchase the services, peripherals and additional supplies (collectively, the 'Services') as described on Attachment A, subject to this Extended Service Agreement, the Terms and Conditions of Extended Service, and any and all applicable Attachments (collectively, the 'Agreement'), which documents Purchaser has reviewed and agrees to accept.

Term (Duration) of the Agreement
Commencement Date: 1 February 2021

Expiration Date: 31 January 20__

Order No.: E22428-2	Original Job No.: C22428, C24679
Description of Services Provided	Price & Payment Terms
See Attachment A	See Attachment B

EQUIPMENT LIST

Customer Name	Original Job No.	Description of Equipment covered under this Agreement	Quantity	Customer ID
Riverside County Transportation Commission 4080 LEMON ST, RIVERSIDE, CA 92501-3609				
	C22428	VF-2420-27X90-66-A, DFG, LTS, 5/8 HW	5	187939-001
Orange County Transportation Authority 550 S Main St, Orange, CA 92868-4506				
	C24679	VF-2420-27X90-66-A	6	188358-001

Unless specifically outlined in any Attachments or in the Agreement, this Agreement does *not* include the following:

- Any applicable taxes.
- Third party systems, hoist systems, and any ancillary equipment. Third party systems and ancillary equipment includes, but is not limited to, front end video control systems, audio systems, video processors and players, HVAC equipment, LCD screens, and static advertising panels. Daktronics will pass along any manufacturer's warranty. For a list of products commonly excluded from the Standard Service and Extended Service scope and to view the manufacturer's warranty, go to www.daktronics.com/exclusions.
- Incorporation of accessories, attachments, software or other devices not furnished by Daktronics.

ATTACHMENT A

PLATINUM PLUS® Services

Scope of Services

Services Included

1. Scheduled on-site labor to diagnose and/or replace failed electronic components.
2. Costs of Standard Access* to the Display/Equipment.
3. Daktronics parts coverage, which includes:
 - 3.1. Daktronics Rapid Parts™ Exchange Program for available parts only.
 - 3.2. Repair or replacement of failed electronic parts or assemblies.
 - 3.3. Shipping of repaired or replaced failed electronic components from Daktronics.
4. Technical support via telephone during business hours as defined below.
5. Access to the Service Coordination Center.
6. One Annual Systems Check to include annual filter replacement. Systems check may be provided in conjunction with any service call.

*Standard Access is defined as unrestricted access to the entire display/equipment with up to a 45' aerial lift or bucket truck for an outdoor display or 30' for an indoor display.

As part of this Platinum Plus service agreement, you are entitled to Daktronics system's check preventative maintenance. Purchaser designates the following contact as a responsible party for scheduling and communication regarding preventative services.

Name _____

Email _____

Phone _____

Purchaser is responsible for maintaining the current contact information, in order for Daktronics to fulfill its preventative maintenance obligations.

Platinum Plus shall not include nor be construed to include any service or support that is not expressly stated above in the definition of the Platinum Plus service. Examples of services that are not within the scope of Platinum Plus service include, but are not limited to, the following:

- Display Cleanings.
- Network Operations Monitoring services.
- Costs of access to the display with articulating or specialty lifts or any use of scaffolding or special equipment to protect customer facilities.

Above listed exclusions are available as billable services. Quotes may be provided upon request.

BUSINESS HOURS:

Monday through Friday, 8 am to 5 pm CST (excludes Daktronics observed holidays).

INITIATED RESPONSE TIME:

1. Daktronics shall respond to service requests within sixteen (16) business hours.
2. On-site service is to be scheduled during the business hours defined above.

Response is defined as Daktronics must begin to work on a solution to the issue.

Purchaser Responsibilities

The items listed below are the responsibility of the Purchaser.

1. Purchaser is responsible for routine operator functions such as content creation or scheduling.
2. Purchaser is responsible for management of customer-owned spare parts inventory.
3. Purchaser is responsible for the maintenance items listed below; failure to properly maintain equipment may, at Daktronics' sole discretion, relieve Daktronics of its responsibilities under the Terms and Conditions of Extended Service attached hereto.

- 3.1. Throughout the term of this Agreement, Purchaser shall maintain site conditions within the common environmental range of all system devices as specified by Daktronics.
- 3.2. Purchaser is responsible for routine maintenance functions.
- 3.3. Purchaser is responsible for purchasing and maintaining antivirus software on all control devices connected to Daktronics equipment. (See Daktronics Knowledge Base for list of supported software. DD2079868 <http://www.daktronics.com/Support/KB/Pages/Antivirus-software-recommendations.aspx>)

Platinum Plus® is a registered Daktronics trademark.

This Agreement shall be subject to the attached Terms and Conditions of Extended Service.

ATTACHMENT B

Payment Schedule

Unless otherwise agreed below, payment for the Service Agreement must be paid in full on the Commencement Date.
Please initial your selection:

_____ **Option 1: PLATINUM PLUS® Services: \$91,225.00 plus tax** (includes after hours support & weekend on-site support)

Commencement Date: 1 February 2021

Expiration Date: 31 January 2024

_____ **Option 2: PLATINUM PLUS® Services: \$120,000.00 plus tax** (includes after hours support & weekend on-site support)

Commencement Date: 1 February 2021

Expiration Date: 31 January 2025

_____ **Option 3: PLATINUM PLUS® Services: \$148,775.00 plus tax** (includes after hours support & weekend on-site support)

Commencement Date: 1 February 2021

Expiration Date: 31 January 2026

All invoices will be forwarded to Purchaser at the address indicated on page one (1) of this Agreement unless otherwise specified below:

Billing Address:

Company: _____
Address: _____
City, State, Zip: _____
Country: _____
Phone: _____
Contact: _____
Email: _____

Purchaser hereby confirms that the Services are to be delivered at the address indicated on page one (1) of this Agreement unless otherwise specified below:

Site Address:

Company: _____
Address: _____
City, State, Zip: _____
Country: _____

ACCEPTANCE:

In witness hereof, the parties hereto have executed this Agreement by and through their duly authorized officers.

PURCHASER: Riverside County Transportation Commission

By: _____ Name/Title: _____ Date: _____
Signature Print or Type

PURCHASER PO # _____

DAKTRONICS, INC.

By: _____ Name/Title: _____ Date: _____
Signature Print or Type

This form is an important part of your coverage. Please sign and return the entire Agreement to Daktronics, Inc. Once the signed Agreement is entered into our system, you will receive a copy for your records. Offer expires 60 days from Proposal Date.

TERMS AND CONDITIONS OF EXTENDED SERVICE

1. Scope of Extended Service Agreement. The scope of the Extended Service Agreement (the "Service Agreement") covers the Equipment and any Software delivered by Daktronics that is delivered under the terms of the applicable software agreement between Purchaser and Daktronics, and shall also include those services defined on Attachment A, SCOPE OF SERVICES (excluding maintenance services which are the responsibility of Purchaser as defined on Attachment A or services which may be purchased for an additional fee) (the "Services"). Response Times are defined on Attachment A.
2. Contract Documents. The parties agree that any subsequently-issued Purchaser form, such as a purchase order, shall incorporate the terms and conditions of this Service Agreement. The provisions of this Service Agreement shall control in the event of any conflicting provision in Purchaser's form.
3. Commencement Date. The Services shall begin upon the date stated as the 'Commencement Date' as detailed elsewhere in this agreement.
4. Conditions Precedent. Daktronics reserves the right to suspend its performance in the event Purchaser fails to: (a) make payment as required, (b) maintain the Equipment within the recommended environmental conditions, including but not limited to appropriate ventilation/air conditioning for its location (Air conditioning systems must be maintained according to manufacturer's specifications), (c) perform preventative maintenance not included within this Service Agreement, or (d) perform any other obligation including, without limitation, complying with the terms of any software agreement between Purchaser and Daktronics.
5. Payment. Unless otherwise stated, the price is exclusive of federal, state and local taxes, including without limitation sales, use, excise, privilege, or transactional taxes, but excluding Daktronics' income tax ('Tax'). Purchaser shall promptly pay upon demand such applicable Tax. Purchaser must present a valid exemption certificate if it claims any exemption from Tax. Late payments shall accrue interest at the rate of 1.5% per month or the highest amount permitted by law, whichever is lower.
6. Spare Parts Package. In the event the Equipment was purchased with a spare parts package, the parties acknowledge and agree that the spare parts package is designed to exhaust over the life of the Equipment and, as such, the replenishment of the package is not included in the scope of this Service Agreement.
7. Replacement Parts. Any replacement parts or Equipment will be new or serviceably used, comparable in function and performance to the original part or Equipment, and warranted for the remainder of the Warranty Period. Purchasing additional parts or Equipment from Daktronics does not extend the Warranty Period.
8. Limitations of Coverage. This Service Agreement does not cover: (a) service due to: (i) inadequate or improper power, including without limitation a sudden surge of electrical power; (ii) improper handling, installation, adjustment, service, care, maintenance, storage or use of the Equipment; (iii) a Force Majeure Event; (iv) environmental conditions outside the Equipment's technical specifications (including, without limitation excessive temperatures, corrosives, and metallic pollutants); (v) defects or failures occurring during a lapse in service coverage; (vi) incorporation of accessories, attachments, software or other devices or systems not furnished by Daktronics; or (vii) any other cause other than ordinary use; (b) the provision of replacement communication methods (such as wire, metallic or fiber optic cable, conduit, trenching or other solutions) for the purpose of overcoming local site interference; (c) wireless devices or services used for providing wireless connection to the Equipment (wireless devices and services provided by Daktronics are subject to [Daktronics Terms and Conditions of Wireless Service](https://www.daktronics.com/TermsConditions/DD3956286) available at <https://www.daktronics.com/TermsConditions/DD3956286>); (d) LED degradation or ultraviolet (UV) damage (degradation means the LED continues to emit light, but at some lesser level of brightness); (e) paint or refinishing the Equipment or furnishing material for this purpose; (f) pixel failure less than a total of .5% of the overall display, or in the case of free form elements, one entire element; (g) electrical work external to the Equipment; (h) batteries; (i) third-party systems and other ancillary equipment including without limitation front-end video control systems, audio systems, video processors and players, HVAC equipment, and LCD screens; (j) the security or functionality of End User's network or systems, including anti-virus software updates; or (k) any physical damage which includes, but is not limited to, missing, broken, or cracked components resulting from non-electrical causes; altered, scratched, or fractured electronic traces; missing or gauged solder pads; cuts or clipped wires; crushed, cracked, punctured, or bent circuit boards; or tampering with any electronic connections. Further, in displays manufactured using certain LEDs as indicated by an M or WR (indicating LED type) in the display name, this Agreement does not cover pixel failure after five (5) years.
9. Actions that Void the Service Agreement. Daktronics shall be under no obligation to continue service under this Service Agreement if the Equipment or Software is: (a) moved from its location of initial installation or reinstalled without the prior written approval of Daktronics (unless the equipment was designed by Daktronics to be mobile), or (b) improperly repaired or altered in a manner inconsistent with the Equipment manufacturer's standards or recommendations.
10. Service Providers. Daktronics may select the parties delivering services under this Service Agreement at its reasonable discretion.
11. Access to the Equipment. The Purchaser shall provide unfettered, solid, safe and unrestricted access to the Equipment (including, if requested, any installed Software) taking into account environmental or site conditions. Unless otherwise specified on Attachment A, the Purchaser shall be required to provide any lifts or access equipment. Additional equipment or personnel required for safety, as determined by Daktronics in its reasonable discretion, shall be billed separately on a time and material basis.
12. Adverse Conditions. In no event shall Daktronics be obliged to perform Services under this Service Agreement during the existence of Adverse Conditions. 'Adverse Conditions' include without limitation, the following: severe inclement weather, hazardous site conditions including infestations of animals or dangerous insects, saturated ground conditions, or residence or occupation by unauthorized personnel. The determination of a site condition as an Adverse Condition shall be at the reasonable discretion of Daktronics. Inaccessibility due to Adverse Conditions will exempt a location from coverage under this Service Agreement until such time as the Equipment becomes safely accessible once again.
13. Cooperation. Purchaser shall fully cooperate with Daktronics in connection with the service of the Equipment and Software. The Purchaser shall promptly notify Daktronics of Equipment and Software failure. Waiver of liability or other restrictions shall not be imposed as a requirement prior to accessing the site.

14. Return Items. All items returned to Daktronics must have a Return Material Authorization (RMA) number. For exchange items, the number is included with the shipment of the exchange unit. For repair items, an RMA number can be obtained by phone (800-325-8766), (International +1-605-697-4000), fax (605-697-4444) unless otherwise directed by Daktronics.

15. Shipping. When returning parts to Daktronics for repair or replacement, Purchaser assumes all risk of loss or damage, agrees to use any shipping containers, which might be provided by Daktronics, and agrees to ship the Equipment in the manner prescribed by Daktronics. If returning equipment within the United States or within Canada, all Equipment must be returned by Purchaser FOB Daktronics' designated facility. If returning equipment across country borders, all Equipment must be returned by Purchaser DDP Daktronics' designated facility per INCOTERMS 2010. Daktronics assumes all risk of loss or damage during return shipment to Purchaser and such Equipment shall be returned by Daktronics FOB or DDP Purchaser's designated facility as appropriate.

16. Confidentiality. To the extent permitted by law, Purchaser shall consider all information furnished by Daktronics, including the terms and conditions of this Service Agreement, to be confidential and shall not disclose any such information to any other person, or use such information itself for any purpose other than fulfillment of this Service Agreement unless Purchaser first obtains written permission from Daktronics to do so. Purchaser shall provide confidential information only to those of its agents, servants, and employees who have been informed of the requirements of this paragraph and have agreed to be bound by them. The provisions of this paragraph shall survive termination of the Service Agreement.

17. Default. Daktronics reserves the right to terminate this Service Agreement and accelerate all amounts due and payable if: (a) Purchaser fails to make payment to Daktronics within ten days of the agreed payment dates, (b) Purchaser otherwise fails to comply with any material provision of this Service Agreement, or (c) any proceeding is filed by or against Purchaser in bankruptcy. Daktronics reserves all its rights (both legal and equitable) under the Agreement, applicable statutes, and the common law. If Purchaser fails to perform any covenant or obligation under this Service Agreement or any other agreement that Purchaser has with Daktronics, including without limitation the failure to pay when due any amounts owed to Daktronics, Daktronics shall be excused from the performance of any of its obligations under this Service Agreement and any other agreement it has with the Purchaser. Purchaser shall be liable for any and all costs and expenses (including reasonable attorney's fees) incurred by Daktronics in enforcing any provision of this Service Agreement.

18. Indemnity. Daktronics shall indemnify, defend and hold harmless the Purchaser and their respective subsidiaries, officers, directors, shareholders, partners, employees, agents, insurers, successors and assigns from any third-party claims for liability, losses, damages, costs or expenses (collectively, 'Losses') to the extent that such Losses arise out of: (i) any negligent act or omission by Daktronics or its personnel, agents, subcontractors, or others engaged by Daktronics or under Daktronics' control related to the execution of this Service Agreement; (ii) any claim against any indemnified party by reason of or alleging any unauthorized or infringing use by an indemnified party of any patent, process, trade secret, copyright, trademark, or other intellectual property right regarding the Equipment or the Software and its components; or, (iii) any fine or assessment with respect to any violation or alleged violation of any applicable laws regarding safety or health.

The Purchaser shall indemnify, defend and hold harmless Daktronics and its subsidiaries, officers, directors, shareholders, partners, representatives, employees, agents, insurers, successors and assigns of each of the foregoing from any and all Losses arising out of or in any way related to: (i) any negligent act or omission by the Purchaser or its personnel, agents, subcontractors, or others engaged by the Purchaser or under their control (other than Daktronics or its personnel, agents, subcontractors, or others engaged by Daktronics or under Daktronics' control), or (ii) any unauthorized or infringing use by an indemnified party of any patent, process, trade secret, copyright, trademark, or other intellectual property right.

19. Disclaimers; Limitation of Liability. Daktronics makes no representations or warranties under this Service Agreement. The damage limitation provided in this Service Agreement and the remedies stated herein shall be exclusive and shall be Purchaser's sole remedies. THE PARTIES AGREE THAT IN NO EVENT WHATSOEVER SHALL THE LIABILITY OF EITHER PARTY EXCEED THE AMOUNT OF THE PURCHASE PRICE. IT IS AGREED THAT IN NO EVENT SHALL EITHER PARTY BE LIABLE FOR SPECIAL, INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES, REGARDLESS OF CAUSE, WHETHER SUCH LOSSES ARISE DIRECTLY OR INDIRECTLY FROM THE OTHER PARTY'S ACTS, OMISSIONS, OR BREACH. For the purposes of this Agreement, the Parties agree that "Consequential Damages" include, but are not limited to, loss of use, loss of profit, loss of business opportunity, and loss of advertising revenue. Purchaser explicitly accepts the provisions of this paragraph in return for the prices granted under the Service Agreement. Purchaser understands and agrees that the prices granted herein would be higher in the absence of this limitation of liability. No action against Daktronics shall be commenced more than one year after the accrual of the cause of action. Daktronics shall have no liability with respect to claims relating to or arising from use of third-party products and services.

20. Force Majeure. Both parties shall be excused from any liability under this Service Agreement for any delay in performance or failure to perform which delay or failure to perform is caused by circumstances which are beyond the reasonable control of that party, including without limitation acts of God, natural disaster, fire, flood, labor or material shortages, war, vermin, earthquakes, tsunamis, acts of terrorism, etc. (a 'Force Majeure Event').

21. Assignment. Unless otherwise stated, this Service Agreement may not be assigned by either party without the prior written consent of the other party.

22. Miscellaneous. This Service Agreement shall be governed by the laws of state where the Services are provided without regard to its conflict of law principles. This Service Agreement is the product of negotiations between the parties hereto represented by counsel and any rules of construction relating to interpretation against the drafter of an agreement shall not apply to this Service Agreement and are expressly waived. This Service Agreement represents the entire agreement of the parties and supersedes any previous understanding or agreement regarding the Services. This Service Agreement may not be amended or altered in any manner except in a writing signed by both parties. This Service Agreement may be executed in counterparts. The Purchaser and Daktronics are not partners or joint venturers. If any part of this Service Agreement is in any manner held to be invalid, illegal, void, or to be in conflict with any law, then the validity of the remaining portions or provisions of this Service Agreement shall not be affected, and such part, term, paragraph or provision shall be construed and enforced in a manner designed to effectuate the intent expressed in this Service Agreement to the maximum extent permitted by law.

AGENDA ITEM 5H

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Riverside Express AAA Rewards and Discounts Program

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file a presentation on the Riverside Express AAA Rewards and Discounts program.

BACKGROUND INFORMATION:

The Commission has entered into an agreement with Automobile Club of Southern California (AAA) for inclusion of the Riverside Express customer accounts in the AAA Rewards and Discounts program. AAA is valued strategic partner of the Commission and this agreement will allow the Commission to leverage the AAA brand value with new account holders.

The Rewards and Discounts program will be advertised on the new Riverside Express and AAA websites. New Riverside Express account holders will receive an additional (two) free weeks in tolls on the 15 Express Lanes.

In addition, the AAA and Commission agreement also provides for the promotion of the 15 Express Lanes in the fall *Westways* magazine.

This item is a presentation for the Committee to receive and file.

Attachments:

- 1) Westways Draft – The New 15 Express Lanes
- 2) 15 Express Lanes and AAA Discounts and Rewards Program PowerPoint Presentation

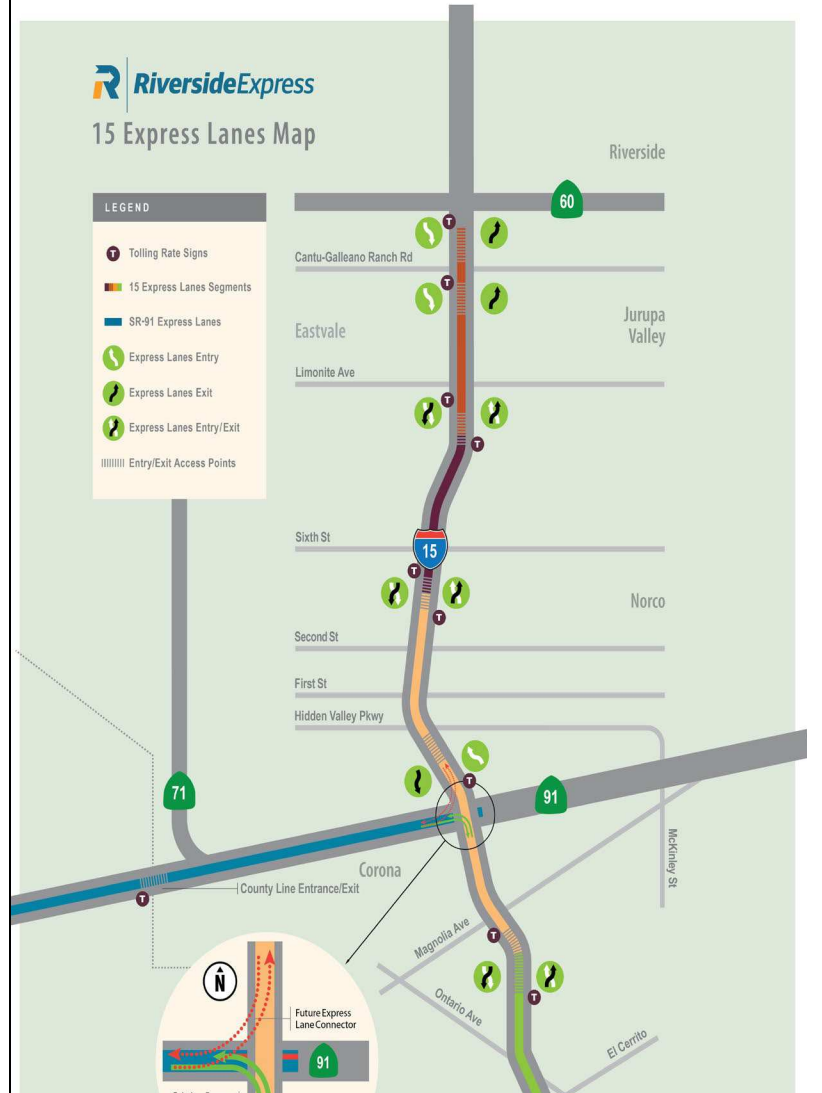
Westways Draft

The New 15 Express Lanes

The 15 Express Lanes in Riverside County will be opening in late 2020. This \$472 million project adds two new tolled express lanes in both directions from Route 60 in Jurupa Valley/Eastvale to Cajalco Road in Corona, a distance of about 15 miles. Additionally the 15/91 Express Lanes Connector is slated to be completed by 2023, providing a seamless transition between the 15 Express Lanes and the 91 Express Lanes.

Commuters will benefit from more capacity on Interstate 15. Express Lane users will be required to have a FasTrak® transponder to pay tolls. Carpools with three or more will receive a discount while using a FasTrak Flex® switchable transponder. If you already have a FasTrak or FasTrak Flex transponder, you are all set to drive on the 15 Express Lanes.

The Riverside Express Customer Service Center will also be opening in late 2020 and will provide account management and customer service support for the 15 Express Lanes. Auto Club members who open a new account with Riverside Express are eligible to get the first two weeks of tolls free on the new 15 Express Lanes. To open a new Riverside Express FasTrak account or for more information, visit [RiversideExpress.com](https://www.RiversideExpress.com).





15 EXPRESS LANES AND AAA DISCOUNTS AND REWARDS PROGRAM

Toll Policy and Operations Committee

August 27, 2020

Jennifer Crosson, Toll Operations Manager



Discounts and Rewards Program

- 15 Express Lanes accounts to be promoted through the AAA discounts and rewards program
- AAA members will receive two weeks of free toll usage on the 15 Express Lanes

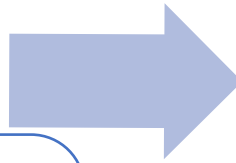
Three Paths to Discount

1. From AAA website
2. From Riverside Express website
3. Riverside Express walk in center

From AAA website

Calif.AAA.com

- Discounts and Rewards Page
- Validate AAA Membership
- Provides direct link to Riverside Express account opening page



RiversideExpress.com

- Open account
- Assign two week free 15 Express Lanes toll discount

RiversideExpress.com

- Visit open account page
- Select AAA offer
- Enter membership number
- System validates number
- Complete account opening process
- Set account for two free weeks

Commission Value

- Continued strategic partnership with AAA
- Introduce Riverside Express brand alongside an established, credible, respected brand
- Increase Riverside Express account openings

The New 15 Express Lanes

The 15 Express Lanes in Riverside County will be opening in late 2020. This \$472 million project adds two new tolled express lanes in both directions from Route 60 in Jurupa Valley/Eastvale to Cajalco Road in Corona, a distance of about 15 miles. Additionally the 15/91 Express Lanes Connector is slated to be completed by 2023, providing a seamless transition between the 15 Express Lanes and the 91 Express Lanes.

Commuters will benefit from more capacity on Interstate 15. Express Lane users will be required to have a FasTrak® transponder to pay tolls. Carpools with three or more will receive a discount while using a FasTrak Flex® switchable transponder. If you already have a FasTrak or FasTrak Flex transponder, you are all set to drive on the 15 Express Lanes.

The Riverside Express Customer Service Center will also be opening in late 2020 and will provide account management and customer service support for the 15 Express Lanes. Auto Club members who open a new account with Riverside Express are eligible to get the first two weeks of tolls free on the new 15 Express Lanes. To open a new Riverside Express FasTrak account or for more information, visit [RiversideExpress.com](https://www.RiversideExpress.com).





QUESTIONS???

AGENDA ITEM 5I

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2020/21 State of Good Repair Program Allocations

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Resolution No. 20-014, *“Resolution of the Riverside County Transportation Commission Approving the FY 2020/21 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,211,059 related to Fiscal Year 2020/21 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased SCO revenue estimates up to \$421,102, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$258,859 in the FY 2020/21 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

BACKGROUND INFORMATION:

The SGR program was established through Senate Bill (SB) 1 in April 2017 and is funded from a portion of the new Transportation Improvement Fee on vehicle registrations. SGR provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. Funds are apportioned similar to the State Transit Assistance (STA) program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are discretionary and fall under Public Utilities Code (PUC) 99313 and apportionments for transit operator revenues are non-discretionary and fall under PUC 99314. Apportionments for both PUC 99313 and 99314 are determined by the SCO. The total estimated amount of SGR funds available to Riverside County for FY 2020/21 is \$4,211,059. Of this amount, \$3,612,115 is apportioned by population under

PUC 99313, and will be sub-allocated by the Commission. PUC 99314 provides \$598,944 directly to the transit operators as determined by the SCO.

As the Regional Transportation Planning Agency for Riverside County, the Commission has the following responsibilities:

- Receive and allocate SGR funds to transit operators based on local needs (PUC 99313) and based on formula amounts published by the SCO (PUC 99314);
- Via board resolution, approve the annual list of SGR projects submitted by the public transit operators and ensure funds are expended on SGR-eligible activities;
- Complete an updated authorized agent form; and
- Comply with all relevant federal and state laws, regulations, and policies for funding.


In order to receive funding for FY 2020/21, by September 1, the Commission is required to submit to Caltrans a resolution, which confirms the Commission is an eligible project sponsor and may receive, distribute, concur and approve the list of projects, which are to be funded under the SGR program. Revised SGR funding amounts were released on August 1, 2020. Due to the board meeting schedule, Caltrans approved the Commission's request to submit an approved resolution and project list by September 30.

Staff recommends approval of Resolution No. 20-014, which is included as Attachment 1 to the report. Attachment 2 of this report represents amounts allocated to each transit operator for project allocation. Sub-allocations for PUC 99313 were based on a population distribution by subregion and a distribution of 78 percent to bus and 22 percent to rail in Western Riverside County. Staff reviewed the current distribution methodology and recommends the continued sub-allocation for FY 2020/21 SGR funds.

It is important to note that the funding allocation is an estimate provided by the SCO. Actual funds received are based on the Transportation Improvement Fee collected on vehicle registrations. Most funding sources the Commission oversees have a fund balance, which provides stability in changes to economic conditions and allows projects and programs to move forward even during economic uncertainty. Caltrans requires all SGR funds to be programmed leaving little to no fund balance, which impacts operators to use these funds as expeditiously as Caltrans would prefer.

Staff included the January estimates provided by the SCO for SGR funding allocations concurrently with the annual Short-Range Transit Plan allocation process approved by the Commission in June. Staff did not include the resolution during that process anticipating a revised estimate in August from the SCO and subsequent board authorization. The August estimate provided by the SCO, shows an increase of 6.6 percent over the January estimate. Any increases in funding allocations to the transit operators require staff to return to the Commission for approval. Any decreases in funding allocations is within the approved amount the Commission authorizes and can be amended administratively. Due to the fluctuations in funding and revisions to the quarterly estimates provided by the SCO, staff recommends authorization for an increase

to the allocation for up to 10 percent of the current allocation in the event of an increased SCO estimate and authorize the Executive Director, or designee, to approve administrative amendments to the FY 2020/21 SRTPs for incorporation of the SGR funds, as necessary.

Financial Information					
In Fiscal Year Budget:	Yes No	Year:	FY 2020/21 FY 2020/21	Amount:	\$ 3,952,200 \$ 258,859
Source of Funds:	SB1 State of Good Repair			Budget Adjustment:	No Yes
GL/Project Accounting No.:	00222X 401 4230X 0000 242 62 4230X (SGR revenues by various geographic area/project numbers)				
Fiscal Procedures Approved:				Date:	08/13/2020

Attachments:

- 1) Resolution No 20-014
- 2) SGR FY 2020/21 Allocations by Operator

<i>Approved by the Budget and Implementation Committee on August 24, 2020</i>					
In Favor:	10	Abstain:	0	No:	0

RESOLUTION NO. 20-014
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVING THE FY 2020-21 PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – SGR funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Riverside County Transportation Commission distributes SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Riverside County Transportation Commission concurs with and approves the attached project list for the SGR Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Riverside County Transportation Commission hereby approves the SB 1 SGR Project List for FY 2020-21; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB 1 SGR funds and to execute the related grant applications, forms and agreements, including the Authorized Agent Form.

APPROVED AND ADOPTED this 9th day of September, 2020.

 Ben J. Benoit, Chair
 Riverside County Transportation Commission

ATTEST:

 Lisa Mobley, Clerk of the Board
 Riverside County Transportation Commission

FY 2020/21 State of Good Repair (SGR) Funding Allocation

State Controller's Office

Transmittal Letter of August 1, 2020 (Estimate)

RCTC

	Western Riverside*		Coachella Valley		Palo Verde Valley	Total
	Bus	Rail	Bus	Rail		
PUC 99313 Discretionary	2,231,845	632,315	699,305	0	48,650	3,612,115

City of Banning	43,570
City of Beaumont	56,000
City of Corona	98,552
City of Riverside	99,011
Riverside Transit Agency	1,934,712

PUC 99314 Non-Discretionary	204,269	274,015	118,845	0	1,815	598,944
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City of Banning	2,152
City of Beaumont	3,290
City of Corona	4,406
City of Riverside	5,099
Riverside Transit Agency	189,322

Total FY 20/21 SGR Funding	2,436,114	906,330	818,150	0	50,465	4,211,059
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Population Source: [California Department of Finance, Demographic Research Unit \(1/1/17\) \(Commission 1/9/19\)](#)

Area	Population	%
Western Riverside	1,941,646	79.57%
Coachella Valley	472,427	19.36%
Palo Verde Valley	26,051	1.07%
Total	2,440,124	100.00%

* For Western Riverside: Bus Services (78%), Rail Services (22%).

Rev. 8/5/20

FY 20/21 SGR PROPOSED PROJECT LISTING					
Agency	PUC 99313	PUC 99314	Total SGR Allocation	Project Number	Proposed Project Description
City of Banning	43,570	2,152	\$45,722	21-01	Bus Replacement
City of Beaumont	56,000	3,290	\$59,290	21-02	Fleet Maintenance and Operations Facility
City of Corona	98,552	4,406	\$102,958	21-1	Bus Parking Stall Canopy
City of Riverside	45,957	5,099	\$51,056	21-1	Bus Replacement
City of Riverside	53,054		\$53,054	21-2	Dispatch Renovation
Palo Verde Valley Transit Agency	48,650	1,815	\$50,465	TBD	Maintenance Infrastructure: SGR Equipment and Facility Upgrades.
RCTC	632,315	274,015	\$906,330	21-1	Rail Stations - Capital Rehabilitation
Riverside Transit Agency	1,934,712	189,322	\$2,124,034	TBD	Facility, Maintenance, Safety and Revenue/Support Vehicle Replacements, Enhancements and Upgrades
SunLine	699,305	118,845	\$818,150	TBD	Bus Rehabilitation
Grand Totals	3,612,115	598,944	\$4,211,059		

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee 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 2020/21, Related Memorandum of Understanding, and RCTC Short Range Transit Plan Amendment

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve the Fiscal Year (FY) 2020/21 SCRRA operating and capital budget, which results in an operating subsidy of \$23,780,000 and capital subsidy of \$7,961,548 for the Commission;
- 3) Amend the FY 2020/21 RCTC Short Range Transit Plan (SRTP) to address changes in the funding sources to meet Metrolink's annual request; and
- 4) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-01, Amendment No. 1 to MOU No. 20-25-091-00, with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding.

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. SCRRA is a joint powers authority (JPA) that is comprised of five member agencies. All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, typically no later than June 30, 2020. However, due to the disruption that the COVID-19 pandemic has caused the transit industry, SCRRA approved a continuing resolution in June to fund the first three months of FY 2020/21 to maintain the current funding levels for the first quarter of FY 2020/21. On July 24, 2020, SCRRA formally provided a transmittal letter with the proposed FY 2020/21 budget requirements for member agency consideration and adoption and anticipates adopting the final budget by September 30, 2020. As required by the provisions of the JPA, a separate Commission action to adopt the budget is required.

Metrolink's Proposed FY 2020/21 Budget

Metrolink's proposed total operating budget for FY 2020/21 is \$260.5 million and is based on forecasted ridership recovery using "Scenario 2 – Recession (Medium Case)" (Attachment 1). Under this scenario, Metrolink forecasts that ridership will recover by FY 2022/23 in the 3rd quarter. For purposes of service in FY 2020/21, Metrolink anticipates restoring full service from its current 30 percent service reduction in FY 2020/21 in the 3rd quarter, or by Spring 2021, in order to maintain social distancing. This is a decrease of \$2.4 million, or 1 percent, from the FY 2019/20 budget of \$262.9 million.

The table below is a summary of Metrolink's proposed FY 2020/21 operating and capital budget and each member agency's proposed subsidies. The five member agencies that comprise Metrolink are responsible for funding \$217 million, or 83 percent, and the remaining \$43.5 million, or 17 percent, will comprise of farebox and other revenues. Of the \$217 million, \$70.6 million will come from member agencies' Coronavirus Aid, Relief, and Economic Security (CARES) Act allocations. The Commission's total operating obligation is \$17,027,338.

Metrolink's FY 2020/21 Proposed Operating and Capital Summary

	SCRRA Member Agencies					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Total Operating Budget	\$132,107	\$ 56,793	\$ 27,233	\$ 30,272	\$ 14,102	\$260,507
Less Farebox and Other Revenues	\$ (22,185)	\$ (10,861)	\$ (3,453)	\$ (5,205)	\$ (1,797)	\$ (43,501)
Total Member Agency Subsidy	\$109,922	\$ 45,933	\$ 23,780	\$ 25,067	\$ 12,305	\$217,007
Less CARES Act Funding	\$ (35,834)	\$ (17,159)	\$ (6,752)	\$ (8,769)	\$ (2,113)	\$ (70,627)
Net Member Agency Subsidy	\$ 74,089	\$ 28,773	\$ 17,027*	\$ 16,298	\$ 10,193	\$146,380
Total Capital Budget	\$19,124	\$ 12,697	\$ 7,962	\$ 6,789	\$ 6,924	\$53,496

*The Commission will elect to use \$1,735,480 of FY 2019/20 surplus toward the operating subsidy.

As shown above, Metrolink's proposed capital budget for FY 2020/21 is about \$53.5 million, and will only include rehabilitation projects. The capital budget is a decrease of \$12.4, or 19 percent, from FY 2019/20. The Commission's capital obligation for FY 2020/21 is \$7,961,548. Per Metrolink's transmittal letter there is a carryover balance of rehabilitation capital funds of \$11,612,895 and a new capital carryover balance of \$3,280,576 which has been programmed and allocated in previous years.

Metrolink's budget excludes the Commission's expenses for the nine RCTC-owned stations. These expenses were approved in the Commission's adoption of the FY 2020/21 budget and include station operations and maintenance, right of way, and other station capital projects.

Metrolink Service Highlights

The following is a review of Metrolink's FY 2019/20 activities:

- Celebrated its 27th year of operations;
- For the period from June 2019 to February 2020 ridership was growing approximately 3% on lines serving Riverside County; however, due to the stay at home orders in mid-March 2020, ridership was down 22% for FY 2019/20 for Riverside County lines;
- Train schedules were reduced 30 percent beginning on March 26;
- Conducted COVID-19 Customer Survey that found that 81 percent of all riders are likely to return to Metrolink and that most riders self-identify as "Essential Workers;"
- Enhanced vehicle and station cleaning and sanitation efforts were implemented along with social distancing efforts to address safety concerns;
- With reduced demand and service, capital construction efforts intensified to utilize available work windows and equipment availability for rehabilitation efforts;
- Received delivery of additional Tier 4 locomotives with the target of all 40 units to be on site by the end of 2020; and
- Metrolink operated an extremely successful 2019 Festival of Lights special train season, as well as Rams Football trains, Angels Express and Holiday Express Trains.

Looking ahead to FY 2020/21, Metrolink intends to:

- Implement a Recovery Plan Framework to prioritize safety to protect employees and customers against the spread of COVID-19 while also providing a phased approach to recovery based on fluid circumstances;
- Award both an operations contract and a mini-bundled contract for Track and Signal Infrastructure Maintenance Support Services;
- When the timing is appropriate, explore innovative fare options to incentivize telecommuting and other riders to ride the train including Kids Ride Free, Loyalty Program, and enhanced Corporate Partner Program toward health care industry;
- Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars; and
- Continue implementing the Positive Train Control program system-wide in coordination with the freight railroads.

Financial Impact

Staff recommends approval of Metrolink's proposed FY 2020/21 budget and an amendment to RCTC's FY 2020/21 SRTP to meet the Commission's operating and capital obligations. The SRTP serves as the Commission's primary mechanism to allocate and justify federal and state funds for transit operations and capital needs.

The Commission's total operating funding requirement for Metrolink services in FY 2020/21 is \$23,780,000 and the net subsidy after federal CARES funding and the FY 2019/20 surplus is \$15,291,858. At the June 2020 Commission meeting, the Commission approved a combination

of federal and state funds to be allocated for Metrolink services. Based on Metrolink's proposed FY 2020/21 budget, staff recommends an increased SRTP allocation of \$1,776,990 of Local Transportation Funds to meet the annual operating obligation. This was anticipated during the Commission's budget process; therefore, a budget adjustment is not necessary. Additionally, the Commission also approved the use of Federal Transit Administration (FTA) Section 5337 funds in January 2020 for capital rehabilitation, which will be programmed in the FY 2020/21 SRTP to meet the Commission's Metrolink capital obligation. These revisions are reflected in the Commission's revised FY 2020/21 SRTP Requested Funding Summary in Attachment 2.

Staff also recommends that the Commission authorize the Executive Director to finalize and execute revised MOU No. 20-25-091-01 (Attachment 3) with SCRRRA regarding the use of the grant funds allocated in the SRTP and complying with federal subrecipient pass-through requirements.

Financial Information for SCRRRA Budget Subsidy					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$23,253,406
Source of Funds:	Operating: LTF Western County rail, federal Congestion Mitigation and Air Quality and FTA Section 5337, and Low Carbon Transit Operations Program funds Capital: FTA Section 5337			Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 103 25 86101			\$	3,614,866
	254017 86101 103 25 86101			\$	4,000,000
	034198 86101 103 25 86101			\$	7,676,992
	254017 86102 103 25 86102			\$	7,961,548
Fiscal Procedures Approved:		<i>Theresa Trevino</i>			Date: 08/14/2020

Attachments:

- 1) SCRRRA Transmittal Letter for FY 2020/21 Budget
- 2) RCTC FY 2020/21 SRTP Amendment No. 1 Table 4: Summary of Funding Request
- 3) Draft MOU No. 20-25-091-01 for FY 2020/21 SCRRRA Funding

<i>Approved by the Budget and Implementation Committee on August 24, 2020</i>					
In Favor:	10	Abstain:	0	No:	0

**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

July 24, 2020

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 N. Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2020-21(FY21) Budget

On July 24, 2020, the SCRRA Board approved the transmission of the Proposed FY21 Budget for your consideration and adoption.

The Proposed FY21 Budget documentation which was presented at the AFCOM Committee on July 10, 2020 and at the Board of Directors Meeting on July 24, 2020, is attached for your review. It includes:

- Board Item # 21 Approved at the Board of Director's Meeting on July 24, 2020
- Related attachments include:
 - A - FY21 Proposed Budget as Compared to FY20 Adopted Budget
 - B - Historical Budgets FY17 – FY21
 - C - FY21 Proposed Budget by Member Agency
 - D - New Service
 - E - FY 21 Proposed Rehabilitation Projects
 - F - Capital Projects Carry Forward from prior years

Next Steps

July – Sept 2020	Staff to present at Member Agencies' Committee and Board meetings as requested
Sept 25, 2020	FY21 Proposed Budget to Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY21 Proposed Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in September 2020. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Arnold Hackett, Interim Chief Financial Officer at 213-452-0285.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephanie', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

CC: MAAC members



TRANSMITTAL DATE: July 2, 2020

MEETING DATE: July 10, 2020 **ITEM 21**

TO: Audit and Finance Committee

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Authority's Proposed FY2020-21 Operating and Capital Program Budgets

Issue

The Authority is required, under the Joint Powers Authority (JPA), 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. The impact of the novel coronavirus (COVID-19) disrupted the ability of the Authority to transmit a proposed budget by the annual deadline. During the stay-at-home orders which took effect in March, staff has worked diligently to keep MAAC members informed about the status of budget developments. A budget has now been produced incorporating the fiscal realities arising from COVID-19.

Recommendation

It is recommended that the Board approve:

- 1) The transmittal of the Proposed FY2020-21(FY21) Budget for consideration and adoption by Member Agencies by September 30th;
- 2) The option of a mid-year budget review and possible adjustment to be brought to the Metrolink Board in January of 2021; and
- 3) The retention of \$25M of CARES Act funds to increase cash reserves from three months to six months.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*.

Background

Formal development of the FY21 Budget began in December 2019, with budget development updates presented to the Audit and Finance Committee in January 2020 and the Board in March 2020. In March, the CEO immediately took action to limit

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spending for the remainder of FY20, including initiating a 30% service reduction, a hiring freeze, a freeze on business travel, and a robust review of spending by every department to determine possible areas for savings and deferrals of spending. This last exercise alone resulted in the identification of \$8 million in cost savings throughout the organization. By the end of April, ridership had dropped to 10% of levels for the previous year.

The CEO received approval from the Board at the April 24, 2020 meeting to delay transmittal of the Proposed FY21 Budget to the Member Agencies until August 1 and defer budget consideration and adoption until September 30, 2020.

With the support of the Member Agencies, at its June 26 Meeting, the Board approved a Three-Month Continuing Appropriations Resolution, to provide funding during the period of the development of the revised budget.

Discussion

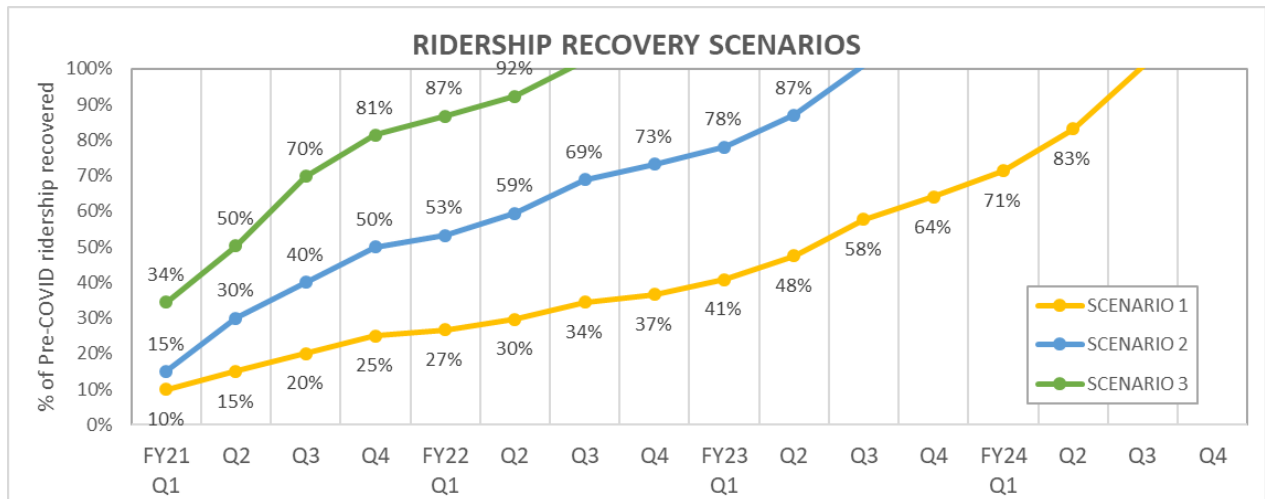
The designation of the COVID-19 as a pandemic by the World Health Organization and subsequent national, state, and local emergency declarations in March has led to the precipitous decline in ridership in response to the health guidance to limit travel to essential workers only. As of the preparation of this report, the stay-at-home orders are still in effect and, because of the latest rise in the rate of positive cases of coronavirus, uncertainty remains as to the length of the orders in the region.

Development of the Proposed FY21 Budget amidst COVID-19

This section describes how Metrolink staff arrived at the final Proposed FY21 Budget in the COVID-19 environment.

In tandem with spending constraints, staff developed various scenarios for recovery. Worst-case, Medium-case and Best-case ridership scenarios forecasted various improvements in ridership as shown below:

- Scenario 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- Scenario 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- Scenario 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



These scenarios were then combined with various payroll and service restoration scenarios as shown below:

Please note that the chart below is a depiction of one of the steps in arriving at the final Proposed FY21 Budget transmitted here. Further reductions to both Revenue and Expense were identified and are reflected in Attachments A, B and C.

Comparison of Post-COVID Budget Scenarios

	Pre-COVID Proposed Budget	Post-COVID Proposed Budget Worst Case Ridership Scenario			Post-COVID Proposed Budget Medium Case Ridership Scenario			Post-COVID Proposed Budget Best Case Ridership Scenario		
		Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA
(000s)										
Operating Revenue										
Farebox Revenue	85,575	13,934	13,934	13,934	26,840	26,840	26,840	46,932	46,932	46,932
Special Trains Revenue	219	219	219	219	219	219	219	219	219	219
Fare Reduction Subsidy	1,666	400	400	400	700	700	700	1,200	1,200	1,200
Dispatching	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327
Other Revenues	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075
MOW Revenues	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960
Total Operating Revenues	103,823	30,916	30,916	30,916	44,121	44,121	44,121	64,713	64,713	64,713
Operating Expenses										
Operations & Services	157,926	156,362	156,342	156,329	156,362	156,342	156,329	156,362	156,342	156,329
Maintenance of Way	48,078	47,890	47,753	47,787	47,890	47,753	47,787	47,890	47,753	47,787
Administration & Services	47,187	46,828	46,388	46,095	46,828	46,388	46,095	46,828	46,388	46,095
Contingency	200	200	200	200	200	200	200	200	200	200
Insurance and Legal	15,032	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967
Total Operating Expenses	268,424	266,247	265,650	265,378	266,247	265,650	265,378	266,247	265,650	265,378
Total Operating Subsidy	164,601	235,331	234,734	234,462	222,126	221,529	221,256	201,534	200,937	200,664

Staff then considered various subsidy levels from Member Agencies as shown below:

Member Agency Subsidy Options	
Options Considered	Amount
FY21 Pre-COVID Subsidy Level	\$ 164,600,774
% of FY20 Budget Subsidy Level	\$ 146,380,616
100% of FY20 Budget Subsidy Level	\$ 157,445,412
FY19 Budget Subsidy Level	\$ 150,549,697

A determination was made that the Medium-case scenario should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20.

The budget includes restoration of the current 30% service reduction to full service beginning in the third quarter of FY21 in order to maintain social distancing.

FY21 Expenses were reviewed to consider the current situation. Specifically, staff reduced expenditures to align with the reduced ridership forecast, including elimination of a merit and cost of living allowance. Operational expenses did increase specifically to address COVID-19 related expenses. Further, in consultation with Member Agencies, it was decided that all new service, except for Saturday service on the Ventura line and the San Bernardino Express Train, would be deferred. The Saturday service on the Ventura line would not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts.

The FY21 Proposed Operating Budget as shown in Attachment A reflects Revenue of \$43.5M, Expense of \$260.5M, a Member Agency Subsidy of \$146.4M, and CARES Act funding of \$70.6M

The reduction in FY21 Operating Revenue as compared to the FY20 Adopted Budget is \$61.9M. This reduction is entirely caused by the reduced ridership because of COVID-19.

Total Proposed FY21 Operating Expenses are \$260.5M or \$2.4M lower than the FY20 Adopted Budget, or a decrease of 0.9%.

The FY21 Proposed Operating Budget by Category as compared to the FY20 Adopted Budget is shown in Attachment A. A summary including the Pre-Covid Budget is shown below:

Approval of Transmittal the FY2020-21 Proposed Budget

Transmittal Date: July 2, 2020

Meeting Date: July 10, 2020

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FY20 Adopted Budget	FY21 Pre-COVID Budget	FY21 Proposed Budget	PreCovid Vs Proposed		Proposed vs FY20 Adopted	
\$ 262,869	\$ 268,424	\$ 260,508	\$ (7,916)	-2.9%	\$ (2,361)	-0.9%

The Actual Operating Statement for FY17 – FY19, the Adopted Budget for FY20, and the FY21 Proposed Operating Budget are shown in Attachment B.

The Proposed FY21 Operating Budget by Member Agency is shown in Attachment C.

Expense increases from the FY20 Budget occur only where year-to-date actuals through May 2020 were found to exceed budgeted amounts, and/or where actual quotes show increases (as in the case of the insurance premiums), or additional spending is required to accommodate the new activities required by COVID-19.

The Member Agency subsidy requested covers approximately two thirds of the required funding. Amounts in whole dollars are as shown below:

	Metro	OCTA	RCTC	SBCTA	VCTC	Total
FY21 Proposed Budget Requested Subsidy	\$ 74,088,751	\$ 28,773,477	\$ 17,027,338	\$ 16,298,334	\$ 10,192,716	\$ 146,380,616

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for, and respond to the COVID-19 pandemic. The Authority is eligible to receive a share of the allocation of these funds through the Member Agencies. The Member Agencies have provided the Authority with the following allocations:

(in 000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Cares Act Amounts	\$ 56,432	\$ 64,633	\$ 33,619	\$ 40,246	\$ 32,054	\$ 226,984

As shown on Attachment C, the CARES Act funding will be used to cover approximately one third of the required annual funding for FY21.

In considering the CARES Act funding, it must be recognized that ridership is not expected to return to Pre-COVID levels until the third quarter of FY23. In addition, over the next two years, the Agency is facing the expiration of the current contracts of four of

the five major vendors. New train operator services and signal and communication and track maintenance mini-bundle contract awards during FY21 may include one-time mobilization and de-mobilization costs. Consistent with mobilization approach in the past, these costs are not included in the FY21 Proposed Budget. Funding for the mobilization will be provided by CARES Act funding at the time of contract award, if needed.

The Authority is currently laboring under a severe shortage of working capital. Current reserves at \$25M provide for only three months of critical expenditures. Staff is also recommending that \$25M of CARES Act funding be set aside to increase our reserve to six months of critical expenses.

There is absolutely no question that the availability of CARES Act funding will be critical to providing required additional funding for the next several years.

CAPITAL PROGRAM BUDGET

The preliminary proposal for the FY21 Capital Program budget was introduced to the Board at the March 27 Board meeting. In response to constraints because of COVID-19, all New Capital projects were removed from the FY21 Capital Program budget. Maintaining our equipment and infrastructure in a state of good repair is critical to safety. The Rehabilitation Program has already been reduced to include only the most urgent needs. With safety and security as the foundation of Metrolink, staff is recommending that the FY21 Rehabilitation Program be adopted as presented here.

Metrolink's Capital Program is made up of two parts: Rehabilitation and New Capital projects. Rehabilitation projects address and maintain Metrolink assets in a state of good repair and include projects from all asset categories, including track, structures, train control systems, facilities, rolling stock, and non-revenue vehicles. New Capital projects consist of new initiatives to enhance or expand Metrolink's service. This report includes a brief discussion on the Southern California Optimized Rail Expansion (SCORE) Program but does not include figures in the budgetary forecasts for FY21, since that program is separately funded through third party grants.

In 2018, staff created the Metrolink Rehabilitation Plan (MRP) as an outcome of the federally-mandated Transit Asset Management (TAM) Plan and in response to requests by Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's State of Good Repair (SOGR) needs so that Member Agencies, and the Authority could develop long-range financial programming to address critical SOGR needs. The MRP is a detailed condition and age-based assessment of all Metrolink assets. The initial MRP, presented to the Board in July 2018, detailed that Metrolink had a backlog of SOGR needs totaling \$443.5M and an annual on-going need of \$84.8M.

Staff has used the MRP, Strategic Business Plan, and other Board-approved planning documents as a basis for our annual request in this FY21 Budget request and Multi-Year Forecast. On this basis, staff has provided projections of future investments needed for SOGR on a programmatic basis, by asset class and by Member Agency. Staff has also provided estimated cash flow information at a macro level (for Rehabilitation and New Capital programs) to assist with multi-year planning and fiscal forecasting as requested by Member Agencies.

Authority staff has provided scopes and definitions for all programmatic projects that are recommended for funding in the annual Capital Program budget (Attachment E). This information includes project estimates that serve as the basis of an estimated cash flow. In developing the FY2020-21 budget, staff followed the MRP recommended 6-year backlog drawdown strategy, as presented in the FY2019-20 budget development process and programmed into the FY2020-21 forecast. The FY2020-21 initial budget was shared with the MAAC during its February 6, 2020 meeting and in subsequent individual Member Agency meetings. Discussions included how to fund the MRP identified backlog, and the budgetary constraints facing the Member Agencies and Metrolink. Staff reviewed comments and questions from the MAAC, then revised the FY2020-21 budget to further prioritize and optimize the request, while deferring the drawdown of the MRP identified backlog to future years.

The proposed FY2020-21 Capital Program budget request reflects an amount similar to the FY2019-20 adopted budget but reduced from the multi-year forecasted budget amount as proposed in FY2019-20 budget process. This proposed amount does not address a drawdown of SOGR backlog as identified in the MRP due to the large funding amounts required of Member Agencies. The revised FY2020-21 Capital Program projects are prioritized and optimized to address the most pressing systemwide rehabilitation needs. To address the funding levels required to drawdown the SOGR backlog, the Authority will complete an in-depth analysis of potential funding alternatives as part of the Authority's Strategic Business Plan. Upon internal review and vetting, the FY21 Capital Program proposed request is \$54.3M as shown below:

Capital Program	FY20/21
Tracks	\$17,398
Structures	\$6,301
Systems	\$11,225
Vehicles	\$5,290
Rolling Stock	\$10,691
Facilities	<u>\$3,430</u>
Total Capital Investment	\$54,335
Annual Cash Flow	\$2,716

The proposed Rehabilitation budget was revised after the presentation to the Board on March 27, 2020. In discussions with the MAAC, RCTC and VCTC requested an adjustment to increase their line specific Rehabilitation budgets for the Perris Valley and Ventura Lines, respectively. Additionally, in response to budget constraints as a result of the COVID-19 pandemic, the two New Capital projects, CMF Tail Tack and the Specialized Maintenance Equipment (Phase 2), are to be deferred to future years. Due to the adjusted Rehabilitation requests and the deferral of the New Capital projects, the Capital Program budget amount has been revised from \$75.7 and is now \$54.3 million.

The forecast for Rehabilitation requests over the next five years is shown below (years FY22 through FY25 include amounts to address the backlog):

Life of Project Basis Rehabilitation:

FY2020-21	\$ 54.3M	Request/Adopt
FY2021-22	\$213.1M	Forecast/Program
FY2022-23	\$217.6M	Forecast/Program
FY2023-24	\$222.1M	Forecast/Program
FY2024-25	\$226.2M	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal year:

REHABILITATION						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	2.7	-	-	-	-	2.7
FY2021-22	19.0	10.7	-	-	-	29.7
FY2022-23	16.3	74.6	10.9	-	-	101.8
FY2023-24	16.3	63.9	76.1	11.1	-	167.5
FY2024-25	-	63.9	65.3	77.7	11.3	218.2
FY2025-26	-	-	65.3	66.6	79.2	211.0
FY2026-27	-	-	-	66.6	67.9	134.5
FY2027-28	-	-	-	-	67.9	67.9
Total	\$ 54.3	\$ 213.1	\$ 217.6	\$ 222.1	\$ 226.2	\$ 933.2

The forecast for New Capital requests over the next five years is shown below:

Life of Project Basis New Capital:

FY2020-21	\$ 0	Request/Adopt
FY2021-22	\$150.1M	Forecast/Program
FY2022-23	\$ 89.8M	Forecast/Program
FY2023-24	\$ 40.5M	Forecast/Program
FY2024-25	\$ 17.2M	Forecast/Program

Completion of New Capital projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over each subsequent fiscal year:

NEW CAPITAL						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	-	-	-	-	-	-
FY2021-22	-	7.5	-	-	-	7.5
FY2022-23	-	52.5	4.5	-	-	57.0
FY2023-24	-	37.5	31.4	2.0	-	71.0
FY2024-25	-	52.5	22.5	14.2	.9	90.0
FY2025-26	-	-	31.4	10.1	6.0	47.6
FY2026-27	-	-	-	14.2	4.3	18.5
FY2027-28	-	-	-	-	6.0	6.0
Total	\$ -	\$ 150.1	\$ 89.8	\$ 40.5	\$ 17.2	\$ 297.6

Carryover from Prior Years

Capital Program 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 \$183.7M for Rehabilitation projects and \$159.2M for New Capital projects (Attachment F).

SCORE Program

In FY2020-21, the Agency will continue work on the SCORE Program as funded primarily by the State of California. Major projects that will be undertaken in the upcoming year include:

- Construction of the Orange County Interim Setout Track in Irvine;
- Construction of the Los Angeles Union Station Rail Yard Rehabilitation & Modernization Project, which is a pre-cursor to the Link US Project;
- Commencement of the Final Design for SCORE Phase 1 Corridor Projects; and
- Construction of the Signal Respacing on the Olive Sub (CP Atwood to Orange), Signal Respacing in South Orange County (CP Avery to Songs), Signal Modifications from Burbank to LA, and Burbank Junction Speed Improvements.

Redlands Passenger Rail/Arrow Service

All capital costs related to Arrow service (including two new positions which are specified in the Arrow Service Memorandum of Understanding approved by the Board on May 15, 2020) are included here and fully reimbursed by SBCTA. This increases the total Authority FTE headcount from 283 to 285.

Arrow revenue service will not begin until FY22, and until that time all expenses are assigned to capital as developmental.

Budget Impact

There is no budgetary impact as a result of this report. It is a request for Transmission of the FY21 Budget to the Member Agencies for consideration.

The Capital Program Budget has been revised to remove all New Capital requests. However, staff strongly recommends that no further cuts be made to the Capital Program Budget, which now includes only Rehabilitation Projects. The Capital Budget was already reduced by 50% from original calculations and recommendations in the MRP. With a backlog of almost \$500M, further cuts would create safety and reliability concerns.

Next Steps

Should the Board approve the recommendations, staff will transmit the request for consideration and adoption to the Member Agencies by August 1, 2020. Upon adoption by all Member Agencies, staff anticipates presenting the formal request for Adoption of the FY21 Budget to the Metrolink Board at its September 25, 2020 meeting.

Prepared by: Christine J. Wilson, Senior Finance Manager

A handwritten signature in black ink that reads "Arnold Hackett". The signature is written in a cursive, flowing style.

Arnold Hackett, Interim Chief Financial Officer

As of 06/26/20

	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	87,739	26,219	(61,520)	-70.1%
Special Trains	219	219	-	0.0%
Fare Reduction Subsidy	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	89,983	27,138	(62,845)	-69.8%
Dispatching	2,172	2,327	155	7.1%
Other Revenues	257	1,075	818	318.3%
MOW Revenues	13,011	12,960	(50)	-0.4%
Total Operating Revenue	105,423	43,500	(61,923)	-58.7%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	48,733	49,978	1,245	2.6%
Equipment Maintenance	36,638	39,202	2,564	7.0%
Fuel	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,749	1,745	(4)	-0.2%
Other Operating Train Services	977	984	6	0.6%
Special Trains	793	779	(14)	-1.8%
Rolling Stock Lease	230	230	-	0.0%
Security - Sheriff	6,095	7,078	983	16.1%
Security - Guards	2,552	3,009	457	17.9%
Supplemental Additional Security	660	676	16	2.4%
Public Safety Program	421	105	(316)	-75.0%
Passenger Relations	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	9,652	6,827	(2,825)	-29.3%
Marketing	1,769	2,408	639	36.1%
Media & External Communications	459	481	22	4.9%
Utilities/Leases	2,695	3,066	372	13.8%
Transfers to Other Operators	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	2,400	1,854	(546)	-22.8%
Station Maintenance	2,230	2,298	68	3.0%
Rail Agreements	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	46,966	47,662	696	1.5%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	20,755	20,978	223	1.1%
Ops Professional Services	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	200	200	-	0.0%
Total Operating Expenses	248,710	245,541	(3,169)	-1.3%
Insurance and Legal				
Liability/Property/Auto	11,906	12,865	959	8.1%
Net Claims / SI	1,000	1,000	-	0.0%
Claims Administration	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	14,158	14,967	809	5.7%
TOTAL EXPENSES	262,869	260,508	(2,361)	-0.9%
Net Loss	(157,445)	(217,008)	(59,562)	37.8%
Required Funding	157,445	217,008	59,562	37.8%
Funding Provided:				
Member Agency Subsidies	157,445	146,381	(11,065)	-7.0%
CARES ACT FUNDING	173	70,627		

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Annual Operating Budget Distribution by Cost Component-Historical Data

Attachment B

As of 06/26/20

	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Actual	Actual	Actual	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	82,883	82,542	79,007	87,739	26,219	(61,520)	-70.1%
Special Trains	-	-		219	219	-	0.0%
Fare Reduction Subsidy	490	157	3,147	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	89,983	27,138	(62,845)	-69.8%
Dispatching	2,016	2,133	2,136	2,172	2,327	155	7.1%
Other Revenues	762	463	790	257	1,075	818	318.3%
MOW Revenues	12,384	12,789	13,017	13,011	12,960	(50)	-0.4%
Total Operating Revenue	98,535	98,084	98,097	105,423	43,500	(61,923)	-58.7%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,616	42,116	43,093	48,733	49,978	1,245	2.6%
Equipment Maintenance	35,422	34,242	36,642	36,638	39,202	2,564	7.0%
Fuel	18,207	17,577	23,582	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,475	1,493	1,683	1,749	1,745	(4)	-0.2%
Other Operating Train Services	449	722	1,069	977	984	6	0.6%
Special Trains				793	779	(14)	-1.8%
Rolling Stock Lease	230	11	230	230	230	-	0.0%
Security - Sheriff	5,511	5,662	6,323	6,095	7,078	983	16.1%
Security - Guards	1,283	1,931	2,353	2,552	3,009	457	17.9%
Supplemental Additional Security	520	227	39	660	676	16	2.4%
Public Safety Program	203	193	209	421	105	(316)	-75.0%
Passenger Relations	1,868	1,723	1,769	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	9,652	6,827	(2,825)	-29.3%
Marketing	716	1,307	4,304	1,769	2,408	639	36.1%
Media & External Communications	249	320	348	459	481	22	4.9%
Utilities/Leases	2,614	2,804	2,775	2,695	3,066	372	13.8%
Transfers to Other Operators	6,003	3,818	5,608	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	1,307	1,678	1,497	2,400	1,854	(546)	-22.8%
Station Maintenance	1,196	1,575	1,847	2,230	2,298	68	3.0%
Rail Agreements	5,155	4,938	5,696	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	131,960	130,582	147,026	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,355	42,411	43,112	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	1,260	594	801	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	46,966	47,662	696	1.5%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	14,090	19,333	16,151	20,755	20,978	223	1.1%
Ops Professional Services	1,963	2,687	2,423	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	34,907	40,417	38,784	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	2	15	-	200	200	-	0.0%
Total Operating Expenses	205,484	214,019	229,723	248,710	245,541	(3,169)	-1.3%
Insurance and Legal							
Liability/Property/Auto	11,061	9,748	9,429	11,906	12,865	959	8.1%
Net Claims / SI	5,115	8,551	1,212	1,000	1,000	-	0.0%
Claims Administration	704	585	682	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	16,880	18,883	11,324	14,158	14,967	809	5.7%
TOTAL EXPENSES	228,032	232,902	241,046	262,869	260,508	(2,361)	-0.9%
Net Loss	(129,498)	(134,818)	(142,949)	(157,445)	(217,008)	(59,562)	37.8%
Member Agency Subsidies/Requirement	141,989	142,399	150,550	157,445	217,008	59,562	37.8%
Surplus / (Deficit)	12,491	7,581	7,600	-	-		
FY21 Requested Subsidies from Member Agencies					146,381	(11,065)	-7.0%
174 CARES ACT FUNDING					70,627		

Numbers may not foot due to rounding

FY2020-21 Proposed Budget - By Member Agency

Revenue Scenario 2 - Medium Case / 30% Service Reduction for 6 months / No Merit No Cola

As of 6/26/20

FY2020-21 Proposed Budget						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 12,471	\$ 7,116	\$ 2,609	\$ 3,082	\$ 941	\$ 26,219
Special Trains	91	55	41	18	14	\$ 219
Fare Reduction Subsidy	419	-	-	281	-	\$ 700
Subtotal-Pro Forma FareBox	12,981	7,171	2,650	3,382	955	\$ 27,138
Dispatching	1,186	784	11	63	284	\$ 2,327
Other Revenues	529	275	101	131	39	\$ 1,075
MOW Revenues	7,490	2,631	692	1,630	518	\$ 12,960
Total Operating Revenue	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,965	10,903	4,305	5,859	1,945	\$ 49,978
Equipment Maintenance	19,452	8,942	4,430	4,678	1,700	\$ 39,202
Fuel	10,710	4,834	1,709	2,522	763	\$ 20,539
Non-Scheduled Rolling Stock Repairs	73	33	14	16	4	\$ 140
Operating Facilities Maintenance	906	411	170	203	55	\$ 1,745
Other Operating Train Services	488	136	118	163	79	\$ 984
Special Trains	219	333	115	30	82	\$ 779
Rolling Stock Lease	109	46	26	33	17	\$ 230
Security - Sheriff	4,000	1,541	556	819	163	\$ 7,078
Security - Guards	1,429	516	445	321	298	\$ 3,009
Supplemental Additional Security	321	178	69	84	24	\$ 676
Public Safety Program	50	18	16	11	10	\$ 105
Passenger Relations	873	496	164	220	59	\$ 1,812
TVM Maintenance/Revenue Collection	2,840	1,584	1,202	765	437	\$ 6,827
Marketing	1,184	623	224	292	85	\$ 2,408
Media & External Communications	228	83	72	50	48	\$ 481
Utilities/Leases	1,455	528	456	322	305	\$ 3,066
Transfers to Other Operators	1,589	774	221	306	93	\$ 2,983
Amtrak Transfers	572	1,203	1	2	76	\$ 1,854
Station Maintenance	1,332	386	179	305	96	\$ 2,298
Rail Agreements	2,222	1,528	1,460	353	241	\$ 5,804
Subtotal Operations & Services	77,019	35,094	15,952	17,352	6,581	\$ 151,998
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,766	9,628	3,173	6,202	2,842	\$ 46,611
MoW - Extraordinary Maintenance	615	150	100	112	73	\$ 1,050
Subtotal Maintenance-of-Way	25,381	9,779	3,273	6,314	2,914	\$ 47,662
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,939	2,532	2,169	1,537	1,449	\$ 14,627
Ops Non-Labor Expenses	3,737	1,774	848	837	322	\$ 7,518
Indirect Administrative Expenses	9,952	3,614	3,121	2,203	2,087	\$ 20,978
Ops Professional Services	1,214	441	381	269	255	\$ 2,559
Subtotal Admin & Services	21,842	8,362	6,519	4,846	4,113	\$ 45,681
<u>Contingency</u>	95	34	30	21	20	\$ 200
Total Operating Expenses	124,337	53,269	25,774	28,533	13,628	\$ 245,541
<u>Insurance and Legal</u>						
Liability/Property/Auto	6,679	3,029	1,254	1,495	407	\$ 12,865
Net Claims / SI	519	235	97	116	32	\$ 1,000
Claims Administration	572	260	107	128	35	\$ 1,102
Total Net Insurance and Legal	7,770	3,525	1,459	1,740	474	\$ 14,967
Total Expenses	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Net Loss	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
Required Funding	109,922	45,933	23,780	25,067	12,305	217,008
Funding Provided:						
Member Agency Subsidies	74,089	28,773	17,027	16,298	10,193	146,381
CARES ACT FUNDING	35,834	17,159	6,752	8,769	2,113	70,627

Numbers may not foot due to rounding.

FY21 NEW SERVICE

Attachment D

REVENUE

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Ventura Line - Saturday service	8,725	-	-	-	10,610	19,335
SB Line - convert local to express	-	-	-	-	-	-
Total Revenue	8,725	-	-	-	10,610	19,335

EXPENDITURES

Ventura Line - Saturday service	45,891	-	-	-	55,807	101,698
SB Line - convert local to express	-	-	-	-	-	-
Total Expenditures	45,891	-	-	-	55,807	101,698

OPERATING SUBSIDY

Ventura Line - Saturday service	37,166	-	-	-	45,197	82,363
SB Line - convert local to express	-	-	-	-	-	-
Total Operating Subsidy	37,166	-	-	-	45,197	82,363



REHABILITATION PROJECT PROPOSALS FOR FY2021 BUDGET

06/25/20

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2141	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2150	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. QTY 15 - Light duty vehicles to support operations, signal, track and PTC. QTY 15 - Medium to heavy duty MOW track and signal support vehicles QTY 8 - MOW track repair equipment	5,290,000	2,512,750	1,047,420	587,190	761,760	380,880	-
3	2151	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Work includes: MOC Generator and UPS systems rehabilitation Melbourne office space rehab and reconfiguration to meet staffing needs CMF systems rehabilitation to meet regulatory requirements, such as train wash water reclamation system; CMF sand Silo filtration system Phase II of CMF switchgear upgrade (Phase I was approved in the FY20 rehab budget) Systemwide facilities site work: paint, striping, asphalt, fence, signage	3,430,000	1,629,250	679,140	380,730	493,920	246,960	-
4	2152	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. (Bombardier Railcar Midlife Overhaul program funding request has been deferred to FY22 budget development process) Specific work for the FY21 proposed budget includes: Rehabilitation of Locomotive and Cab Car safety & security systems Preliminary Engineering for Locomotive Rehabilitation Rehabilitation of Rotem railcar component systems, (HVAC, mechanical piping) Rolling Stock Rehabilitation including rehabilitation and repair analysis; Replacement of seat covers and cushions	10,691,000	5,078,225	2,116,818	1,186,701	1,539,504	769,752	-
5	2165	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: DOC/MOC Backup Systems Workstations/Laptops CAD/BOS/MDM/IC3 Routers/Switches On-Board Train Control Systems: Software/Hardware for Locomotives & Cab Cars	4,820,000	2,289,500	954,360	535,020	694,080	347,040	-
6	2236	All	NA	Marginal	Low	Business Systems	PROJECT MANAGEMENT SYSTEM - PURCHASE & IMPLEMENTATION	Project Management system to include functionality for perform scheduling, dependencies, expenditures, risk, structured workflows and standardized project document control. Project will encompass software evaluation, procurement, implementation, and training. New system will increase functionality and interoperability. Will replace the current custom in-house system. This project request does not directly effect Operations in terms of Daily Service, thus the "low" System Impact score, but a new project management system will improve program delivery.	1,000,000	475,000	198,000	111,000	144,000	72,000	-
7	2257	All	NA	NA	NA	Business Systems	IT SAN UPGRADE & REHABILITATION	Upgrade and Rehab SAN Infrastructure at 2 Data Centers. Asset will be beyond useful life in 2021 and requires rehabilitation to reduce risk of technical failure that would effect systemwide business critical systems.	870,000	413,250	172,260	96,570	125,280	62,640	-
ALL SHARE PROJECT PROPOSAL REQUEST									31,101,000	14,772,975	6,157,998	3,452,211	4,478,544	2,239,272	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	2149	River Sub - West Bank	0.0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include complete removal and replacement of two turnouts on West Bank; additionally will rehab four West Bank turnouts in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	2,384,000	1,132,400	472,032	264,624	343,296	171,648	-
9	2163	River - East Bank	0.0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,217,000	179,781	74,940	42,012	54,502	27,251	838,513
10	2188	River Sub - West Bank	NA	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, Major maintenance, Grading and Drainage rehabilitation of one bridge on West Bank based on the current condition of the structure.	364,000	172,900	72,072	40,404	52,416	26,208	-
								RIVER PROJECT PROPOSAL REQUEST	3,965,000	1,485,081	619,044	347,040	450,214	225,107	838,513
11	2145	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	270,000	138,200	57,607	32,297	41,896	-	-
								SHORTWAY PROJECT PROPOSAL REQUEST	270,000	138,200	57,607	32,297	41,896	-	-
12	2140	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast There are a total of 15,544 ties that need to be replaced on the San Gabriel Subdivision, this FY21 request is for replacement of 5,000 wood ties between MP 32-35 and MP47-55 where the percentage of ties that are failed are the greatest. The work would also include rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance; there are a total of 36 crossings that need rehabilitation on the San Gabriel Sub (Alder, Locust, Lilac, Willow, Acacia, Eucalyptus, Sycamore, Rancho, 2nd, Citrus, Baker, Campus, Mountain, Riverside, Indian Hill, White, PaperPak, Arrow, Fairplex, Wheeler, Gainey Ceramics, San Dimas Cyn, San Dimas, Cataract, Sunflower, Covina, Cypress, Glendora, Azusa Cyn, Pacific, Macdevitt, both Temple crossings, Tyler, both El Monte Stn Ped crossings). All trackwork will bring the existing track conditions up to current Metrolink Standards.	3,310,000	1,986,000	-	-	1,324,000	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
13	2179	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts Scope of work for this project will include performance of hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. The bridge is indicated in the MRP, and all Railtop bridges are considered backlog, per guidance on page 3-17, and split over 3 years from FY18-21; the MRP also includes regular maintenance items that are not currently accounted for in the Maintenance budgets. The structures chapter of the MRP includes bridges, culverts, and items that are Member Agency capacities are not able to fund all of the backlog over the last 3 years, this request would address one remaining Railtop Bridge at MP 28.86, the funds would also address Load Capacity updates on the San Gabriel Subdivision, as required by the FRA in CFR Part 237, lastly, there are some major maintenance items that are beyond what the Maintenance Contractor would be expected to complete at Bridge 16.73 due to a Bridge Fire from a homeless encampment in Nov 2019, the bridge load capacity is decreased until the repairs can be made.	1,237,000	742,200	-	-	494,800	-	-
								SAN GABRIEL PROJECTS REQUEST	4,547,000	2,728,200	-	-	1,818,800	-	-
	2139	Valley	3.67 – 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Rail – Ties – Crossings – Special Trackwork – Ballast Specific work will include: There is 67,000 ft of rail beyond a State of Good Repair on the Valley Subdivision primarily between MP 40 and MP 60. FY 21 is proposing to replace the worst 17,500 ft of rail. There is a total of 47,958 wood ties that need to be replaced on the Valley Subdivision, the worst sections of ties are between MP 16 MP23 and MP29-33, where some sections of track need over 40% of the ties to be replaced, which is nearing the FRA limits to downgrade the class of track in some cases. There are 12 crossings on the Valley Subdivision (Sierra Hwy, Sheldon St, Market St, Drayton St, Maclay Avenue, 13th St, Newhall Ave, Rainbow Glen Dr, Roxford St, Aliso Cyn, Brand Blvd, Crown Valley Rd) that need removal and replacement, this FY21 request will address the four crossings that are in the worst condition. There are 10 Turnouts on the Valley Subdivision that need to be replaced, this FY21 request is for the rehabilitation of one turnout that is in the worst condition.	4,130,000	4,130,000					
	2153	Valley	3.67 – 76.63	Worn	High	Train-Control	VALLEY SUBDIVISION TRAIN-CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Signal systems – Crossing systems – Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul. This FY21 request will address locations that are in the worst conditions. Candidate locations for Signal systems include: MP 4.8 / CP Fletcher / Control Point; MP 7.99 / Signal 71-73 / Intermediate Signal; MP 19.22 Int Signal 191-192 Candidate locations for Crossing systems include: MP 15.34 Sun Valley Station Ped Crossing; MP 15.60 CP-McGinley Remote Crossing Predictor; MP 15.68 Penrose St; MP 19.51 Van Nuys Blvd.	2,550,000	2,550,000					
	2166	Valley	3.67 – 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: – Bridges – Culverts – Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of three railtop bridges based on the current condition of the structure. The MRP indicates the Railtop Bridges remaining on the Valley Subdivision on Page 3-18. All Rail Top bridges were programmed over 3 years in the MRP due to the safety concerns of the Structure, however, the Valley Subdivision has not received Structures Rehab money in FY18, FY20 and received a minimal amount in FY19.	3,180,000	3,180,000					

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
	2216	Valley	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service.	1,800,000	1,800,000					
	2142	Ventura - LA County	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Tunnel 26, 27, and 28 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VC); both need to be funded.	2,100,000	2,100,000					
	2156	Ventura - LA County	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work includes: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at one location; Communications rehabilitation ATCS/CIS/Backhaul.	1,374,000	1,374,000					
METRO PROJECT PROPOSAL REQUEST									15,134,000	15,134,000					
14	2158	Olive	0.07 - 5.42	Worn	High	Train Control	OLIVE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Replacement of existing Grade Crossing Data Recorders at all crossings on the Olive subdivision; Communications rehabilitation ATCS/CIS/Backhaul.	317,000	-	317,000	-	-	-	-
15	2183	Olive	0.07 - 5.42	Worn	High	Structures	OLIVE SUBDIVISION STRUCTURES REHABILITATION	Olive Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of one culvert based on the current condition of the structure.	320,000	-	320,000	-	-	-	-
16	2143	Orange	165.08 - 212.30	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 7,500 ties, based on wear, age, condition and historical performance.	2,604,000	-	2,604,000	-	-	-	-
17	2157	Orange	165.08 - 212.30	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul.	1,267,000	-	1,267,000	-	-	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
18	2182	Orange	165.08 - 212.30	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of two culverts based on the current condition of the structure.	1,354,000	-	1,354,000	-	-	-	-
OCTA PROJECT PROPOSAL REQUEST									5,862,000	-	5,862,000	-	-	-	-
19	2146	San Jacinto (PVL)	65 - 85.4	Worn	High	Track	PERRIS VALLEY SUBDIVISION REHABILITATION - DESIGN PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. 100% Design/Environmental/Permitting of Citrus Retaining Wall & Drainage 100% Design/Environmental/Permitting of Box Springs Drainage Drainage construction work will be phased into future annual budget requests.	1,830,000	-	-	1,830,000	-	-	-
20	2296	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Construction phase services for the Citrus Retaining wall, as well as grading and drainage in the area near the wall to prevent the current erosion/undercutting issue. Construction phase services for the area between MP 70.7 and 70.9. The first project to be completed in this area will be at MP70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between 70.83 and 70.9. Remaining drainage and culvert projects for this area will be requested in subsequent Fiscal Years.	2,300,000	-	-	2,300,000	-	-	-
RCTC PROJECT PROPOSAL REQUEST									4,130,000	-	-	4,130,000	-	-	-
21	2147	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura (VC County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include Tunnel 26 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VN); both need to be funded.	2,000,000	-	-	-	-	2,000,000	-
22	2161	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VN) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,734,000	-	-	-	-	1,734,000	-
23	2316	Ventura - VC County	439.3	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, and rehabilitation of one culvert at MP 439.27 which is an existing 36" CMP built in 1900 and is not serving it's intended use.	726,000	-	-	-	-	726,000	-
VCTC PROJECT PROPSAL REQUEST									4,460,000	-	-	-	-	4,460,000	-
FY2021 PROPOSED REHABILITATION REQUEST									54,335,000	19,124,456	12,696,650	7,961,548	6,789,454	6,924,379	838,513



NEW CAPITAL PROJECT PROPOSALS FOR FY2021 BUDGET

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC
1	2201	All	NA	NA	NA	Non-Revenue-Fleet	Specialized Maintenance Equipment, Phase 2	Second phase of specialized maintenance equipment multi-year procurement. Phase 1 funded in FY20 adopted budget. Equipment is used to support specialized track maintenance, rehab, and third-party construction projects. New Capital purchases of MOW equipment will add to the current SCRRRA-owned fleet. This project aligns with Bundled contract effort and ensures continuity of activities in event of loss of access to contractor-owned assets. New equipment identified for this project includes an Electric Car Mover; Gang Truck; Hi-Rail Inspector Truck; Welding Truck.	1,000,000	475,000	198,000	111,000	144,000	72,000
2	2190	River	2.95 3.35	NA	NA	Track	CMF North End Connection and Tail Track	Relocate existing tail track on City of LA property to Metro Property and create an emergency-secondary access point to the CMF at CP Ormiston. 100% design submittal is scheduled for June 2020. The design phase of this project was funded in the FY19 budget. This project must move forward in order to provide alternate access to the facility when the lease with the City of L.A. expires and the existing tail track is removed from their property. The value engineering approach reduced the estimated construction cost from \$19.06M to it's current \$10.58M, resulting in an estimated savings of \$8.5M from the original estimated construction costs.	10,579,000	5,025,025	2,094,642	1,174,269	1,523,376	761,688
FY2021 PROPOSED NEW CAPITAL REQUEST									11,579,000	5,500,025	2,292,642	1,285,269	1,667,376	833,688



FY2020-21 REHABILITATION CARRYOVER PROJECTS

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley	Communications	Valley- RR Comm & Equip	9,219	-	-	-	-	-	9,219
514032	Ventura - VC County	Signal	Ventura VC-RR Light Fixtures	-	-	-	-	2,062	-	2,062
514037	River	Communications	River Sub Comm Upgrade & RR	-	6,659	3,722	4,838	5,589	-	20,808
514046	Systemwide	Information Technology	Systemwide-Online, Onbrd Tkt Sales	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange	Structures	Orange Sub Culvert & Bridge	-	612,637	-	98,084	-	-	710,720
515106	Orange	Structures	Orange Sub Bridge Repair	-	-	-	13,651	-	-	13,651
515123	Valley	Structures	Valley Sub Bridge and Culvert	-	-	-	-	-	3,475	3,475
515129	Ventura - LA County	Structures	Ventura LA Bridge Repair	67,685	-	-	-	-	93,530	161,215
515133	Ventura - VC County	Communications	Ventura Sub VC Comm Syst	10,295	-	-	-	863	-	11,158
515135	Ventura - VC County	Structures	Ventura Sub VC Bridge Des & Con	-	-	-	-	42,132	-	42,132
515144	River Sub - East Bank	Track	River East Bank Zone 2 Tie&Rail	21,958	3,065	1,633	260	2,991	33,703	63,609
515160	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	7,286	3,056	1,713	2,221	1,109	49,626	65,012
516050	Systemwide	Rolling Stock	Rail Car Restoration	-	-	-	-	-	207,349	207,349
516081	Systemwide	Facilities	Ventura Valley Intr Det Syst	-	-	-	-	-	17,593	17,593
516111	Ventura - VC County	Track	Ventura (VC) Rail Replacement	-	-	-	-	15,858	-	15,858
516120	Ventura - VC County	Structures	Ventura (VC) Bridge Rehab/Rep	-	-	-	-	197,323	-	197,323
516610	Orange	Track	Orange Sub Rail Grinding	-	-	2,082	-	-	-	2,082
516611	Orange	Track	Orange Sub Rail Replacement	-	-	-	58,801	20,575	-	79,376
516620	Orange	Structures	Orange Bridge Rehab, ROW	-	3,726	-	-	-	-	3,726
516621	Orange	Structures	Orange Sub San Juan Cr Brdg	-	1,338,263	-	-	-	-	1,338,263
516631	Orange	Signal	Orange Sub Signal Repl	-	65,688	-	-	-	-	65,688
516640	Orange	Signal	Orange Signal & Grade Rehab	-	31,924	-	-	-	-	31,924
516820	Riverside	Facilities	Downtown Riverside Layover Imp	-	-	35,495	-	-	-	35,495
516930	Parris Valley	Signal	PVL Signal Engineering	-	-	60,417	-	-	-	60,417
516940	Parris Valley	Communications	PVL Communication Systems	-	-	4,648	-	-	-	4,648
517030	Systemwide	Facilities	Systemwide Repl Sig Shelter Locks	17,591	4,343	-	-	-	-	21,934
517040	Systemwide	Communications	Systemwide Comm & PTC Upg	20,219	8,428	4,725	6,130	3,064	-	42,566
517050	Systemwide	Rolling Stock	Systemwide Bombardier HVAC OH	128,356	53,504	29,995	38,912	19,456	-	270,222
517052	Systemwide	Facilities	Systemwide Loco Wash Rack Drainage	501,158	198,768	131,260	126,119	56,341	-	1,013,646
517130	Ventura - VC County	Signal	Ventura VC Repl Sgnl Batt & Cbls	-	-	-	-	299,096	-	299,096
517320	Valley	Structures	Valley Culvert Rehab	5,134	-	-	-	-	-	5,134
517410	San Gabriel	Track	San Gabriel Tie Panel Repl	9,993	-	-	6,602	-	-	16,594
517420	San Gabriel	Structures	San Gabriel Culvert Rehab	24,261	-	-	16,174	-	-	40,435
517610	Orange	Track	Orange Repl Rail MP 201-207	-	686,718	63,423	126,906	-	-	877,047

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
517620	Orange	Structures	Orange Sub Repl 36" Pipe 201.4	-	145,269	-	-	-	-	145,269
517712	River Sub - East Bank	Track	River East Bank Zone 2 Rail&Tie	119,136	49,674	27,852	36,092	18,099	555,697	806,550
517713	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	12,797	5,332	2,991	3,878	1,941	86,659	113,597
517731	River Sub - East Bank	Signal	River East Bank Rehab Signal Ctls	16,618	6,926	3,884	5,037	2,521	77,147	112,132
518050	Systemwide	Rolling Stock	Systemwide - Bombardier (Sentinel) OH	2,398,765	961,061	560,551	605,619	302,812	9,769,298	14,598,106
518110	Ventura - VC County	Track	Ventura VC Rpl Tie+Ballast	-	-	-	-	449,469	-	449,469
518620	Orange	Structures	Orange Sub Struct-San Clemente	-	173,195	-	195,527	-	-	368,721
518630	Orange	Track	Orange Sub Grde Xing Rehab	-	121,251	-	-	-	-	121,251
519001	Systemwide	Signal	Sys Bk Office Hd&Sftwre Replmt	286,671	119,497	66,990	86,907	43,453	-	603,518
519002	Systemwide	Signal	Sys BK Office Sys Upgrd&Test	170,244	67,530	28,711	22,549	22,425	-	311,458
519003	Systemwide	Communications	Sys PTC Lab Sys Support&Test	614,806	256,277	143,670	186,383	93,192	-	1,294,328
519011	Systemwide	Track	System Track Asset Cond Assmnt'	79,358	33,080	18,545	24,058	12,029	-	167,070
519012	Systemwide	Track	System SOGR Prioritization	242,667	101,154	56,708	73,567	36,783	-	510,879
519020	River	Structures	System Arryo Seco Bridge Design	450,272	187,692	105,221	136,503	68,252	-	947,941
519031	Systemwide	Signal	System Bk Office Hrd&Sftwre Repl	375,725	156,618	87,801	113,904	56,952	-	791,000
519032	Systemwide	Signal	System Prod Back Office Upgrades	198,669	82,814	46,426	60,228	30,114	-	418,250
519033	Shortway	Signal	SB Shortway Grade Xing Rehab	375,508	156,528	87,756	113,837	-	-	733,630
519034	Shortway	Facilities	Shortway EMF Improv	426,053	177,596	99,569	129,160	-	-	832,378
519040	Systemwide	Communications	System PTC Software Updates	217,260	90,563	50,770	65,864	32,932	-	457,390
519041	Systemwide	Facilities	System PTC Lab Sys Support&Test	596,838	248,787	139,472	180,936	90,468	-	1,256,500
519050	Systemwide	Rolling Stock	System Bombardier Midlf O/Haul	6,733,125	2,806,650	1,573,425	2,041,200	1,020,600	-	14,175,000
519051	Systemwide	Rolling Stock	System Locomtv&Cab Camdvr Repl	484,638	202,017	113,252	146,922	73,461	-	1,020,290
519052	Systemwide	Rolling Stock	System O/Haul ROTEM Siderdr Mtr	270,512	112,761	63,215	82,008	41,004	-	569,499
519053	Systemwide	Rolling Stock	System HVAC O/Haul 40ROTEM Cars	481,132	203,202	108,170	147,475	72,929	-	1,012,909
519054	Systemwide	Rolling Stock	System Rubber Window Gasket Repl	220,310	91,834	51,483	66,789	33,394	-	463,810
519055	Systemwide	Rolling Stock	System Pushback Cplr O/Haul ROTEM	1,653,075	686,804	382,737	496,210	237,577	-	3,456,401
519060	Systemwide	Facilities	Syst CMF Car Shop Jacks	390,353	162,716	91,219	118,339	59,169	-	821,796
519062	Systemwide	Facilities	Syst Restroom Reno CMF MOC	397,114	165,534	92,800	120,388	60,195	-	836,030
519063	Systemwide	Vehicle	System MOW Vehicle Replacement	666,943	278,010	155,854	202,189	101,095	-	1,404,091
519064	Systemwide	Facilities	System Station Envlpe Rpr/Repl	203,945	97,911	40,789	65,289	40,789	-	448,723
519070	Systemwide	Information Technology	Syst Switch Equip Repl	96,052	40,039	22,446	29,119	14,559	-	202,214
519090	Systemwide	Track	System Entrprs Asst Mgmt Migr	543,549	226,574	127,019	164,781	82,391	-	1,144,314
519091	Systemwide	Information Technology	System TVM Components	34,012	14,178	7,948	10,311	5,156	-	71,604
519092	Systemwide	Information Technology	Syst Cond Based Maint Eqpt	25,311	10,551	5,915	7,673	3,837	-	53,288
519093	Systemwide	Information Technology	Syst Maximo Upgrade	330,098	137,598	77,139	100,072	50,036	-	694,943
519120	Ventura - VC County	Structures	VC Ventura ArroSimi Scour Prtn	-	-	-	-	1,231,524	-	1,231,524
519130	Ventura - VC County	Track	Ventura VC Grd Xng Rehab&Tnnl26	-	-	-	-	986,276	-	986,276
519160	Ventura - VC County	Facilities	Ventura VC Repl Moorpark Tlr	-	-	-	-	1,035,258	-	1,035,258
519210	Ventura - LA County	Track	Ventura LA Track Rehab	1,102,111	-	-	-	-	-	1,102,111

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519211	Ventura - LA County	Track	Ventura LA Station Pdstrn Xing	71,692	-	-	-	-	-	71,692
519220	Ventura - LA County	Track	Ventura LA ROW Grinding/Ditching	215,509	-	-	-	-	-	215,509
519230	Ventura - LA County	Signal	Ventura LA Tnnl26 Elec Srv Rpl	342,491	-	-	-	-	-	342,491
519240	Ventura - LA County	Communications	Ventura LA FY19 Comm Rehab	9,276	-	-	-	-	-	9,276
519310	Valley	Track	Valley Tnnl 25 Track Rehab	641,644	-	-	-	-	-	641,644
519320	Valley	Track	Valley ROW Grading/Ditching	215,456	-	-	-	-	-	215,456
519330	Valley	Signal	Valley FY19 Signal Rehab	414,195	-	-	-	-	-	414,195
519340	Valley	Communications	Valley FY19 Comm Rehab	69,760	-	-	-	-	-	69,760
519410	San Gabriel	Track	San Gabriel FY19 Track Rehab	1,950,721	-	-	1,300,499	-	-	3,251,220
519411	San Gabriel	Track	San Gabriel Replace Turnouts	729,044	-	-	486,029	-	-	1,215,073
519420	San Gabriel	Structures	San Gabriel LA Bridge Repl	444,538	-	-	296,359	-	-	740,897
519430	San Gabriel	Signal	San Gabriel Grade Xing Rehab	2,074,325	-	-	1,382,884	-	-	3,457,209
519440	San Gabriel	Communications	San Gabriel Wysd Comm Repl Pts	156,007	-	-	104,005	-	-	260,012
519510	Orange & Olive	Track	Orange/Olive Track Rehab	-	2,126,213	-	-	57,281	-	2,183,494
519520	Orange & Olive	Track	Orange/Olive ROW Grading/Ditching	-	79,066	-	-	-	-	79,066
519621	Orange	Structures	Orange Bridge Repl Des MP200.2	-	825,641	-	-	-	-	825,641
519630	Orange	Signal	Orange Signal Rehab	-	1,331,695	-	-	-	-	1,331,695
519640	Orange	Communications	Orange Comm Rehab	-	122,833	-	-	-	-	122,833
519710	River	Track	River LA Union Station Rehab	4,987,433	2,078,972	1,165,484	1,511,979	755,990	-	10,499,859
519711	River	Track	River Track Rehab	940,643	392,099	219,813	285,163	142,582	-	1,980,300
519712	River	Track	River LAUS Trk & Signal Rehab	1,670,813	696,465	390,443	506,520	253,260	-	3,517,500
519730	River	Signal	River Signal Rehab	1,030,688	229,915	207,915	269,728	134,864	-	1,873,110
519731	River Sub - East Bank	Signal	River East Bank Zone 2 Signal Rehab	52,030	21,688	12,159	15,774	7,887	242,674	352,212
519732	River Sub - West Bank	Signal	River West Bank P1 Sig Sys Rehab	1,323,143	551,542	309,198	401,122	200,561	-	2,785,565
519733	River Sub - East Bank	Signal	River East Bank Zone 1 Repl AC Meter	1,919	800	449	582	291	87,379	91,420
519740	River Sub - West Bank	Communications	River WB Comm Rplcmt Prts	79,815	33,270	18,651	24,197	12,098	-	168,032
519741	River Sub - East Bank	Communications	River East Bank Comm Rehab	6,623	2,761	1,548	2,008	1,004	30,892	44,835
519760	Systemwide	Facilities	Systemwide LAUS W Portal Exp	201,163	83,853	47,009	60,984	30,492	-	423,500
519910	Parris Valley	Track	PVL Track Rehab	-	-	2,538,074	-	-	-	2,538,074
519911	Parris Valley	Structures	PVL Box Springs Drainage	-	-	58,471	-	-	-	58,471
519940	Parris Valley	Communications	PVL Com Rehab	-	-	33,903	-	-	-	33,903
520010	Systemwide	Track	Rail Grinding FY20	451,074	188,027	105,409	136,747	68,373	-	949,630
520011	Systemwide	Track	Systemwide Lubrication Study	527,098	219,717	123,174	159,794	79,897	-	1,109,680
520050	Systemwide	Rolling Stock	GEN 1 HVAC OH Add'l 40 Cars	427,576	178,232	99,918	129,623	64,812	-	900,160
520051	Systemwide	Rolling Stock	HVAC OH 40 Rotem Passenger	599,486	249,891	140,091	181,739	90,870	-	1,262,077
520052	Systemwide	Rolling Stock	OH Rotem Car Side Door	286,338	119,358	66,913	86,806	43,403	-	602,816
520053	Systemwide	Rolling Stock	MP36 Loco & Tier IV Study	299,488	124,839	69,986	90,792	45,396	-	630,500
520060	Systemwide	Facilities	Facilities Rehabilitation	1,468,671	612,204	343,205	445,239	222,620	-	3,091,939
520061	Systemwide	Vehicle	Systemwide Non-Revenue Fleet	460,759	192,064	107,672	139,683	69,841	-	970,019

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520062	Systemwide	Vehicle	MOW Vehicle Replacement	1,450,542	604,647	338,969	439,743	219,872	-	3,053,773
520063	Systemwide	Facilities	CMF & EMF Mod Study	356,002	148,397	83,192	107,925	53,962	-	749,478
520110	Ventura - VC County	Track	Ventura Sub (VC) Track Rehab	-	-	-	-	1,813,900	-	1,813,900
520120	Ventura - VC County	Structures	Ventura (VC) Structures Rehab	-	-	-	-	2,425,000	-	2,425,000
520130	Ventura - VC County	Signal	Signal System (VC)	-	-	-	-	3,665,000	-	3,665,000
520140	Ventura - VC County	Communications	ATCS/PTC/CIS/BH Ven (VC)	-	-	-	-	183,791	-	183,791
520210	Ventura - LA County	Track	Ventura Sub (LA) Track Rehab	2,227,896	-	-	-	-	-	2,227,896
520240	Ventura - LA County	Communications	Ventura (LA) ATCS/PTC/CIS/Backhaul	369,182	-	-	-	-	-	369,182
520310	Valley	Track	Valley Sub Track Rehab	9,384,465	-	-	-	-	-	9,384,465
520330	Valley	Signal	Valley FY20 Signal Rehab	2,236,557	-	-	-	-	-	2,236,557
520331	Valley	Signal	Pedestrian Gates at Stations	1,455,015	-	-	-	-	-	1,455,015
520340	Valley	Communications	Valley ATCS/PTC/CIS/Backhaul	337,172	-	-	-	-	-	337,172
520410	San Gabriel	Track	San Gabriel Sub Track Rehab	4,236,960	-	-	2,824,640	-	-	7,061,600
520420	San Gabriel	Structures	San Gabriel Sub - Structure Rehab	1,346,166	-	-	897,444	-	-	2,243,610
520430	San Gabriel	Signal	Signal System (SG) Rehab	3,468,350	-	-	2,312,234	-	-	5,780,584
520440	San Gabriel	Communications	ATCS/PTC/CIS/BH (SG) Rehab	199,742	-	-	133,162	-	-	332,904
520610	Orange & Olive	Track	Orange/Olive Sub Track Rehab	-	7,013,100	-	-	-	-	7,013,100
520620	Orange	Structures	Orange Country Structures Rehab	-	2,308,600	-	-	-	-	2,308,600
520640	Orange	Communications	ATCS/PTC/CIS/BH Orange Rehab	-	583,649	-	-	-	-	583,649
520740	Riverside	Communications	ATCS/PTC/CIS/BH River	114,542	47,746	26,767	34,724	17,362	-	241,142
520940	Parris Valley	Communications	ATCS/PTC/CIS/BH San Jacinto PVL	-	-	305,162	-	-	-	305,162
52XXX	TBD (METRO)	Various	METRO Reprogramming/MOU2020	3,900,000	-	-	-	-	-	3,900,000
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	47,084	47,084
591804	Ventura - VC County	Facilities	Ventura VC Safety Improvements	-	-	-	-	157,707	43,563	201,270
591806	River	Track	LAUS Track & Signal Mod	-	-	-	-	-	9,434,605	9,434,605
591902	Orange	Track	Orange Sub Slope Stabilization	-	466,986	-	-	-	-	466,986
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	19,983	-	19,983
592120	Ventura - VC County	Structures	VC Bridge and Culvert Rehab	-	-	-	-	686,675	-	686,675
592210	Ventura - LA County	Track	Ventura-LA Tie & Turnout Repl	11,005	-	-	-	-	-	11,005
592220	Ventura - LA County	Structures	Ventura-LA Bridge MP 458.71	357,118	-	-	-	-	-	357,118
592310	Valley	Track	Valley Tie Repl MP 46-64	51,322	-	-	-	-	-	51,322
592320	Valley	Structures	Valley Bridge MP 50.64	143,261	-	-	-	-	-	143,261
592321	Valley	Structures	Valley Bridge MP 50.51	123,646	-	-	-	-	-	123,646
592322	Valley	Structures	Valley Bridge MP 50.77	148,078	-	-	-	-	-	148,078
592323	Valley	Structures	Valley Bridge MP 47.45	4,092	-	-	-	-	-	4,092
592324	Valley	Structures	Valley Bridge MP 50.46	80,992	-	-	-	-	-	80,992
592325	Valley	Structures	Valley Culvert MP 55.91	2,148	-	-	-	-	-	2,148
592420	San Gabriel	Structures	SG Repl Bridge MP 40.12 SOGR	228,969	-	-	152,659	-	-	381,627
592711	River	Track	River Repl CP Taylor Turnouts	19,798	8,253	4,627	6,002	3,001	-	41,680

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
592712	River Sub - East Bank	Track	River East Bank Zone 1 Rail&Tie	17,672	7,364	4,109	5,371	2,686	804,304	841,506
592713	River Sub - East Bank	Track	River EB Zone 2 Turnouts SOGR	3,738	1,564	880	1,130	577	17,475	25,363
593220	Ventura - LA County	Structures	Ventura LA Bridge 452.1	158,044	-	-	-	-	-	158,044
593310	Valley	Track	Valley Sub Lang,Actn To,Ties	144,985	-	-	-	-	-	144,985
593320	Valley	Structures	Valley Bridges SOGR PH2	1,626,038	-	-	-	-	-	1,626,038
593410	San Gabriel	Track	San Gabriel Sub Lark Ellen Xing	40,616	-	-	27,076	-	-	67,692
TOTAL				77,444,341	33,061,077	11,612,895	21,309,133	18,613,814	21,618,574	183,659,834



FY2020-21 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Systemwide	Track	Empire Ave./15 Widing Burbank	-	-	-	-	-	374,603	374,603
416001	Systemwide	Security	Maint. Fac. Hardening	-	-	-	-	-	1,581,121	1,581,121
416002	Systemwide	Security	Systemwide SOC at DOC ENH	-	-	-	-	-	42,538	42,538
417001	Systemwide	Security	Station Surveillance	-	-	-	-	-	2,387,679	2,387,679
418001	Systemwide	Communications	Security Data Network	-	-	-	-	-	4,214,177	4,214,177
418003	Orange	Signal	San Juan Capistrano Siding-Con	-	-	-	-	-	771,570	771,570
418004	San Gabriel	Communications	SG Redlands Pass. Rail PTC	-	-	-	7,742,560	-	-	7,742,560
418005	River	Track	CMF N END Connet Des	485,288	-	80,040	103,836	-	51,918	721,081
418006	Valley	Structures	Tunnel 25 Safety & Security	-	-	-	-	-	2,855,377	2,855,377
419001	Orange	Facilities	Orange Irvine Maint Fac PH 1	-	133,250	-	-	-	-	133,250
419002	Perris Valley	Communications	Santiago Peak Microwaves	-	-	118,246	-	-	-	118,246
419003	Riverside	Structures	Riverside Layover Facility-Con	-	-	146,646	-	-	-	146,646
419004	Orange	Structures	Orange/San Juan Creek Bridge	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Olive	Track	Imrpov to Anaheim Canyon Station	-	8,997,821	-	-	-	-	8,997,821
420001	River	Signal	Riverside Yard Switch	146,228	-	206,133	68,620	-	-	420,980
420002	Systemwide	Communications	Systemwide PTC Shake Alert	-	-	-	-	-	2,407,362	2,407,362
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	1,000,756	1,000,756
450121	Systemwide	Communications	PTC Upscaling Onboard	-	-	-	-	-	34,848	34,848
450122	Systemwide	Communications	PTS Wayside Upgrade	-	-	-	-	-	14,000	14,000
450123	Systemwide	Communications	PTC Wayside Hardward	-	-	-	-	-	56,000	56,000
613005	Systemwide	Rolling Stock	TIER 4 Locomotive Proc- T/TASK	-	-	-	-	-	50,471,276	50,471,276
616002	Systemwide	Rolling Stock	TIER 4 Locomotives 21-37	-	-	-	-	-	8,776,094	8,776,094
616003	Systemwide	Rolling Stock	TIER 4 Locomotives 38-39 NON-FED	-	-	-	-	-	6,123,180	6,123,180
618001	Systemwide	IT	Ticket Vending Machine Replacement	7,056,336	1,301,411	2,599,666	2,145,396	3,433,681	657,248	17,193,737
618002	Systemwide	IT	Systemwide Defribs for Cab Cars	-	-	-	-	-	87,811	87,811
620001	Systemwide	Signal	Trailerized Back-up Generator	48,807	20,345	11,405	14,796	7,398	-	102,752
620002	Systemwide	Facilities	Tamper, Stabilizer, Regulator	-	-	-	-	-	3,048,268	3,048,268
620003	Systemwide	Facilities	Specialized Mtc Equip Phase I	506,839	211,272	118,440	153,652	76,826	-	1,067,029
TOTAL				8,243,497	28,242,030	3,280,576	10,228,859	3,517,906	105,639,417	159,152,284

REVISED

Table 4.0 - Summary of Funding Request - FY2020/21

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

															Amendment 1
Operating															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	5337 OB ⁷	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	LTF OB ⁶	SGR PUC99313 ⁸	SGR PUC99314 ⁸	STA PUC99313 ⁸	Farebox
Western County Rail															
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$23,779,338		\$6,752,000		\$4,000,000	\$3,900,000	\$1,081,302	\$6,310,556			\$1,735,480				
Next Generation Rail Study Phase II	\$400,000							\$400,000							
Program Management and Support ²	\$4,323,500							\$2,237,200	\$2,086,300						
San Jacinto Line Right of Way Maintenance	\$2,374,100								\$2,074,100	\$300,000					
Station Operations and Security	\$6,556,100		\$4,732,900			\$251,000			\$1,399,300	\$172,900					
Transfer Agreements	\$150,000							\$150,000							
Vanpool															
RCTC VanClub Operating Expenses	\$1,926,800		\$950,000												\$976,800
Sub-total Operating	\$39,509,838	\$0	\$12,434,900	\$0	\$4,000,000	\$4,151,000	\$1,081,302	\$9,097,756	\$5,559,700	\$472,900	\$1,735,480	\$0	\$0	\$0	\$976,800
Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	5337 OB ⁷	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	LTF OB ⁶	SGR PUC99313 ⁸	SGR PUC99314 ⁸	STA PUC99313 ⁸	Farebox
Western County Rail															
Rail Stations - Capital Rehabilitation - WC 21-1	\$8,906,330	\$8,000,000										\$632,315	\$274,015		
RCTC Metrolink Capital Obligation - WC 21-2	\$10,701,750				\$10,701,750										
Coachella Valley Rail															
CV Rail Environmental/Service Development Plan - CV 21-1	\$672,000													\$672,000	
Sub-total Capital	\$20,280,080	\$8,000,000	\$0	\$0	\$10,701,750	\$0	\$0	\$0	\$0	\$0	\$0	\$632,315	\$274,015	\$672,000	\$0
Total Operating & Capital	\$59,789,918	\$8,000,000	\$12,434,900	\$0	\$14,701,750	\$4,151,000	\$1,081,302	\$9,097,756	\$5,559,700	\$472,900	\$1,735,480	\$632,315	\$274,015	\$672,000	\$976,800

¹ Per Metrolink's Proposed FY21 Budget

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 Projected Funding Details	
5307 RS CARES	\$12,434,900
5337 OB	\$4,000,000
CMAQ OB	\$4,151,000 ³ PVL CMAQ Funding for Security and Operations
LCTOP PUC99313	\$1,081,302 ⁴ LCTOP FY19/20 Expanded Perris Valley Line Operations FY 21 Grant
LTF	\$9,097,756
MA CR	\$5,559,700
OTHR LCL	\$472,900 ⁵ Revenue generated by licenses and agreements
LTF OB	\$1,735,480 ⁶ Metrolink reported surplus for FY21
Farebox	\$976,800
Total Estimated Operating Funding Request	\$39,509,838
5307 RS	\$8,000,000
5337 OB	\$10,701,750 ⁷ Commission approved Jan 2020 for \$10.7M; Metrolink FY21 Capital allocation subsidy is \$7,961,548
SGR PUC99313	\$632,315
SGR PUC99314	\$274,015 ⁸ Per revised SGR SCO Aug 2020 estimates. Commission approved Sept 2020.
STA PUC99313	\$672,000 ⁹ CV Bus/Rail Split - STA amount matches transfer amount in FY21 Budget
Total Estimated Capital Funding Request	\$20,280,080
Total Funding Request	\$59,789,918
Revised Amounts	

Table 4.0 - Summary of Funding Request - FY2020/21
RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$35,133,841		\$21,618,973	\$4,000,000	\$3,900,000	\$1,081,302	\$4,533,566						
Next Generation Rail Study Phase II	\$400,000						\$400,000						
Program Management and Support ²	\$4,323,500						\$2,237,200	\$2,086,300					
San Jacinto Line Right of Way Maintenance	\$2,374,100							\$2,074,100	\$300,000				
Station Operations and Security	\$6,556,100		\$4,732,900		\$251,000			\$1,399,300	\$172,900				
Transfer Agreements	\$150,000						\$150,000						
Vanpool													
RCTC VanClub Operating Expenses	\$1,926,800		\$950,000										\$976,800
Sub-total Operating	\$50,864,341	\$0	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$0	\$0	\$0	\$976,800
Capital													
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB ³	LCTOP PUC99313 ⁴	LTF	MA CR	OTHR LCL ⁵	SGR PUC99313	SGR PUC99314	STA PUC99313 ⁶	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 21-1	\$8,837,037	\$8,000,000								\$586,060	\$250,977		
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 21-1	\$672,000											\$672,000	
Sub-total Capital	\$9,509,037	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$586,060	\$250,977	\$672,000	\$0
Total Operating & Capital	\$60,373,378	\$8,000,000	\$27,301,873	\$4,000,000	\$4,151,000	\$1,081,302	\$7,320,766	\$5,559,700	\$472,900	\$586,060	\$250,977	\$672,000	\$976,800

¹ Total reflects an estimated full year subsidy and first quarter disbursement of LTF based on the Metrolink-approved continuing resolution. Due to projected decrease in ridership, the subsidy amount covers loss of passenger revenues. An SRTP amendment is anticipated upon approval of the Metrolink FY 2020/21 budget in August 2020.

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 Projected Funding Details												
5307 RS CARES	\$27,301,873											
5337 OB	\$4,000,000											
CMAQ OB	\$4,151,000											
LCTOP PUC99313	\$1,081,302											
LTF	\$7,320,766											
MA CR	\$5,559,700											
OTHR LCL	\$472,900											
Farebox	\$976,800											
Total Estimated Operating Funding Request	\$50,864,341											
5307 RS	\$8,000,000											
SGR PUC99313	\$586,060											
SGR PUC99314	\$250,977											
STA PUC99313	\$672,000											
Total Estimated Capital Funding Request	\$9,509,037											
Total Funding Request	\$60,373,378											

**MEMORANDUM OF UNDERSTANDING NO. 20-25-091-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2020-21 ANNUAL FUNDING MOU**

This memorandum of understanding (MOU) is effective as of this ___ day of ___ 2020, by and between the Southern California Regional Rail Authority (hereinafter referred to as "SCRRA"), 900 Wilshire Blvd Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, California 92501, a public agency (hereinafter referred to as "RCTC"), which are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

I. RECITALS

- A. RCTC and SCRRA desire to enter into a MOU to define RCTC's financial commitments to the SCRRA fiscal year (FY) 2020-21 operating budget and rehabilitation/renovation and new capital budget (collectively, the "BUDGET").
- B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as a subrecipient of RCTC federal funds for costs in connection with the rehabilitation/renovation new and capital budget, and SCRRA's prior year rehabilitation/renovation and new capital costs.
- C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
- D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
- E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, ticket vending machine (TVM) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

- F. RCTC, at its June 10, 2020 meeting, approved RCTC's financial commitments to the SCRRA FY 2020-21 for the initial operating costs as required by the JPA.
- G. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; layover facility work at Downtown Riverside Metrolink Station; and RCTC's share of system-wide track, signal, information technology, communications, rubber tire vehicles, TVM, and mechanical improvements.
- H. RCTC, at its future meeting, will approve RCTC's financial commitments to the SCRRA FY 2020-21 rehabilitation/renovation and new capital projects with funds to be drawn down by RCTC from the Federal Transit Administration (FTA) and used to reimburse SCRRA.
- I. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.
- J. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the San Jacinto Subdivision.
- K. As the Railroad of Record on behalf of RCTC, SCRRA agrees to maintain track, signals, and crossing warning systems on the out of service portion of the San Jacinto Subdivision as needed. SCRRA will post and maintain Emergency Notification Signs (ENS) with Metrolink's emergency telephone number at all crossings on the out of service areas as required by the Federal Railroad Administration (FRA) CFR Title 49 §234. The cost of all ENS signage and maintenance services incurred by SCRRA will be tracked as a separate collectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for such costs within 30 days of the invoice date.
- L. Pursuant to the Shared Use Agreement between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay a set rate per mile for trains that are operated and dispatched over the PVL ("BNSF Per Mile Payment Obligation").
- M. SCRRA will also maintain within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"), provided that the costs for such maintenance are not an RCTC obligation, and shall instead be reimbursed by BNSF pursuant to the BNSF Per Mile Payment

Obligation. SCRRA shall invoice BNSF for such costs. RCTC shall work with SCRRA to ensure that SCRRA is reimbursed by BNSF.

- N. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.

II. Scope of MOU

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. Responsibilities of RCTC

RCTC agrees to the following responsibilities for the BUDGET:

- A. Allocate and pay to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Seventeen Million, Twenty Seven Thousand Three Hundred and Thirty-Eight Dollars (\$17,027,338) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA. Future portions of the operating costs will be paid with FTA CMAQ funds for the Perris Valley Line and FTA 5337 Funds for Preventative Maintenance.
- B. Program Seven Million, Nine Hundred Sixty-One Thousand Five Hundred and Forty-Eight dollars (\$7,961,548) in FTA Section 5337 funds to be drawn down directly by RCTC. Funds will reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU.
- C. Review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely drawdown requests to FTA for eligible expenses following approval of the invoice.
- D. Prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.
- E. Comply with all requirements of the FTA Master Agreement, found at <http://www.fta.dot.gov/documents/21-Master.pdf> ("Master Agreement").

- F. Monitor SCRRA's respective responsibilities as a subrecipient of RCTC's federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRA's prior years' carryover budget.
- G. Per the regular operating formula, as set forth in the JPA, reimburse SCRRA for Maintenance of Way Services performed within twenty (20) feet from the center line along PVL, including any railroad structure or ballast cross-section that is located outside of this twenty (20) feet area (collectively, the "PVL SCRRA Maintenance Area"). These costs shall be included in the quarterly rail operations invoices submitted by SCRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A.
- H. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRA Maintenance Area. RCTC shall not be required to provide flagmen for such Maintenance of Way Services if there is no potential to foul the tracks but shall properly ensure that contractors have safety training for employees.
- I. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRA. SCRRA's payment obligation shall be based on the agreed upon terms in Funding Agreement No. 16-25-107-00. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities.
- J. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRA to the same extent as indemnification is provided to RCTC and include SCRRA as an additional insured under all applicable policies required by RCTC under the contract(s).
- K. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA's safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

IV. Obligations of SCRRA

SCRRA agrees to the following responsibilities for the BUDGET:

- A. Establish fiscal controls and accounting procedures sufficient to assure proper accounting for all transactions, so that audits may be performed. SCRRA shall

use accounting and fiscal procedures conforming to generally accepted accounting principles (GAAP).

- B. Comply with the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), including but not limited to:
 - a. Indirect Cost Rate. SCRRA's submitted federally recognized indirect cost rate negotiated between SCRRA and the FTA. SCRRA will provide RCTC the rates in a separate letter as soon as they are available. If the rates are updated with FTA, within 30 days of approval, SCRRA must reconcile its billings for any over or under-recovery of indirect costs previously billed to and reimbursed by RCTC using the provisional rates. Interest may not be claimed on any potential underpayments.
- C. Comply with the requirements of 49 CFR, Part 26, et. seq., and all other FTA Disadvantaged Business Enterprise (DBE) rules, regulations and policies in carrying out this MOU, and shall implement a stand-alone DBE Program that includes goal setting, outreach, monitoring, and reporting. SCRRA shall create and maintain records of compliance with the DBE obligations in this MOU and provide compliance information to RCTC upon request.
- D. Comply with all applicable sections of 2 CFR 200 "Grants and Agreements" pertaining to the management of federally funded assets. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements 2 CFR 200.
- E. Comply with all applicable sections of FTA Circular 5010.1.e pertaining to the management of federally funded assets, FTA Circular 4220.1F pertaining to any third-party contracts funded with FTA funds, and any other applicable FTA Circulars. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements in Circular 5010.1.e.
- F. Assume the role of subrecipient of federal awards and provide RCTC with all the necessary information to remain in compliance as a subrecipient with the Uniform Guidance, FTA requirements, and RCTC Subrecipient Guidelines, all of which are on file at the offices of the PARTIES, and are incorporated herein by reference.
- G. Comply with all applicable requirements of the FTA Master Agreement, the terms of which are incorporated herein by reference, and be responsible for any violation of FTA rules, regulations or policies, or misuse of funds by SCRRA.
- H. Submit a separate invoice to RCTC (Attention: Accounts Payable) on a quarterly basis for RCTC's share of the costs associated with the individual components of the BUDGET. Each invoice shall be in a mutually acceptable form and shall include the following information, at a minimum:
 - a. RCTC Agreement Number

- b. Time period covered by the invoice;
- c. Total invoice amount;
- d. For rehabilitation/renovation and new capital projects, supporting documentation, such as progress reports, contractor invoices, or other records to indicate payment has been made to contractor(s), or that payment is imminent in the amount of the invoice, and such additional supporting documentation and background information as RCTC may reasonably require (including executed contracts, as further described below):
- e. All information needed for quarterly project reporting and milestone updates to allow RCTC enough time to prepare and submit to the FTA on a timely basis all required or requested FTA reports and updates. In no event shall such reports be received later than ten (10) days prior to the required date of the quarterly submission to the FTA, which is 30 days following the end of each quarter.
- I. For each invoice submitted to RCTC related to rehabilitation/renovation and capital projects, provide a description of services performed during invoice period and included in the invoice;
- J. For rehabilitation/renovation and capital projects, provide quarterly reports detailing total amount invoiced to date and balance remaining on projects; any significant issues encountered or anticipated; and a breakdown of percent completed and remaining for projects.
- K. Provide quarterly budget to actual reports to RCTC and the SCRRA Board of Directors reflecting actual ridership and revenues and expenses at a line item level compared to the adopted operating budget, based on financial information generated by SCRRA's Oracle financial system. Such financial information shall be based on a monthly financial closing process that includes significant accruals and material account reconciliations.
- L. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels as outlined in Exhibit A.
- M. Submit invoices to RCTC in a timely manner to allow RCTC to draw down Section 5337 federal funds directly and provide quarterly expenditure report by grant to RCTC no later than the 20th of the month following the end of each quarter reflecting anticipated drawdown of federal funds and funds expended for RCTC-funded capital, rehabilitation/renovation projects, including a progress report on each budgeted rehabilitation/renovation project that includes status of each project, schedule update, , and expenditures to budget.
- N. Provide a reconciliation report to RCTC by March 31, 2021, identifying a surplus or deficit in FY 2019-20 RCTC allocations to the SCRRA for operating expenses.

- O. Obtain express written permission from RCTC prior to reallocating any unexpended FY 2020-21 RCTC operating funds.
- P. Provide quarterly reports to RCTC summarizing FY 2020-21 actual data versus budget, to assist in the measurement of performance metrics.
- Q. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.
- R. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2020-21 on or prior to June 30, 2021 for budgeted or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2022, and (ii) final invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines 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. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California.

Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

V. Maximum Obligation

Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative payment obligation hereunder shall be Seventeen Million, Twenty Seven Thousand Three Hundred and Thirty-Eight Dollars (\$17,027,338) for rail operations; Seven Million, Nine Hundred Sixty-One Thousand Five Hundred and Forty-Eight dollars (\$7,961,548) in FTA Section 5337 funds for capital projects, for a total amount not to exceed Twenty Four Million, Nine Hundred Eighty Eight Thousand Eight Hundred and Eighty-Six dollars (\$24,988,886). Any amendments to the BUDGET that increase the amount set forth as due from RCTC will require RCTC board approval.

VI. Complete MOU

A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.

- B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.
- C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

VII. Authorized Representatives

The actions required to be taken by SCRRA and RCTC in the implementation of this MOU are delegated to the respective authorized representative of each PARTY. The authorized representative for SCRRA is its Chief Executive Officer, or designee, and the authorized representative for RCTC is its Executive Director, or designee.

VIII. Audit and Inspection

In its role as a subrecipient, SCRRA shall:

- A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.
- B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by and independent certified public accountant. SCRRA shall furnish such audited financial statements to RCTC within ten (10) days of issuance of the audit report.
- C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer.

For purposes of audit, the date of completion of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.

- a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.
 - i. SCRRA shall develop a corrective action plan for any findings or deficiencies within 60 days from the issuance of the review findings to address deficiencies or noncompliance issues.
- D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).
- E. Comply with the terms and conditions for close-out of subawards.

RCTC shall have the right to reproduce any such books, records, and accounts.

If the FTA determines that any FTA funds paid to SCRRA were not spent in accordance with applicable federal rules and regulations, SCRRA shall be responsible for reimbursement of all such improperly expended funds and shall make such reimbursement in the manner specified by FTA.

If SCRRA fails to comply with the requirements of this MOU as it pertains to federal requirements as a subrecipient, RCTC may impose additional conditions or take one or more of the following actions, as appropriate:

- A. Temporarily withhold cash payments;
- B. Disallow all or part of the cost of the activity that is not in compliance;
- C. Wholly or partly suspend or terminate the federal award;
- D. Recommend that the federal agency initiate suspension or debarment proceedings; or
- E. Take other remedies that may be legally available.

IX. Indemnification and Insurance

- A. SCRRA shall indemnify, defend and hold harmless RCTC, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by SCRRA, its officers, directors,

employees, contractors, or agents in connection with or arising out of the performance of this MOU.

- B. RCTC shall indemnify, defend and hold harmless SCRRA, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by RCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this MOU.
- C. The indemnification and defense obligations of this MOU shall survive its expiration or termination.
- D. SCRRA maintains property and general liability insurance and/or self-insurance in the amounts and with coverage as set forth in the insurance certificates attached hereto as Exhibit "B". SCRRA shall maintain, for the duration of this MOU, and/or shall require that SCRRA contractors maintain, levels of insurance coverage equivalent to existing coverage, as shown in the attached certificates, against claims for injuries to persons, or damages to property, which may arise from or in connection with SCRRA rail operations or construction by SCRRA, its agents, representatives, employees or subcontractors on RCTC property. Further, the PARTIES agree that SCRRA is responsible for maintenance and repair of damage to, regardless of cause or ownership, all assets that facilitate SCRRA's operations, and shall provide insurance therefore.
- E. SCRRA shall include RCTC as an additional insured on all insurance policies required to be maintained hereunder.

X. Additional Provisions

RCTC and SCRRA agree to the following mutual responsibilities:

- A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations. 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 SCRRRA 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]

DRAFT

**SIGNATURE PAGE TO
MOU No. 20-25-091-00**

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 20-25-091-00 to be executed on the date first above written.

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

Chief Executive Officer

Executive Director

Reviewed and Approved as to Form:

SCRRA Legal Counsel

RCTC General Legal Counsel

EXHIBIT A-SCRRRA BUDGET

RCTC's shares of SCRRRA's FY 2020-21 Budget, as approved by the SCRRRA Board of Directors in September 2020, are shown below:

Operating Budget:

RCTC Share	\$	17,027,338
Net Subsidy	\$	17,027,338

Capital Budget:

RCTC Share	\$	7,961,228
Total	\$	7,961,228

EXHIBIT B-INSURANCE CERTIFICATES

[attached behind this page]

DRAFT

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2020
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	California High-Speed Rail Los Angeles to Anaheim Project Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive a report on the California High-Speed Rail Authority's Los Angeles to Anaheim Project Section progress and potential impacts to the Commission; and
- 2) Direct the Chair and/or Executive Director to submit comments that express the Commission's rightful concerns regarding potential environmental impacts of the project.

BACKGROUND INFORMATION:

The California High-Speed Rail Authority (Authority) is currently planning, designing, and building Phase 1 of the High-Speed Rail System, which will connect San Francisco to the Los Angeles basin in under three hours with trains traveling more than 200 miles per hour in certain areas. Phase 1 of the project is broken down into project sections. In Southern California, the project sections include Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. Phase 2 would extend the system to Sacramento in the north and to San Diego in the south with potential stops in the Inland Empire. A system wide map is included with this report as Attachment 1. The Phase 2 sections included the route to San Diego have been pushed further out and a proposed implementation date is no longer mentioned in recent Business Plans. There are currently no active discussions on the Phase 2 corridor.

Los Angeles to Anaheim Project Section

The Los Angeles to Anaheim Project Section (LA-A) will traverse approximately 30 miles between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center (ARTIC) on shared tracks that Metrolink, freight, and Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) trains currently utilize (Attachment 2). In addition, the LA-A Project Section is located along heavily populated and industrialized areas of Southern California. The Authority is proposing to have four stations at LAUS, Norwalk/Santa Fe Springs, Fullerton, and ARTIC within this Project Section.

There is a long history of project development on this section that includes the first Notice of Intent for the project that was released in March of 2007. Through the years, there have been significant local concerns such as property issues, noise, and safety along the corridor that have

modified the project to minimize impact and adjust design elements. The original plan included two new dedicated high-speed rail tracks adjacent to the existing BNSF Railway (BNSF) right of way. This resulted in large property takes along the way and was met with stiff residential, business, and local agency resistance. The new approach takes the current three track alignment, adds an additional track within the ROW, and splits the priority to have two passenger tracks shared with HSR, Metrolink and LOSSAN and two dedicated freight tracks. This new approach resulted in the need to make major adjustments to the freight infrastructure impacting the entire region. The Authority selected this Preferred Alternative in 2018 and has been working towards developing a Draft Environmental Impact Statement/Environmental Impact Report (EIR/EIS) to environmentally clear the project section. The release of the Draft EIR/EIS is anticipated in January 2021.

On August 25, 2020, the Authority released a revised Notice of Preparation/Notice of Intent (NOP/NOI) and opened a public scoping period for the LA-A Project Section, which will conclude on September 24, 2020. The Authority initiated this new scoping period because two new freight project components were added to the environmental analysis that will be required to allow projected passenger and freight rail volumes to run. The Authority cites that construction of a new intermodal facility further east in Colton (Attachment 3) and staging tracks in Lenwood, near Barstow (Attachment 4) are needed to address potential freight and passenger congestion in the LOSSAN corridor between LAUS and Fullerton.

Discussion

The Commission has been an active participant of the development of the High-Speed Rail program in California as part of Phase 2 planning and continues to be engaged with Authority staff as they continue to develop the LA-A Project Section environmental document. The Commission is particularly interested in the LA-A Project Section due to the Commission purchased track rights as part of the BNSF Shared Used Agreement. This not only allows for commuter train access, but also provides the Commission with “exclusive passenger rail rights excluding Amtrak” between Riverside- Fullerton-Los Angeles. These rights are at risk with the current proposed High-Speed Rail approach.

Over the years, the Commission has been increasingly involved with the operations and planning of future service along the corridor that services Metrolink’s 91/Perris Valley and Inland Empire/Orange County lines. Since the Authority began with the planning and designing of the LA-A Project Section, the Commission has become a full voting member of the LOSSAN Board, of which the LA-A Project Section is planned for operation. Furthermore, the Commission is actively engaged with Metrolink on current and future rail commuter service that serves Riverside County residents.

The Authority’s planned activities in Colton and Barstow have the potential of having impacts on the Commission’s rail commuter planning and operations, as well as community concerns for Riverside County residents including traffic congestion, noise and air quality. First off, the new proposed Colton facility is anticipated to accommodate a daily average of 10 additional freight trains from the ports, which will likely increase over time. These will add to the BNSF freight

traffic that already travels through the communities of Corona, Riverside and Highgrove. Estimates indicated that these trains could transport between 250-300 containers each, which would lead to potentially 3,000 additional daily truck trips to distribute the goods across the region. The arterial access points to this new facility include a potential route along Agua Mansa that leads to Rubidoux Boulevard and the State Route 60 near communities in the city of Jurupa Valley. Other routes will increase traffic on Interstates 10 and 215. These additional trucks will impact traffic safety, congestion, noise and air quality in the area. The additional freight trains could impact the reliability and future capacity to expand Metrolink service. Per the existing shared use agreements, freight train counts from Fullerton to Riverside were projected to be maximized at 44 daily trains, however current daily counts are already more than 80 trains. With the new Colton yard this would increase dramatically and challenge the constrained shared passenger and freight corridor.

Commission staff also has more global concerns regarding relocating freight facilities from more coastal regions to the Inland Empire in order to provide a high-speed rail service that will not benefit this region. After COVID-19 service reductions are reinstated, between Metrolink and LOSSAN service there will be approximately 68 daily passenger trains available from Fullerton to Los Angeles and 55 trains from Anaheim. The recently added, publicly funded, triple track infrastructure on this route enables expansion up to 84 daily passenger trains per the existing shared use agreements. This is a significant amount of service prior to the multi-billion dollar commitment for HSR rail for the 30 mile section to Anaheim. Of great concern, is the risk that if the funding does not materialize for the LA-A HSR expansion the BNSF Colton Project will be environmentally cleared and move forward. The negative impacts of the Colton projects would be realized without any public benefit associated with passenger rail expansion. Given the uncertainty that the Governor has expressed regarding HSR expanding beyond the Central Valley, it raises doubts about the current LA-A approach. It may make sense to propose that Colton Project be restricted from proceeding to construction until the HSR LA-Anaheim track improvements are constructed, and expanded passenger service are implemented. At least that would provide some guarantee of public benefit for this project. As the LA-A project moves forward staff will reach out to the Authority to discuss opportunities to mitigate the negative impacts of this project and address these local concerns. In addition, staff is working closely with our partners at the San Bernardino County Transportation Authority to ensure our joint regional interests are being heard. Staff will provide the Commission future updates as the planning effort continues.

There is no financial impact for this item.

Attachments:

- 1) California High-Speed Rail Statewide System Map – Proposed Statewide Alignment
- 2) Los Angeles to Anaheim Project Section Map – BNSF Components
- 3) Los Angeles to Anaheim Project Section Map – BNSF Colton Component
- 4) Los Angeles to Anaheim Project Section Map – BNSF Lenwood Component



LEGEND

-  Metrolink Stations
-  HSR Stations
-  Los Angeles - Anaheim HSR Passenger Rail Corridor
-  Lenwood Component Track
-  Colton Component Track
-  Existing Railroad
-  County Boudaries









CALIFORNIA
High-Speed Rail Authority

LOS ANGELES TO ANAHEIM
PROJECT SECTION

BNSF COLTON COMPONENT



LEGEND

-  Colton Component Approach Track
-  Existing Railroad
-  City/County Boundaries
-  Colton Intermodal Facility (Colton Component) Boundary

