RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING AGENDA

TIME/DATE: **9:30 a.m. / Wednesday, October 14, 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, October 14, 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 below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

https://rctc.zoom.us/j/82968555624

US: +1 669 900 6833 or +1 253 215 8782

Webinar ID: 829 6855 5624

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 October 13, 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 – SEPTEMBER 9, 2020

Page 1

5B. QUARTERLY SALES TAX ANALYSIS

Page 9

Overview

This item is for the Commission to receive and file the sales tax analysis for Quarter 1, 2020.

5C. QUARTERLY FINANCIAL STATEMENTS

Page 18

Overview

This item is for the Commission to receive and file the Quarterly Financial Statements for the 12 months ended June 30, 2020.

5D. QUARTERLY INVESTMENT REPORT

Page 29

Overview

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended June 30, 2020.

5E. INLAND EMPIRE COMPREHENSIVE MULTIMODAL CORRIDOR PLAN ADOPTION

Page 116

Overview

This item is for the Commission to:

1) Adopt and confirm the Inland Empire Comprehensive Multimodal Corridor Plan (CMCP) is consistent with California Transportation Commission guidelines for CMCPs; and
2) Authorize staff to make minor changes as needed to keep the document current and accurate.

5F. AMENDMENT TO AGREEMENT RELATED TO THE CONSTRUCTION OF THE RIVERSIDE DOWNTOWN LAYOVER FACILITY EXPANSION PROJECT

Page 478

Overview

This item is for the Commission to:

1) Approve the increase in the contingency for Agreement No. 19-33-029-00 with Reyes Construction, Inc., for the construction of the Riverside Downtown Layover Facility Expansion Project (Project) in the amount of $455,000, for a revised contingency of $875,142, and a total amount not to exceed $5,255,000; and
2) Approve an increase of $300,000 in the FY 2020/21 budget for construction expenditures related to the Project.

5G. AMENDMENT TO CONSTRUCTION MANAGEMENT AGREEMENT FOR THE LA SIERRA STATION EXPANSION PROJECT

Page 482

Overview

This item is for the Commission to:

1) Approve Agreement No. 16-24-080-03, Amendment No. 3 to Agreement No. 16-24-080-00, with S2 Engineering, Inc. (S2) to complete construction management (CM) services, materials testing, and construction survey services for the La Sierra Station Expansion Project, for an additional amount of $102,069 and a total amount not to exceed $940,469; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

5H. COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR PLANNING STUDY UPDATE AND HDR CONTRACT AMENDMENT

Page 490

Overview

This item is for the Commission to:

1) Approve Agreement No. 14-25-072-05, Amendment No. 5 to Agreement No. 14-25-072-00, with HDR Engineering (HDR) related to the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study in the amount of $831,653, plus a contingency amount of $83,000, for a total amount of $914,653, and a total amount not to exceed $6,916,748 and a term extension through June 30, 2022;
2) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
3) Authorize the Executive Director, or her designee, to approve the use of the contingency amount as may be required for the agreement; and
4) Amend the Commission's Fiscal Year 2020/21 Short Range Transit Plan (SRTP) and make appropriate budget amendments to reprogram $2,468,404 of Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Funds from the Special Events Train Platform at the Indio Station project to the Coachella Valley-San Gorgonia Pass Rail Corridor Study and commuter rail station capital upgrades.

6. FISCAL YEAR 2020/21 ORGANIZATION RECOMMENDATIONS

Page 500

Overview

This item is for the Commission to:

1) Approve revised FY 2020/21 salary ranges; and
2) Approve an increase of $504,000 in the FY 2020/21 budget for salaries and benefits expenditures related to the reinstatement of merit increases, salary range cost of living adjustment (COLA), and funding for Planning and Programming Director approved by the Executive Committee.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 504

Overview

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

8. INTERSTATE 15 CORRIDOR OPERATIONS PROJECT

Page 513

Overview

This item is for the Commission to:

1) Authorize staff to implement all project development activities needed to complete construction of the I-15 Corridor Operations Project (15 COP), including immediately commencing the preliminary engineering/environmental document work phase;
2) Authorize the Executive Director to negotiate and execute a contract amendment to Agreement No. 19-31-025-00 or a new contract with HDR Engineering, Inc. (HDR) to provide final design services for the 15 COP for an amount as necessary to complete the work, currently estimated in the amount of $2,379,000, plus a contingency amount of $238,000, for a total estimated amount of $2,617,000, as it is in the best public interest and best interest of the Commission to conduct a non-competitive procurement;
3) Authorize the Executive Director to negotiate and execute a contract amendment to Agreement No. 19-31-025-00 or a new contract with HDR Engineering, Inc. (HDR) to provide final design services for the 15 COP for an amount as necessary to complete the work, currently estimated in the amount of $2,379,000, plus a contingency amount of $238,000, for a total estimated amount of $2,617,000, as it is in the best public interest and best interest of the Commission to conduct a non-competitive procurement;
    a. $25.0 million in Measure A sales tax revenue bond proceeds projected to be available for all phases of project development costs for the 15 COP; and
    b. $13.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds for construction phase costs for the 15 COP and to program this funding in the 2021 Federal Transportation Improvement Program (FTIP);
4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary, non-funding, agency agreements or amendments to existing agency agreements for all phases of project development;
5) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
6) Approve an increase of $2,000,000 in the FY 2020/21 budget for preliminary engineering/environmental document and final design work phase expenditures related to the 15 COP.

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

10. 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**

11. CLOSED SESSION

11A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to Government Code Section 54956.9(d)(1)
Case No(s). RIC1903801

12. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Thursday, November 12, 2020**, via Zoom.

AGENDA ITEM 5A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, September 9, 2020

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Ben J. Benoit at 9:45 a.m., via Zoom Meeting ID: 860 7666 8991. Pursuant to Governor Newsom's Executive Order N-29-20.

2. ROLL CALL

Commissioners/Alternates Present		Commissioners Absent
Rusty Bailey	Lisa Middleton	Yxstain Gutierrez
Ben J. Benoit	Michael Naggar	
Brian Berkson	V. Manuel Perez	
Randall Bonner	Dana Reed	
David Bricker	Wes Speake	
Joseph DeConinck	Karen Spiegel*	
Waymond Fermon	Larry Smith	
Kathleen Fitzpatrick	Michael M. Vargas	
Raymond Gregory	Chuck Washington	
Berwin Hanna	Ted Weill	
Jan Harnik	Lloyd White	
Steven Hernandez*	Art Welch*	
Jeff Hewitt*	Russ Utz	
Kevin Jeffries	Scott Vinton	
Linda Krupa	Ted Weill	
Clint Lorimore	Bill Zimmerman	
Bob Magee		
Scott Matas		

*Arrived after the meeting was called to order.

3. PUBLIC COMMENTS

There were no requests to speak from the public.

4. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

At this time, Commissioner Karen Spiegel joined the meeting.

5. CONSENT CALENDAR

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

5A. APPROVAL OF MINUTES – AUGUST 12, 2020

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

Receive and file the Quarterly Public Engagement Metrics Report for April-June 2020.

5C. STATE AND FEDERAL LEGISLATIVE UPDATE

Receive and file an update on state and federal legislation.

5D. 91 EXPRESS LANES MONTHLY STATUS REPORTS

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

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

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

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

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

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

John Standiford, Deputy Executive Director, acknowledged Sheldon Peterson, Rail Manager, for his hard work on this agenda item and for Agenda Item 7, *California High Speed Rail Los Angeles to Anaheim Update*, which Mr. Peterson will present next. Mr. Standiford presented the Annual Metrolink Budget update, highlighting the following areas:

- RCTC and Metrolink:

- Metrolink operated by five-county JPA
- RCTC has made a significant rail investment
  - Three Lines: Riverside, IEOC, 91/Perris Valley
  - Nine Stations
- Short-term budget previously approved – full budget pending
- This presentation focuses primarily on RCTC's portion of the Metrolink Budget

- FY 20 Highlights:
  - Celebrated its 27th year of operations
  - Increased capital construction and rehabilitation
  - Delivery of all 40 Tier 4 locomotives by the end of 2020
  - Pre-COVID-19 Riverside ridership growth 3% -
  - COVID-19: 90% Drop - Net Annual: 22% drop
- Ridership Cliff - FY 2019/20 Weekday Riverside County Lines Ridership by Line Chart
- COVID-19 Recap:
  - Service Reduction 30% - March 26
  - Focus on essential workforce healthcare/law enforcement
  - Clean – Sanitize – Social Distance (How Full is My Train App)
  - Conducted COVID-19 Customer Survey
    - 81 percent likely to return
- FY 21 Highlights:
  - Implement a Recovery Plan Framework – Safety First – Add trains back when ready
  - Award updated contracts for Operations, Track and Signal and Infrastructure Maintenance Support Services
  - New promotions targeting riders to get back on the train including Kids Ride Free, Loyalty Program, 5-Day Pass, and enhanced Health Care Corporate Partner Program
  - Enhancing the Rehabilitation Program to reduce major failures by retrofitting cars
  - Continue improving the Positive Train Control program system-wide in coordination with the freight railroads
- Financial Impact:
  - Operating Subsidy Requirement $23,780,000
    - Federal Share 62% - State and Local 38%
  - Capital Funding Requirement $7,961,548
    - FTA 5337 Grant Funds
  - Update Short Range Transit Plan Accordingly
  - Update Metrolink MOU with new funding plan

At this time, Commissioners Hernandez and Hewitt joined the meeting.

Mr. Standiford expressed appreciation to Commission Representatives Berkson, Hewitt, and Spiegel that are on the Metrolink Board because this is a challenging time to be involved in public transit and the transit systems will need to evolve and advance and Metrolink is well positioned to do that.

M/S/C (Reed/Fitzpatrick) 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.**

At this time, Commissioner Welch joined the meeting.

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

Sheldon Peterson presented the California High-Speed Rail (HSR) Los Angeles to Anaheim (LA/ANA) Project update, highlighting the following:

- Statewide HSR Program
  - Phase 1 – Bay Area to LA/ANA
  - Central Valley Priority
  - 2007 Environmental Studies Continue for Southern California Project Sections
  - Phase 2 to San Diego via IE and to Sacramento Timeline Uncertain/2050?
- LA/ANA Project Section Overview:
  - Approximately 30 miles
  - State preferred uses BNSF/OCTA Corridor
  - Residential, business, and local agency concerns
  - HSR will not travel at full speed 200 mph only 79 mph
  - Commission retains purchased Shared Use Rights
- A conceptual plan of the Los Angeles Union Station and the first HSR station - Anaheim (ARTIC) photos
- LA/ANA Section Scoping, the Colton Intermodal Facility Component, and the Barstow/Lenwood Staging Track Component maps
  - Revised Notice of Preparation / Notice of Intent on August 25

  - Two new components added
  - "Relieves congestion within LA-A"
  - Scoping Comment Period ends on September 24
  - Two Virtual Open House Meetings:
    - September 10 (5:00 p.m.) & September 12 (10:00 a.m.)
- Dedicated HST Alternative map:
  - Two dedicated HSR train tracks and four other tracks:
    - Amtrak
    - Metrolink
    - BNSF
- Consolidated Shared-Track Alternative Ariel and Consolidated Shared-Track Alternative At-Grade Diagrams
- Typical At-Grade Alignment Configuration Design - Current Proposal
- High Speed Rail Service Proposal
  - Daily Train Moves LA-FUL graphic
  - Passenger train growth = 279%
  - If service 4 a.m. to 12 M or 20 hour window
  - Results = 1 train every 5 minutes all day
- LA-FUL Daily freight trains grow 104 to 162
  - That is a 56% increase
- FUL-RIV Daily freight trains grow without capacity improvements from HSR
- Project challenges:
  - Increased truck and rail freight traffic in our region
    - Minimum 10 new daily freight trains FUL-RIV
    - Each train carries 250-300 containers
    - Potentially 3,000 daily new trucks
    - Impacts SR-60 (Rubidoux Blvd), I-10, I-215
    - Crossing delays
- Increased regional noise and air quality impacts
- Project Challenges (Cont.)
  - HSR track map of the region
  - Social Justice issues
  - No increased in local passenger rail benefits
  - RCTC/BNSF Shared Use Agreement Conflicts
  - Unrealized benefits to Riverside County
  - Freight yard happens regardless of HSR moving forward
- Next steps
  - Commission submit official scoping comments
  - Work with Authority staff to address concerns
  - Monitor LA-A Project Section progress and Phase 2 development
  - Provide Commission updates

Chair Benoit expressed appreciation to Mr. Peterson for a great presentation and for his comments about the impact to this region versus the benefit for a HSR, and stated it is difficult to see all the negative impacts with increased freight and traffic, including all the impacts on the air district side.

Commissioner Wes Speake expressed concern about the HSR proposal and at the same time the state is preventing the Commission from building lanes, putting every obstacle possible to stop commuters and then encouraging alternative transportation including rail and asked if at the state level are they going to be putting more funding into other types of rail.

Sheldon Peterson replied the state through Cap-n-Trade and some other funding sources have done a call for projects called the Transit Intercity Rail Capital Program and they released over $5 million in rail and transit projects over the past five or six years. He explained the challenge is to make sure RCTC's projects are competitive for some of those funding efforts and align with the right funding to compete. Mr. Peterson stated there is some funding out there but with COVID-19 and the economy some of that could be reduced for a while, but hopefully will eventually come back strong.

In response to Commissioner Speake's request for clarification, Mr. Peterson clarified it was $5 billion, but there is still a huge investment need and explained how other agencies are coming up with very competitive projects.

At this time, Commissioner Dana Reed made the motion.

Commissioner V. Manuel Perez seconded the motion. He expressed wanting to reinforce that RCTC work with AQMD to have further discussions on this especially when it comes to social and environment justice. He explained specifically to air quality ultimately Riverside County will be impacted so he wants to make sure this is taken care of and have that collaboration as well with RCTC and AQMD.

At this time, Commissioners Jeffries and Naggar left the meeting.

M/S/C (Reed/Perez) 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 FOR DISCUSSION

There were no items pulled from the Consent Calendar.

9. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

- **RCA Update, Anne Mayer**

9A. Anne Mayer updated the Commission on the RCA and stated the due diligence period with RCA is still going and she will come back with a summary at its October Commission meeting.

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

There were no announcements from Closed Session.

11. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Benoit adjourned the meeting at 10:31 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, October 14, 2020, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

Respectfully submitted,

Lisa Mobley
Clerk of the Board

AGENDA ITEM 5B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the sales tax analysis for Quarter 1, 2020.

BACKGROUND INFORMATION:

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

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,202 businesses. Through 1Q 2020, the CDTFA approved 804 of these accounts for a cumulative sales tax recovery of $11,579,068. If CDTFA concurs with the error(s) for the remaining claims, the Commission will receive additional revenues; however, the magnitude of the value of the remaining findings was not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 1Q 2020. Most of the 1Q 2020 Measure A sales tax revenues were received in the second quarter of calendar year 2020, during April 2020 through June 2020, due to a lag in the sales tax calendar. The summary section of the 1Q 2020 report is attached and includes an overview of California's economic outlook, local results, historical cash collections analysis by quarter, top 25 sales/use tax contributors, historical sales tax amounts, annual sales tax by business category, and five-year economic trend (general retail).

Taxable transactions for the top 25 contributors in Riverside County generated 25.3 percent of taxable sales for the benchmark year ended 1Q 2020, slightly higher than the 23.4 percent for the benchmark year ended 1Q 2019. The top 100 tax contributors generated 40 percent for the

benchmark year ended 1Q 2020, slightly higher than the 38.1 percent for the benchmark year ended 1Q 2019.

In the Economic Category Analysis below, five of the six categories experienced new highs in the 1Q 2020 benchmark year to the prior eight benchmark years. Food products were down slightly due to a warehouse club chain, included under general retail, shifting food sales from grocery retailers.

ECONOMIC CATEGORY ANALYSIS										
% of Total / % Change	RCTC	State Wide	Orange County	San Bernardino County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
General Retail	28.3 / 6.2	36.0 / -5.2	37.7 / -11.7	36.6 / -2.8	35.1 / -4.9	34.1 / 1.0	37.2 / -0.4	36.5 / -7.6	34.8 / -0.9	35.0 / -8.8
Food Products	17.3 / -0.9	20.0 / -8.2	19.5 / -8.1	15.3 / -3.9	20.8 / -9.5	16.3 / -6.6	15.2 / -5.0	21.6 / -9.0	16.0 / -1.8	31.5 / -5.8
Transportation	23.9 / 0.4	22.5 / -6.6	22.9 / -4.5	24.8 / -5.4	20.4 / -11.4	26.9 / -4.5	23.8 / -2.9	22.1 / -6.2	26.4 / 0.5	21.6 / -3.6
Construction	10.8 / 3.1	8.8 / -6.4	7.5 / -11.4	8.1 / 1.3	8.9 / -7.6	11.3 / -2.8	10.4 / -4.4	7.8 / -8.9	15.1 / 5.5	7.8 / -11.7
Business to Business	16.8 / 6.6	11.5 / -3.7	11.0 / -5.5	12.9 / -5.6	13.6 / -3.9	10.4 / -0.5	12.4 / 6.2	10.8 / -5.5	7.0 / 2.8	3.4 / 0.7
Miscellaneous	2.9 / 14.4	1.2 / -3.9	1.4 / -12.4	2.3 / 0.0	1.2 / 6.4	1.1 / 5.0	0.9 / 0.0	1.1 / -11.0	0.6 / -7.1	0.7 / 17.3
Total	**100.0 / 3.4**	**100.0 / -6.0**	**100.0 / -8.8**	**100.0 / -3.6**	**100.0 / -7.2**	**100.0 / -2.3**	**100.0 / -1.4**	**100.0 / -7.5**	**100.0 / 0.5**	**100.0 / -6.6**

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail
Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment
Construction: Building Materials Retail and Building Materials Wholesale
Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales
Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing, Biotechnology, I.T. Infrastructure, and Green Energy
Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

An analysis of sales tax performance through 1Q 2020 is attached and illustrates fairly consistent cycles for sales tax performance for most of the economic categories since 1Q 2015.

For 5 of the top 10 segments (department stores, miscellaneous retail, building materials – wholesale, building materials – retail, and heavy industry) during the eight benchmark year quarters, sales tax receipts reached a new high point. The segments represent 33.6 percent of the total sales tax receipts. Service stations representing 7.5 percent was higher than the last five benchmark year quarters since 1Q 2014. Auto sales – new, food markets, restaurants and apparel stores were down slightly from 1Q 2019 due to an automobile manufacturer's end for new order incentives; a warehouse club chain, included under department stores, shifting food sales from grocery retailers; and impacts of the COVID-19 pandemic.

The top 10 segments represent 72.4 percent of the total sales tax receipts. For the other 21 segments representing 27.6 percent of the total sales tax receipts, 10 segments representing 15.2 percent of the total sales tax receipts reached new high points in the benchmark year 1Q 2020. In the Economic Segment Analysis below, restaurants and auto sales – new reflect declines in the 1Q 2020 benchmark year quarter due to impacts of the COVID-19 pandemic. Auto sales – new and department stores have been in the top three economic segments since 2014. Restaurants replaced service stations in the top three economic segments beginning in 4Q 2014. The service stations segments high occurred in 4Q 2012 and declined through 1Q 2017 due to lower fuel prices; the 1Q 2020 benchmark year quarter for service stations reflects an increase over the last five benchmark year quarters since 1Q 2014 due to higher fuel prices.

ECONOMIC SEGMENT ANALYSIS										
	RCTC	State Wide	Orange County	San Bernardino County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
Largest Segment	**Restaurants**	**Restaurants**	**Restaurants**	**Department Stores**	**Restaurants**	**Department Stores**	**Department Stores**	**Restaurants**	**Department Stores**	**Restaurants**
% of Total / % Change	11.0 / -1.1	14.3 / -9.6	14.4 / -9.1	10.6 / 4.0	15.0 / -11.5	14.7 / 8.5	17.8 / 4.3	16.1 / -9.9	15.1 / 4.1	22.4 / -6.3
2nd Largest Segment	**Auto Sales - New**	**Department Stores**	**Auto Sales - New**	**Restaurants**	**Auto Sales - New**	**Restaurants**	**Restaurants**	**Department Stores**	**Auto Sales - New**	**Misc Retail**
% of Total / % Change	10.6/ -1.3	12.8 / 0.9	12.5 / -3.9	10.1 / -5.7	10.7 / -15.6	11.1 / -7.6	10.1 / -6.1	12.3 / -0.9	11.2 / 4.0	11.8 / -12.3
3rd Largest Segment	**Department Stores**	**Auto Sales - New**	**Department Stores**	**Service Stations**	**Department Stores**	**Auto Sales - New**	**Auto Sales - New**	**Auto Sales - New**	**Restaurants**	**Auto Sales - New**
% of Total / % Change	10.3 / 9.7	10.7 / -7.7	9.1 / 0.0	9.0 / -6.5	10.6 / -3.6	11.0 / -7.2	9.8 / -3.2	11.0 / -5.3	9.4 / -7.3	11.3 / 0.3

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest losses) from 1Q 2019 to 1Q 2020 is attached.

In early March 2020, the federal government as well as the California Governor issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, 2020 the Governor issued an executive stay at home order to protect the health and well-being of all Californians and to establish consistency across the state to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. COVID-19 and the related "stay at home" orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts is uncertain. Additionally, the Governor issued an executive order to allow businesses with under $1 million in tax liability to delay their first quarter sales and use tax filings until the end of July 2020. Another state program allows small business to defer up to $50,000 of their sales and use tax liabilities for the first and second quarters until July 31, 2021, provided that the owed amount is paid in 12 equal installments over the following year. The sales taxes due to RCTC are not waived but may be delayed. Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

Attachments:

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

Riverside County Transportation Commission
Sales Tax Digest Summary

ATTACHMENT 1

Collections through June 2020
Sales through March 2020 (2020Q1)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by -18.4% over the same quarter from the previous year, with Northern California reporting a -16.9% decrease compared to a -19.6% decrease for Southern California. Receipts for the RCTC decreased by -15.4% over the same periods.

A significant portion of the first quarter decline in cash receipts is due to programs the California Department of Tax and Fee Administration (CDTFA) offered to provide relief and assistance to taxpayers impacted by COVID-19. Actual taxable sales for the first quarter for RCTC have been estimated to have changed by somewhere between -3.4% and +0.3%.

The Unemployment Rate in California declined in June to 14.9% from a record high 16.4% in May. That is still far higher than the 12.3% it was during the height of the Great Recession. Unemployment benefits for Californians out of work or working reduced hours since this historic pandemic began now total $63.9 billion. Since March, the Employment Development Department (EDD) has processed more than 10.2 million claims for benefits between the regular Unemployment Insurance (UI) program, extensions, and separate Pandemic Unemployment Assistance (PUA) program. Last week the EDD paid an average of $686 million a day in benefits – about $600 million more than the daily average paid at the height of the Great Recession. (Employment Development Department)

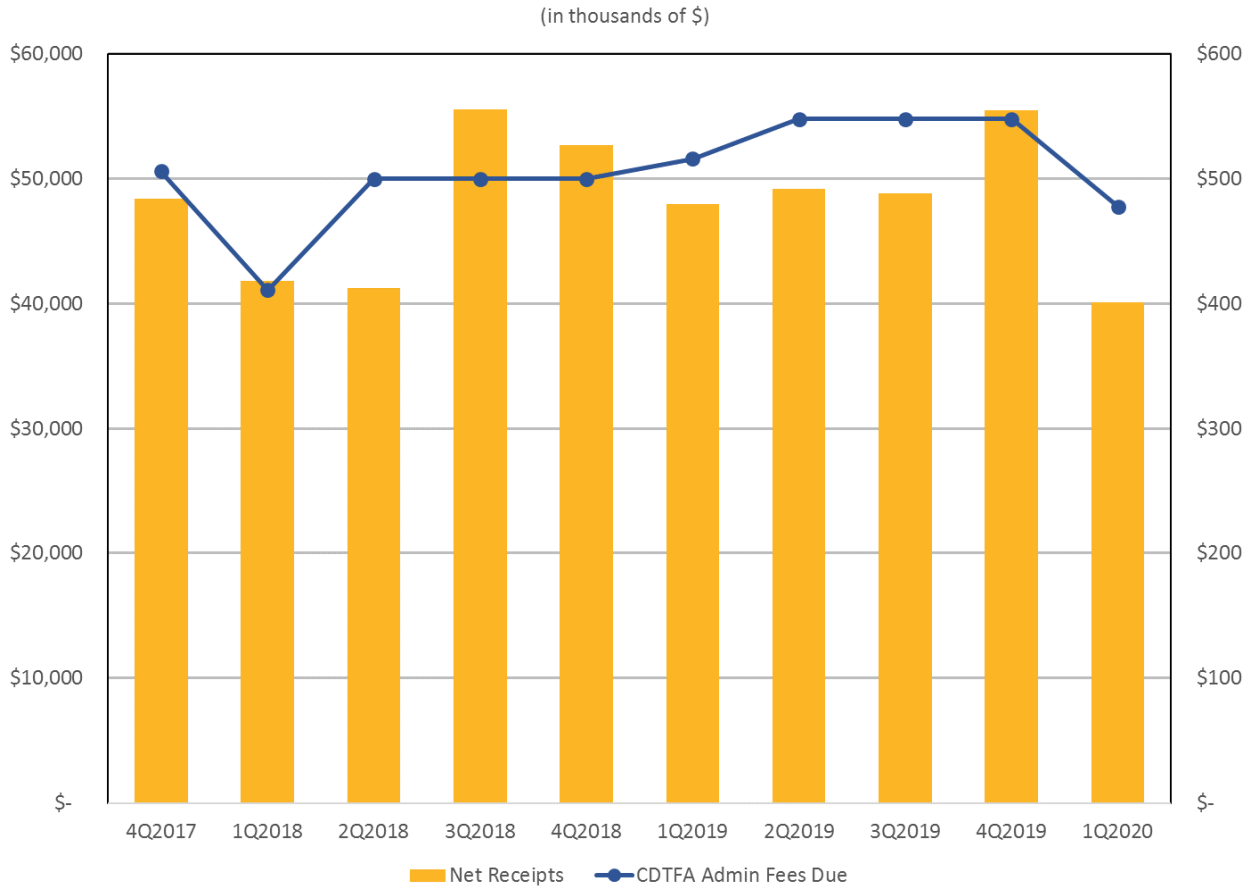
U.S. Real gross domestic product (GDP) decreased at an annual rate of -32.9% in the second quarter, compared a -5.0% decrease in the first quarter. (Bureau of Economic Analysis)

LOCAL RESULTS

Net Cash Receipts Analysis	
Local Collections	$40,615,845
Less: Cost of Administration	$(477,830)
Net 1Q2020 Receipts	$40,138,015
Net 1Q2019 Receipts	$47,459,374
Actual Percentage Change	-15.4%

Business Activity Performance Analysis	
Local Collections – Economic Basis 1Q2020	$46,561,775
Local Collections – Economic Basis 1Q2019	$46,427,762
Quarter over Quarter Change	$134,013
Quarter over Quarter Percentage Change	0.3%
Avenu Insights & Analytics' On-Going Audit Results	
Total Recovered Year to Date	$11,077,498

HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



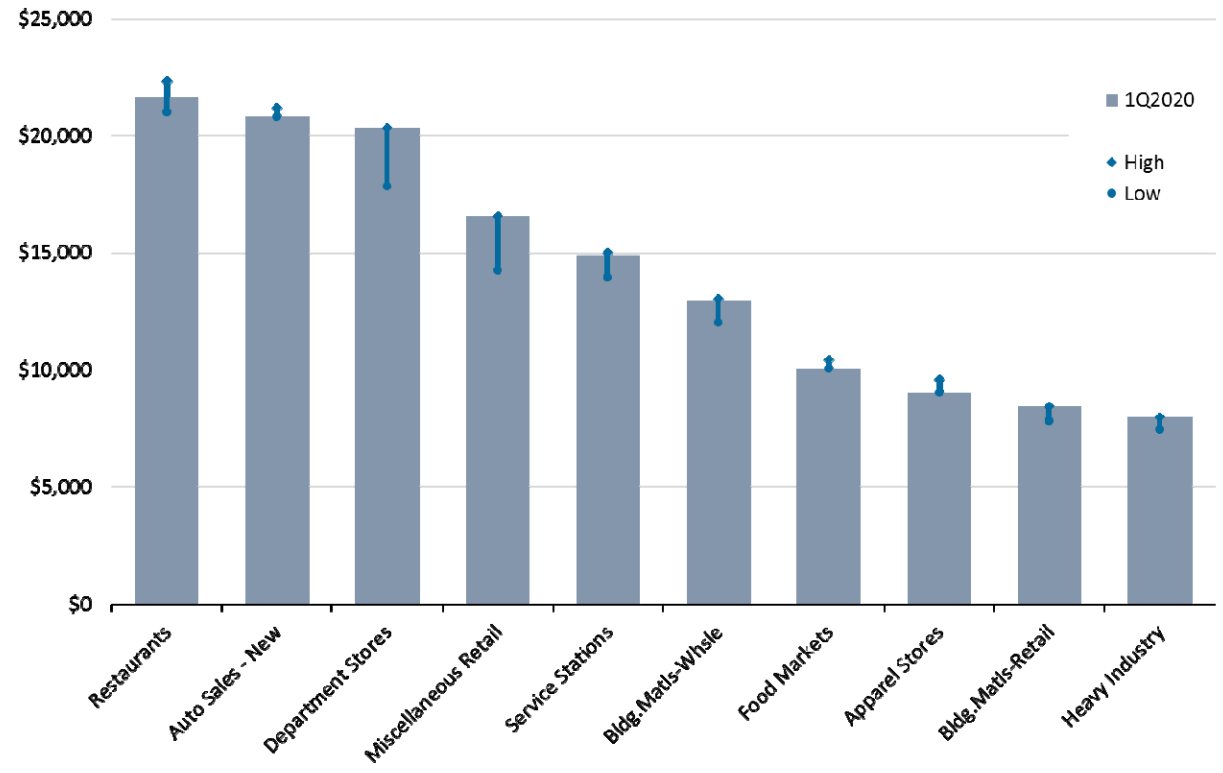
TOP 25 SALES/USE TAX CONTRIBUTORS

The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from April 2019 to March 2020. The Top 25 Sales/Use Tax contributors generate 25.3% of RCTC's total sales and use tax revenue.

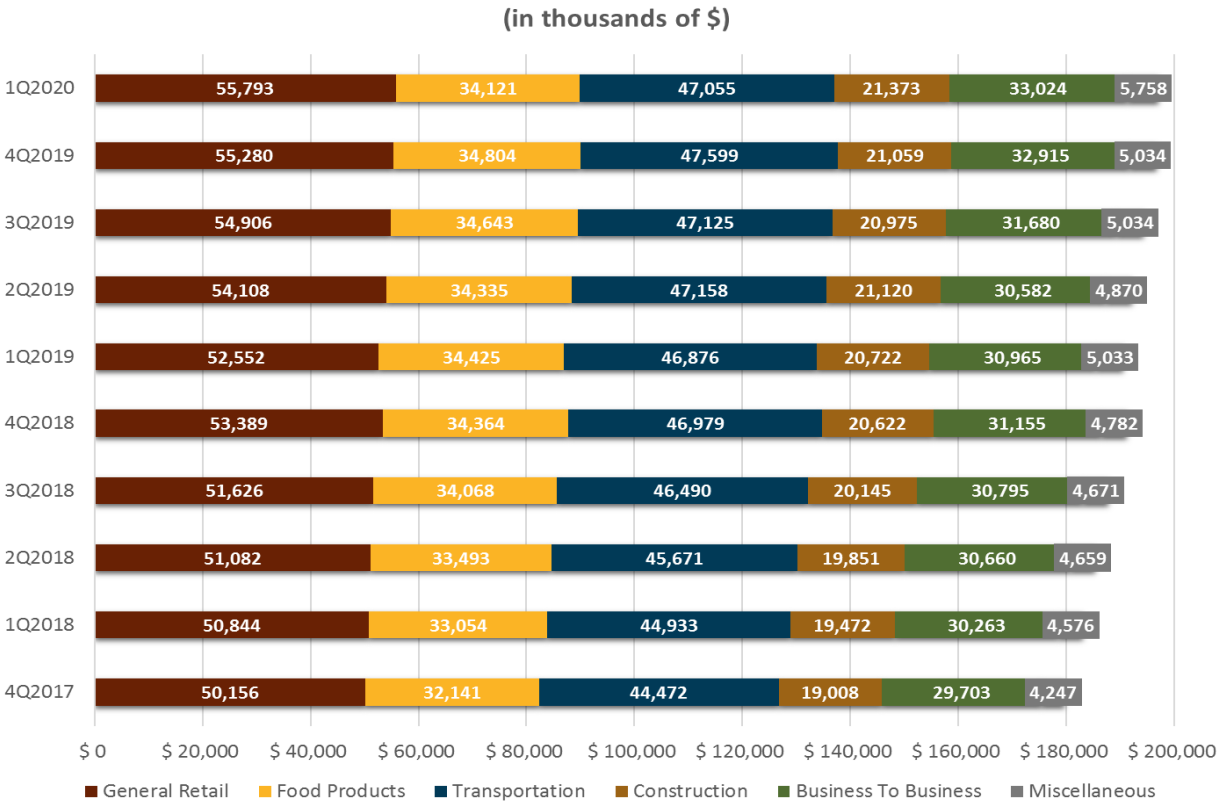
AMAZON SERVICES
AMAZON.COM
ARCO AM/PM MINI MARTS
BEST BUY STORES
CARMAX THE AUTO SUPERSTORE
CHEVRON SERVICE STATIONS
CIRCLE K FOOD STORES
CONSOLIDATED ELECTRICAL DISTRIBUTORS
COSTCO WHOLESALE
DEPARTMENT OF MOTOR VEHICLES
FERGUSON ENTERPRISES
HOME DEPOT
JACK IN THE BOX RESTAURANTS
KOHL'S DEPARTMENT STORES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

HISTORICAL SALES TAX AMOUNTS

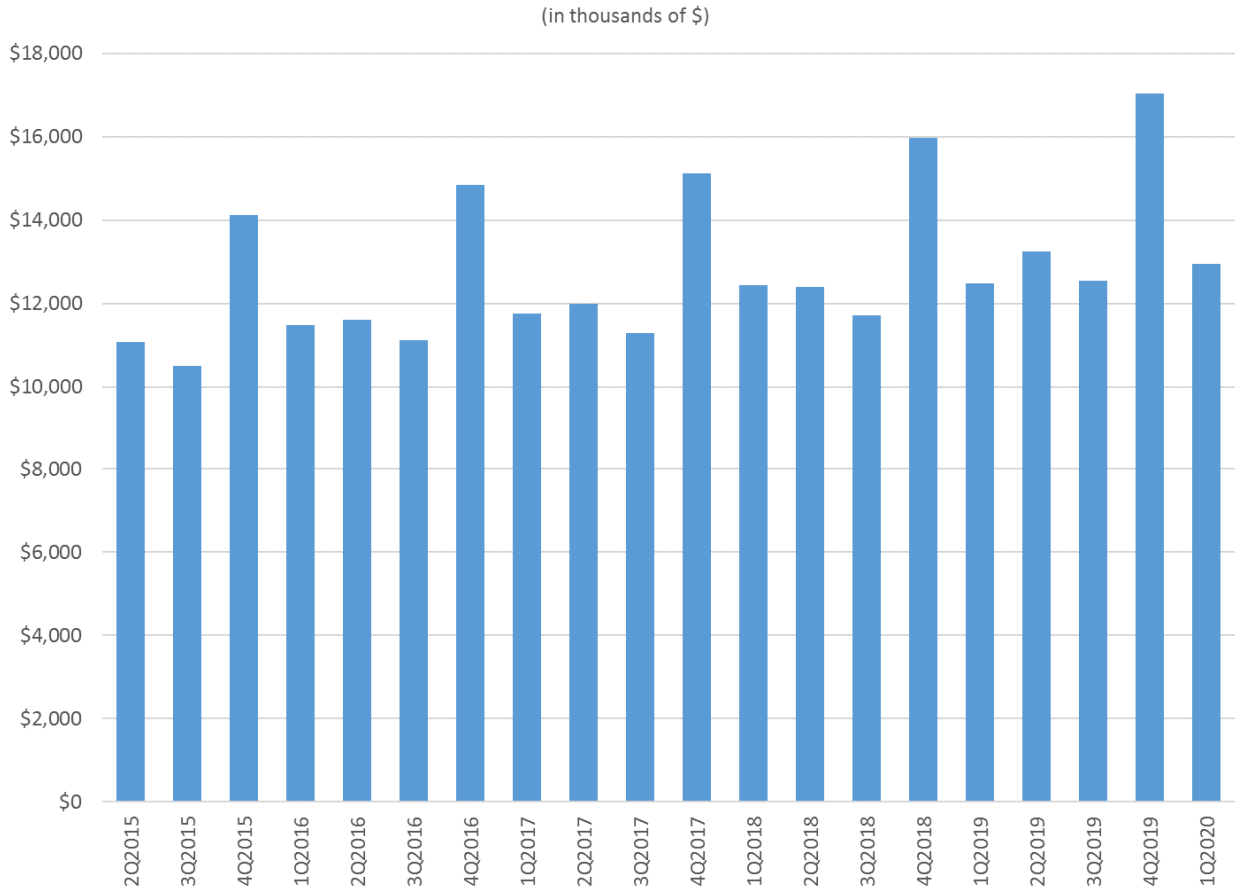
The following chart shows the sales tax level from annual sales through March 2020, the highs, and the lows for each segment over the last two years in thousands of $.



ANNUAL SALES TAX BY BUSINESS CATEGORY

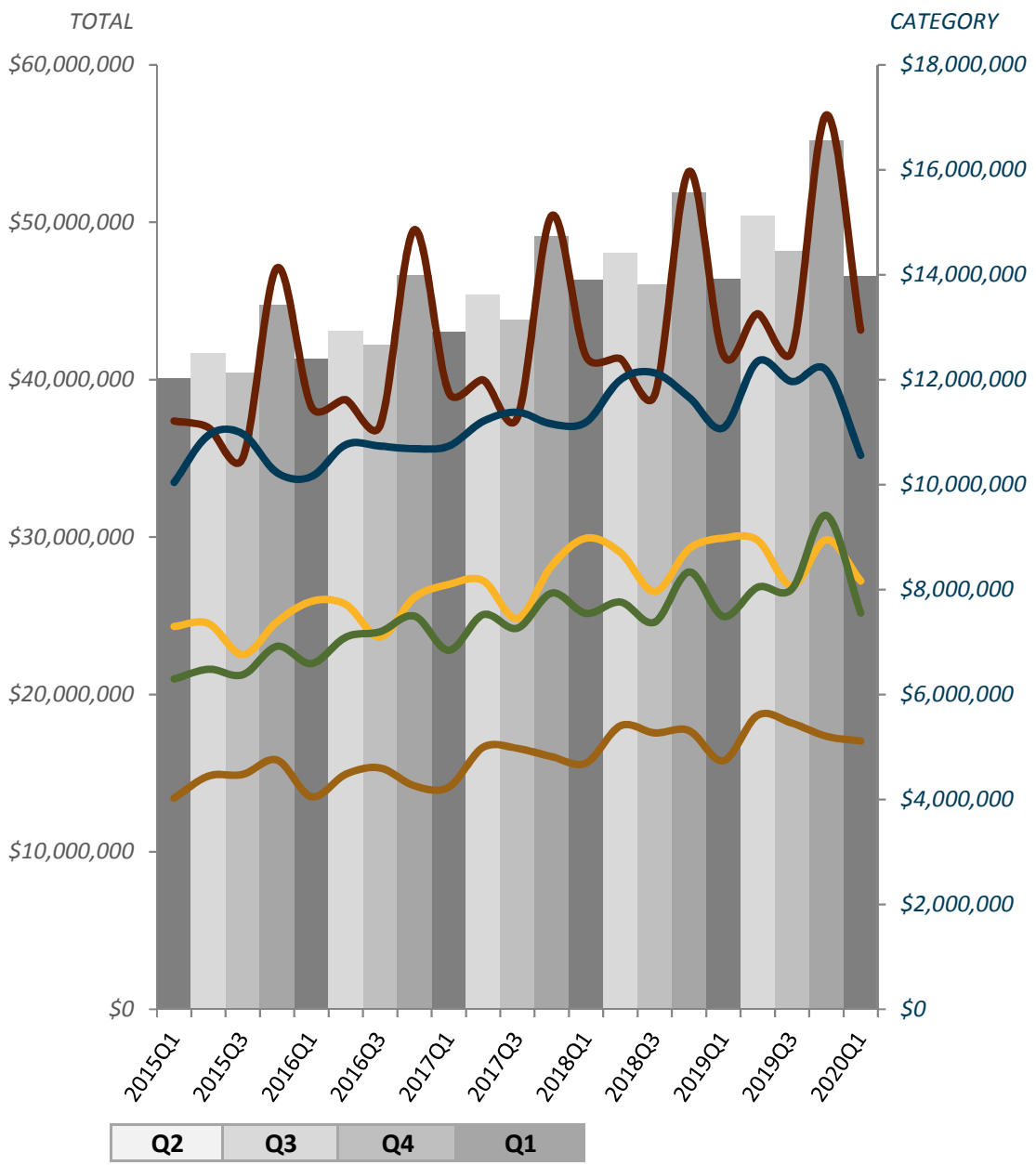


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$46,561,775	0.3%	$134,013	4.1%	$7,947,979

GENERAL RETAIL

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$12,944,205	3.8%	$471,599	6.2%	$3,240,768
% of 2020Q1 Total:		27.8%		

FOOD PRODUCTS

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$8,162,419	-9.1%	-$818,540	-0.9%	-$304,524
% of Total:	17.5%			

TRANSPORTATION

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$10,559,438	-4.7%	-$522,543	0.4%	$179,601
% of Total:	22.7%			

CONSTRUCTION

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$5,112,398	7.9%	$372,796	3.1%	$650,564
% of Total:	11.0%			

BUSINESS TO BUSINESS

2020Q1	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$7,553,025	0.9%	$65,272	6.6%	$2,058,524
% of Total:	16.2%			

QoQ = 20Q1 / 19Q1 *YoY = YE 20Q1 / YE 19Q1*

RCTC: Quarterly Comparison of 2019Q1 and 2020Q1 (January through March Sales)

	General Retail	Food Products	Transportation	Construction	Business To Bus	Miscellaneous	Jan - Mar 2020 (2020Q1)	Jan - Mar 2019 (2019Q1)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	-47.3%	-16.4%	0.8%	6.4%	-47.1%	-8.6%	**472,849**	551,888	**-14.3%**	MISC. VEHICLE SALES	AUTO SALES - NEW	RESTAURANTS	DRUG STORES
BEAUMONT	-19.4%	-15.9%	-19.2%	-69.6%	30.3%	-42.9%	**841,842**	1,067,350	**-21.1%**	LIGHT INDUSTRY	FOOD PROCESSING EQP	BLDG.MATLS-RETAIL	DEPARTMENT STORES
BLYTHE	57.4%	-14.8%	-26.5%	11.8%	-10.9%	-92.7%	**342,078**	354,658	**-3.5%**	MISCELLANEOUS RETAIL	FOOD MARKETS	SERVICE STATIONS	RESTAURANTS
CALIMESA	-27.3%	-8.5%	-3.7%	-88.9%	-56.5%	-64.8%	**169,272**	191,152	**-11.4%**	AUTO PARTS/REPAIR	FOOD MARKETS	RESTAURANTS	DRUG STORES
CANYON LAKE	-92.7%	-42.4%	-18.2%	-100.0%	-73.4%	-68.2%	**37,031**	119,943	**-69.1%**	FOOD MARKETS	SERVICE STATIONS	RESTAURANTS	LIGHT INDUSTRY
CATHEDRAL CITY	-20.7%	-31.2%	-28.8%	-15.0%	-9.3%	-9.7%	**1,601,668**	2,179,700	**-26.5%**	MISC. VEHICLE SALES	HEAVY INDUSTRY	AUTO SALES - NEW	RESTAURANTS
COACHELLA	-31.4%	-32.5%	-10.3%	-52.9%	-74.9%	-71.8%	**629,465**	848,967	**-25.9%**	BLDG.MATLS-RETAIL	OFFICE EQUIPMENT	FOOD MARKETS	SERVICE STATIONS
CORONA	-19.0%	-25.7%	-19.5%	1.7%	-6.3%	18.6%	**7,560,577**	8,717,359	**-13.3%**	BLDG.MATLS-WHSLE	ELECTRONIC EQUIPMENT	RESTAURANTS	BLDG.MATLS-RETAIL
COUNTY OF RIVERSIDE	-18.8%	-32.1%	-18.0%	1.9%	-28.9%	-36.4%	**5,117,657**	6,384,526	**-19.8%**	BLDG.MATLS-WHSLE	MISC. VEHICLE SALES	APPAREL STORES	FOOD PROCESSING EQP
DESERT HOT SPRINGS	-46.4%	-21.7%	-5.6%	-1.8%	-51.7%	41.8%	**312,337**	396,978	**-21.3%**	MISCELLANEOUS OTHER	LIGHT INDUSTRY	RESTAURANTS	DEPARTMENT STORES
EASTVALE	-0.9%	-30.1%	-39.8%	-43.3%	-4.7%	-69.0%	**1,577,182**	1,897,827	**-16.9%**	DEPARTMENT STORES	FLORIST/NURSERY	BLDG.MATLS-RETAIL	FOOD MARKETS
HEMET	-19.8%	-21.1%	3.4%	-54.5%	-33.7%	-26.0%	**2,111,633**	2,490,718	**-15.2%**	AUTO SALES - NEW	FOOD MARKETS	BLDG.MATLS-RETAIL	RESTAURANTS
INDIAN WELLS	-40.8%	-68.6%	0.0%	-98.0%	-38.3%	-100.0%	**215,520**	519,843	**-58.5%**	DRUG STORES	AUTO PARTS/REPAIR	RESTAURANTS	RECREATION PRODUCTS
INDIO	-16.9%	-41.3%	-15.6%	-54.7%	1.0%	-27.7%	**1,987,606**	2,684,909	**-26.0%**	HEAVY INDUSTRY	SERVICE STATIONS	RESTAURANTS	BLDG.MATLS-WHSLE
JURUPA VALLEY	5.8%	-13.0%	13.6%	25.3%	-24.7%	-94.2%	**2,503,653**	2,510,868	**-0.3%**	SERVICE STATIONS	BLDG.MATLS-RETAIL	RESTAURANTS	APPAREL STORES
LA QUINTA	-17.0%	-29.1%	-43.3%	-59.9%	-42.2%	-29.8%	**1,664,087**	2,335,541	**-28.7%**	DEPARTMENT STORES	BLDG.MATLS-WHSLE	RESTAURANTS	BLDG.MATLS-RETAIL
LAKE ELSINORE	-9.6%	-17.9%	-31.5%	-44.6%	-17.8%	-0.1%	**1,624,991**	2,037,378	**-20.2%**	DEPARTMENT STORES	BLDG.MATLS-WHSLE	AUTO SALES - NEW	BLDG.MATLS-RETAIL
MENIFEE	-27.9%	-17.4%	-40.0%	2.5%	-42.3%	12.3%	**1,341,052**	1,782,083	**-24.7%**	BLDG.MATLS-RETAIL	LIGHT INDUSTRY	SERVICE STATIONS	RESTAURANTS
MORENO VALLEY	-28.6%	-32.5%	-19.7%	-32.0%	-12.2%	-17.1%	**3,155,454**	4,308,739	**-26.8%**	HEAVY INDUSTRY	BLDG.MATLS-WHSLE	FOOD MARKETS	RESTAURANTS
MURRIETA	-11.6%	-34.4%	-18.4%	-40.2%	-16.3%	-55.4%	**2,939,241**	3,737,146	**-21.4%**	MISCELLANEOUS RETAIL	AUTO SALES - NEW	RESTAURANTS	BLDG.MATLS-RETAIL
NORCO	-35.2%	-28.2%	-27.3%	45.6%	-10.1%	-14.7%	**1,120,959**	1,549,787	**-27.7%**	BLDG.MATLS-WHSLE	DRUG STORES	RESTAURANTS	SERVICE STATIONS
PALM DESERT	-31.5%	-49.2%	2.9%	-2.6%	-33.7%	36.5%	**3,387,827**	4,928,609	**-31.3%**	AUTO SALES - USED	MISCELLANEOUS OTHER	RESTAURANTS	MISCELLANEOUS RETAIL
PALM SPRINGS	-35.6%	-58.4%	-4.8%	-45.4%	-21.5%	31.6%	**2,343,351**	3,741,382	**-37.4%**	AUTO SALES - NEW	MISCELLANEOUS OTHER	RESTAURANTS	BLDG.MATLS-RETAIL
PERRIS	-70.0%	-37.7%	-30.9%	-76.0%	-11.1%	-91.4%	**1,721,801**	4,515,830	**-61.9%**	DRUG STORES	BLDG.MATLS-WHSLE	FURNITURE/APPLIANCE	BLDG.MATLS-RETAIL
RANCHO MIRAGE	-26.3%	-49.8%	-16.3%	-72.7%	-61.1%	-0.9%	**952,147**	1,551,082	**-38.6%**	SERVICE STATIONS	FOOD MARKETS	RESTAURANTS	BLDG.MATLS-RETAIL
RIVERSIDE	-14.0%	-32.8%	-14.8%	-17.0%	-8.3%	-23.0%	**11,062,067**	13,405,802	**-17.5%**	HEAVY INDUSTRY	BUSINESS SERVICES	RESTAURANTS	SERVICE STATIONS
SAN JACINTO	-7.8%	-8.9%	-24.1%	-9.7%	-79.6%	2.3%	**562,995**	660,445	**-14.8%**	DEPARTMENT STORES	FOOD MARKETS	SERVICE STATIONS	RESTAURANTS
TEMECULA	-19.8%	-35.7%	-28.1%	-38.4%	-19.2%	-37.1%	**5,660,925**	7,679,532	**-26.3%**	DRUG STORES	LIQUOR STORES	AUTO SALES - NEW	RESTAURANTS
WILDOMAR	-0.1%	-22.3%	-49.0%	-39.2%	47.1%	-37.2%	**305,035**	424,135	**-28.1%**	LIGHT INDUSTRY	BLDG.MATLS-RETAIL	SERVICE STATIONS	RESTAURANTS

AGENDA ITEM 5C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Financial Statements for the 12 months ended June 30, 2020.

BACKGROUND INFORMATION:

During the fiscal year, staff monitored the revenues and expenditures/expenses for the Commission. The attached preliminary financial statements present the revenues and expenditures/expenses for the Fiscal Year 2019/20. Many accrual adjustments for revenues and expenditures/expenses have been made for the year ended June 30, 2020, and are reflected in these financial statements; however, staff will continue to make year-end accrual adjustments depending upon materiality through the completion of the audit in October 2020.

In March, the federal government as well as California's Governor Newsom issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, Governor Newsom issued Executive Order N-33-20, a stay at home order to protect the health and well-being of all Californians and to establish consistency across the state in order to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. COVID-19 and the related "stay at home" orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts is uncertain. Nonetheless, Commission staff determined that it was critical to reassess the FY 2019/20 revenue projections for Measure A and LTF. At its May 13 meeting, the Commission approved the revised FY 2019/20 revenue projections of $178 million for Measure A revenues and $91 million for LTF revenues, reflecting a $24 million and $12 million decrease in Measure A and LTF revenues, respectively. These adjustments to budgeted revenues are included in the attached financial statements.

The financial statements show the sales tax revenues comprised of Measure A, Local Transportation Fund (LTF), and State Transit Assistance for the fourth quarter at 108 percent of the budget. Measure A and LTF revenues of $295,319,961 exceeded the budget by 10 percent, primarily as a result of higher actual revenues compared to revised revenue projections approved by the Commission in May that anticipated significant declines due to COVID-19. On

a cash basis, the Measure A and LTF sales tax receipts through the fourth quarter are 3.59 and 2.75 percent lower, respectively, than the same period last fiscal year. Additionally, State Transit Assistance revenues of $28.7 million, including State of Good Repair, is lower than the budget by 8 percent. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission receives these revenues as eligible project costs are incurred and invoiced to the respective agencies. Significant federal and state reimbursements are related to 15/91 Express Lanes Connector project, Interstate 15 Express Lanes project, Pachappa Underpass project, State Route 60 Truck Lanes project, Senate Bill 132 funded local jurisdiction projects, Coachella Valley rail station development, Perris Valley Line operations, Riverside Layover Facility, Riverside Track and Platform, and other station improvements. The following is an analysis of federal and state reimbursements reflected in this quarterly report:

	Federal Reimbursements		State Reimbursements	
	Budget	Actual	Budget	Actual
Highways				
15/91 Express Lanes Connector	$ 6,000,000	$ 3,709,084	$ 46,848,200	$ 33,773,331
I-15 Express Lanes	2,704,000	2,200,084	-	-
Pachappa Underpass	10,558,400	3,421,470	4,272,000	-
SR-60 Truck Lanes	33,626,000	11,592,853	35,374,000	24,340,384
SB 132 Funded Projects	-	-	46,663,600	43,012,449
Other	447,100	-	12,951,100	1,716,681
Total	53,335,500	20,923,491	146,108,900	102,842,845
Rail				
Coachella Valley Rail Station Development	750,000	535,994	5,942,500	-
Perris Valley Line Operations	4,000,000	3,922,418	1,496,700	1,081,302
Riverside Layover Facility	5,900,000	238,025	-	-
Riverside Track & Platform	1,300,000	1,305,771	-	-
Other Station Improvements	16,000,000	3,256,234	-	-
Total	27,950,000	9,258,442	7,439,200	1,081,302
Other	8,433,200	5,415,968	7,348,000	5,126,100
Total	$ 89,718,700	$ 35,597,901	$ 160,896,100	$ 109,050,247

Staff will continue to prepare year-end reimbursement accrual adjustments in connection with the year-end closing and audit process.

During the FY 2019/20 budget process, the Commission conservatively estimated Transportation Uniform Mitigation Fee (TUMF) revenues of $25 million passed through from the Western Riverside Council of Governments (WRCOG). Management analyzed TUMF revenues for the first six months of FY 2019/20 and determined an average monthly TUMF revenue amount. The analysis showed a 14 percent decrease in TUMF revenues for the first half of FY 2019/20 compared to the same period for FY 2018/19. Additionally, actual revenues were tracking below the FY 2019/20 projections. As a result of COVID-19, management assumed that TUMF revenues for the last four months of FY 2019/20 would decrease to

approximately 10 percent of the average monthly TUMF revenue amount. At its May 13 meeting, the Commission approved the revised FY 2019/20 TUMF revenue projection of $16 million, reflecting an $11 million decrease in revenues. This adjustment to budgeted revenues is included in the attached financial statements.

During the FY 2019/20 budget process, the Commission conservatively budgeted RCTC 91 Express Lanes toll revenues at $36.1 million based on estimated toll transactions and current traffic and revenue data. Through the first half of the fiscal year, the RCTC 91 Express Lanes toll transactions and revenues exceeded initial expectations. In March the Commission approved a mid-year budget adjustment of $25.3 million to increase the estimated toll revenues. Very soon after Commission approval of the budget adjustment through June, traffic volumes for the RCTC 91 Express Lanes decreased due to the COVID-19 pandemic and government orders. The operating statement shows toll revenues at 80 percent of the budget and toll violations and fee revenues at 125 percent of the budget. Given the COVID-19 and the related "stay at home" order impacts, staff will continue to monitor the toll transactions. The operating statement shows other revenues at 103 percent of the $553,000 budget and reflects property management lease revenues.

The operating statement shows investment income at 191 percent of the $9.5 million budget. During the development of the FY 2019/20 budget, staff estimated investment income rate at 2 percent, as investment income during the first quarter of calendar year 2019 ranged between 2 – 2.5 percent. Since the adoption of the budget in June 2019, the Federal Reserve has cut interest rates five times to a level of 0 – 0.25 percent. Staff lowered its expectations of investment income results, and in March the Commission approved a mid-year budget adjustment of $3.3 million in the third quarter to decrease investment income from $12.8 million to $9.5 million.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations of the budget with the following exceptions:

- Salaries and benefits are under budget due to unfilled Commission full-time equivalents in the Capital Project Development and Delivery, Planning and Programming, and Administration departments;
- Professional services are under budget primarily due to unused budget authority for rail operations and development activities, highway general legal services, toll operations, and public outreach activities;
- Support costs are under budget due to unused budget authority for administrative activities, rail operations and development activities, toll operations, and public outreach activities;
- Program operations are under budget due to unused budget authority for the toll operations, motorist and commuter assistance program operations, highway and rail program management, and station security;

- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding $5 million is discussed in the attachment;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibilities studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through June 2020. The anticipated impacts of COVID-19 on Measure A sales tax revenues resulted in a $7.3 million budget adjustment to decrease FY 2019/20 local streets and roads expenditures approved by the Commission in March. Since actual Measure A sales tax revenues were higher than anticipated, local streets and roads expenditures are greater than the budgeted amount. Accordingly, in connection with the year end closing process, staff will transfer approximately $4.9 million of available budget authority from the Measure A Western County and Coachella Valley programs to local streets and roads expenditures;
- Regional arterial expenditures primarily represent expenditures for the highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes Enterprise Fund accounting records, the Commission records accrued interest including compounded interest on the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds, Series B (capital appreciation). However, $21.7 million of the $71.4 million interest cost related to toll revenue debt through the fourth quarter will not be paid in the current year and therefore is not included in the FY 2019/20 budget;
- Capital outlay expenditures is under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations transponders, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 Express Lanes Enterprise Fund accounting records; however, such depreciation is not paid and therefore is not included in the FY 2019/20 budget;
- Loss on sale of land is recorded as part of the RCTC 91 Express Lanes Enterprise Fund accounting records and reflects the loss on sale of excess lane purchased for the 91 Project. Loss on sale of land is not a cash-related item and, therefore, is not included in the FY 2019/20 budget;
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a $152.5 million TIFIA loan to pay eligible I-15 Express Lanes project costs. Proceeds of the TIFIA loan may be drawn upon after certain conditions have been met. Through the fourth quarter, the Commission drew down $111.3 million for a

cumulative inception to date total in TIFIA loan proceeds of $126.2 million. During construction of the I-15 Express Lanes project and for a period of up to five years following substantial completion, interest is compounded and added to the TIFIA loan. TIFIA debt service payments are expected to commence in December 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055; and

- In March, the Commission approved the refinancing of the 91 Project 2013 Toll Revenue Bonds, Series A (current interest) and TIFIA Loan. Due to COVID-19 and related municipal debt market disruptions, the Commission postponed the refinancing until FY 2020/21. Accordingly, significant variances exist for principal, cost of issuance, and payment to escrow agent included in debt service and for debt proceeds and bond premium included in other financing sources.

Attachments:

1) Quarterly Project Status – June 2020
2) Quarterly Financial Statements – June 2020

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
4th QUARTER
FOR TWELVE MONTHS ENDED 6/30/2020

Project Description	FY 2019/20 4th QUARTER BUDGET	EXPENDITURES THROUGH 4th QUARTER	Project Status
91 Project (P003028) The project connects with Orange County Transportation Authority's tolled express lanes at the Orange County/Riverside County line and continues approximately eight miles to the Interstate (I)-15/State Route (SR)-91 interchange. The project involves widening pavement on the outside of the existing highway to reposition general purpose lanes and repurposing the existing high occupancy vehicle lanes to accommodate two-tolled express lanes in the median in each direction. The 91 Project also involves constructing one new general purpose lane in each direction from SR-71 to I-15, ultimately providing two-tolled express lanes and five general purpose lanes in each direction. 91 Project development activities began in September 2007, construction work related to roadway and structures began in July 2014, and the toll lanes opened in March 2017. The total cost of the 91 Project is estimated at $1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance. ***The FY 2019/20 budget amount is $26,195,400.***	$25,946,200	$6,782,478	The under run of the FY 2019/20 budget at the fourth quarter is due to no settlement for unresolved property acquisition litigation ($13.3 million), contractor warranty dispute contingency not required ($2.8 million), budgeted but not yet performed city of Corona Ontario Improvements project ($1.5 million), and under runs in the project and construction management (PCM) contract ($1.6 million).
I-15 Express Lanes project (P003027) The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in 2020. The total project cost is estimated at $472 million, which includes $42 million of contingency. ***The FY 2019/20 budget amount is $122,809,400.***	122,579,500	111,854,368	The under run of the FY 2019/20 budget at the fourth quarter is due to under runs in the toll services contractor ($3.9 million), unused toll services contractor contingency ($3.8 million), pre-operations postage and collateral material cost postponed ($0.5 million), and permits not required ($0.5 million).

Project Description	4th QUARTER BUDGET	EXPENDITURES THROUGH 4th QUARTER	Project Status
15/91 Express Lanes Connector (P003039) The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is $270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2022. ***The FY 2019/20 budget amount is $46,848,200.***	46,848,300	32,609,223	The under run of the FY 2019/20 budget at the fourth quarter is due to the design and widening of the Hidden Valley Parkway ($7.0 million), the PCM contract ($3.7 million), and Caltrans ($0.9 million).
I-15 Express Lanes Southern Extension (P003044) The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is $544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. ***The FY 2019/20 budget amount is $7,522,400.***	7,536,400	4,052,434	The under run of the FY 2019/20 budget at the fourth quarter is due to a later start to the project approval/environmental documentation contract ($2.4 million) and a budgeted on-call traffic and revenue study that has not occurred ($0.7 million).
Mid County Parkway (MCP) (P002302, P612302, P002320, & P002317) The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is anticipated to be completed in FY 2018/2019. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at $1.3 to $1.6 billion. ***The FY 2019/20 budget amount is $44,866,100.***	44,907,100	16,429,811	The under run of the FY 2019/20 budget at the fourth quarter is primarily due to the following for each project: • MCP: Lower than expected costs for preliminary engineering and permit fee with the Regional Water Quality Board that did not occur ($0.4 million); right of way (ROW) acquisition and ROW support ($0.6 million); and program management, other professional services, and staff labor ($0.2 million) • MCP Placentia: Construction and construction support will not start until FY 2020/21 ($12.0 million). The bulk of projected ROW acquisition and acquisition support is anticipated to be spent in FY 2020/21 ($11.2 million). Lower than planned costs for final design, program management, and staff labor ($0.9 million). • MCP Mitigation: Actual construction and construction management costs were lower than projected ($2.9 million), with plant establishment expected to conclude in the second quarter of FY2020/21.

Project Description	FY 2019/20 4th QUARTER BUDGET	EXPENDITURES THROUGH 4th QUARTER	Project Status
Pachappa Underpass project (P003038) The project will remove the Pachappa shoofly structure and associated retaining walls and construct a retaining wall, drainage, and track bed for the permanent Pachappa underpass. Track relocation will be performed by Union Pacific Railroad. The project construction cost is estimated at $16 million. ***The FY 2019/20 budget amount is $16,745,000.***	16,745,000	3,697,272	The under run of the FY 2019/20 budget at the fourth quarter is due to construction starting at the end of the third quarter and additional time required for UPRR approval of the boulder stabilization plan. Specific under runs are in construction ($5.6 million), construction support services for railroad work including contingency ($5.7 million), and construction management ($1.1 million).
SR-60 Truck Lanes (P003029) The project will construct eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit trail and upgrade existing shoulders to standard widths. The estimated project cost is $138 million and the project is funded by CMAQ, State Transportation Improvement Program/Regional Improvement Program, State Highway Operation and Protection Program, and 2009 Measure A highway funds. ***The FY 2019/20 budget amount is $69,680,300.***	68,023,600	42,605,800	The under run of the FY 2019/20 budget at the fourth quarter is due to construction not performing as planned last period as a result of weather delays. The bulk of construction did not occur as anticipated ($23.3 million) and is anticipated to be spent in the first quarter of FY 2020/21. Other lower than expected costs were in construction management ($0.9 million) and towing/operating costs ($0.9 million).
71/91 Connector Project (P003021) The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is $118 million. ***The FY 2019/20 budget amount is $7,494,200.***	7,566,600	5,964,659	The under run of the FY 2019/20 budget at the fourth quarter is due to a combination of utility relocation and acquisition costs that did not occur ($0.9 million), lower final design costs ($0.5 million), and lower program management and staff labor costs ($0.2 million).
Riverside Layover Facility (P653822) The project includes increased capacity and maintenance service improvements to Metrolink's West Layover Facility, north of the Riverside Downtown station. The improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The estimated project cost is $5.3 million. The project is funded by Federal Transit Administration Section 5307. ***The FY 2019/20 budget amount is $6,624,100.***	6,041,800	1,278,587	The under run of the FY 2019/20 budget at the fourth quarter is due to the long lead time to procure a transfer switch and unforeseen contaminated soil issues and underground utility conflicts with a new sewer connection, postponing construction into the first quarter of FY 2020/21 ($3.4 million). Additionally, the projected ROW acquisition, acquisition support, or other environmental testing was not spent ($0.5 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of $5 million) and related status. Capital project expenditures are generally affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

ATTACHMENT 2

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
4TH QUARTER
FOR TWELVE MONTHS ENDED 6/30/2020

	FY 2019/20 BUDGET	4TH QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	$ 300,050,600	$ 324,017,852	$ 23,967,252	108%
Federal reimbursements	89,718,700	35,597,901	(54,120,799)	40%
State reimbursements	160,896,100	109,050,247	(51,845,853)	68%
Local reimbursements	9,957,900	3,652,648	(6,305,252)	37%
Transportation Uniform Mitigation Fee	16,240,000	23,263,524	7,023,524	143%
Toll revenues	61,470,000	49,252,190	(12,217,810)	80%
Toll violations and fee revenues	5,731,100	7,181,834	1,450,734	125%
Other revenues	553,000	569,349	16,349	103%
Investment income	9,500,000	18,123,789	8,623,789	191%
Total revenues	654,117,400	570,709,334	(83,408,066)	87%
Expenditures/Expenses				
Salaries and benefits	19,902,500	18,186,369	1,716,131	91%
Professional and support				
Professional services	28,386,400	10,427,152	17,959,248	37%
Support costs	13,479,200	8,899,759	4,579,441	66%
Total Professional and support costs	41,865,600	19,326,911	22,538,689	46%
Projects and operations				
Program operations	34,167,200	23,570,523	10,596,677	69%
Engineering	25,343,700	10,868,297	14,475,403	43%
Construction	154,420,100	75,779,980	78,640,120	49%
Design Build	157,451,500	142,414,139	15,037,361	90%
Right of way/land	93,735,500	50,906,871	42,828,629	54%
Operating and capital disbursements	214,005,500	125,214,853	88,790,647	59%
Special studies	1,119,200	433,849	685,351	39%
Local streets and roads	54,061,300	58,983,404	(4,922,104)	109%
Regional arterials	28,388,000	14,523,219	13,864,781	51%
Total projects and operations	762,692,000	502,695,135	259,996,865	66%
Debt service				
Principal	511,825,300	27,253,685	484,571,615	5%
Interest	49,631,400	71,367,047	(21,735,647)	144%
Cost of issuance	2,720,000	-	2,720,000	N/A
Payment to escrow agent	142,975,000	-	142,975,000	N/A
Total debt service	707,151,700	98,620,732	608,530,968	14%
Capital outlay	6,470,600	4,214,641	2,255,959	65%
Depreciation	-	10,784,109	(10,784,109)	N/A
Loss on sale of land	-	6,569,606	(6,569,606)	N/A
Total Expenditures/Expenses	1,538,082,400	660,397,503	877,684,897	43%
Excess revenues over (under) expenditures/expenses	(883,965,000)	(89,688,169)	894,880,300	10%
Other financing sources/(uses)				
Transfer in	170,828,000	146,977,889	(23,850,111)	86%
Transfer out	(170,828,000)	(146,977,889)	23,850,111	86%
Debt proceeds	625,425,000	-	(625,425,000)	N/A
TIFIA loan proceeds	75,703,000	111,301,868	35,598,868	147%
Bond premium	39,967,400	-	(39,967,400)	N/A
Total financing sources/(uses)	741,095,400	111,301,868	629,793,532	15%
Net change in fund balances	(142,869,600)	21,613,699	1,524,673,832	-15%
Fund balance July 1, 2019	792,310,100	515,617,773	(276,692,327)	65%
Fund balance June 30, 2020	$ 649,440,500	$ 537,231,472	$ 1,247,981,505	83%

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
4TH QUARTER
FOR TWELVE MONTHS ENDED 6/30/2020

		SPECIAL REVENUE FUNDS											
			MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT							
	GENERAL FUND	FSP/ SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	SB132
Revenues												
Sales tax	$ -	$ -	$ 152.356.158	$ 41.832.335	$ 847.828	$ 100.283.640	$ 24.857.024	$ 3.840.867	$ -	$ -	$ -	$ -
Federal reimbursements	3,922,418	-	28,327,801	-	-	-	-	-	-	535,994	-	-
State reimbursements	1,367,076	4,840,327	25,530,036	-	-	-	-	-	527,029	-	-	76,785,779
Local reimbursements	865,516	352,268	1,638,587	-	-	-	498	-	(1,892)	-	798,404	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	23.263.524	-	-	-
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	-
Toll violations and fee revenues	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	3.409	-	531.670	-	-	-	-	-	27.103	-	-	-
Investment income	286.374	143.602	4.063.620	1.094.537	4	1.088.237	2.041.796	123.445	2.108.973	52.827	4.372	12.793
Total revenues	6.444.793	5.336.197	212.447.872	42.926.872	847.832	101.371.877	26.899.318	3.964.312	25.924.737	588.821	802.776	76.798.572
Expenditures/Expenses												
Salaries and benefits	9.798.065	279.330	6.384.868	56.093	35	-	-	-	560.728	15.549	116.567	188.940
Professional and support												
Professional services	4.104.611	361.131	2.822.400	8.695	-	-	17.370	-	79.461	752.614	8.240	881.922
Support costs	2.044.564	272.306	3.257.400	244	-	-	-	-	3.410	-	343	158
Total Professional and support costs	6.149.175	633.437	6.079.800	8.939	-	-	17.370	-	82.871	752.614	8.583	882.080
Projects and operations												
Program operations	18.916	3.726.788	11.694.278	-	-	-	-	-	476.685	3.477	253.420	106.582
Engineering	-	-	8.926.239	-	-	-	-	-	925.346	374.858	426.863	214.991
Construction	865.000	-	53.982.474	-	-	-	-	-	1.196.931	-	-	19.709.573
Design Build	-	-	112.059.527	-	-	-	-	-	-	-	-	30.161.171
Right of way/land	-	-	12.544.272	-	-	-	-	-	13.929.537	-	13.045	24.420.017
Operating and capital disbursements	22.714.120	-	8.505.924	6.206.363	-	73.985.319	13.045.380	757.747	-	-	-	-
Special studies	432.214	-	1.635	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	43.755.214	14.413.142	815.048	-	-	-	-	-	-	-
Regional arterials	-	-	-	14.523.219	-	-	-	-	-	-	-	-
Total projects and operations	24.030.250	3.726.788	251.469.563	35.142.724	815.048	73.985.319	13.045.380	757.747	16.528.499	378.335	693.328	74.612.334
Debt service												
Principal	8.685	-	-	-	-	-	-	-	-	-	-	-
Interest	7.076	-	-	-	-	-	-	-	-	-	-	-
Total debt service	15.761	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	261.302	-	3.536.042	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
Loss on sale of land	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	40.254.553	4.639.555	267.470.273	35.207.756	815.083	73.985.319	13.062.750	757.747	17.172.098	1.146.498	818.478	75.683.354
Excess revenues over (under) expenditures/expenses	(33,809,760)	696,642	(55,022,401)	7,719,116	32,749	27,386,558	13,836,568	3,206,565	8,752,639	(557,677)	(15,702)	1,115,218
Other financing sources/(uses)												
Transfer in	32.361.161	2.400.000	41.635.365	142.164	-	-	-	-	177.115	450.000	19.442	166.859
Transfer out	(1.448.495)	(2.694.500)	(84.998.539)	(691.300)	(32.900)	(22.259.195)	(678.300)	(849.300)	(1.051.800)	(60.200)	-	-
TIFIA loan proceeds	-	-	111.301.868	-	-	-	-	-	-	-	-	-
Total financing sources/(uses)	30.912.666	(294.500)	67.938.694	(549.136)	(32.900)	(22.259.195)	(678.300)	(849.300)	(874.685)	389.800	19.442	166.859
Net change in fund balances	(2.897.094)	402.142	12.916.293	7.169.980	(151)	5.127.363	13.158.268	2.357.265	7.877.954	(167.877)	3.740	1.282.077
Fund balance July 1, 2019	29.124.269	10.501.511	253.925.602	56.410.474	562	91.541.353	107.469.411	6.680.556	109.653.332	3.071.729	17.017	(1.272.356)
Fund balance June 30, 2020	$ 26.227.175	$ 10.903.653	$ 266.841.895	$ 63.580.454	$ 411	$ 96.668.716	$ 120.627.679	$ 9.037.821	$ 117.531.286	$ 2.903.852	$ 20.757	$ 9.721

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
4TH QUARTER
FOR TWELVE MONTHS ENDED 6/30/2020

	ENTERPRISE FUND	CAPITAL PROJECTS FUNDS			
	TOLL OPERATIONS	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues					
Sales tax	$ -	$ -	$ -	$ -	$ 324,017,852
Federal reimbursements	-	-	-	2,811,688	35,597,901
State reimbursements	-	-	-	-	109,050,247
Local reimbursements	(823)	-	-	90	3,652,648
Transportation Uniform Mitigation Fee	-	-	-	-	23,263,524
Toll revenues	49,252,190	-	-	-	49,252,190
Toll violations and fee revenues	7,181,834	-	-	-	7,181,834
Other revenues	7,167	-	-	-	569,349
Investment income	3,771,007	1,244,268	1,817,811	270,123	18,123,789
Total revenues	60,211,375	1,244,268	1,817,811	3,081,901	570,709,334
Expenditures/Expenses					
Salaries and benefits	786,194	-	-	-	18,186,369
Professional and support					
Professional services	1,390,708	-	-	-	10,427,152
Support costs	3,321,334	-	-	-	8,899,759
Total Professional and support costs	4,712,042	-	-	-	19,326,911
Projects and operations					
Program operations	7,290,377	-	-	-	23,570,523
Engineering	-	-	-	-	10,868,297
Construction	26,002	-	-	-	75,779,980
Design Build	193,441	-	-	-	142,414,139
Right of way/land	-	-	-	-	50,906,871
Operating and capital disbursements	-	-	-	-	125,214,853
Special studies	-	-	-	-	433,849
Local streets and roads	-	-	-	-	58,983,404
Regional arterials	-	-	-	-	14,523,219
Total projects and operations	7,509,820	-	-	-	502,695,135
Debt service					
Principal	-	-	-	27,245,000	27,253,685
Interest	28,855,679	-	211,804	42,292,488	71,367,047
Total debt service	28,855,679	-	211,804	69,537,488	98,620,732
Capital outlay	417,297	-	-	-	4,214,641
Depreciation	10,784,109	-	-	-	10,784,109
Loss on sale of land	6,569,606	-	-	-	6,569,606
Total Expenditures/Expenses	59,634,747	-	211,804	69,537,488	660,397,503
Excess revenues over (under) expenditures/expenses	576,628	1,244,268	1,606,007	(66,455,587)	(89,688,169)
Other financing sources/(uses)					
Transfer in	-	-	-	69,625,783	146,977,889
Transfer out	(2,923,474)	(6,199,608)	(20,136,426)	(2,953,852)	(146,977,889)
TIFIA loan proceeds	-	-	-	-	111,301,868
Total financing sources/(uses)	(2,923,474)	(6,199,608)	(20,136,426)	66,671,931	111,301,868
Net change in fund balances	(2,346,846)	(4,955,340)	(18,530,419)	216,344	21,613,699
Fund balance July 1, 2019	(274,596,300)	23,091,659	88,561,805	11,437,149	515,617,773
Fund balance June 30, 2020	$ (276,943,146)	$ 18,136,319	$ 70,031,386	$ 11,653,493	$ 537,231,472

AGENDA ITEM 5D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Megan Kavand, Senior Financial Analyst Michele Cisneros, Deputy Finance Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Investment Report

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended June 30, 2020.

BACKGROUND INFORMATION:

Prior to Fiscal Year 2013/14, the Commission's quarterly investment reports reflected investments primarily concentrated in the Riverside County Pooled Investment Fund. Other investments included the state Local Agency Investment Fund and mutual funds. As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission determined it would be prudent to engage an investment manager for the bond proceeds and other required funds. Additionally, the Commission desired to engage an investment manager to provide investment advisory and management services related to the Commission's operating funds.

In May 2013, following a competitive procurement, the Commission awarded two investment management services agreements to Logan Circle Partners, L.P. (Logan) for the 91 Project's proceeds generated from the issuance of sales tax revenue bonds and toll revenue bonds and to Payden & Rygel Investment Management (Payden & Rygel) for Commission operating funds. At its April 2017 meeting and based on a competitive procurement, the Commission awarded an investment management services agreement to Logan related to the issuance of the sales tax revenue bonds for the I-15 ELP.

Commencing in July 2013, Logan invested the 91 Project debt proceeds and subsequent 91 Project equity contributions in separate accounts of the Short-Term Actively Managed Program (STAMP). Consistent with financing expectations, the Commission expended substantially all of the 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. The Commission authorized Payden & Rygel to make specific investments for the Commission's operating funds beginning with the third quarter of

FY 2014/15. In July 2017, the I-15 ELP project and 91 Project completion financing (2017 Financing) was completed and sales tax bond proceeds were in accounts of a separate STAMP portfolio during the first quarter of FY 2017/18.

The quarterly investment report for the second quarter of FY 2019/20, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, and available operating cash. The quarterly investment report includes the following information:

- Investment Portfolio Report;
- 91 CIP STAMP Portfolio by Investment Category;
- 91 CIP STAMP Portfolio by Account;
- 91 CIP STAMP Portfolio Transaction Report by Account;
- 91 CIP STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio TIFIA Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio by Investment Category;
- 2017 Financing STAMP Portfolio by Account;
- 2017 Financing STAMP Portfolio Transaction Report by Account;
- 2017 Financing STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio Ramp Up Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- MetLife Short Duration Second Quarter 2020 Review;
- Payden & Rygel Operating Portfolio by Investment Category;
- Payden & Rygel Operating Portfolio Transaction Report;
- Payden & Rygel Operating Portfolio Second Quarter 2020 Review; and
- County of Riverside Investment Report for the Quarter Ended June 30, 2020.

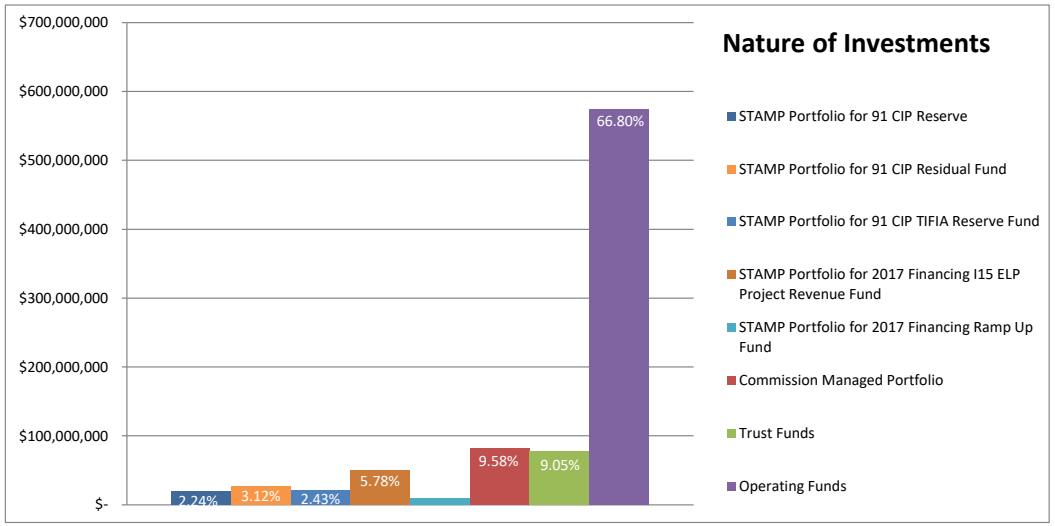
The Commission's investments were in full compliance with the Commission's investment policy adopted on August 12, 2020, and investments securities permitted under the indenture for the Commission's sales tax revenue bonds and the master indentures for the Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

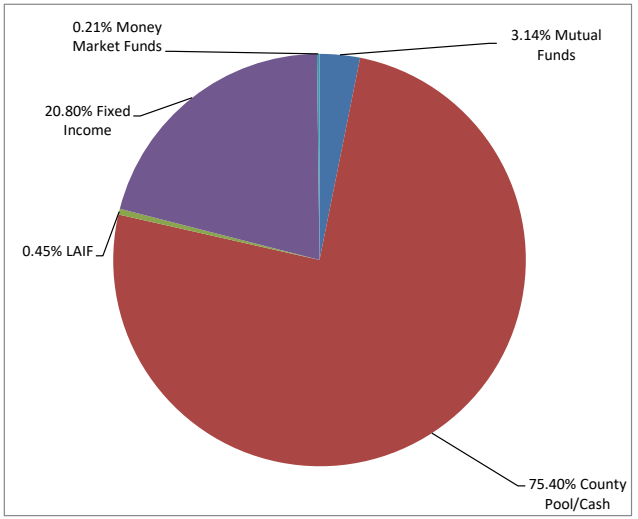
Attachments:

1) Investment Portfolio Report
2) 91 CIP STAMP Portfolio by Investment Category
3) 91 CIP STAMP Portfolio by Account
4) 91 CIP STAMP Portfolio Transaction Report by Account
5) 91 CIP STAMP Portfolio Summary of Investments
6) 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of Investments
7) 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of Investments
8) 91 CIP STAMP Portfolio TIFIA Reserve Fund Summary of Investments
9) 2017 Financing STAMP Portfolio by Investment Category
10) 2017 Financing STAMP Portfolio by Account
11) 2017 Financing STAMP Portfolio Transaction Report by Account
12) 2017 Financing STAMP Portfolio Summary of Investments
13) 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of Investments
14) 2017 Financing STAMP Portfolio Ramp Up Fund Summary of Investments
15) Payden & Rygel Operating Portfolio by Investment Category
16) Payden & Rygel Operating Portfolio Transaction Report
17) MetLife Short Duration Quarterly Review
18) Payden & Rygel Operating Portfolio Quarterly Review
19) County of Riverside Investment Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: June 30, 2020

	FAIR VALUE	RATING MOODYS / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS										
City National Bank Deposits	26,420,182	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	543,522,285	Aaa-bf/AAA-V1	N/A				0.93%			
Local Agency Investment Fund (LAIF)	3,890,108	N/A	N/A				N/A			
Subtotal Operating Funds	573,832,575									
FUNDS HELD IN TRUST										
County Treasurer's Pooled Investment Fund:										
Local Transportation Fund	77,784,207	Aaa-bf/AAA-V1	N/A				0.93%			
Subtotal Funds Held in Trust	77,784,207									
COMMISSION MANAGED PORTFOLIO										
US Bank Payden & Rygel Operating	55,285,028				See attached report for details					
First American Government Obligation Fund	26,978,757	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	82,263,785									
STAMP PORTFOLIO for 91 CIP										
Series A & Series B Reserve Fund	19,294,128				See attached report for details					
Residual Fund Required Retained Balance	26,828,172				See attached report for details					
TIFIA Reserve Fund	20,912,127				See attached report for details					
Subtotal STAMP Portfolio - 91 CIP	67,034,426									
STAMP PORTFOLIO for 2017 Financing										
Sales Tax I15 ELP Project Revenue Fund	49,654,516				See attached report for details					
Ramp Up Fund	8,463,809				See attached report for details					
Subtotal STAMP Portfolio - 2017 Financing	58,118,326									
TOTAL All Cash and Investments	**$ 859,033,319**									





RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	Agency	Freddie Mac	01/13/2022	---	950,000.00	942,921.50	---	981,673.00	31,865.06	2.375	0.200	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	220,470.05	16,377.01	3.250	0.872	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	516,670.00	13,233.11	2.375	0.200	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	238,346.00	17,704.88	3.250	0.872	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEC9	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	272,872.80	228.40	1.125	0.171	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	183,703.67	174,518.49	---	187,454.90	5,125.80	2.482	0.741	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	154,458.00	4,001.58	2.396	0.700	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	49,879.84	51,238.35	---	51,891.49	1,171.11	3.500	0.702	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	54,194.05	56,619.23	---	56,915.67	1,312.68	3.000	0.666	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	89,271.00	89,284.46	---	92,687.40	3,474.77	2.500	0.691	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	116,195.11	119,449.48	---	122,811.26	3,881.67	3.000	1.875	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	35,294.27	34,081.02	---	36,238.03	1,748.14	2.000	0.855	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	150,553.03	154,340.33	---	160,855.37	6,238.00	4.000	1.795	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	73,835.56	75,308.64	---	76,303.14	1,832.85	3.000	1.090	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	145,392.80	4,582.31	2.573	0.677	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	290,339.15	10,357.85	2.373	0.611	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	468,598.50	30,003.83	2.273	1.279	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	03/16/2018	248.73	249.90	---	248.67	(0.06)	3.000	0.581	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	03/28/2018	25,305.68	25,442.09	---	25,417.78	103.09	3.000	1.277	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	42,591.91	42,532.02	---	43,459.08	937.16	3.500	-0.235	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	118,323.73	114,052.99	---	121,556.33	6,856.75	2.250	1.204	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	54,533.09	53,169.76	---	55,616.12	2,108.72	2.500	1.097	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	30,689.96	30,267.98	---	30,771.91	292.36	1.750	0.905	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	12,459.16	12,083.30	---	12,588.37	452.96	1.250	0.733	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	18,521.85	18,313.49	---	19,121.96	765.97	2.500	0.842	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	29,556.78	30,526.61	---	31,465.85	1,031.49	4.500	0.882	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	46,607.53	47,927.48	---	48,594.41	1,022.48	5.000	1.237	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	87,196.58	85,943.14	---	87,663.08	1,452.00	1.500	0.919	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	58,270.67	59,426.98	---	60,255.37	1,053.83	3.500	0.978	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	39,646.73	40,366.88	---	41,537.09	1,217.93	3.000	0.767	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	40,770.31	40,899.31	---	41,125.42	331.59	3.526	1.135	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	39,813.18	40,069.79	---	40,801.74	775.63	2.500	0.783	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	10/21/2019	1,174.53	1,184.07	---	1,174.36	(0.16)	5.500	0.525	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	33,608.00	33,187.90	---	34,038.18	804.27	1.500	0.660	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	11/13/2019	51,320.49	52,503.27	---	52,760.54	433.98	3.500	1.528	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	---	52,763.10	52,769.07	---	53,089.70	362.70	2.500	0.948	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	176,922.47	174,323.92	---	181,609.14	7,241.72	2.000	1.358	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	02/04/2020	75,271.90	75,765.88	---	75,865.04	287.34	3.500	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	42,174.99	43,163.46	---	43,964.47	846.53	3.000	0.844	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	05/14/2020	140,000.00	145,758.59	---	146,431.60	946.57	2.637	0.649	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	116,283.27	119,626.42	---	119,513.62	18.36	3.000	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	100,000.00	102,574.22	---	102,276.00	1,002.20	3.989	0.674	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	286,845.06	290,834.01	---	290,746.15	(87.86)	3.000	1.415	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	447.71	451.84	---	447.61	(0.11)	3.000	0.581	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	8,435.23	8,516.94	---	8,472.59	25.63	3.000	1.277	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	80,382.55	82,002.76	---	82,404.17	1,232.39	4.500	1.073	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	47,144.22	46,495.99	---	47,270.10	449.10	1.750	0.905	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	34,020.78	33,680.57	---	34,023.50	84.11	1.537	0.862	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	23,464.80	23,054.16	---	23,631.16	477.27	1.500	0.943	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	22,827.31	23,797.47	---	23,970.04	384.87	5.500	1.333	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	25,578.98	25,728.69	---	26,101.31	379.10	2.482	0.741	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	124,865.72	127,343.52	---	129,118.64	2,258.22	3.500	0.978	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	375,246.00	9,793.25	2.682	0.677	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	122,279.25	121,018.24	---	123,075.29	1,805.42	1.500	0.940	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	102,917.00	2,217.54	2.373	0.611	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	Agency CMO	Federal National Mortgage Association	01/25/2023	01/02/2020	10,485.53	10,562.12	---	10,498.95	(8.03)	3.500	1.514	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	18,861.77	18,908.93	---	18,978.53	116.98	2.500	0.948	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	87,776.09	88,396.70	---	90,600.73	2,259.86	2.500	0.487	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	37,866.31	38,599.98	---	38,704.67	271.01	3.230	0.684	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377VWQ5	Agency CMO	Government National Mortgage Association	11/16/2038	04/01/2020	54,632.52	54,666.66	---	54,587.17	(35.11)	2.500	2.258	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	478,055.59	487,840.79	---	485,283.79	731.21	3.871	1.218	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	206,000.00	209,846.41	---	210,688.56	3,085.89	3.989	0.674	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	331,330.21	337,193.20	---	338,665.86	4,482.33	3.230	0.684	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	92,325.79	90,998.61	---	92,819.74	1,537.41	1.500	0.919	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	06/10/2019	92,439.65	91,746.35	---	92,686.46	661.00	1.750	0.905	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	120,407.58	119,504.52	---	121,045.74	1,302.89	2.000	1.283	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	149,492.49	147,939.17	---	153,346.41	5,189.13	2.000	0.571	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	Agency CMO	Freddie Mac	04/15/2032	06/18/2019	98,731.85	98,670.14	---	98,744.68	441.77	0.535	0.477	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	45,928.05	45,468.77	---	45,931.73	113.55	1.537	0.862	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	124,440.11	126,010.20	---	126,355.25	806.40	3.500	1.792	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	68,032.49	67,819.89	---	68,101.88	820.16	0.635	0.523	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	166,450.80	164,422.18	---	169,603.38	5,004.68	2.000	1.018	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	123,868.85	124,062.40	---	125,725.64	1,747.77	2.500	1.019	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	Agency CMO	Government National Mortgage Association	04/16/2040	06/25/2019	117,395.27	116,734.92	---	118,356.74	1,476.06	2.141	1.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	209,188.00	6,366.85	2.637	0.649	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	---	59,427.94	60,673.31	---	61,095.49	691.04	3.500	1.528	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	21,437.81	21,581.01	---	21,949.31	412.36	3.000	0.689	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	06/25/2019	136,858.00	138,632.88	---	137,936.44	594.20	3.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	205,944.00	4,886.80	2.396	0.700	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	308,751.00	7,311.81	2.373	0.611	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	155,778.00	4,319.84	2.573	0.677	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	06/14/2019	2,663.24	2,694.87	---	2,662.87	(0.37)	5.500	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	62,432.86	63,671.76	---	64,559.32	1,129.11	3.500	0.978	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	96,710.25	96,891.59	---	100,411.35	3,559.51	2.500	0.691	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	42,776.73	43,553.74	---	44,816.33	1,314.08	3.000	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	Agency CMO	Freddie Mac	08/25/2020	06/13/2019	66,482.36	67,271.84	---	66,515.60	65.83	3.808	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	97,948.71	101,927.87	---	104,321.25	2,850.70	4.000	0.667	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	45,177.91	45,320.86	---	45,571.41	367.43	3.526	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	42,875.73	43,152.08	---	43,940.34	835.30	2.500	0.783	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3837SJZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	35,708.49	35,262.13	---	36,165.56	854.54	1.500	0.660	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	Agency CMO	Freddie Mac	10/25/2020	06/27/2019	176,315.63	180,200.07	---	177,073.78	(23.83)	4.333	1.068	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	174,021.24	175,407.98	---	179,038.28	3,737.04	2.500	0.835	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	83,718.09	87,825.51	---	89,446.92	1,727.43	4.000	1.795	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	186,751.49	184,008.58	---	191,698.54	7,644.03	2.000	1.358	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	57,553.67	58,812.65	---	59,874.80	1,122.85	3.500	0.702	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	16,911.26	17,069.81	---	17,459.18	400.50	2.500	0.842	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	45,842.38	46,916.80	---	47,787.47	920.15	3.000	0.844	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	126,443.95	130,079.21	---	129,956.56	19.96	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	149,000.00	152,765.01	---	152,391.24	1,629.51	3.989	0.674	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	85,703.16	83,513.71	---	90,171.72	4,904.43	2.223	1.467	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	116,443.99	120,020.27	---	121,927.34	3,069.38	3.000	0.661	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	221,236.60	223,967.49	---	232,214.36	8,788.22	2.500	1.367	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	127,878.59	121,513.95	---	127,955.32	4,007.55	1.400	1.340	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	187,157.94	198,789.51	---	192,243.02	25.90	2.997	1.368	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	238,272.39	245,085.50	---	244,643.80	4,234.12	2.349	0.267	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	103,499.77	108,462.94	---	112,553.93	5,397.11	4.500	0.618	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	463,405.50	19,928.70	2.389	1.336	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	90,110.70	89,674.23	---	90,611.72	655.14	1.705	1.139	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	194,726.14	191,958.21	---	202,343.83	8,093.15	2.332	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	450,640.25	31,404.81	2.813	1.874	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	38,989.96	39,830.68	---	40,280.92	749.73	2.708	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	106,343.46	102,991.15	---	107,702.53	2,980.45	1.826	1.367	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	361,658.54	375,856.46	---	374,569.75	8,386.52	2.522	0.519	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	---	47,071.81	46,455.47	---	48,821.47	2,070.91	2.622	0.964	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	08/29/2018	130,000.00	132,747.27	---	133,916.90	3,029.65	3.770	1.088	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	162,264.19	161,300.75	---	162,129.51	634.07	2.500	2.473	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	41,013.70	4,526.76	3.600	1.179	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	86,292.20	89,433.77	---	91,113.35	2,330.98	4.000	0.336	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	229,124.00	18,883.86	3.281	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	374,407.20	12,141.82	2.510	0.677	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	132,567.08	135,212.85	---	145,223.26	10,353.05	2.631	0.784	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	275,000.00	284,356.45	---	300,982.00	17,149.92	2.550	1.319	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	32,922.66	33,287.90	---	34,477.93	1,216.26	2.500	0.505	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	32,454.78	33,813.83	---	34,666.58	1,068.19	4.500	-0.194	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	Agency MBS	Federal National Mortgage Association	11/01/2020	09/26/2014	243,447.27	256,342.37	---	243,342.58	(381.26)	3.370	2.845	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	40,893.90	41,385.90	---	42,842.09	1,484.06	2.500	0.536	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	---	17,342.71	17,537.82	---	17,347.40	(51.12)	3.630	3.023	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	183,079.46	183,909.04	---	197,443.88	13,611.47	2.258	0.723	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	183,281.96	183,346.40	---	196,764.19	13,439.87	2.190	0.787	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	89,891.48	92,440.76	---	94,546.07	2,149.28	3.000	0.533	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	127,173.69	129,806.59	---	128,250.85	603.62	4.410	2.424	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	186,714.55	194,766.61	---	196,005.47	1,477.79	3.000	0.816	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.56	---	26,468.30	24.17	3.000	1.056	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	60,099.90	62,672.92	---	62,803.19	163.01	2.500	0.584	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	78,596.78	81,961.71	---	82,326.20	414.67	2.500	0.515	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	89,328.97	93,153.36	---	93,586.39	486.09	2.500	0.589	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	101,987.24	106,353.56	---	106,580.74	291.48	2.500	0.508	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	05/14/2020	23,572.51	23,480.43	---	23,555.54	335.40	0.530	0.567	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	91,388.65	95,015.64	---	94,087.36	(776.35)	2.496	1.132	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/15/2016	178,405.44	197,862.79	---	182,906.61	857.35	4.295	1.371	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MKL3	Agency MBS	Government National Mortgage Association	08/20/2027	05/28/2020	108,337.58	112,874.21	---	112,351.49	(487.82)	2.500	0.867	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	142,094.73	148,755.42	---	149,151.15	275.19	2.500	0.771	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	109,672.52	114,744.88	---	115,332.72	469.49	3.000	0.200	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	106,668.70	112,402.15	---	111,960.53	(570.20)	3.000	0.737	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	193,812.26	203,078.91	---	203,814.91	529.33	3.000	0.459	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	06/23/2020	272,881.74	285,331.98	---	286,403.03	828.34	2.500	0.321	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	40,481.98	42,727.47	---	42,493.53	(233.94)	3.000	0.779	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	71,771.01	75,269.86	---	75,326.55	56.69	3.000	0.547	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	17,061.14	16,826.55	---	17,214.69	267.63	1.749	0.582	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	10,580.65	10,425.25	---	10,704.66	205.20	1.785	0.550	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	34,848.41	34,200.44	---	35,149.50	653.27	1.583	0.569	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	59,464.67	60,347.35	---	60,675.38	854.87	3.840	1.479	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	51,628.98	52,395.35	---	52,561.91	660.62	3.840	1.516	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	122,779.70	120,179.90	---	124,282.52	2,503.03	1.870	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	124,084.38	123,347.63	---	123,981.39	484.88	2.500	2.473	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	Agency MBS	Federal National Mortgage Association	12/01/2021	05/02/2019	67,127.99	66,918.28	---	67,097.78	160.02	2.730	2.647	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	Agency MBS	Freddie Mac	06/01/2027	05/10/2019	175,443.17	174,675.61	---	184,148.66	9,401.13	2.500	0.357	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	05/10/2019	188,194.31	187,370.96	---	197,519.34	10,085.65	2.500	0.321	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	56,521.39	58,579.12	---	59,679.24	1,526.79	4.000	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	69,513.18	69,122.17	---	69,861.44	567.39	2.150	0.956	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	177,913.41	179,108.76	---	186,698.78	7,712.96	2.500	0.524	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	42,102.95	42,576.61	---	43,750.02	1,148.24	2.332	0.471	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	331,644.76	333,510.26	---	338,758.54	5,902.43	2.509	0.770	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	13,808.32	14,033.79	---	14,157.81	204.76	2.789	0.846	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	47,152.92	48,353.85	---	49,547.34	1,287.19	3.000	0.555	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	109,742.22	110,959.68	---	114,926.44	4,054.22	2.500	0.505	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	64,994.58	66,213.24	---	68,350.25	2,223.58	3.000	1.046	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	136,313.01	137,953.03	---	142,806.96	4,946.84	2.500	0.536	AAA
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	Agency MBS	Federal National Mortgage Association	12/01/2020	01/17/2018	0.00	0.00	---	0.00	0.00	5.000	2.499	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	79,558.01	81,522.10	---	83,304.39	1,932.98	3.000	0.661	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	97,499.84	99,518.39	---	98,325.66	462.78	4.410	2.424	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	67,230.67	70,550.19	---	70,582.12	65.09	3.000	1.056	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179Q2A8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	349,893.78	370,012.68	---	368,399.66	(1,342.38)	3.000	0.918	AAA
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	247,098.96	257,060.14	---	258,771.91	1,919.53	2.500	0.488	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	98,051.05	99,460.53	---	99,631.63	1,069.02	3.763	0.573	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	172,584.40	178,867.55	---	182,226.69	4,661.95	4.000	0.336	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	81,081.85	83,720.19	---	85,568.92	2,377.53	4.000	0.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	87,389.57	91,066.09	---	91,442.70	1,323.36	4.500	1.363	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	136,889.96	141,349.58	---	144,454.50	3,948.55	4.000	0.134	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	79,845.20	82,798.85	---	84,307.75	2,040.72	4.000	0.604	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	179,865.35	178,853.61	---	180,766.48	1,468.11	2.150	0.956	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	22,665.88	22,655.26	---	22,649.56	149.90	0.530	0.567	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	06/20/2019	101,000.00	103,840.63	---	104,043.13	1,617.60	3.770	1.088	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	223,029.81	220,555.57	---	224,956.79	3,639.79	1.583	0.569	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	670,812.90	21,060.11	2.510	0.677	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	175,773.00	13,978.58	3.600	1.179	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	356,899.87	360,343.39	---	369,641.20	10,559.72	2.522	0.519	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	200,000.00	205,437.50	---	208,204.00	4,700.16	3.090	0.889	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	204,983.40	10,243.71	2.920	0.916	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	229,124.00	18,883.86	3.281	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	76,459.99	79,279.45	---	79,347.12	1,032.50	5.500	0.594	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	46,635.05	47,065.49	---	48,179.14	911.90	2.708	0.431	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	210,552.68	214,393.62	---	216,273.39	1,988.56	2.997	1.368	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	78,470.96	75,029.23	---	78,518.04	2,906.29	1.400	1.340	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	131,129.21	133,715.94	---	137,086.41	3,495.65	2.838	0.489	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	(0.00)	(0.00)	2.580	1.255	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	147,296.75	150,236.50	---	161,359.17	11,503.39	2.631	0.784	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	300,000.00	310,207.03	---	328,344.00	18,709.01	2.550	1.319	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	39,471.52	39,915.57	---	41,015.64	1,076.47	2.332	0.471	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	131,049.81	132,109.47	---	134,554.08	2,706.76	2.349	0.267	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	325,902.50	21,365.20	3.563	1.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	219,962.00	11,055.86	2.849	1.016	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	257,876.07	273,640.77	---	287,206.90	14,048.76	3.010	1.432	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	Agency MBS	Federal National Mortgage Association	10/01/2028	09/09/2019	197,770.14	205,286.95	---	216,605.77	11,681.99	2.570	1.316	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	43,896.88	44,383.87	---	45,970.57	1,621.69	2.500	0.505	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	35,276.94	36,754.16	---	37,681.06	1,161.07	4.500	-0.194	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	217,392.00	11,844.39	2.770	0.918	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	167,124.00	8,538.93	3.284	0.824	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	163,575.61	165,543.63	---	171,368.35	5,936.20	2.500	0.536	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	10/07/2019	17,342.72	17,529.70	---	17,347.40	(76.38)	3.630	3.023	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	180,813.66	185,277.50	---	189,328.17	4,393.14	3.000	0.661	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	197,923.74	198,820.58	---	213,452.84	14,715.11	2.258	0.723	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	198,142.66	198,212.32	---	212,718.04	14,529.59	2.190	0.787	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	97,708.14	100,479.08	---	102,767.46	2,336.18	3.000	0.533	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	02/04/2020	24,353.84	26,203.21	---	26,484.32	362.48	4.500	0.618	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.31	---	26,468.30	24.42	3.000	1.056	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	89,328.97	93,153.36	---	93,586.39	486.09	2.500	0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	65,108.22	67,895.67	---	68,036.79	176.60	2.500	0.584	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	85,257.53	88,907.62	---	89,303.00	449.80	2.500	0.515	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	110,486.17	115,216.37	---	115,462.47	315.77	2.500	0.508	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	99,696.71	103,653.43	---	102,640.76	(846.92)	2.496	1.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	128,769.52	132,654.04	---	132,857.96	2,375.50	4.342	-0.333	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/01/2019	178,405.44	183,903.95	---	182,906.61	2,017.32	4.295	1.371	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	115,557.76	121,768.99	---	121,290.59	(617.70)	3.000	0.737	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	146,831.22	153,713.93	---	154,122.86	284.36	2.500	0.771	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	121,216.99	126,823.28	---	127,473.00	518.91	3.000	0.200	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	210,770.83	220,848.32	---	221,648.71	575.64	3.000	0.459	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	06/23/2020	291,701.18	305,010.05	---	306,154.97	885.47	2.500	0.321	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	196,102.09	199,319.39	---	199,263.25	1,791.32	3.763	0.573	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	43,764.30	46,191.86	---	45,938.95	(252.91)	3.000	0.779	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	49,626.51	49,370.62	---	50,048.83	480.91	2.650	0.779	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	33,721.07	33,195.49	---	33,937.56	350.78	2.120	0.603	AAA
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	---	286,183.58	287,470.88	---	287,485.71	73.44	2.850	0.987	AAA
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	Asset Backed	Fifth Third Auto Trust 2019-1	05/16/2022	04/30/2019	62,227.16	62,223.74	---	62,573.77	347.47	2.660	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	58,196.62	58,196.40	---	58,552.78	356.20	2.280	0.742	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	60,686.98	60,681.67	---	61,064.45	378.97	2.270	0.168	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-	10/16/2023	07/24/2019	73,253.42	74,595.45	---	74,984.40	1,088.24	3.210	0.158	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	87,926.45	87,922.50	---	88,633.38	708.67	2.210	0.668	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	80,000.00	79,989.10	---	81,041.60	1,048.60	2.230	1.279	AA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	188,479.68	191,557.19	---	192,876.91	2,372.17	3.190	0.702	AAA
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	Asset Backed	Drive Auto Receivables Trust 2019-2	03/15/2023	12/05/2019	83,444.68	83,855.38	---	83,749.25	211.33	3.040	-0.464	AAA
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	Asset Backed	American Express Credit Account Master Trust, Series 2017-(	10/15/2020	12/05/2019	200,000.00	200,375.00	---	200,962.00	833.91	2.040	0.390	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	200,000.00	202,210.16	---	202,880.00	1,764.25	2.880	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1	12/16/2024	01/14/2020	60,000.00	59,988.23	---	61,731.00	1,741.06	1.890	0.733	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	Asset Backed	Citibank Credit Card Issuance Trust	01/20/2021	07/19/2019	100,000.00	100,625.00	---	101,194.00	960.46	2.490	0.337	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	102,781.00	2,504.06	1.720	0.455	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	160,000.00	160,387.50	---	161,808.00	1,615.21	2.210	0.923	AAA
256350021	MIM-RCTC 2013 Residual Fund	86565CBD0	CD	Sumitomo Mitsui Banking Corporation, New York Branch	07/14/2020	04/15/2020	400,000.00	400,069.78	---	400,164.00	153.92	1.150	0.095	AAA
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	61,464.87	61,486.49	---	61,378.82	(89.37)	0.697	1.191	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	0.697	0.975	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	131,095.42	131,290.03	---	131,104.60	(32.22)	0.717	0.804	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	06/24/2019	15,155.72	15,148.62	---	15,134.51	(19.73)	0.697	1.191	AAA
256350021	MIM-RCTC 2013 Residual Fund	14918EGP0	CP	Catholic Health Initiatives	07/23/2020	05/13/2020	400,000.00	398,808.78	---	399,964.00	333.11	0.000	0.141	NA
256350021	MIM-RCTC 2013 Residual Fund	14918EHT1	CP	Catholic Health Initiatives	08/27/2020	05/19/2020	300,000.00	298,741.67	---	299,916.00	633.25	0.000	0.174	NA
256350021	MIM-RCTC 2013 Residual Fund	02665JJ84	CP	American Honda Finance Corporation	09/08/2020	06/15/2020	500,000.00	499,291.67	---	499,820.00	395.00	0.000	0.185	AA
256350021	MIM-RCTC 2013 Residual Fund	02665JGL8	CP	American Honda Finance Corporation	07/20/2020	06/17/2020	300,000.00	299,887.25	---	299,976.00	40.92	0.000	0.144	AA
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	463,563.00	13,770.41	2.900	0.663	A
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Truist Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,154.00	154.00	0.976	0.740	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company	05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	100,170.00	170.00	0.997	0.846	A
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	Corporate	Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	200,000.00	0.00	5.625	5.472	A
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	Corporate	Wells Fargo & Company	07/22/2020	04/15/2019	200,000.00	199,590.00	---	200,244.00	262.71	2.600	0.596	A
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	Corporate	Manufacturers & Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	250,152.50	531.84	2.050	0.752	A
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	Corporate	Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	135,487.35	625.02	2.550	0.415	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	171,298.05	6,393.36	2.200	0.726	A
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	Corporate	Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	200,988.00	1,440.01	2.100	0.386	AAA
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.	11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/2021	198,845.40	3,845.40	2.312	0.873	A
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Corporate	Citizens Bank, National Association	10/30/2020	04/15/2019	250,000.00	247,950.00	---	251,092.50	1,539.78	2.250	0.498	A
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	Corporate	Fifth Third Bank, National Association	10/30/2020	06/21/2019	200,000.00	199,810.00	09/30/2020	200,926.00	972.42	2.200	0.345	A
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	Corporate	Morgan Stanley	01/25/2021	---	200,000.00	213,237.00	---	205,972.00	2,749.29	5.750	0.492	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	Corporate	Wells Fargo & Company	07/22/2022	02/19/2020	235,000.00	239,479.10	---	244,825.35	6,002.10	2.625	0.581	A
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	250,000.00	250,000.00	02/24/2022	249,747.50	(252.50)	0.685	0.678	A
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	Corporate	Public Service Electric and Gas Company	03/15/2021	03/25/2020	125,000.00	122,811.25	02/15/2021	126,192.50	2,796.79	1.900	0.370	AA
256350021	MIM-RCTC 2013 Residual Fund	30231GBL5	Corporate	Exxon Mobil Corporation	04/15/2023	04/13/2020	270,000.00	270,000.00	---	277,106.40	7,106.40	1.571	0.618	AA
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	Corporate	U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	255,180.00	5,380.56	3.150	0.340	AA
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	Corporate	The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	202,416.00	4,187.91	1.875	0.402	AAA
256350021	MIM-RCTC 2013 Residual Fund	166764BV1	Corporate	Chevron Corporation	05/11/2023	05/07/2020	135,000.00	135,000.00	---	137,324.70	2,324.70	1.141	0.534	AA
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	Corporate	PACCAR Financial Corp.	05/10/2021	04/30/2019	200,000.00	200,250.00	---	200,022.00	(83.89)	0.708	0.587	A
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	Corporate	Caterpillar Financial Services Corporation	05/17/2021	05/14/2019	120,000.00	120,000.00	---	120,190.80	190.80	0.776	0.545	A
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation	03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,071.90	624.49	1.037	0.770	A
256350021	MIM-RCTC 2013 Residual Fund	61746BEE2	Corporate	Morgan Stanley	01/20/2022	06/12/2020	200,000.00	200,870.00	01/20/2021	200,822.00	10.18	2.315	0.853	A
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	1.50	---	1.50	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(408,997.63)	---	(408,997.63)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(175,000.00)	---	(175,000.00)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(209,959.00)	---	(209,959.00)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	460,940.25	---	460,940.25	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	122,507.48	---	122,507.48	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	273,467.35	---	273,467.35	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	96,666.30	1,666.30	2.128	1.114	AA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	106,104.60	1,104.60	2.057	1.474	AA
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District	03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,354.95	354.95	0.739	0.601	AA
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation	03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,509.40	509.40	0.965	0.887	AA
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas	02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,146.25	1,146.25	0.867	0.684	AAA
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---	671,053.50	19,498.75	1.750	0.276	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	TIPS	United States Department of The Treasury	01/15/2027	---	297,256.40	295,913.55	---	320,290.80	23,949.28	0.375	-0.777	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	253,905.00	269,164.49	---	289,263.81	21,538.85	0.875	-0.703	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	269,452.00	273,816.78	---	283,188.66	10,191.56	0.500	-0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	---	99,990.90	98,120.58	---	102,425.68	3,466.59	0.125	-0.820	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	416,888.00	424,263.71	---	438,140.95	15,248.94	0.500	-0.822	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	264,061.20	278,924.20	---	300,834.36	23,382.28	0.875	-0.703	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	TIPS	United States Department of The Treasury	01/15/2027	06/25/2019	307,872.70	310,267.85	---	331,729.76	21,779.88	0.375	-0.777	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	08/01/2019	294,872.00	299,093.53	---	309,904.57	11,621.40	0.500	-0.822	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	1,400,000.00	1,386,564.45	---	1,449,602.00	55,430.97	1.750	0.173	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	US Gov	United States Department of The Treasury	11/15/2024	04/18/2017	1,350,000.00	1,369,037.11	---	1,467,652.50	106,298.50	2.250	0.246	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	1,125,000.00	1,143,342.78	---	1,225,023.75	90,733.89	2.125	0.287	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	US Gov	United States Department of The Treasury	02/28/2022	11/26/2019	150,000.00	150,544.92	---	153,909.00	3,504.32	1.750	0.185	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	670,000.00	664,428.32	---	688,371.40	22,884.14	1.375	0.176	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,150,000.00	1,175,230.08	---	1,162,891.50	9,870.67	2.125	0.207	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.57	---	2,226,174.50	68,756.64	1.750	0.173	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	1,775,000.00	1,774,332.62	---	1,775,053.25	116.80	0.193	0.162	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	2,150,000.00	2,142,433.60	---	2,156,923.00	6,897.95	2.125	0.212	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,030,000.00	1,021,835.16	---	1,058,242.60	34,628.11	1.375	0.176	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	---	700,000.00	699,678.39	---	700,077.00	139.71	0.195	0.166	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	486,883.20	9,494.95	1.250	0.173	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	---	420,000.00	425,850.01	---	435,309.00	10,478.84	2.125	0.177	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	128,257.50	2,898.54	1.750	0.185	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,730,000.00	1,727,976.96	---	1,749,393.30	18,271.53	2.125	0.207	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	1,000,000.00	1,006,210.94	---	1,035,430.00	30,820.43	1.750	0.173	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	600,000.00	625,417.97	---	653,346.00	29,559.81	2.125	0.287	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	US Gov	United States Department of The Treasury	10/31/2020	06/25/2019	1,050,000.00	1,043,683.60	---	1,054,126.50	5,696.64	1.375	0.198	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	770,565.00	7,582.68	1.375	0.176	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	985,000.00	984,986.26	---	985,029.55	32.02	0.193	0.162	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	US Gov	United States Department of The Treasury	01/31/2021	06/26/2019	1,500,000.00	1,506,269.53	---	1,516,815.00	14,499.78	2.125	0.207	AAA
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	06/29/2018	100,000.00	100,000.00	---	100,000.00	0.00	0.180	0.180	AA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	07/20/2020	460,000.00	0.00	0.200	0.200	AAA
							64,789,911.51	**65,552,894.20**		**67,034,426.19**	**1,594,960.35**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	516,670.00	13,233.11	2.375	0.200	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	238,346.00	17,704.88	3.250	0.872	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEC9	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	272,872.80	228.40	1.125	0.171	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	331,330.21	337,193.20	---	338,665.86	4,482.33	3.230	0.684	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	92,325.79	90,998.61	---	92,819.74	1,537.41	1.500	0.919	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	06/10/2019	92,439.65	91,746.35	---	92,686.46	661.00	1.750	0.905	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	120,407.58	119,504.52	---	121,045.74	1,302.89	2.000	1.283	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	149,492.49	147,939.17	---	153,346.41	5,189.13	2.000	0.571	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	Agency CMO	Freddie Mac	04/15/2032	06/18/2019	98,731.85	98,670.14	---	98,744.68	441.77	0.535	0.477	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	45,928.05	45,468.77	---	45,931.73	113.55	1.537	0.862	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	124,440.11	126,010.20	---	126,355.25	806.40	3.500	1.792	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	68,032.49	67,819.89	---	68,101.88	820.16	0.635	0.523	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	166,450.80	164,422.18	---	169,603.38	5,004.68	2.000	1.018	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	123,868.85	124,062.40	---	125,725.64	1,747.77	2.500	1.019	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	Agency CMO	Government National Mortgage Association	04/16/2040	06/25/2019	117,395.27	116,734.92	---	118,356.74	1,476.06	2.141	1.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	209,188.00	6,366.85	2.637	0.649	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	---	59,427.94	60,673.31	---	61,095.49	691.04	3.500	1.528	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	21,437.81	21,581.01	---	21,949.31	412.36	3.000	0.689	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	06/25/2019	136,858.00	138,632.88	---	137,936.44	594.20	3.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	205,944.00	4,886.80	2.396	0.700	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	308,751.00	7,311.81	2.373	0.611	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	155,778.00	4,319.84	2.573	0.677	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	06/14/2019	2,663.24	2,694.87	---	2,662.87	(0.37)	5.500	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	62,432.86	63,671.76	---	64,559.32	1,129.11	3.500	0.978	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	96,710.25	96,891.59	---	100,411.35	3,559.51	2.500	0.691	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	42,776.73	43,553.74	---	44,816.33	1,314.08	3.000	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	Agency CMO	Freddie Mac	08/25/2020	06/13/2019	66,482.36	67,271.84	---	66,515.60	65.83	3.808	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	97,948.71	101,927.87	---	104,321.25	2,850.70	4.000	0.667	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	45,177.91	45,320.86	---	45,571.41	367.43	3.526	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	42,875.73	43,152.08	---	43,940.34	835.30	2.500	0.783	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	35,708.49	35,262.13	---	36,165.56	854.54	1.500	0.660	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	Agency CMO	Freddie Mac	10/25/2020	06/27/2019	176,315.63	180,200.07	---	177,073.78	(23.83)	4.333	1.068	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	174,021.24	175,407.98	---	179,038.28	3,737.04	2.500	0.835	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	83,718.09	87,825.51	---	89,446.92	1,727.43	4.000	1.795	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	186,751.49	184,008.58	---	191,698.54	7,644.03	2.000	1.358	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	57,553.67	58,812.65	---	59,874.80	1,122.85	3.500	0.702	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	16,911.26	17,069.81	---	17,459.18	400.50	2.500	0.842	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	45,842.38	46,916.80	---	47,787.47	920.15	3.000	0.844	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	126,443.95	130,079.21	---	129,956.56	19.96	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	149,000.00	152,765.01	---	152,391.24	1,629.51	3.989	0.674	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	172,584.40	178,867.55	---	182,226.69	4,661.95	4.000	0.336	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	81,081.85	83,720.19	---	85,568.92	2,377.53	4.000	0.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	87,389.57	91,066.09	---	91,442.70	1,323.36	4.500	1.363	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	136,889.96	141,349.58	---	144,454.50	3,948.55	4.000	0.134	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	79,845.20	82,798.85	---	84,307.75	2,040.72	4.000	0.604	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	179,865.35	178,853.61	---	180,766.48	1,468.11	2.150	0.956	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	22,665.88	22,655.26	---	22,649.56	149.90	0.530	0.567	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	06/20/2019	101,000.00	103,840.63	---	104,043.13	1,617.60	3.770	1.088	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	223,029.81	220,555.57	---	224,956.79	3,639.79	1.583	0.569	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	670,812.90	21,060.11	2.510	0.677	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	175,773.00	13,978.58	3.600	1.179	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	356,899.87	360,343.39	---	369,641.20	10,559.72	2.522	0.519	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	200,000.00	205,437.50	---	208,204.00	4,700.16	3.090	0.889	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	204,983.40	10,243.71	2.920	0.916	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	229,124.00	18,883.86	3.281	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	76,459.99	79,279.45	---	79,347.12	1,032.50	5.500	0.594	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	46,635.05	47,065.49	---	48,179.14	911.90	2.708	0.431	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	210,552.68	214,393.62	---	216,273.39	1,988.56	2.997	1.368	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	78,470.96	75,029.23	---	78,518.04	2,906.29	1.400	1.340	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	131,129.21	133,715.94	---	137,086.41	3,495.65	2.838	0.489	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	(0.00)	(0.00)	2.580	1.255	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	147,296.75	150,236.50	---	161,359.17	11,503.39	2.631	0.784	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	300,000.00	310,207.03	---	328,344.00	18,709.01	2.550	1.319	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	39,471.52	39,915.57	---	41,015.64	1,076.47	2.332	0.471	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	131,049.81	132,109.47	---	134,554.08	2,706.76	2.349	0.267	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	325,902.50	21,365.20	3.563	1.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	219,962.00	11,055.86	2.849	1.016	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	257,876.07	273,640.77	---	287,206.90	14,048.76	3.010	1.432	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	Agency MBS	Federal National Mortgage Association	10/01/2028	09/09/2019	197,770.14	205,286.95	---	216,605.77	11,681.99	2.570	1.316	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	43,896.88	44,383.87	---	45,970.57	1,621.69	2.500	0.505	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	35,276.94	36,754.16	---	37,681.06	1,161.07	4.500	-0.194	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	217,392.00	11,844.39	2.770	0.918	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	167,124.00	8,538.93	3.284	0.824	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	163,575.61	165,543.63	---	171,368.35	5,936.20	2.500	0.536	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2028	10/07/2019	17,342.72	17,529.70	---	17,347.40	(76.38)	3.630	3.023	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	180,813.66	185,277.50	---	189,328.17	4,393.14	3.000	0.661	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	197,923.74	198,820.58	---	213,452.84	14,715.11	2.258	0.723	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	198,142.66	198,212.32	---	212,718.04	14,529.59	2.190	0.787	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	97,708.14	100,479.08	---	102,767.46	2,336.18	3.000	0.533	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	02/04/2020	24,353.84	26,203.21	---	26,484.32	362.48	4.500	0.618	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.31	---	26,468.30	24.42	3.000	1.056	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	89,328.97	93,153.36	---	93,586.39	486.09	2.500	0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	65,108.22	67,895.67	---	68,036.79	176.60	2.500	0.584	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	85,257.53	88,907.62	---	89,303.00	449.80	2.500	0.515	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	110,486.17	115,216.37	---	115,462.47	315.77	2.500	0.508	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	99,696.71	103,653.43	---	102,640.76	(846.92)	2.496	1.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	128,769.52	132,654.04	---	132,857.96	2,375.50	4.342	-0.333	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/01/2019	178,405.44	183,903.95	---	182,906.61	2,017.32	4.295	1.371	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	115,557.76	121,768.99	---	121,290.59	(617.70)	3.000	0.737	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	146,831.22	153,713.93	---	154,122.86	284.36	2.500	0.771	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	121,216.99	126,823.28	---	127,473.00	518.91	3.000	0.200	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	210,770.83	220,848.32	---	221,648.71	575.64	3.000	0.459	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	06/23/2020	291,701.18	305,010.05	---	306,154.97	885.47	2.500	0.321	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	196,102.09	199,319.39	---	199,263.25	1,791.32	3.763	0.573	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	43,764.30	46,191.86	---	45,938.95	(252.91)	3.000	0.779	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	06/24/2019	15,155.72	15,148.62	---	15,134.51	(19.73)	0.697	1.191	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(209,959.00)	---	(209,959.00)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	273,467.35	---	273,467.35	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	264,061.20	278,924.20	---	300,834.36	23,382.28	0.875	-0.703	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	TIPS	United States Department of The Treasury	01/15/2027	06/25/2019	307,872.70	310,267.85	---	331,729.76	21,779.88	0.375	-0.777	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	08/01/2019	294,872.00	299,093.53	---	309,904.57	11,621.40	0.500	-0.822	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	1,000,000.00	1,006,210.94	---	1,035,430.00	30,820.43	1.750	0.173	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	600,000.00	625,417.97	---	653,346.00	29,559.81	2.125	0.287	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	US Gov	United States Department of The Treasury	10/31/2020	06/25/2019	1,050,000.00	1,043,683.60	---	1,054,126.50	5,696.64	1.375	0.198	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	770,565.00	7,582.68	1.375	0.176	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	985,000.00	984,986.26	---	985,029.55	32.02	0.193	0.162	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	US Gov	United States Department of The Treasury	01/31/2021	06/26/2019	1,500,000.00	1,506,269.53	---	1,516,815.00	14,499.78	2.125	0.207	AAA
							19,980,069.21	**20,438,022.15**		**20,912,126.93**	**529,123.42**			
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	447.71	451.84	---	447.61	(0.11)	3.000	0.581	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	8,435.23	8,516.94	---	8,472.59	25.63	3.000	1.277	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	80,382.55	82,002.76	---	82,404.17	1,232.39	4.500	1.073	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	47,144.22	46,495.99	---	47,270.10	449.10	1.750	0.905	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	34,020.78	33,680.57	---	34,023.50	84.11	1.537	0.862	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	23,464.80	23,054.16	---	23,631.16	477.27	1.500	0.943	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	22,827.31	23,797.47	---	23,970.04	384.87	5.500	1.333	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	25,578.98	25,728.69	---	26,101.31	379.10	2.482	0.741	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	124,865.72	127,343.52	---	129,118.64	2,258.22	3.500	0.978	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	375,246.00	9,793.25	2.682	0.677	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	122,279.25	121,018.24	---	123,075.29	1,805.42	1.500	0.940	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	102,917.00	2,217.54	2.373	0.611	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	Agency CMO	Federal National Mortgage Association	01/25/2023	01/02/2020	10,485.53	10,562.12	---	10,498.95	(8.03)	3.500	1.514	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	18,861.77	18,908.93	---	18,978.53	116.98	2.500	0.948	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	87,776.09	88,396.70	---	90,600.73	2,259.86	2.500	0.487	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	37,866.31	38,599.98	---	38,704.67	271.01	3.230	0.684	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377VWQ5	Agency CMO	Government National Mortgage Association	11/16/2038	04/01/2020	54,632.52	54,666.66	---	54,587.17	(35.11)	2.500	2.258	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	478,055.59	487,840.79	---	485,283.79	731.21	3.871	1.218	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	206,000.00	209,846.41	---	210,688.56	3,085.89	3.989	0.674	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	17,061.14	16,826.55	---	17,214.69	267.63	1.749	0.582	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	10,580.65	10,425.25	---	10,704.66	205.20	1.785	0.550	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	34,848.41	34,200.44	---	35,149.50	653.27	1.583	0.569	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	59,464.67	60,347.35	---	60,675.38	854.87	3.840	1.479	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	51,628.98	52,395.35	---	52,561.91	660.62	3.840	1.516	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	122,779.70	120,179.90	---	124,282.52	2,503.03	1.870	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	124,084.38	123,347.63	---	123,981.39	484.88	2.500	2.473	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	Agency MBS	Federal National Mortgage Association	12/01/2021	05/02/2019	67,127.99	66,918.28	---	67,097.78	160.02	2.730	2.647	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	Agency MBS	Freddie Mac	06/01/2027	05/10/2019	175,443.17	174,675.61	---	184,148.66	9,401.13	2.500	0.357	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	05/10/2019	188,194.31	187,370.96	---	197,519.34	10,085.65	2.500	0.321	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	56,521.39	58,579.12	---	59,679.24	1,526.79	4.000	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	69,513.18	69,122.17	---	69,861.44	567.39	2.150	0.956	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	177,913.41	179,108.76	---	186,698.78	7,712.96	2.500	0.524	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	42,102.95	42,576.61	---	43,750.02	1,148.24	2.332	0.471	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	331,644.76	333,510.26	---	338,758.54	5,902.43	2.509	0.770	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	13,808.32	14,033.79	---	14,157.81	204.76	2.789	0.846	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	47,152.92	48,353.85	---	49,547.34	1,287.19	3.000	0.555	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	109,742.22	110,959.68	---	114,926.44	4,054.22	2.500	0.505	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	64,994.58	66,213.24	---	68,350.25	2,223.58	3.000	1.046	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	136,313.01	137,953.03	---	142,806.96	4,946.84	2.500	0.536	AAA
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	Agency MBS	Federal National Mortgage Association	12/01/2020	01/17/2018	0.00	0.00	---	0.00	0.00	5.000	2.499	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	79,558.01	81,522.10	---	83,304.39	1,932.98	3.000	0.661	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	97,499.84	99,518.39	---	98,325.66	462.78	4.410	2.424	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	67,230.67	70,550.19	---	70,582.12	65.09	3.000	1.056	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179Q2A8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	349,893.78	370,012.68	---	368,399.66	(1,342.38)	3.000	0.918	AAA
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	247,098.96	257,060.14	---	258,771.91	1,919.53	2.500	0.488	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	98,051.05	99,460.53	---	99,631.63	1,069.02	3.763	0.573	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	49,626.51	49,370.62	---	50,048.83	480.91	2.650	0.779	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	33,721.07	33,195.49	---	33,937.56	350.78	2.120	0.603	AAA
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	---	286,183.58	287,470.88	---	287,485.71	73.44	2.850	0.987	AAA
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	Asset Backed	Fifth Third Auto Trust 2019-1	05/16/2022	04/30/2019	62,227.16	62,223.74	---	62,573.77	347.47	2.660	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	58,196.62	58,196.40	---	58,552.78	356.20	2.280	0.742	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	60,686.98	60,681.67	---	61,064.45	378.97	2.270	0.168	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	73,253.42	74,595.45	---	74,984.40	1,088.24	3.210	0.158	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	87,926.45	87,922.50	---	88,633.38	708.67	2.210	0.668	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	80,000.00	79,989.10	---	81,041.60	1,048.60	2.230	1.279	AA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	188,479.68	191,557.19	---	192,876.91	2,372.17	3.190	0.702	AAA
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	Asset Backed	Drive Auto Receivables Trust 2019-2	03/15/2023	12/05/2019	83,444.68	83,855.38	---	83,749.25	211.33	3.040	-0.464	AAA
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	Asset Backed	American Express Credit Account Master Trust, Series 2017-6	10/15/2020	12/05/2019	200,000.00	200,375.00	---	200,962.00	833.91	2.040	0.390	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	200,000.00	202,210.16	---	202,880.00	1,764.25	2.880	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1	12/16/2024	01/14/2020	60,000.00	59,988.23	---	61,731.00	1,741.06	1.890	0.733	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	Asset Backed	Citibank Credit Card Issuance Trust	01/20/2021	07/19/2019	100,000.00	100,625.00	---	101,194.00	960.46	2.490	0.337	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	102,781.00	2,504.06	1.720	0.455	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	160,000.00	160,387.50	---	161,808.00	1,615.21	2.210	0.923	AAA
256350021	MIM-RCTC 2013 Residual Fund	86565CBD0	CD	Sumitomo Mitsui Banking Corporation, New York Branch	07/14/2020	04/15/2020	400,000.00	400,069.78	---	400,164.00	153.92	1.150	0.095	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	0.697	0.975	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	131,095.42	131,290.03	---	131,104.60	(32.22)	0.717	0.804	AAA
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	463,563.00	13,770.41	2.900	0.663	A
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Truist Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,154.00	154.00	0.976	0.740	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company	05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	100,170.00	170.00	0.997	0.846	A
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	Corporate	Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	200,000.00	0.00	5.625	5.472	A
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	Corporate	Wells Fargo & Company	07/22/2020	04/15/2019	200,000.00	199,590.00	---	200,244.00	262.71	2.600	0.596	A
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	Corporate	Manufacturers & Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	250,152.50	531.84	2.050	0.752	A
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	Corporate	Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	135,487.35	625.02	2.550	0.415	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	171,298.05	6,393.36	2.200	0.726	A
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	Corporate	Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	200,988.00	1,440.01	2.100	0.386	AAA
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.	11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/2021	198,845.40	3,845.40	2.312	0.873	A
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Corporate	Citizens Bank, National Association	10/30/2020	04/15/2019	250,000.00	247,950.00	---	251,092.50	1,539.78	2.250	0.498	A
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	Corporate	Fifth Third Bank, National Association	10/30/2020	06/21/2019	200,000.00	199,810.00	09/30/2020	200,926.00	972.42	2.200	0.345	A
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	Corporate	Morgan Stanley	01/25/2021	---	200,000.00	213,237.00	---	205,972.00	2,749.29	5.750	0.492	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	Corporate	Wells Fargo & Company	07/22/2022	02/19/2020	235,000.00	239,479.10	---	244,825.35	6,002.10	2.625	0.581	A
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	250,000.00	250,000.00	02/24/2022	249,747.50	(252.50)	0.685	0.678	A
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	Corporate	Public Service Electric and Gas Company	03/15/2021	03/25/2020	125,000.00	122,811.25	02/15/2021	126,192.50	2,796.79	1.900	0.370	AA
256350021	MIM-RCTC 2013 Residual Fund	30231GBL5	Corporate	Exxon Mobil Corporation	04/15/2023	04/13/2020	270,000.00	270,000.00	---	277,106.40	7,106.40	1.571	0.618	AA
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	Corporate	U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	255,180.00	5,380.56	3.150	0.340	AA
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	Corporate	The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	202,416.00	4,187.91	1.875	0.402	AAA
256350021	MIM-RCTC 2013 Residual Fund	166764BV1	Corporate	Chevron Corporation	05/11/2023	05/07/2020	135,000.00	135,000.00	---	137,324.70	2,324.70	1.141	0.534	AA
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	Corporate	PACCAR Financial Corp.	05/10/2021	04/30/2019	200,000.00	200,250.00	---	200,022.00	(83.89)	0.708	0.587	A
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	Corporate	Caterpillar Financial Services Corporation	05/17/2021	05/14/2019	120,000.00	120,000.00	---	120,190.80	190.80	0.776	0.545	A
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation	03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,071.90	624.49	1.037	0.770	A
256350021	MIM-RCTC 2013 Residual Fund	61746BEE2	Corporate	Morgan Stanley	01/20/2022	06/12/2020	200,000.00	200,870.00	01/20/2021	200,822.00	10.18	2.315	0.853	A
256350021	MIM-RCTC 2013 Residual Fund	14918EGP0	CP	Catholic Health Initiatives	07/23/2020	05/13/2020	400,000.00	398,808.78	---	399,964.00	333.11	0.000	0.141	NA
256350021	MIM-RCTC 2013 Residual Fund	14918EHT1	CP	Catholic Health Initiatives	08/27/2020	05/19/2020	300,000.00	298,741.67	---	299,916.00	633.25	0.000	0.174	NA
256350021	MIM-RCTC 2013 Residual Fund	02665JJ84	CP	American Honda Finance Corporation	09/08/2020	06/15/2020	500,000.00	499,291.67	---	499,820.00	395.00	0.000	0.185	AA
256350021	MIM-RCTC 2013 Residual Fund	02665JGL8	CP	American Honda Finance Corporation	07/20/2020	06/17/2020	300,000.00	299,887.25	---	299,976.00	40.92	0.000	0.144	AA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(175,000.00)	---	(175,000.00)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	122,507.48	---	122,507.48	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	96,666.30	1,666.30	2.128	1.114	AA
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	106,104.60	1,104.60	2.057	1.474	AA
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District	03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,354.95	354.95	0.739	0.601	AA
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation	03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,509.40	509.40	0.965	0.887	AA
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas	02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,146.25	1,146.25	0.867	0.684	AAA
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---	671,053.50	19,498.75	1.750	0.276	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	---	99,990.90	98,120.58	---	102,425.68	3,466.59	0.125	-0.820	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	416,888.00	424,263.71	---	438,140.95	15,248.94	0.500	-0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.57	---	2,226,174.50	68,756.64	1.750	0.173	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	1,775,000.00	1,774,332.62	---	1,775,053.25	116.80	0.193	0.162	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	2,150,000.00	2,142,433.60	---	2,156,923.00	6,897.95	2.125	0.212	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,030,000.00	1,021,835.16	---	1,058,242.60	34,628.11	1.375	0.176	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	---	700,000.00	699,678.39	---	700,077.00	139.71	0.195	0.166	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	486,883.20	9,494.95	1.250	0.173	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	---	420,000.00	425,850.01	---	435,309.00	10,478.84	2.125	0.177	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	128,257.50	2,898.54	1.750	0.185	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,730,000.00	1,727,976.96	---	1,749,393.30	18,271.53	2.125	0.207	AAA
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	06/29/2018	100,000.00	100,000.00	---	100,000.00	0.00	0.180	0.180	AA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	07/20/2020	460,000.00	0.00	0.200	0.200	AAA
							26,445,097.28	**26,475,889.18**		**26,828,171.50**	**358,266.64**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	Agency	Freddie Mac	01/13/2022	---	950,000.00	942,921.50	---	981,673.00	31,865.06	2.375	0.200	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	220,470.05	16,377.01	3.250	0.872	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	183,703.67	174,518.49	---	187,454.90	5,125.80	2.482	0.741	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	154,458.00	4,001.58	2.396	0.700	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	49,879.84	51,238.35	---	51,891.49	1,171.11	3.500	0.702	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	54,194.05	56,619.23	---	56,915.67	1,312.68	3.000	0.666	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	89,271.00	89,284.46	---	92,687.40	3,474.77	2.500	0.691	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	116,195.11	119,449.48	---	122,811.26	3,881.67	3.000	1.875	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	35,294.27	34,081.02	---	36,238.03	1,748.14	2.000	0.855	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	150,553.03	154,340.33	---	160,855.37	6,238.00	4.000	1.795	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	73,835.56	75,308.64	---	76,303.14	1,832.85	3.000	1.090	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	145,392.80	4,582.31	2.573	0.677	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	290,339.15	10,357.85	2.373	0.611	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	468,598.50	30,003.83	2.273	1.279	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	03/16/2018	248.73	249.90	---	248.67	(0.06)	3.000	0.581	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	03/28/2018	25,305.68	25,442.09	---	25,417.78	103.09	3.000	1.277	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	42,591.91	42,532.02	---	43,459.08	937.16	3.500	-0.235	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	118,323.73	114,052.99	---	121,556.33	6,856.75	2.250	1.204	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	54,533.09	53,169.76	---	55,616.12	2,108.72	2.500	1.097	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	30,689.96	30,267.98	---	30,771.91	292.36	1.750	0.905	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	12,459.16	12,083.30	---	12,588.37	452.96	1.250	0.733	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	18,521.85	18,313.49	---	19,121.96	765.97	2.500	0.842	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	29,556.78	30,526.61	---	31,465.85	1,031.49	4.500	0.882	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	46,607.53	47,927.48	---	48,594.41	1,022.48	5.000	1.237	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	87,196.58	85,943.14	---	87,663.08	1,452.00	1.500	0.919	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	58,270.67	59,426.98	---	60,255.37	1,053.83	3.500	0.978	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	39,646.73	40,366.88	---	41,537.09	1,217.93	3.000	0.767	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	40,770.31	40,899.31	---	41,125.42	331.59	3.526	1.135	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	39,813.18	40,069.79	---	40,801.74	775.63	2.500	0.783	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	10/21/2019	1,174.53	1,184.07	---	1,174.36	(0.16)	5.500	0.525	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	33,608.00	33,187.90	---	34,038.18	804.27	1.500	0.660	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	11/13/2019	51,320.49	52,503.27	---	52,760.54	433.98	3.500	1.528	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	---	52,763.10	52,769.07	---	53,089.70	362.70	2.500	0.948	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	176,922.47	174,323.92	---	181,609.14	7,241.72	2.000	1.358	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	02/04/2020	75,271.90	75,765.88	---	75,865.04	287.34	3.500	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	42,174.99	43,163.46	---	43,964.47	846.53	3.000	0.844	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	05/14/2020	140,000.00	145,758.59	---	146,431.60	946.57	2.637	0.649	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	116,283.27	119,626.42	---	119,513.62	18.36	3.000	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	100,000.00	102,574.22	---	102,276.00	1,002.20	3.989	0.674	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	286,845.06	290,834.01	---	290,746.15	(87.86)	3.000	1.415	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	85,703.16	83,513.71	---	90,171.72	4,904.43	2.223	1.467	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	116,443.99	120,020.27	---	121,927.34	3,069.38	3.000	0.661	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	221,236.60	223,967.49	---	232,214.36	8,788.22	2.500	1.367	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	127,878.59	121,513.95	---	127,955.32	4,007.55	1.400	1.340	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	187,157.94	198,789.51	---	192,243.02	25.90	2.997	1.368	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	238,272.39	245,085.50	---	244,643.80	4,234.12	2.349	0.267	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	103,499.77	108,462.94	---	112,553.93	5,397.11	4.500	0.618	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	463,405.50	19,928.70	2.389	1.336	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	90,110.70	89,674.23	---	90,611.72	655.14	1.705	1.139	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	194,726.14	191,958.21	---	202,343.83	8,093.15	2.332	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	450,640.25	31,404.81	2.813	1.874	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	38,989.96	39,830.68	---	40,280.92	749.73	2.708	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	106,343.46	102,991.15	---	107,702.53	2,980.45	1.826	1.367	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	361,658.54	375,856.46	---	374,569.75	8,386.52	2.522	0.519	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	---	47,071.81	46,455.47	---	48,821.47	2,070.91	2.622	0.964	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	08/29/2018	130,000.00	132,747.27	---	133,916.90	3,029.65	3.770	1.088	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	162,264.19	161,300.75	---	162,129.51	634.07	2.500	2.473	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	41,013.70	4,526.76	3.600	1.179	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	86,292.20	89,433.77	---	91,113.35	2,330.98	4.000	0.336	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	229,124.00	18,883.86	3.281	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	374,407.20	12,141.82	2.510	0.677	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	132,567.08	135,212.85	---	145,223.26	10,353.05	2.631	0.784	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	275,000.00	284,356.45	---	300,982.00	17,149.92	2.550	1.319	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	32,922.66	33,287.90	---	34,477.93	1,216.26	2.500	0.505	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	32,454.78	33,813.83	---	34,666.58	1,068.19	4.500	-0.194	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	Agency MBS	Federal National Mortgage Association	11/01/2020	09/26/2014	243,447.27	256,342.37	---	243,342.58	(381.26)	3.370	2.845	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	40,893.90	41,385.90	---	42,842.09	1,484.06	2.500	0.536	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	---	17,342.71	17,537.82	---	17,347.40	(51.12)	3.630	3.023	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	183,079.46	183,909.04	---	197,443.88	13,611.47	2.258	0.723	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	183,281.96	183,346.40	---	196,764.19	13,439.87	2.190	0.787	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	89,891.48	92,440.76	---	94,546.07	2,149.28	3.000	0.533	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	127,173.69	129,806.59	---	128,250.85	603.62	4.410	2.424	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	186,714.55	194,766.61	---	196,005.47	1,477.79	3.000	0.816	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.56	---	26,468.30	24.17	3.000	1.056	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	60,099.90	62,672.92	---	62,803.19	163.01	2.500	0.584	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	78,596.78	81,961.71	---	82,326.20	414.67	2.500	0.515	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	89,328.97	93,153.36	---	93,586.39	486.09	2.500	0.589	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	101,987.24	106,353.56	---	106,580.74	291.48	2.500	0.508	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	05/14/2020	23,572.51	23,480.43	---	23,555.54	335.40	0.530	0.567	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	91,388.65	95,015.64	---	94,087.36	(776.35)	2.496	1.132	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/15/2016	178,405.44	197,862.79	---	182,906.61	857.35	4.295	1.371	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MKL3	Agency MBS	Government National Mortgage Association	08/20/2027	05/28/2020	108,337.58	112,874.21	---	112,351.49	(487.82)	2.500	0.867	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	142,094.73	148,755.42	---	149,151.15	275.19	2.500	0.771	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	109,672.52	114,744.88	---	115,332.72	469.49	3.000	0.200	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	106,668.70	112,402.15	---	111,960.53	(570.20)	3.000	0.737	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	193,812.26	203,078.91	---	203,814.91	529.33	3.000	0.459	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	06/23/2020	272,881.74	285,331.98	---	286,403.03	828.34	2.500	0.321	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	40,481.98	42,727.47	---	42,493.53	(233.94)	3.000	0.779	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	71,771.01	75,269.86	---	75,326.55	56.69	3.000	0.547	AAA
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	61,464.87	61,486.49	---	61,378.82	(89.37)	0.697	1.191	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	1.50	---	1.50	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(408,997.63)	---	(408,997.63)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	460,940.25	---	460,940.25	0.00	0.010	0.010	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	TIPS	United States Department of The Treasury	01/15/2027	---	297,256.40	295,913.55	---	320,290.80	23,949.28	0.375	-0.777	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	253,905.00	269,164.49	---	289,263.81	21,538.85	0.875	-0.703	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	269,452.00	273,816.78	---	283,188.66	10,191.56	0.500	-0.822	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	1,400,000.00	1,386,564.45	---	1,449,602.00	55,430.97	1.750	0.173	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	US Gov	United States Department of The Treasury	11/15/2024	04/18/2017	1,350,000.00	1,369,037.11	---	1,467,652.50	106,298.50	2.250	0.246	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	1,125,000.00	1,143,342.78	---	1,225,023.75	90,733.89	2.125	0.287	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	US Gov	United States Department of The Treasury	02/28/2022	11/26/2019	150,000.00	150,544.92	---	153,909.00	3,504.32	1.750	0.185	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	670,000.00	664,428.32	---	688,371.40	22,884.14	1.375	0.176	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,150,000.00	1,175,230.08	---	1,162,891.50	9,870.67	2.125	0.207	AAA
							18,364,745.02	**18,638,982.87**		**19,294,127.77**	**707,570.29**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ATTACHMENT 4

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	UNITED STATES TREASURY	300,874.51	-	-	-	-	-	(1,939.77)	10,969.84	309,904.57	310.18
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	UNITED STATES TREASURY	316,877.00	-	-	-	-	-	(1,870.88)	16,723.64	331,729.76	532.86
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	155,346.31	-	-	-	-	-	(1,046.53)	7,687.95	161,987.73	574.22
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	UNITED STATES TREASURY	1,525,905.00	-	-	-	-	-	(985.94)	(8,104.06)	1,516,815.00	13,310.44
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	133,153.98	-	-	-	-	-	(877.42)	6,570.06	138,846.63	492.19
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	FHMS K-010 A2	245,893.69	-	-	-	(67,994.92)	(543.47)	(829.89)	548.37	177,073.78	636.65
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	FHMS K-089 A2	320,185.25	-	-	-	-	-	(806.59)	6,523.84	325,902.50	816.52
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	FN 468066	184,622.76	-	-	-	(902.62)	(15.22)	(772.27)	(26.04)	182,906.61	638.54
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	FHMS K-015 A2	341,573.86	-	-	-	(2,107.76)	(21.17)	(712.89)	(66.18)	338,665.86	891.83
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	FNA 2011-M1 A3	239,766.70	-	-	-	(39,900.39)	(335.76)	(564.18)	296.87	199,263.25	614.94
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	FEDERAL HOME LOAN BANKS	236,390.00	-	-	-	-	-	(563.98)	2,519.98	238,346.00	812.50
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	-	539,704.10	-	-	-	-	(555.95)	247.35	539,395.50	1,518.70
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	517,535.00	-	-	-	-	-	(550.11)	(314.89)	516,670.00	5,541.67
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	FN AL2293	152,242.78	-	-	-	(18,180.13)	(269.45)	(512.06)	(423.19)	132,857.96	465.93
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	488,934.00	-	-	-	-	-	(511.18)	1,586.68	490,009.50	1,221.30
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	UNITED STATES TREASURY	1,037,230.00	-	-	-	-	-	(501.04)	(1,298.96)	1,035,430.00	4,398.91
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	FHMS K-721 A2	206,254.00	-	-	-	-	-	(489.33)	2,439.33	208,204.00	515.00
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEC9	FEDERAL HOME LOAN MORTGAGE CORP	-	273,044.52	-	-	-	-	(400.12)	228.40	272,872.80	1,172.81
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	FHMS K-IR1 A2	221,280.00	-	-	-	-	-	(382.20)	(935.80)	219,962.00	474.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	FHMS K-074 A2	172,864.50	-	-	-	-	-	(369.75)	3,278.25	175,773.00	450.00
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	FN 468958	104,151.20	-	-	-	-	-	(351.76)	243.69	104,043.13	317.31
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	FN AL2239	229,123.40	-	-	-	(9,724.40)	(179.06)	(350.97)	(2,595.58)	216,273.39	525.86
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	FHMS K-IR3 A2	225,738.00	-	-	-	-	-	(342.63)	3,728.63	229,124.00	546.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	FHMS K-S01 A2	371,266.93	-	-	-	(3,046.74)	(20.55)	(339.31)	1,780.87	369,641.20	750.08
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	FHMS K-026 A2	406,510.30	-	-	-	-	-	(334.31)	4,631.91	410,807.90	826.21
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	FHMS K-027 A2	206,780.00	-	-	-	-	-	(320.14)	2,728.14	209,188.00	439.50
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	FHMS K-BX1 A1	205,247.50	-	-	-	-	-	(296.16)	32.06	204,983.40	462.33
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	FHMS K-PLB A	214,506.00	-	-	-	-	-	(285.89)	3,171.89	217,392.00	461.67
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	FHMS K-026 A2	257,285.00	-	-	-	-	-	(285.80)	3,005.80	260,005.00	522.92
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K-048 A2	98,223.30	-	-	-	-	-	(270.33)	2,321.43	100,274.40	246.30
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	FHMS K-020 A2	306,114.00	-	-	-	-	-	(267.72)	2,904.72	308,751.00	593.25
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	83,060.64	-	-	-	-	-	(262.34)	45.26	82,843.56	269.26
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	GNR 2012-007 MD	202,922.00	-	-	-	(63,142.00)	(303.06)	(260.21)	(1,280.30)	137,936.44	399.17
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	FHMS K-009 A2	168,123.37	-	-	-	(100,861.20)	(49.85)	(236.47)	(460.24)	66,515.60	210.97
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	69,729.92	-	-	-	-	-	(216.22)	33.98	69,547.68	226.04
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	G2 005276	202,558.33	-	-	-	(13,544.70)	(320.57)	(206.23)	841.34	189,328.17	452.03
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	FHMS K-024 A2	154,338.00	-	-	-	-	-	(196.23)	1,636.23	155,778.00	321.63
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	FN AE0379	94,657.07	-	-	-	(14,292.02)	(366.60)	(183.95)	(467.38)	79,347.12	350.44
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	FHMS K-021 A2	204,396.00	-	-	-	-	-	(181.22)	1,729.22	205,944.00	399.33
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	FNR 2013-92 A	150,107.15	-	-	-	(22,061.62)	(219.26)	(179.39)	(1,291.63)	126,355.25	362.95
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K-048 A2	65,482.20	-	-	-	-	-	(168.94)	1,536.34	66,849.60	164.20
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	FHR 4231 FB	77,829.01	-	-	-	(9,705.56)	79.88	(168.85)	67.40	68,101.88	19.19
256350018	MIM-RCTC 91 TIFIA Reserve	3140JAU97	FN BM6007	-	103,777.44	-	-	(119.28)	(4.72)	(165.76)	(846.92)	102,640.76	207.37
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	GNR 2011-158 CA	-	136,245.90	-	-	(5,994.35)	(168.41)	(146.55)	19.96	129,956.56	316.11
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	GNR 2010-019 UA	113,279.66	-	-	-	(8,368.26)	(308.80)	(144.52)	(136.84)	104,321.25	326.50
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	FHMS K-095 A1	158,510.41	-	-	-	(443.40)	(7.96)	(120.32)	3,420.43	161,359.17	322.95
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	GN 723370	156,590.42	-	-	-	(12,111.80)	(325.51)	(117.95)	419.34	144,454.50	456.30
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	FNA 2012-M8 A2	145,128.67	-	-	-	(11,483.33)	(72.52)	(116.56)	1,097.81	134,554.08	256.57
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	GN 711168	96,879.83	-	-	-	(5,158.99)	(166.04)	(116.38)	4.28	91,442.70	327.71
256350018	MIM-RCTC 91 TIFIA Reserve	31381SVJ8	FN 469617	85,925.83	-	-	-	(83,875.06)	(848.27)	(109.08)	(1,093.42)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	G2 004526	41,245.54	-	-	-	(3,519.39)	(130.87)	(87.86)	173.64	37,681.06	132.29
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	GN 748531	87,881.32	-	-	-	(3,738.26)	(116.38)	(87.28)	368.35	84,307.75	266.15
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	FH SA0009	111,169.55	-	-	-	(8,374.74)	(238.46)	(85.02)	296.14	102,767.46	244.27
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	FHMS K-J09 A2	156,521.60	-	-	-	(19,234.98)	(358.12)	(77.23)	235.14	137,086.41	310.12
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	GNR 2010-158 HA	73,954.47	-	-	-	(8,708.00)	(145.59)	(73.88)	(467.68)	64,559.32	182.10
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	G2 MA0138	-	118,560.04	-	-	(3,206.40)	(135.94)	(71.00)	315.77	115,462.47	230.18
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	FN AN3143	214,999.11	-	-	-	(832.35)	(30.16)	(69.99)	2,539.16	216,605.77	423.56
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	FN AN2905	323,337.00	-	-	-	-	-	(68.88)	5,075.88	328,344.00	637.50
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	G2 MA0825	181,942.29	-	-	-	(11,738.07)	(136.69)	(66.58)	1,367.41	171,368.35	340.78
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	FN MA0293	28,190.20	-	-	-	(1,529.15)	(114.69)	(65.62)	3.58	26,484.32	91.33
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	GN 737261	199,274.27	-	-	-	(16,942.50)	(489.08)	(63.31)	447.31	182,226.69	575.28
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384 LA	46,515.73	-	-	-	(3,769.41)	(69.76)	(62.95)	(405.17)	42,208.43	119.75
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	GNR 2010-015 PD	95,425.23	-	-	-	(5,677.41)	(273.90)	(62.59)	35.60	89,446.92	279.06
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	FN FN0004	18,886.26	-	-	-	(1,555.25)	(9.02)	(60.85)	86.26	17,347.40	52.46
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	FN AM2254	286,686.05	-	-	-	(2,246.29)	(132.56)	(57.25)	2,956.94	287,206.90	646.84
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	GNR 2010-158 EC	197,339.73	-	-	-	(17,704.76)	(133.44)	(55.31)	(407.95)	179,038.28	362.54
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	G2 MA0756	-	91,188.96	-	-	(2,187.68)	(92.84)	(55.24)	449.80	89,303.00	177.62
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	G2 MA1202	-	95,431.69	-	-	(2,184.79)	(92.79)	(53.81)	486.09	93,586.39	186.10
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	GNR 2010-117 GK	68,536.89	-	-	-	(7,946.64)	(169.30)	(53.72)	(492.43)	59,874.80	167.86
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	FHMS K-099 A1	209,411.75	-	-	-	(776.10)	(3.32)	(47.07)	4,867.58	213,452.84	372.43
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	GN 728920	94,171.43	-	-	-	(8,519.89)	(223.01)	(46.96)	187.35	85,568.92	270.27
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	FHR 3196 FA	141,085.53	-	-	-	(42,436.98)	129.58	(44.26)	10.82	98,744.68	23.47
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A	59,167.68	-	-	-	(10,535.70)	361.45	(41.31)	485.17	49,437.29	57.64
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	G2 MA0601	-	69,853.63	-	-	(1,877.58)	(79.66)	(36.20)	176.60	68,036.79	135.64
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	GNR 2013-124 CP	149,321.31	-	-	-	(22,092.43)	(23.59)	(32.26)	(1,447.39)	125,725.64	258.06
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A	34,804.52	-	-	-	(6,197.47)	225.58	(29.99)	278.13	29,080.76	33.91
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	GNR 2010-006 AB	52,622.00	-	-	-	(4,442.38)	(100.86)	(29.70)	(261.59)	47,787.47	114.61
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	GNR 2011-095 C	66,256.61	-	-	-	(20,654.74)	(17.38)	(26.25)	13.18	45,571.41	132.75
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	GNR 2003-85 TW	23,916.69	-	-	-	(21,140.86)	(35.74)	(26.04)	(51.17)	2,662.87	12.21
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	GNR 2011-018 PG	49,655.85	-	-	-	(4,509.15)	(78.06)	(23.35)	(228.96)	44,816.33	106.94
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384 LA	20,814.46	-	-	-	(1,686.71)	(25.32)	(23.35)	(192.02)	18,887.06	53.58
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	GN AB2764	48,779.96	-	-	-	(2,978.98)	(31.69)	(19.95)	221.22	45,970.57	91.45

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	FNR 2013-101 A	26,076.47	-	-	-	(4,046.16)	(20.89)	(15.83)	(44.27)	21,949.31	53.59
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	GNR 2015-045 AG	51,150.15	-	-	-	(6,472.71)	(36.18)	(15.13)	(685.79)	43,940.34	89.32
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	FHMS K-101 A1	208,890.75	-	-	-	(787.64)	(0.22)	(13.73)	4,628.88	212,718.04	361.61
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	G2 MA2864	-	26,978.93	-	-	(498.02)	(24.56)	(12.47)	24.42	26,468.30	63.03
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	GNR 2013-071 GA	107,602.17	-	-	-	(6,874.88)	(10.59)	(11.51)	(293.83)	100,411.35	201.48
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	FHR 4257 EK	19,176.55	-	-	-	(1,759.14)	(16.02)	(8.61)	66.40	17,459.18	35.23
256350018	MIM-RCTC 91 TIFIA Reserve	38376PRM4	GNR 2009-118 YE	11,763.27	-	-	-	(11,713.60)	(0.78)	(4.76)	(44.12)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	FIRST AMER:GVT OBLG D	324,837.51	1,991,706.10	(2,043,076.26)	-	-	-	-	-	273,467.27	-
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Payable	-	-	-	-	-	-	-	-	(209,959.00)	-
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	G2 MA0909	-	46,191.86	-	-	-	-	-	(252.91)	45,938.95	18.24
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	-	163,341.80	-	-	-	-	-	(5.30)	163,336.50	407.10
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	NGN 2010-R1 1A	16,800.88	-	-	-	(1,655.76)	0.27	1.44	(12.32)	15,134.51	7.93
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	UNITED STATES TREASURY	614,987.70	-	-	-	-	-	3.09	27.66	615,018.45	195.42
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	UNITED STATES TREASURY	369,992.60	-	-	-	-	-	4.41	14.09	370,011.10	117.57
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	GNR 2014-017 AM	145,846.63	-	(144,771.26)	-	(2,605.24)	3,384.80	5.93	(1,860.86)	(0.00)	-
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	FN AL3382	45,716.22	-	-	-	(4,739.76)	(50.45)	13.82	75.81	41,015.64	76.71
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	GNR 2013-005 JE	200,548.85	-	-	-	(9,133.35)	132.24	15.00	135.80	191,698.54	311.25
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	GNR 2013-047 EC	39,692.31	-	-	-	(3,499.98)	40.33	21.06	(88.16)	36,165.56	44.64
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	GNR 2012-053 A	184,726.20	-	-	-	(67,245.99)	303.20	44.39	528.94	118,356.74	209.47
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	FHR 4272 YG	164,618.18	-	-	-	(11,907.38)	109.30	53.83	472.47	153,346.41	249.15
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	GNR 2011-136 GA	189,965.10	-	-	-	(19,796.80)	224.18	54.11	(843.21)	169,603.38	277.42
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	FNA 2013-M14 APT	64,041.65	-	-	-	(15,777.63)	(192.77)	56.00	51.89	48,179.14	105.24
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	GNR 2012-089 A	82,640.27	-	-	-	(37,024.12)	134.32	66.89	114.38	45,931.73	58.83
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	FNR 2013-36 KC	109,310.48	-	-	-	(16,293.87)	190.70	68.28	(455.86)	92,819.74	115.41
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	FNR 2012-31 AD	124,403.36	-	-	-	(31,474.26)	159.75	84.38	(486.77)	92,686.46	134.81
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	GNR 2013-138 A	216,925.42	-	-	-	(37,066.58)	129.85	95.94	681.85	180,766.48	322.26
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	FHMS K-I02 A	156,672.79	-	-	-	(136,945.36)	671.98	97.30	2,152.84	22,649.56	2.00
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADR7	FEDERAL HOME LOAN MORTGAGE CORP	175,159.25	-	-	(175,000.00)	-	-	101.08	(260.33)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	FHR 4084 TC	153,989.25	-	-	-	(31,530.51)	196.81	111.05	(1,720.87)	121,045.74	200.68
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	231,345.00	-	-	-	-	-	124.40	(299.90)	231,169.50	650.87
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	FH G18586	-	153,713.93	-	-	-	-	124.57	284.36	154,122.86	305.90
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZE4	GN 737941	-	126,823.28	-	-	-	-	130.81	518.91	127,473.00	303.04
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	G2 MA0602	-	121,768.99	-	-	-	-	139.29	(617.70)	121,290.59	288.89
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	FHMS K-023 A1	253,493.88	-	-	-	(28,794.47)	236.75	190.90	(170.28)	224,956.79	294.21
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	GN 778953	-	220,848.32	-	-	-	-	224.76	575.64	221,648.71	526.93
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMPP2	FH G18429	-	305,010.05	-	-	-	-	259.45	885.47	306,154.97	607.71
256350018	MIM-RCTC 91 TIFIA Reserve	3135G0D75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	651,826.50	-	-	(650,000.00)	-	-	813.03	(2,639.53)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	UNITED STATES TREASURY	1,057,549.50	-	-	-	-	-	1,171.85	(4,594.85)	1,054,126.50	2,432.40
				20,733,055.40	**4,584,189.55**	**(2,187,847.52)**	**(825,000.00)**	**(1,249,606.78)**	**(1,675.98)**	**(19,694.30)**	**88,665.56**	**20,912,126.85**	**62,628.08**
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	FHMS K-014 A2	491,223.05	-	-	-	(2,687.27)	(47.12)	(2,833.99)	(370.88)	485,283.79	1,542.13
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	UNITED STATES TREASURY	212,687.15	-	-	-	-	-	(1,432.97)	7,816.29	219,070.48	219.26
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	UNITED STATES TREASURY	212,687.15	-	-	-	-	-	(1,387.29)	7,770.61	219,070.48	219.26
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	1,200,378.60	-	-	-	-	-	(1,348.68)	(5,802.12)	1,193,227.80	10,470.88
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	957,904.00	-	-	-	-	-	(1,178.14)	(3,666.86)	953,059.00	6,747.45
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	MORGAN STANLEY	102,642.00	-	-	-	-	-	(715.81)	1,059.81	102,986.00	2,491.67
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	MORGAN STANLEY	102,642.00	-	-	-	-	-	(690.07)	1,034.07	102,986.00	2,491.67
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	FHMS K-025 A2	371,710.80	-	-	-	-	-	(672.25)	4,207.45	375,246.00	804.60
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	100,627.00	-	-	-	-	-	(581.54)	(45.46)	100,000.00	2,812.50
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	100,627.00	-	-	-	-	-	(580.31)	(46.70)	100,000.00	2,812.50
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	UNITED STATES TREASURY	312,036.00	-	-	-	-	-	(497.88)	(603.12)	310,935.00	814.20
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	235,761.40	-	-	-	-	-	(455.59)	9,519.54	244,825.35	2,724.53
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	FHMS K-AIV A2	211,240.64	-	-	-	-	-	(435.35)	(116.73)	210,688.56	684.78
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	CNH 2018-B A3	189,232.40	-	-	-	(1,520.32)	(16.53)	(402.78)	5,584.14	192,876.91	267.22
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	544,545.75	-	-	-	-	-	(382.70)	(562.30)	543,600.75	2,309.43
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	252,080.00	-	-	-	-	-	(340.23)	(934.77)	250,805.00	1,775.65
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	66,240.86	-	-	-	-	-	(309.10)	2,352.02	68,283.79	38.46
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	FN 467260	99,437.65	-	-	-	(588.12)	(3.31)	(302.17)	(218.39)	98,325.66	358.31
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCIT 2014-A1 A1	110,955.90	-	-	-	-	-	(273.28)	901.38	111,584.00	1,408.00
256350021	MIM-RCTC 2013 Residual Fund	36179Q2A8	G2 MA2569	-	376,590.69	-	-	(6,220.34)	(356.86)	(271.45)	(1,342.38)	368,399.66	874.73
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	FNA 2011-M1 A3	119,883.35	-	-	-	(19,950.19)	(129.21)	(248.14)	75.81	99,631.63	307.47
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	435,636.60	-	-	-	-	-	(244.47)	(511.53)	434,880.60	1,847.54
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	FNA 2015-M4 AV2	344,055.97	-	-	-	(7,013.01)	(28.54)	(242.42)	1,986.53	338,758.54	693.41
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCIT 2014-A1 A1	90,782.10	-	-	-	-	-	(225.18)	739.08	91,296.00	1,152.00
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	GN 783795	-	261,417.98	-	-	(4,188.98)	(168.00)	(208.62)	1,919.53	258,771.91	514.79
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	285,238.25	-	-	-	-	-	(203.21)	(291.79)	284,743.25	1,209.70
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	860,900.90	-	-	-	-	-	(202.31)	(1,291.69)	859,406.90	3,651.09
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	33,120.43	-	-	-	-	-	(172.44)	1,193.90	34,141.89	19.23
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	INTER-AMERICAN DEVELOPMENT BANK	669,454.50	-	-	-	-	-	(171.24)	1,770.24	671,053.50	3,380.90
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	GNR 2010-158 HA	147,908.95	-	-	-	(17,416.00)	(291.19)	(147.75)	(935.36)	129,118.64	364.19
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	FHMS K-015 A2	39,037.01	-	-	-	(240.89)	(4.21)	(141.75)	54.50	38,704.67	101.92
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	GMCAR 2018-4 A3	75,973.50	-	-	-	(1,746.58)	(16.07)	(138.16)	911.72	74,984.40	97.98
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	UNITED STATES TREASURY	124,814.40	-	-	-	-	-	(132.46)	(307.94)	124,374.00	325.68
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	FN 468861	61,174.78	-	-	-	(349.93)	(2.47)	(122.58)	(24.42)	60,675.38	190.29
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	FHMS K-020 A2	102,038.00	-	-	-	-	-	(120.14)	999.14	102,917.00	197.75
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	FN 468431	52,983.13	-	-	-	(281.17)	(1.82)	(111.18)	(27.05)	52,561.91	165.21
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	CCCIT 2018-A1 A1	100,730.00	-	-	-	-	-	(104.75)	568.75	101,194.00	1,113.58
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	DRIVE 2019-2 A3	150,405.00	-	-	-	(66,555.32)	(89.80)	(101.08)	90.45	83,749.25	112.74
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	G2 005276	89,125.66	-	-	-	(5,959.67)	(141.05)	(90.74)	370.19	83,304.39	198.90
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	AMXCA 2017-6 A	200,260.00	-	-	-	-	-	(88.32)	790.32	200,962.00	181.33
256350021	MIM-RCTC 2013 Residual Fund	38377VWQ5	GNR 2011-066 LD	-	103,869.23	-	-	(49,171.83)	(12.35)	(62.77)	(35.11)	54,587.17	113.82
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	FHR 2666 OD	26,989.37	-	-	-	(2,729.35)	(95.04)	(60.35)	(134.59)	23,970.04	104.63

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	JDOT 2019 A2	-	251,268.59	-	-	-	-	(59.88)	(91.67)	251,117.04	316.64
256350021	MIM-RCTC 2013 Residual Fund	86565CBD0	Sumitomo Mitsui Banking Corporation, New York Bra	-	400,069.78	-	-	-	-	(59.70)	153.92	400,164.00	996.67
256350021	MIM-RCTC 2013 Residual Fund	61746BEE2	MORGAN STANLEY	-	200,870.00	-	-	-	-	(58.18)	10.18	200,822.00	926.10
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	G2 MA0825	151,618.58	-	-	-	(9,781.73)	(113.91)	(55.49)	1,139.51	142,806.96	283.99
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	FN BM1914	196,406.95	-	-	-	(11,285.07)	(70.70)	(54.82)	1,702.41	186,698.78	370.65
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	SYNCT 2016-2 A	159,568.00	-	-	-	-	-	(54.04)	2,294.04	161,808.00	157.16
256350021	MIM-RCTC 2013 Residual Fund	912828J43	UNITED STATES TREASURY	128,652.50	-	-	-	-	-	(52.54)	(342.46)	128,257.50	731.15
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	GN AB2764	121,949.92	-	-	-	(7,447.46)	(79.21)	(49.86)	553.05	114,926.44	228.63
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	FNR 2011-98 VC	19,590.79	-	-	-	(8,909.75)	(42.14)	(39.70)	(100.24)	10,498.95	30.58
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	G2 MA2864	-	71,943.82	-	-	(1,328.06)	(65.49)	(33.24)	65.09	70,582.12	168.08
256350021	MIM-RCTC 2013 Residual Fund	31381SVJ8	FN 469617	85,925.82	-	-	-	(83,875.05)	(132.90)	(32.94)	(1,884.93)	-	-
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	PACCAR FINANCIAL CORP	191,850.00	-	-	-	-	-	(30.78)	8,202.78	200,022.00	200.50
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	COMET 2019-2 A	100,964.00	-	-	-	-	-	(30.62)	1,847.62	102,781.00	76.44
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	GNR 2013-190 GA	100,514.50	-	-	-	(9,455.86)	(62.63)	(30.42)	(364.86)	90,600.73	182.87
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	NGN 2010-R2 2A	137,467.79	-	-	-	(6,357.23)	(2.94)	(30.18)	27.17	131,104.60	70.52
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	FH U79019	72,348.38	-	-	-	(4,127.86)	(73.10)	(28.95)	231.78	68,350.25	162.49
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	FN MA3159	54,667.48	-	-	-	(5,057.04)	(120.11)	(23.25)	80.27	49,547.34	117.88
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	GN 737261	65,262.32	-	-	-	(5,548.66)	(160.18)	(20.73)	146.49	59,679.24	188.40
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	FHMS K-018 A2	15,254.34	-	-	-	(1,035.87)	(11.28)	(18.98)	(30.40)	14,157.81	32.09
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	AMERICAN EXPRESS CREDIT CORP	-	270,459.00	-	-	-	-	(11.59)	624.49	271,071.90	217.80
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	GNR 2011-157 QA	13,085.50	-	-	-	(4,509.32)	(10.25)	(11.28)	(82.06)	8,472.59	21.09
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	FNA 2012-M9 A2	24,783.40	-	-	-	(3,453.33)	(20.51)	(7.31)	53.36	21,355.62	43.29
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	FHR 3791 DA	21,736.80	-	-	-	(2,650.43)	(0.54)	(6.44)	(100.86)	18,978.53	39.30
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	GNR 2011-169 AK	8,926.54	-	-	-	(8,450.80)	(0.25)	(3.44)	(24.45)	447.61	1.12
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	220,066.00	-	(219,900.34)	-	-	(114.35)	(1.87)	(49.44)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	FNA 2012-M9 A2	5,507.42	-	-	-	(767.41)	(4.53)	(1.61)	11.82	4,745.69	9.62
256350021	MIM-RCTC 2013 Residual Fund	3137A1N90	FHMS K-008 A2	35,478.15	-	-	-	(35,471.42)	47.36	(1.45)	(52.64)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	19,999.60	-	-	-	-	-	(1.06)	2.06	20,000.60	6.36
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	65,019.50	-	(64,970.56)	-	-	(37.00)	(0.96)	(10.98)	-	-
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	15,004.50	-	(14,993.21)	-	-	(7.83)	(0.13)	(3.33)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31846V401	FIRST AMER:GVT OBLG D	181,040.76	5,456,818.55	(5,515,351.83)	-	-	-	-	-	122,507.48	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Payable	-	-	-	-	-	-	-	-	(175,000.00)	-
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	NORTH DAKOTA ST HSG FIN AGY MTG REV	100,000.00	-	-	-	-	-	-	-	100,000.00	624.81
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	TRUIST BANK	48,758.00	-	-	-	-	-	-	1,396.00	50,154.00	59.62
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	CATERPILLAR FINANCIAL SERVICES CORP	117,571.20	-	-	-	-	-	-	2,619.60	120,190.80	113.76
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	AMERICAN EXPRESS CO	95,909.00	-	-	-	-	-	-	4,261.00	100,170.00	116.32
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	15,004.50	-	(14,993.21)	-	-	(6.79)	-	(4.50)	-	-
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	95,512.05	-	-	-	-	-	-	1,154.25	96,666.30	505.40
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	NGN 2010-R1 1A	0.01	-	-	-	-	(0.00)	-	-	0.01	-
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	RUTGERS ST UNIV N J	103,963.65	-	-	-	-	-	-	2,140.95	106,104.60	359.98
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	CITIGROUP INC	194,257.05	-	-	-	-	-	-	4,588.35	198,845.40	713.83
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	FN 995324	0.00	-	-	-	-	(0.00)	-	-	0.00	-
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	PNC BANK NA	235,625.00	-	-	-	-	-	-	14,122.50	249,747.50	171.13
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	COLORADO HSG & FIN AUTH	460,000.00	-	-	-	-	-	-	-	460,000.00	622.89
256350021	MIM-RCTC 2013 Residual Fund	14918ED16	CommonSpirit Health	550,000.00	-	-	(550,000.00)	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	55380TCJ7	MUFG Bank Ltd. (New York Branch)	-	500,000.00	-	(500,000.00)	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	30231GBL5	EXXON MOBIL CORP	-	270,000.00	-	-	-	-	-	7,106.40	277,106.40	895.47
256350021	MIM-RCTC 2013 Residual Fund	166764BV1	CHEVRON CORP	-	135,000.00	-	-	-	-	-	2,324.70	137,324.70	213.94
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	EL DORADO CALIF IRR DIST REV	-	155,000.00	-	-	-	-	-	354.95	155,354.95	25.45
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	NEW YORK ST URBAN DEV CORP REV	-	180,000.00	-	-	-	-	-	509.40	180,509.40	28.95
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	COLLIN CNTY TEX	-	175,000.00	-	-	-	-	-	1,146.25	176,146.25	185.44
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	JDOT 2019-B A2	89,576.59	-	-	-	(31,254.73)	0.02	0.01	230.90	58,552.78	58.97
256350021	MIM-RCTC 2013 Residual Fund	3137A1LC5	FHR 3710 AB	304.39	-	-	-	(304.44)	0.23	0.14	(0.32)	-	-
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	JDOT 2019 A2	60,615.11	-	-	-	(24,250.96)	0.34	0.25	3.93	36,368.67	45.86
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	CARMX 2019-3 A2A	112,686.48	-	-	-	(24,434.18)	0.53	0.40	380.15	88,633.38	86.36
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	FITAT 2019-1 A2A	94,898.18	-	-	-	(32,416.42)	0.57	0.52	90.92	62,573.77	73.57
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	NALT 2019-B A2A	73,835.49	-	-	-	(13,183.23)	0.40	0.79	411.00	61,064.45	61.23
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	CARMX 2020-1 A3	60,184.80	-	-	-	-	-	0.97	1,545.23	61,731.00	50.40
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	UNITED STATES TREASURY	299,955.00	-	-	-	-	-	1.10	76.90	300,033.00	96.36
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	DRIVE 2019-4 B	78,628.00	-	-	-	-	-	1.28	2,412.32	81,041.60	79.29
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	FN AM7448	67,433.16	-	-	-	(390.92)	1.11	2.74	51.69	67,097.78	152.72
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	FHMS K-027 A1	11,914.49	-	-	-	(1,231.43)	10.06	8.16	3.37	10,704.66	15.74
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	TRUIST FINANCIAL CORP	165,100.65	-	-	-	-	-	8.44	6,188.96	171,298.05	1,058.75
256350021	MIM-RCTC 2013 Residual Fund	06051GFN4	BANK OF AMERICA CORP	99,984.00	-	-	(100,000.00)	-	-	11.56	4.44	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	FHMS K-024 A1	19,662.17	-	-	-	(2,444.59)	17.50	13.04	(33.43)	17,214.69	24.87
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	251,922.50	-	-	-	-	-	14.66	5,597.84	257,535.00	463.19
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	FN AL3382	48,763.97	-	-	-	(5,055.74)	(53.82)	14.74	80.87	43,750.02	81.82
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	NAROT 2018-A A3	65,751.72	-	-	-	(15,904.37)	21.21	15.41	164.86	50,048.83	58.45
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	FHMS K-023 A1	15,843.37	-	-	-	(1,799.66)	19.38	16.14	(19.43)	14,059.80	18.39
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	34,432.38	-	-	-	(232.35)	0.78	17.96	66.07	34,284.84	52.78
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	201,538.00	-	-	-	-	-	20.30	4,469.70	206,028.00	370.56
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	FHR 3760 BA	26,230.53	-	-	-	(2,507.57)	34.74	21.37	(147.90)	23,631.16	29.33
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	FN AM1568	124,363.49	-	-	-	(608.29)	2.95	22.37	200.88	123,981.39	258.51
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	FH G18429	210,414.34	-	-	-	(14,476.00)	59.92	24.36	1,496.72	197,519.34	392.07
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	FHMS K-023 A1	23,765.05	-	-	-	(2,699.48)	29.40	24.40	(29.68)	21,089.70	27.58
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	FH G18438	193,346.83	-	-	-	(10,780.60)	44.05	26.59	1,511.79	184,148.66	365.51
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	FNR 2008-45 DB	101,259.34	-	-	-	(17,871.21)	(161.10)	30.15	(853.01)	82,404.17	301.43
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	FIFTH THIRD BANK NA (OHIO)	199,358.00	-	-	-	-	-	34.79	1,533.21	200,926.00	745.56
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	NAROT 2017-C A3	45,808.95	-	-	-	(12,067.28)	55.31	36.34	104.23	33,937.56	31.77
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	GNR 2013-138 A	83,835.91	-	-	-	(14,325.24)	50.17	37.08	263.52	69,861.44	124.54
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	UNITED STATES TREASURY	399,940.00	-	-	-	-	-	45.68	58.32	400,044.00	128.48
256350021	MIM-RCTC 2013 Residual Fund	05531FAU7	TRUIST FINANCIAL CORP	249,537.50	-	-	(250,000.00)	-	25.09	46.95	390.46	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	02665JGL8	American Honda Finance Corporation	-	299,887.25	-	-	-	-	47.83	40.92	299,976.00	-
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	35,104.30	-	-	-	-	-	49.15	(27.10)	35,126.35	297.50
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	GNR 2012-089 A	61,215.01	-	-	-	(27,425.27)	99.49	49.55	84.72	34,023.50	43.57
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	754,984.90	-	-	-	-	-	54.93	(17.18)	755,022.65	239.91
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	US BANK NA	252,107.50	-	-	-	-	-	59.98	3,012.52	255,180.00	1,421.88
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	FHR 3737 MA	135,004.75	-	-	-	(11,704.56)	100.67	69.80	(395.38)	123,075.29	152.85
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	FNR 2012-31 AD	63,445.71	-	-	-	(16,051.87)	127.04	75.72	(326.51)	47,270.10	68.75
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	WELLS FARGO & CO	200,038.00	-	-	-	-	-	81.06	124.94	200,244.00	2,296.67
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	50,416.00	-	-	-	-	-	86.57	(341.57)	50,161.00	355.13
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	ROYAL BANK OF CANADA	99,779.00	-	-	-	-	-	107.06	607.94	100,494.00	449.17
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	185,076.00	-	-	-	-	-	107.74	(248.14)	184,935.60	520.70
256350021	MIM-RCTC 2013 Residual Fund	02665JJ84	American Honda Finance Corporation	-	499,291.67	-	-	-	-	133.33	395.00	499,820.00	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	999,980.00	-	-	-	-	-	138.91	(88.91)	1,000,030.00	317.76
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	100,298.00	-	-	-	-	-	152.91	(89.91)	100,361.00	850.00
256350021	MIM-RCTC 2013 Residual Fund	02581RDD2	American Express Credit Corporation	349,860.00	-	-	(350,000.00)	-	-	169.17	(29.17)	-	-
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	100,052.00	-	-	-	-	-	194.82	961.18	101,208.00	338.54
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	90,385.00	-	-	-	(609.92)	7.27	198.83	16.52	89,997.69	138.55
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	103,723.00	-	-	-	-	-	223.02	(403.02)	103,543.00	439.89
256350021	MIM-RCTC 2013 Residual Fund	459052XP6	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	599,744.00	-	(600,000.00)	-	-	256.00	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	23336GD65	DTE Electric Company	599,898.00	-	-	(600,000.00)	-	-	262.50	(160.50)	-	-
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	ROYAL BANK OF CANADA	99,779.00	-	-	-	-	-	283.84	431.16	100,494.00	449.17
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	269,576.55	-	-	-	-	-	307.93	(1,913.83)	267,970.65	2,351.51
256350021	MIM-RCTC 2013 Residual Fund	40248CDL2	Gulf Power Company	199,872.00	-	-	(200,000.00)	-	-	332.50	(204.50)	-	-
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Citizens Bk PA	250,590.00	-	-	-	-	-	334.91	167.59	251,092.50	953.13
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	100,052.00	-	-	-	-	-	335.50	820.50	101,208.00	338.54
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	463,827.20	-	(110,700.39)	-	-	847.95	419.01	(3,266.77)	351,127.00	2,485.90
256350021	MIM-RCTC 2013 Residual Fund	06406FAB9	BANK OF NEW YORK MELLON CORP	200,928.00	-	(202,794.00)	-	-	5,113.10	428.38	(3,675.48)	-	-
256350021	MIM-RCTC 2013 Residual Fund	50000DDD5	KOCH INDUSTRIES INC	649,740.00	-	-	(650,000.00)	-	-	455.00	(195.00)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828T67	UNITED STATES TREASURY	488,025.60	-	-	-	-	-	481.50	(1,623.90)	486,883.20	1,010.87
256350021	MIM-RCTC 2013 Residual Fund	14918EHT1	Catholic Health Initiatives	-	298,741.67	-	-	-	-	541.08	633.25	299,916.00	-
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	PUBLIC SERVICE ELECTRIC AND GAS CO	123,762.50	-	-	-	-	-	554.02	1,875.98	126,192.50	699.31
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	289,921.95	-	-	-	-	-	558.38	(2,285.48)	288,194.85	2,528.98
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	873,970.00	-	-	-	-	-	572.74	(1,235.74)	873,307.00	2,458.85
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	MANUFACTURERS AND TRADERS TRUST CO	249,370.00	-	-	-	-	-	734.47	48.03	250,152.50	1,907.64
256350021	MIM-RCTC 2013 Residual Fund	14918EGP0	Catholic Health Initiatives	-	398,808.78	-	-	-	-	822.11	333.11	399,964.00	-
256350021	MIM-RCTC 2013 Residual Fund	50000DF43	Koch Industries, Inc.	-	499,150.00	-	(500,000.00)	-	-	850.00	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	554,576.00	-	-	-	-	-	1,022.89	(3,827.89)	551,771.00	3,906.42
				26,620,709.63	**11,403,931.01**	**(6,143,703.53)**	**(4,300,000.00)**	**(680,161.62)**	**3,961.51**	**(7,191.31)**	**105,625.80**	**26,828,171.50**	**100,403.00**
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	UNITED STATES TREASURY	245,852.84	-	-	-	-	-	(1,342.26)	12,865.95	257,376.53	413.42
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	UNITED STATES TREASURY	166,442.48	-	-	-	-	-	(1,211.52)	8,327.33	173,558.29	615.23
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	UNITED STATES TREASURY	181,562.20	-	-	-	-	-	(1,170.55)	6,619.73	187,011.38	187.18
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	FN 468066	184,622.76	-	-	-	(902.62)	(21.95)	(1,038.22)	246.64	182,906.61	638.54
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	742,607.10	-	-	-	-	-	(689.10)	(3,734.70)	738,183.30	6,477.75
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	UNITED STATES TREASURY	110,961.65	-	-	-	-	-	(668.40)	5,412.27	115,705.52	410.15
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	UNITED STATES TREASURY	1,059,357.00	-	-	-	-	-	(636.05)	2,966.30	1,061,687.25	2,646.14
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	UNITED STATES TREASURY	93,374.85	-	-	-	-	-	(630.21)	3,432.64	96,177.28	96.26
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	FHMS K-S01 A2	376,217.15	-	-	-	(3,087.36)	(42.20)	(628.57)	2,110.72	374,569.75	760.09
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	UNITED STATES TREASURY	1,465,911.00	-	-	-	-	-	(615.79)	2,357.29	1,467,652.50	3,879.42
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	FN AL2239	203,665.25	-	-	-	(8,643.92)	(247.97)	(577.27)	(1,953.06)	192,243.02	467.43
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	FEDERAL HOME LOAN BANKS	218,660.75	-	-	-	-	-	(521.68)	2,330.98	220,470.05	751.56
256350023	MIM-Sr Lien Reserve Fund-1	31381T4E7	FN 470721	258,962.42	-	-	-	(252,999.21)	(3,925.54)	(462.70)	(1,574.97)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	FN 466430	244,983.67	-	-	-	(1,267.21)	(2.94)	(440.88)	69.95	243,342.58	683.68
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	FN 467260	129,701.27	-	-	-	(767.11)	(4.32)	(394.14)	(284.85)	128,250.85	467.36
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	207,014.00	-	-	-	-	-	(355.43)	9.43	206,668.00	2,216.67
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	UNITED STATES TREASURY	60,097.36	-	-	-	-	-	(353.81)	3,170.71	62,914.26	101.06
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	FHMS K-AIV A2	102,544.00	-	-	-	-	-	(346.02)	78.02	102,276.00	332.42
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	FHMS K-IR3 A2	225,738.00	-	-	-	-	-	(342.63)	3,728.63	229,124.00	546.83
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	FNA 2012-M8 A2	263,870.33	-	-	-	(20,878.79)	(197.37)	(326.51)	2,176.13	244,643.80	466.50
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	FHMS K-026 A2	370,490.40	-	-	-	-	-	(304.69)	4,221.49	374,407.20	753.00
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	FHMS K-027 A2	-	145,758.59	-	-	-	-	(273.56)	946.57	146,431.60	307.65
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	207,014.00	-	-	-	-	-	(272.36)	(73.64)	206,668.00	2,216.67
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	FN 468958	134,056.00	-	-	-	-	-	(257.54)	118.44	133,916.90	408.42
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	101,727.00	-	-	-	-	-	(250.41)	(355.59)	101,121.00	887.36
256350023	MIM-Sr Lien Reserve Fund-1	3137FGZN8	FHMS K-I02 A	-	127,065.72	-	-	(103,991.50)	396.24	(250.32)	335.40	23,555.54	2.08
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	G2 MA1134	-	203,119.39	-	-	(8,007.46)	(342.10)	(242.15)	1,477.79	196,005.47	466.79
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	105,330.34	-	-	-	(7,043.26)	(192.92)	(199.70)	556.18	98,450.65	235.06
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	147,504.15	-	-	-	-	-	(181.18)	(697.52)	146,625.45	1,286.68
256350023	MIM-Sr Lien Reserve Fund-1	3140JAU97	FN BM6007	-	95,129.32	-	-	(109.34)	(4.32)	(151.95)	(776.35)	94,087.36	190.09
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	239,058.45	-	(228,228.52)	-	-	2,493.22	(135.61)	(3,075.44)	10,112.10	88.74
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	GNR 2011-158 CA	-	125,297.57	-	-	(5,512.66)	(154.88)	(134.77)	18.36	119,513.62	290.71
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	FHMS K-024 A2	144,048.80	-	-	-	-	-	(119.97)	1,463.97	145,392.80	300.18
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	116,986.05	-	-	-	-	-	(110.99)	(585.91)	116,289.15	1,020.47
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	GNR 2012-007 MD	111,607.10	-	-	-	(34,728.10)	(168.99)	(109.13)	(735.83)	75,865.04	219.54
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	FHMS K-095 A1	142,659.37	-	-	-	(399.06)	(7.16)	(108.29)	3,078.39	145,223.26	290.65
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	FHMS K-021 A2	147,165.12	-	-	-	-	-	(102.59)	1,217.15	148,279.68	287.52
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	28,627.57	-	-	-	(1,703.22)	(113.46)	(101.93)	125.12	26,834.08	83.72

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	GNR 2016-147 DA	128,496.69	-	-	-	(4,386.60)	(107.02)	(95.09)	(1,096.73)	122,811.26	290.49
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	FHR 4384 LA	58,144.67	-	-	-	(4,711.76)	(97.70)	(85.62)	(489.05)	52,760.54	149.68
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	G2 004526	37,945.90	-	-	-	(3,237.84)	(120.40)	(80.83)	159.75	34,666.58	121.71
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	GNR 2010-117 GK	36,553.01	-	-	-	(4,238.21)	(70.48)	(80.34)	(230.75)	31,933.23	89.53
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	FH SA0009	102,275.98	-	-	-	(7,704.76)	(219.39)	(78.22)	272.45	94,546.07	224.73
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	GNR 2008-047 PC	53,984.84	-	-	-	(5,010.12)	(108.55)	(77.47)	(194.29)	48,594.41	194.20
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	GNR 2010-158 HA	69,024.18	-	-	-	(8,127.46)	(135.89)	(68.95)	(436.50)	60,255.37	169.96
256350023	MIM-Sr Lien Reserve Fund-1	36179MEK2	G2 MA0138	-	109,440.03	-	-	(2,959.75)	(125.49)	(65.53)	291.48	106,580.74	212.47
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	FN AN2905	296,392.25	-	-	-	-	-	(63.14)	4,652.89	300,982.00	584.38
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	UNITED STATES TREASURY	154,383.00	-	-	-	-	-	(59.23)	(414.77)	153,909.00	877.38
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 2010-166 GP	43,431.73	-	-	-	(4,579.41)	(52.56)	(56.89)	(162.62)	38,580.24	93.33
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	114,987.40	-	-	-	(6,841.28)	(117.40)	(56.41)	(188.77)	107,783.54	336.27
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	GNR 2010-004 PD	60,706.96	-	-	-	(3,589.64)	(95.77)	(55.67)	(50.20)	56,915.67	135.49
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 2010-166 GP	26,059.04	-	-	-	(2,747.65)	(56.70)	(54.15)	(52.40)	23,148.15	56.00
256350023	MIM-Sr Lien Reserve Fund-1	36179NKP2	G2 MA1202	-	95,431.69	-	-	(2,184.79)	(92.79)	(53.81)	486.09	93,586.39	186.10
256350023	MIM-Sr Lien Reserve Fund-1	36179MZV5	G2 MA0756	-	84,064.82	-	-	(2,016.77)	(85.59)	(50.93)	414.67	82,326.20	163.74
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	50,863.50	-	-	-	-	-	(44.73)	(258.27)	50,560.50	443.68
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	FHMS K-099 A1	193,705.87	-	-	-	(717.89)	(3.07)	(43.54)	4,502.51	197,443.88	344.49
256350023	MIM-Sr Lien Reserve Fund-1	31381SVJ8	FN 469617	107,407.27	-	-	-	(104,843.84)	(166.11)	(41.17)	(2,356.15)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	FHMS K-074 A2	34,572.90	-	-	-	-	-	(41.06)	622.76	35,154.60	90.00
256350023	MIM-Sr Lien Reserve Fund-1	36179MKL3	G2 MA0299	-	112,874.21	-	-	-	-	(34.90)	(487.82)	112,351.49	225.70
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 2010-015 PD	27,991.40	-	-	-	(1,665.37)	(56.00)	(34.10)	1.84	26,237.76	81.86
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	G2 MA0601	-	64,480.27	-	-	(1,733.15)	(73.53)	(33.41)	163.01	62,803.19	125.21
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	GN 737261	99,637.13	-	-	-	(8,471.25)	(244.54)	(31.65)	223.66	91,113.35	287.64
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	FHR 4247 AK	34,847.81	-	-	-	(3,261.24)	(99.25)	(29.69)	8.22	31,465.85	110.84
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	GNR 2010-006 AB	48,412.23	-	-	-	(4,086.98)	(92.80)	(27.32)	(240.66)	43,964.47	105.44
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	FN FN0004	11,331.75	-	-	-	(933.15)	(2.76)	(25.38)	37.98	10,408.44	31.48
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	FN FN0004	7,554.50	-	-	-	(622.10)	(3.61)	(24.34)	34.50	6,938.96	20.98
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	GNR 2011-095 C	59,792.55	-	-	-	(18,639.64)	(15.69)	(23.69)	11.89	41,125.42	119.80
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	34,804.52	-	-	-	(6,197.47)	290.61	(22.87)	205.97	29,080.76	33.91
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	GNR 2011-157 QA	39,256.50	-	-	-	(13,527.93)	(12.54)	(21.90)	(276.35)	25,417.78	63.26
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	GNR 2011-018 PG	46,022.50	-	-	-	(4,179.22)	(72.34)	(21.65)	(212.21)	41,537.09	99.12
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	GNR 2010-117 GK	22,845.62	-	-	-	(2,648.88)	(56.43)	(17.91)	(164.14)	19,958.26	55.95
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	G2 MA0825	45,485.57	-	-	-	(2,934.52)	(34.17)	(16.65)	341.85	42,842.09	85.20
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	GN AB2764	36,584.97	-	-	-	(2,234.24)	(23.76)	(14.96)	165.92	34,477.93	68.59
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	GNR 2015-045 AG	47,496.57	-	-	-	(6,010.38)	(33.59)	(14.05)	(636.81)	40,801.74	82.94
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	FHMS K-101 A1	193,223.94	-	-	-	(728.57)	(0.20)	(12.70)	4,281.72	196,764.19	334.49
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	GNR 2003-85 TW	10,547.60	-	-	-	(9,323.42)	(19.11)	(12.65)	(18.06)	1,174.36	5.38
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	G2 MA2864	-	26,979.18	-	-	(498.02)	(24.57)	(12.47)	24.17	26,468.30	63.03
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	FHR 3791 DA	36,361.12	-	-	-	(4,433.63)	(0.88)	(10.77)	(168.72)	31,747.11	65.73
256350023	MIM-Sr Lien Reserve Fund-1	38378DDC6	GNR 2012-016 GB	25,820.50	-	-	-	(25,736.58)	10.27	(9.03)	(85.16)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	FHMS K-074 A2	5,762.15	-	-	-	-	-	(5.84)	102.79	5,859.10	15.00
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	GNR 2010-162 PQ	8,258.94	-	-	-	(8,220.39)	(13.44)	(5.01)	(20.10)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	GNR 2014-184 WK	65,227.05	-	-	-	(20,575.26)	32.09	(4.12)	(1,220.68)	43,459.08	124.23
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	NGN 2010-R1 1A	68,136.90	-	-	-	(6,714.98)	(0.58)	(3.31)	(39.21)	61,378.82	32.14
256350023	MIM-Sr Lien Reserve Fund-1	31398QTP2	FHR 3747 HW	11,277.17	-	-	-	(11,249.05)	(7.56)	(3.25)	(17.30)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	25,117.23	-	-	-	(1,679.54)	(0.89)	(2.98)	42.88	23,476.69	56.05
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	GNR 2013-071 GA	99,325.08	-	-	-	(6,346.05)	4.03	(2.65)	(293.00)	92,687.40	185.98
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	GNR 2010-162 PQ	2,094.95	-	-	-	(2,085.17)	(7.34)	(1.96)	(0.48)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	FNA 2013-M6 2A	-	8,657.49	-	-	(81.80)	(0.16)	(1.34)	302.44	8,876.62	18.70
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	GNR 2011-169 AK	4,959.19	-	-	-	(4,694.89)	2.69	(1.05)	(17.27)	248.67	0.62
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	FHMS K-020 A2	127,547.50	-	-	-	-	-	(0.12)	1,098.87	128,646.25	247.19
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	FIRST AMER:GVT OBLG D	429,104.03	1,833,961.62	(1,802,125.40)	-	-	-	-	-	460,940.25	-
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Receivable	64.70	-	-	-	-	-	-	-	1.50	-
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Payable	(207,606.90)	-	-	-	-	-	-	-	(408,997.63)	-
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	G2 MA1134	207,916.99	(207,573.73)	-	-	-	-	-	(343.26)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	G2 MA0909	-	42,727.47	-	-	-	-	-	(233.94)	42,493.53	16.87
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	FHR 4073 AJ	-	290,834.01	-	-	-	-	-	(87.86)	290,746.15	119.52
256350023	MIM-Sr Lien Reserve Fund-1	36202F3H7	G2 005300	-	75,269.86	-	-	-	-	-	56.69	75,326.55	29.90
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	13,921.81	-	-	-	(2,478.99)	19.91	4.61	164.96	11,632.30	13.56
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	FHR 3791 DA	24,444.45	-	-	-	(2,980.59)	5.49	5.39	(132.14)	21,342.59	44.19
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	GNR 2013-105 A	92,935.67	-	-	-	(3,129.87)	5.50	5.68	794.74	90,611.72	128.03
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	FHR 4257 EK	21,002.89	-	-	-	(1,926.69)	17.72	6.26	21.77	19,121.96	38.59
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	GNR 2012-119 KB	13,784.96	-	-	-	(1,202.29)	31.57	7.52	(33.39)	12,588.37	12.98
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	FHMS K-021 A2	6,131.88	-	-	-	-	-	11.07	35.37	6,178.32	11.98
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 2010-166 GP	16,407.54	-	-	-	(1,730.00)	20.64	11.51	(134.93)	14,574.75	35.26
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 2013-074 AL	229,576.50	-	-	-	-	-	11.70	8,986.05	238,574.25	527.36
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	GNR 2013-005 JE	189,993.65	-	-	-	(8,652.64)	125.27	14.21	128.65	181,609.14	294.87
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	FNA 2013-M14 APT	53,543.02	-	-	-	(13,191.14)	(175.40)	16.89	87.55	40,280.92	87.99
256350023	MIM-Sr Lien Reserve Fund-1	3137EADR7	FEDERAL HOME LOAN MORTGAGE CORP	150,136.50	-	-	(150,000.00)	-	-	18.87	(155.37)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	GNR 2013-047 EC	37,357.47	-	-	-	(3,294.11)	37.97	19.82	(82.97)	34,038.18	42.01
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	12,190.99	-	-	-	(1,263.93)	26.39	27.15	(43.10)	10,937.50	20.46
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	52,206.77	-	-	-	(9,296.20)	94.44	27.32	588.80	43,621.13	50.86
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 2013-096 A	52,206.77	-	-	-	(9,296.20)	430.53	27.69	252.34	43,621.13	50.86
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	FN AM1568	162,629.18	-	-	-	(795.46)	3.86	29.25	262.69	162,129.51	338.05
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	15,238.74	-	-	-	(1,579.92)	25.68	29.98	(42.61)	13,671.88	25.57
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	FNA 2013-M6 2A	40,118.84	-	-	-	(445.35)	4.08	31.69	235.58	39,944.84	84.15
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	FNR 2012-31 AD	41,301.92	-	-	-	(10,449.45)	82.70	49.29	(212.55)	30,771.91	44.76
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	GNR 2012-013 EG	40,017.85	-	-	-	(3,444.43)	82.69	50.72	(468.79)	36,238.03	58.82
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	GNR 2013-012 AB	109,001.53	-	-	-	(3,364.58)	52.35	51.18	1,962.05	107,702.53	161.82

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

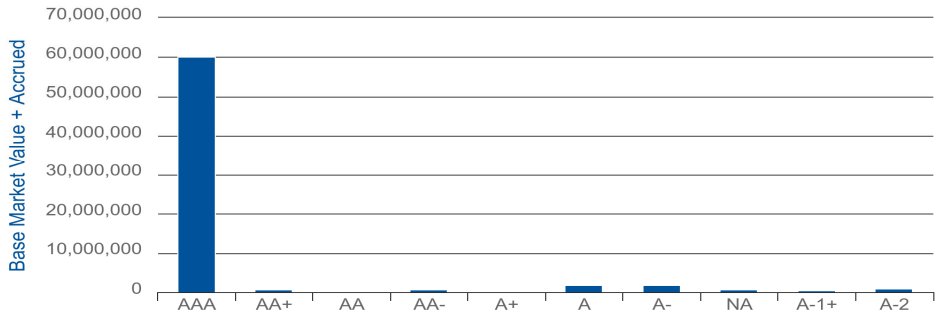
91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	FN MA0293	61,396.61	-	-	-	(3,330.39)	(110.72)	56.18	(330.39)	57,681.29	198.90
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	FNR 2013-36 KC	103,237.68	-	-	-	(15,388.66)	180.11	64.48	(430.53)	87,663.08	109.00
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	GNR 2013-116 MA	128,881.71	-	-	-	(7,172.11)	221.68	64.83	(439.78)	121,556.33	221.86
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	GNR 2014-166 PL	245,504.50	-	-	-	(19,832.24)	(190.58)	67.96	6,664.72	232,214.36	460.91
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	GNR 2010-111 PE	63,416.97	-	-	-	(7,503.56)	151.23	92.73	(541.25)	55,616.12	113.61
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	210,781.00	-	-	-	-	-	113.34	(273.24)	210,621.10	593.02
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	GN 737941	-	114,744.88	-	-	-	-	118.35	469.49	115,332.72	274.18
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 2013-074 AL	204,068.00	-	-	-	-	-	120.01	7,877.99	212,066.00	468.76
256350023	MIM-Sr Lien Reserve Fund-1	3128MMUL5	FH G18586	-	148,755.42	-	-	-	-	120.55	275.19	149,151.15	296.03
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	GNR 2015-029 AD	102,523.51	-	-	-	(15,421.80)	99.37	122.44	2,848.20	90,171.72	158.78
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	G2 MA0602	-	112,402.15	-	-	-	-	128.58	(570.20)	111,960.53	266.67
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	GNR 2013-033 B	200,768.00	-	-	-	-	-	133.41	7,364.59	208,266.00	378.83
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	FNA 2012-M9 A2	217,543.22	-	-	-	(30,312.57)	255.73	176.97	(208.45)	187,454.90	379.96
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	UNITED STATES TREASURY	162,978.00	-	-	-	-	-	179.87	178.63	163,336.50	407.10
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	198,103.62	-	-	-	(20,538.91)	31.89	203.18	(65.33)	177,734.44	332.39
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	GN 778953	-	203,078.91	-	-	-	-	206.67	529.33	203,814.91	484.53
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	UNITED STATES TREASURY	570,476.50	-	-	-	-	-	211.45	(1,201.45)	569,486.50	2,419.40
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	FHMS K-020 A2	160,311.90	-	-	-	-	-	233.35	1,147.65	161,692.90	310.69
256350023	MIM-Sr Lien Reserve Fund-1	3128MMPP2	FH G18429	-	285,331.98	-	-	-	-	242.71	828.34	286,403.03	568.50
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	FN MA0293	58,407.05	-	-	-	(3,168.23)	(99.27)	243.95	(510.85)	54,872.64	189.22
256350023	MIM-Sr Lien Reserve Fund-1	3135G0D75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	601,686.00	-	-	(600,000.00)	-	-	296.15	(1,982.15)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	478,113.00	-	-	-	-	-	367.74	(730.44)	477,750.30	1,345.13
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	GNR 2013-033 B	250,960.00	-	-	-	-	-	393.96	8,978.54	260,332.50	473.54
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	UNITED STATES TREASURY	881,645.50	-	-	-	-	-	419.30	(1,949.30)	880,115.50	3,739.07
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	GNR 2013-078 AG	454,320.00	-	-	-	-	-	468.46	8,617.04	463,405.50	895.72
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	569,288.50	-	-	-	-	-	651.19	(1,602.69)	568,337.00	6,095.83
				19,081,117.56	**4,097,830.84**	**(2,030,353.92)**	**(750,000.00)**	**(998,641.77)**	**(3,316.77)**	**(11,839.74)**	**110,785.49**	**19,294,127.77**	**62,423.18**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Summary of Investments for quarter ended June 30, 2020

Credit Rating



Industry Group

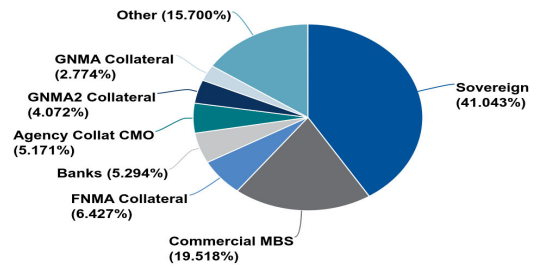


Chart calculated by: Base Market Value + Accrued

Asset Class

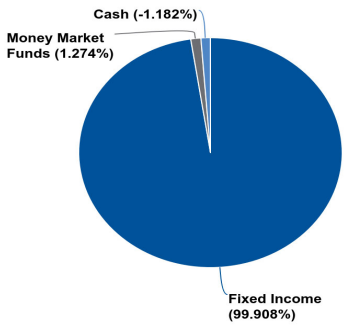


Chart calculated by: Base Market Value + Accrued

Security Type

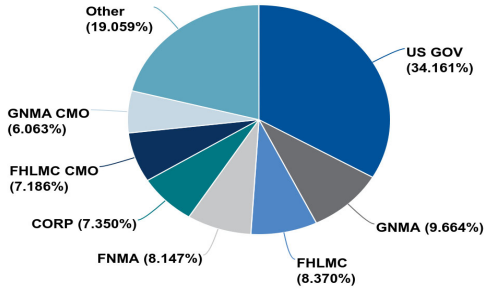


Chart calculated by: Base Market Value + Accrued

Market Sector

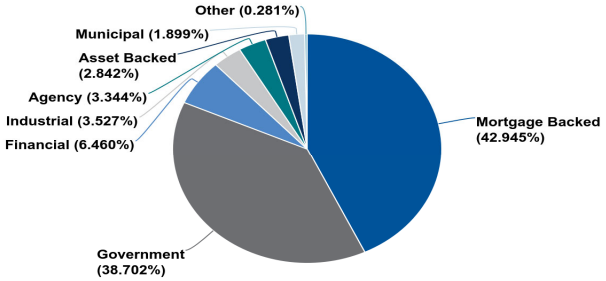
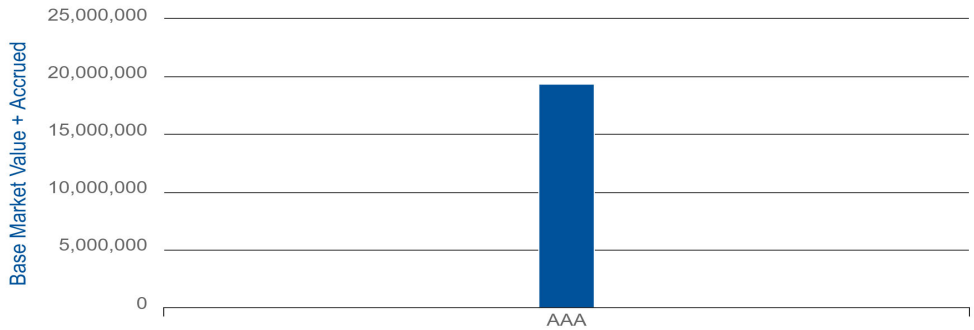


Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

91 CIP STAMP Portfolio
Series A & Series B Reserve Fund Summary of Investments for quarter ended June 30, 2020

Credit Rating



Industry Group

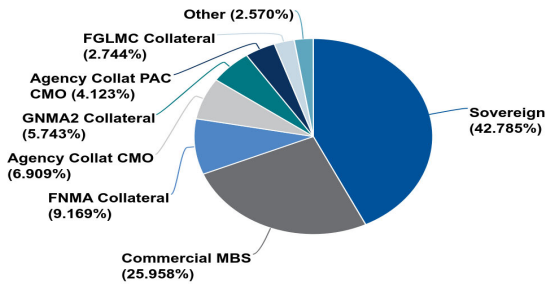


Chart calculated by: Base Market Value + Accrued

Asset Class

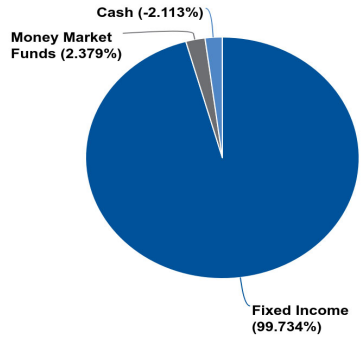


Chart calculated by: Base Market Value + Accrued

Security Type

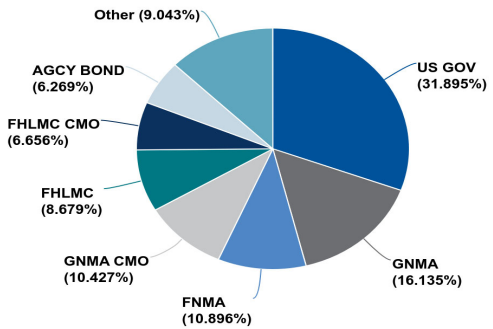


Chart calculated by: Base Market Value + Accrued

Market Sector

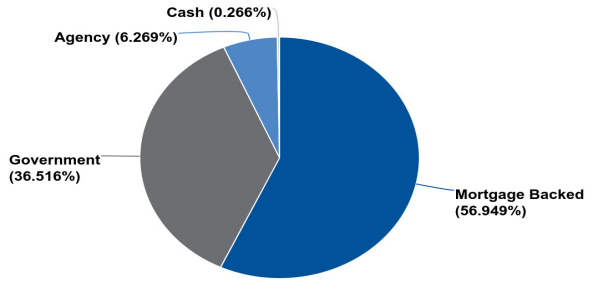


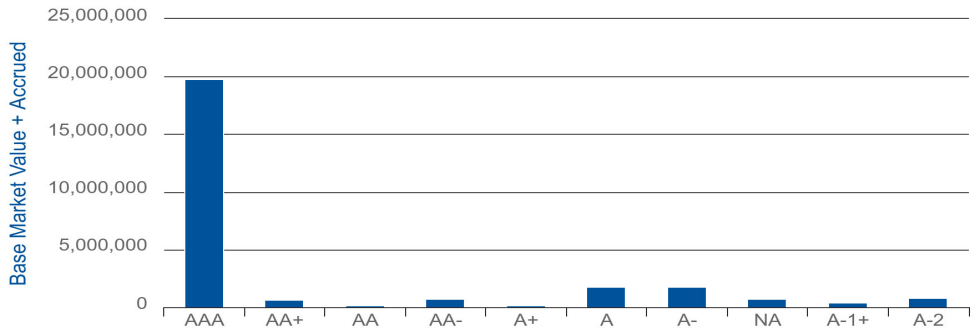
Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio
Residual Fund Required Retained Balance Summary of Investments for quarter ended June 30, 2020

Credit Rating



Industry Group

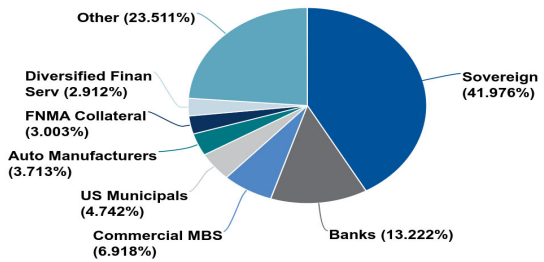


Chart calculated by: Base Market Value + Accrued

Asset Class

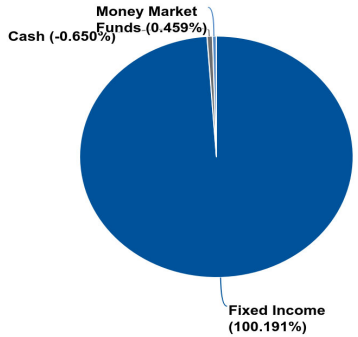


Chart calculated by: Base Market Value + Accrued

Security Type

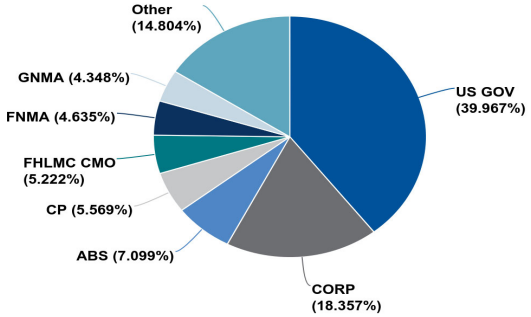


Chart calculated by: Base Market Value + Accrued

Market Sector

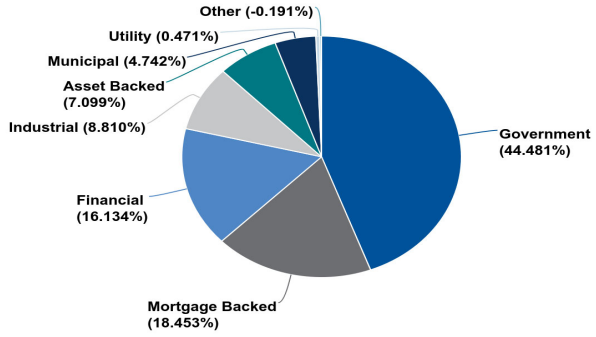
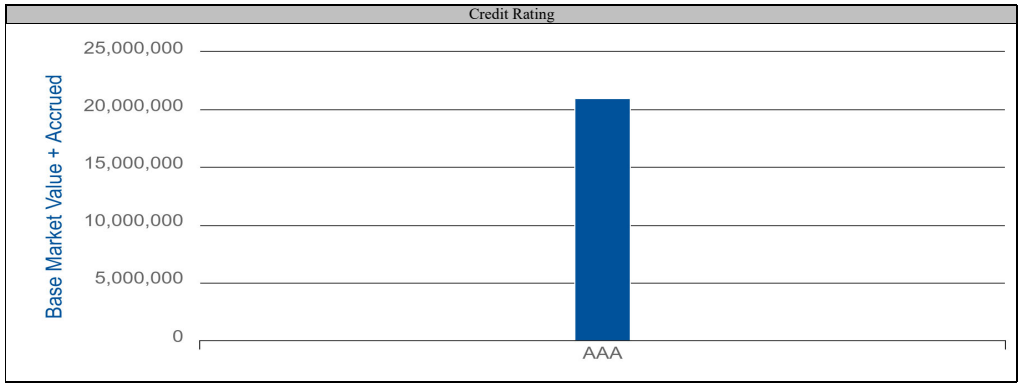


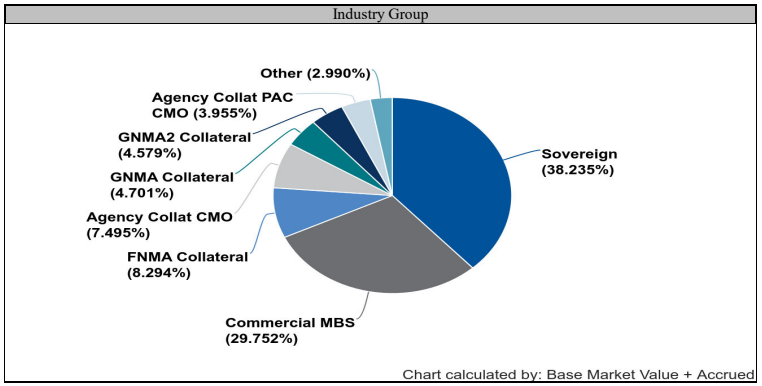
Chart calculated by: Base Market Value + Accrued

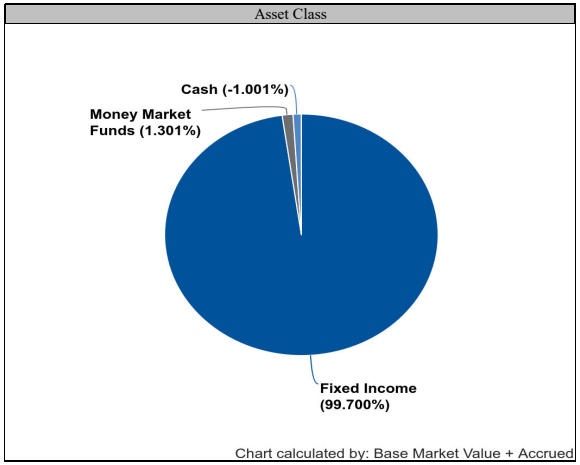
*Negative cash reflects securities in transit at month end

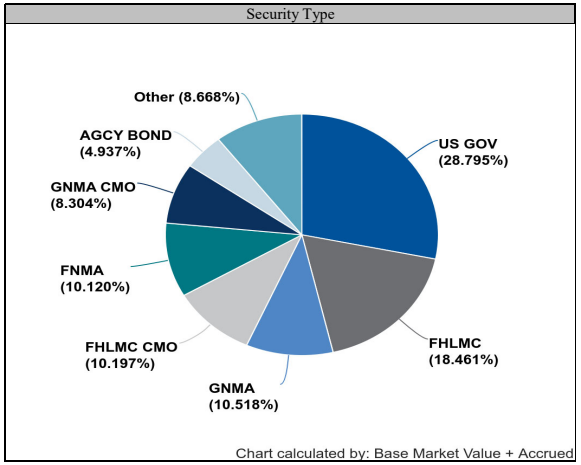
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

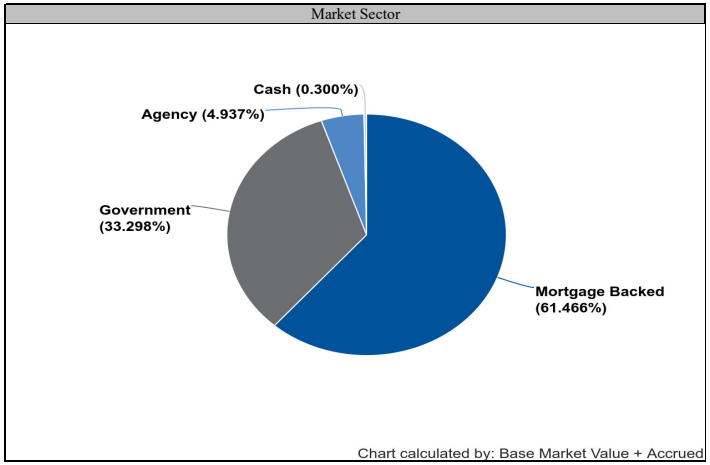
91 CIP STAMP Portfolio
TIFIA Reserve Fund Summary of Investments for quarter ended June 30, 2020











*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	413,336.00	8,992.79	2.375	0.200	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38377VWQ5	Agency CMO	Government National Mortgage Association	11/16/2038	04/01/2020	107,699.62	107,766.94	---	107,610.23	(69.21)	2.500	2.258	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	229,018.26	230,163.35	---	229,565.61	75.05	4.500	1.565	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	27,054.24	27,591.10	---	27,975.71	489.28	3.500	0.978	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	94,665.77	94,835.88	---	96,761.67	2,029.85	3.230	0.684	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	19,045.58	19,819.31	---	20,284.69	554.30	4.000	0.667	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	92,100.45	91,794.65	---	94,107.32	2,244.43	2.968	0.874	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	20,524.42	21,105.68	---	21,399.37	450.26	5.000	1.237	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	53,034.62	54,360.49	---	54,864.32	912.69	4.000	2.009	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	3,402.08	3,368.06	---	3,402.35	8.41	1.537	0.862	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	Agency CMO	Government National Mortgage Association	12/20/2038	05/10/2019	11,689.90	11,609.53	---	11,728.71	83.99	2.500	1.367	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	09/26/2018	100,000.00	97,238.28	---	102,917.00	4,413.11	2.373	0.611	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	11,345.46	11,090.19	---	11,399.01	151.60	1.573	0.586	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	11,626.81	11,694.85	---	11,864.23	172.33	2.482	0.741	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	104,235.00	2,720.35	2.682	0.677	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	Agency CMO	Federal National Mortgage Association	09/25/2029	09/28/2018	261.72	264.01	---	261.54	(0.18)	4.000	1.154	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	5,663.26	5,368.98	---	5,721.98	312.62	1.250	0.733	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	254,005.90	276,328.16	---	265,469.19	(1,055.21)	5.500	1.240	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	70,268.45	69,390.09	---	71,373.07	1,687.00	2.000	0.927	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	32,347.23	32,428.10	---	32,547.46	200.62	2.500	0.948	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	14,703.50	14,519.71	---	14,891.70	351.87	1.500	0.660	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	17,736.69	18,058.87	---	18,582.38	544.86	3.000	0.767	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	1,044.67	1,054.30	---	1,044.42	(0.25)	3.000	0.581	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	42,176.13	42,584.71	---	42,362.97	128.14	3.000	1.277	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	126,745.49	128,508.05	---	128,469.23	(38.82)	3.000	1.415	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	30,422.80	30,380.01	---	31,042.20	669.40	3.500	-0.235	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	53,041.67	51,127.20	---	54,490.77	3,073.72	2.250	1.204	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	24,500.37	23,887.87	---	24,986.95	947.39	2.500	1.097	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	27,958.72	27,561.18	---	27,955.64	627.27	0.535	0.530	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	Agency CMO	Government National Mortgage Association	03/20/2039	06/03/2019	3,383.05	3,408.42	---	3,404.67	15.03	4.000	1.255	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	17,354.46	17,466.32	---	17,785.37	338.10	2.500	0.783	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	38,169.71	38,360.56	---	38,260.94	12.51	4.500	1.565	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	292,293.96	304,899.14	---	307,268.17	5,026.00	5.500	0.260	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B36H6	Agency MBS	Freddie Mac	10/25/2022	06/12/2020	14,655.34	14,838.53	---	14,928.51	89.27	2.839	0.548	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	08/19/2019	445,443.93	451,081.58	---	457,524.37	7,911.20	2.592	0.506	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	Agency MBS	Freddie Mac	02/25/2023	08/27/2019	4,939.85	4,935.22	---	4,932.49	26.05	0.580	0.900	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	961,081.29	961,081.29	---	963,176.45	2,095.16	0.670	0.372	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	Agency MBS	Freddie Mac	08/01/2020	12/05/2017	8,152.51	8,336.14	---	8,578.40	425.89	5.000	-91.004	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	8,666.45	8,856.03	---	9,139.72	351.32	4.000	0.228	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	09/13/2018	18,498.90	18,712.80	---	18,503.89	(36.57)	3.630	3.023	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	44,507.74	45,168.41	---	45,311.99	569.50	3.840	1.516	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	28,930.18	29,644.40	---	30,292.50	702.90	3.000	0.661	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	32,922.66	33,287.90	---	34,477.93	1,216.26	2.500	0.505	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	32,094.42	31,566.62	---	33,287.37	1,473.73	2.622	0.964	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	Agency MBS	Federal National Mortgage Association	07/01/2023	05/21/2019	0.00	0.00	---	(0.00)	(0.00)	2.500	-0.012	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	114,207.96	112,271.78	---	118,285.18	5,095.53	2.522	0.519	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	29,063.32	27,265.02	---	29,080.76	1,420.36	1.400	1.340	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	62,540.46	62,003.00	---	64,081.46	1,903.62	2.778	0.457	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	31,744.87	33,292.44	---	33,317.51	25.07	3.000	0.547	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	34,756.59	34,561.08	---	34,930.72	283.69	2.150	0.956	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	40,684.26	40,124.85	---	41,050.42	638.20	1.749	0.582	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	78,963.04	77,782.97	---	80,656.80	2,264.25	2.509	0.770	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	27,262.60	27,590.61	---	28,561.39	989.37	2.500	0.536	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	14,581.13	15,191.72	---	15,574.83	479.91	4.500	-0.194	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	22,672.83	22,339.82	---	22,938.56	439.72	1.785	0.550	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179Q2A8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	110,939.04	117,318.03	---	116,806.60	(425.62)	3.000	0.918	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	58,968.97	59,349.04	---	60,257.44	1,049.40	2.183	0.694	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	17,505.72	18,476.74	---	18,375.58	(101.16)	3.000	0.779	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	23,394.74	23,821.51	---	24,030.37	220.95	2.997	1.368	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	18,984.28	19,435.16	---	20,044.93	769.20	4.000	0.336	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	18,337.25	18,804.28	---	19,268.41	500.58	3.000	0.555	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	68,869.71	69,332.43	---	72,270.49	2,985.66	2.500	0.524	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	21,168.92	21,054.80	---	21,428.02	318.53	1.870	0.336	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	49,723.66	48,195.05	---	50,975.20	1,995.92	2.184	0.609	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	3,399.88	3,398.29	---	3,397.43	22.48	0.530	0.567	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	55,108.60	56,249.53	---	55,575.37	261.57	4.410	2.424	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9QE0	Agency MBS	Freddie Mac	02/01/2030	04/29/2020	130,037.93	136,214.73	---	136,457.91	290.78	2.500	0.670	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	76,820.60	80,445.56	---	80,623.22	184.83	2.500	0.831	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	39,083.25	40,191.64	---	41,106.98	934.46	3.000	0.533	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	124,476.37	129,844.41	---	130,670.31	985.19	3.000	0.816	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	77,725.97	80,859.29	---	81,397.74	603.80	2.500	0.488	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.31	---	26,468.30	24.42	3.000	1.056	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Investment Category for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	500,000.00	505,531.67	---	507,200.00	4,407.47	2.880	0.297	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	525,000.00	526,271.48	---	530,932.50	5,299.90	2.210	0.923	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14041NFN6	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2017-4	09/15/2020	04/27/2020	405,000.00	406,588.48	---	406,328.40	463.39	1.990	0.415	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	Asset Backed	Ally Master Owner Trust, Series 2018-1	01/15/2021	11/18/2019	175,000.00	176,374.02	---	176,571.50	925.26	2.700	1.039	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	350,304.78	348,498.52	---	353,285.87	3,394.65	2.650	0.779	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	341,849.32	348,112.10	---	349,927.21	5,078.45	3.210	0.158	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26208MAE6	Asset Backed	Drive Auto Receivables Trust 2018-5	07/17/2023	05/05/2020	408,387.74	411,067.78	---	410,519.52	238.56	3.680	0.751	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	182,743.73	182,735.40	---	183,575.21	833.41	2.850	0.987	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	372,000.00	374,877.19	---	376,147.80	2,046.53	2.840	0.227	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	197,232.68	197,215.42	---	198,459.46	1,231.65	2.270	0.168	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	187,522.45	187,521.73	---	188,670.08	1,147.75	2.280	0.742	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	278,433.76	278,421.26	---	280,672.37	2,244.13	2.210	0.668	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	263,385.20	3,407.95	2.230	1.279	AA
240907004	MIM-RCTC Toll Revenue: - I-15	89239RAA4	Asset Backed	Toyota Auto Receivables 2020-B Owner Trust	05/17/2021	04/20/2020	563,060.18	563,060.18	---	563,797.79	737.61	1.141	0.433	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	34528GAJ5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	10/15/2022	05/07/2020	500,000.00	499,846.89	---	502,245.00	2,375.97	1.870	0.461	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	155,000.00	154,991.58	---	155,368.90	376.62	1.080	0.840	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	36259PAA4	Asset Backed	Gm Financial Automobile Leasing Trust 2020-2	06/21/2021	06/08/2020	600,000.00	600,000.00	---	600,012.00	12.00	0.280	0.276	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	86565CBD0	CD	Sumitomo Mitsui Banking Corporation, New York Branch	07/14/2020	04/15/2020	325,000.00	325,056.69	---	325,133.25	125.06	1.150	0.095	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65602VF76	CD	Norinchukin Bank NY Branch	08/19/2020	05/13/2020	1,500,000.00	1,500,081.54	---	1,500,120.00	79.23	0.300	0.242	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	236,597.68	236,680.86	---	236,266.44	(344.00)	0.697	1.191	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	196,643.14	196,935.04	---	196,656.91	(48.33)	0.717	0.804	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	0.697	0.975	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	Corporate	JPMorgan Chase & Co.	05/10/2021	01/10/2020	1,000,000.00	1,035,920.00	---	1,036,360.00	12,929.09	4.625	0.391	A
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/14/2021	508,015.00	7,956.85	2.250	0.407	A
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	534,459.65	(540.35)	0.685	0.678	A
240907004	MIM-RCTC Toll Revenue: - I-15	30231GBL5	Corporate	Exxon Mobil Corporation	04/15/2023	04/13/2020	525,000.00	525,000.00	---	538,818.00	13,818.00	1.571	0.618	AA
240907004	MIM-RCTC Toll Revenue: - I-15	67777JAA6	Corporate	OhioHealth Corporation	11/15/2020	05/21/2020	460,000.00	460,000.00	---	460,418.60	418.60	1.069	0.825	AA
240907004	MIM-RCTC Toll Revenue: - I-15	30229AG86	CP	Exxon Mobil Corporation	07/08/2020	04/23/2020	1,500,000.00	1,497,023.33	---	1,499,955.00	229.17	0.000	0.135	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02665JGL8	CP	American Honda Finance Corporation	07/20/2020	06/17/2020	900,000.00	899,661.75	---	899,928.00	122.75	0.000	0.144	AA
240907004	MIM-RCTC Toll Revenue: - I-15	14918EGP0	CP	Catholic Health Initiatives	07/23/2020	05/13/2020	1,500,000.00	1,495,532.92	---	1,499,865.00	1,249.17	0.000	0.141	NA
240907004	MIM-RCTC Toll Revenue: - I-15	50000DHD1	CP	Koch Industries, Inc.	08/13/2020	05/14/2020	1,000,000.00	999,418.61	---	999,790.00	64.72	0.000	0.172	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	30229AH77	CP	Exxon Mobil Corporation	08/07/2020	05/15/2020	1,000,000.00	998,942.50	---	999,820.00	303.06	0.000	0.171	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	93884EGE9	CP	Washington Gas Light Company	07/14/2020	05/20/2020	1,250,000.00	1,248,593.75	---	1,249,937.50	276.04	0.000	0.129	AA
240907004	MIM-RCTC Toll Revenue: - I-15	02665JJ84	CP	American Honda Finance Corporation	09/08/2020	06/15/2020	500,000.00	499,291.67	---	499,820.00	395.00	0.000	0.185	AA
240907004	MIM-RCTC Toll Revenue: - I-15	43357LGQ9	CP	Hitachi Capital America Corp.	07/24/2020	06/25/2020	1,000,000.00	999,718.06	---	999,900.00	123.61	0.000	0.150	AA
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(180,350.56)	---	(180,350.56)	0.00	0.000	0.000	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	305,213.64	---	305,213.64	0.00	0.010	0.010	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	198,023.59	---	198,023.59	0.00	0.010	0.010	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	73358WT61	Muni	Port Authority of New York and New Jersey, New York	09/15/2020	04/14/2020	210,000.00	210,105.00	---	210,287.70	235.20	2.477	1.804	AA
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	Muni	Michigan Finance Authority	12/01/2020	12/05/2019	255,000.00	255,000.00	---	255,793.05	793.05	2.034	1.286	AA
240907004	MIM-RCTC Toll Revenue: - I-15	64971XBF4	Muni	New York City Transitional Finance Authority	08/01/2021	04/15/2020	270,000.00	271,755.00	---	274,773.60	3,293.19	2.110	0.476	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38611TCS4	Muni	Grand Parkway Transportation Corporation	10/01/2020	04/14/2020	555,000.00	555,000.00	---	555,821.40	821.40	1.531	0.941	AA
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,495,320.00	(4,680.00)	0.345	0.491	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	02/05/2018	83,325.75	82,255.14	---	85,354.73	2,582.14	0.125	-0.820	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	162,688.00	165,566.33	---	170,981.83	5,950.80	0.500	-0.822	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	01/24/2020	500,000.00	501,621.09	---	501,610.00	1,153.87	2.125	0.212	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	US Gov	United States Department of The Treasury	01/31/2021	12/24/2019	3,500,000.00	3,517,636.72	---	3,539,235.00	29,738.28	2.125	0.207	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	5,500,000.00	5,500,541.43	---	5,500,165.00	166.39	0.193	0.162	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	5,300,000.00	5,299,852.27	---	5,300,583.00	608.97	0.195	0.166	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TD1	US Gov	United States Department of The Treasury	08/13/2020	05/15/2020	2,000,000.00	1,999,467.85	---	1,999,680.00	(56.98)	0.000	0.133	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796XF1	US Gov	United States Department of The Treasury	08/20/2020	---	1,300,000.00	1,299,585.91	---	1,299,766.00	5.69	0.000	0.129	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796XH7	US Gov	United States Department of The Treasury	09/03/2020	06/01/2020	2,000,000.00	1,999,221.44	---	1,999,500.00	47.56	0.000	0.140	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9127962J7	US Gov	United States Department of The Treasury	10/01/2020	06/02/2020	1,500,000.00	1,499,175.00	---	1,499,400.00	32.50	0.000	0.157	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	775,000.00	766,685.54	---	777,495.50	3,181.67	2.125	0.212	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	550,000.00	547,430.08	---	556,165.50	6,378.13	2.125	0.207	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	40,000.00	40,148.44	---	41,042.40	927.53	1.750	0.185	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	705,000.00	707,360.16	---	729,978.15	23,164.30	1.750	0.173	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	---	500,000.00	504,069.33	---	507,170.00	3,319.26	1.250	0.173	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	725,000.00	724,879.95	---	725,021.75	36.71	0.193	0.162	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	500,000.00	499,986.06	---	500,055.00	57.45	0.195	0.166	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	02/13/2020	40,000.00	40,606.25	---	41,458.00	949.50	2.125	0.177	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	415,000.00	411,599.22	---	426,379.30	14,078.57	1.375	0.176	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912796XG9	US Gov	United States Department of The Treasury	08/27/2020	05/26/2020	525,000.00	524,827.48	---	524,884.50	(7.44)	0.000	0.139	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,300,000.00	1,300,000.00	07/30/2020	1,300,000.00	0.00	0.150	0.150	AA
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	VRDN	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	07/15/2020	1,500,000.00	0.00	0.200	0.200	AAA
							57,450,200.88	**57,907,309.62**		**58,118,325.70**	**239,211.42**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ATTACHMENT 10

2017 Financing STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	38377VWQ5	Agency CMO	Government National Mortgage Association	11/16/2038	04/01/2020	107,699.62	107,766.94	---	107,610.23	(69.21)	2.500	2.258	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	229,018.26	230,163.35	---	229,565.61	75.05	4.500	1.565	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	292,293.96	304,899.14	---	307,268.17	5,026.00	5.500	0.260	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B36H6	Agency MBS	Freddie Mac	10/25/2022	06/12/2020	14,655.34	14,838.53	---	14,928.51	89.27	2.839	0.548	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	08/19/2019	445,443.93	451,081.58	---	457,524.37	7,911.20	2.592	0.506	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	Agency MBS	Freddie Mac	02/25/2023	08/27/2019	4,939.85	4,935.22	---	4,932.49	26.05	0.580	0.900	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	961,081.29	961,081.29	---	963,176.45	2,095.16	0.670	0.372	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	500,000.00	505,531.67	---	507,200.00	4,407.47	2.880	0.297	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	525,000.00	526,271.48	---	530,932.50	5,299.90	2.210	0.923	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14041NFN6	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2017-4	09/15/2020	04/27/2020	405,000.00	406,588.48	---	406,328.40	463.39	1.990	0.415	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	Asset Backed	Ally Master Owner Trust, Series 2018-1	01/15/2021	11/18/2019	175,000.00	176,374.02	---	176,571.50	925.26	2.700	1.039	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	350,304.78	348,498.52	---	353,285.87	3,394.65	2.650	0.779	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	341,849.32	348,112.10	---	349,927.21	5,078.45	3.210	0.158	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26208MAE6	Asset Backed	Drive Auto Receivables Trust 2018-5	07/17/2023	05/05/2020	408,387.74	411,067.78	---	410,519.52	238.56	3.680	0.751	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	182,743.73	182,735.40	---	183,575.21	833.41	2.850	0.987	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	372,000.00	374,877.19	---	376,147.80	2,046.53	2.840	0.227	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	197,232.68	197,215.42	---	198,459.46	1,231.65	2.270	0.168	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	187,522.45	187,521.73	---	188,670.08	1,147.75	2.280	0.742	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	278,433.76	278,421.26	---	280,672.37	2,244.13	2.210	0.668	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	263,385.20	3,407.95	2.230	1.279	AA
240907004	MIM-RCTC Toll Revenue: - I-15	89239RAA4	Asset Backed	Toyota Auto Receivables 2020-B Owner Trust	05/17/2021	04/20/2020	563,060.18	563,060.18	---	563,797.79	737.61	1.141	0.433	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	34528GAJ5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	10/15/2022	05/07/2020	500,000.00	499,846.89	---	502,245.00	2,375.97	1.870	0.461	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	155,000.00	154,991.58	---	155,368.90	376.62	1.080	0.840	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	36259PAA4	Asset Backed	Gm Financial Automobile Leasing Trust 2020-2	06/21/2021	06/08/2020	600,000.00	600,000.00	---	600,012.00	12.00	0.280	0.276	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	86565CBD0	CD	Sumitomo Mitsui Banking Corporation, New York Branch	07/14/2020	04/15/2020	325,000.00	325,056.69	---	325,133.25	125.06	1.150	0.095	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65602VF76	CD	Norinchukin Bank NY Branch	08/19/2020	05/13/2020	1,500,000.00	1,500,081.54	---	1,500,120.00	79.23	0.300	0.242	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	236,597.68	236,680.86	---	236,266.44	(344.00)	0.697	1.191	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	196,643.14	196,935.04	---	196,656.91	(48.33)	0.717	0.804	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	Corporate	JPMorgan Chase & Co.	05/10/2021	01/10/2020	1,000,000.00	1,035,920.00	---	1,036,360.00	12,929.09	4.625	0.391	A
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/14/2021	508,015.00	7,956.85	2.250	0.407	A
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	534,459.65	(540.35)	0.685	0.678	A
240907004	MIM-RCTC Toll Revenue: - I-15	30231GBL5	Corporate	Exxon Mobil Corporation	04/15/2023	04/13/2020	525,000.00	525,000.00	---	538,818.00	13,818.00	1.571	0.618	AA
240907004	MIM-RCTC Toll Revenue: - I-15	67777JAA6	Corporate	OhioHealth Corporation	11/15/2020	05/21/2020	460,000.00	460,000.00	---	460,418.60	418.60	1.069	0.825	AA
240907004	MIM-RCTC Toll Revenue: - I-15	30229AG86	CP	Exxon Mobil Corporation	07/08/2020	04/23/2020	1,500,000.00	1,497,023.33	---	1,499,955.00	229.17	0.000	0.135	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02665JGL8	CP	American Honda Finance Corporation	07/20/2020	06/17/2020	900,000.00	899,661.75	---	899,928.00	122.75	0.000	0.144	AA
240907004	MIM-RCTC Toll Revenue: - I-15	14918EGP0	CP	Catholic Health Initiatives	07/23/2020	05/13/2020	1,500,000.00	1,495,532.92	---	1,499,865.00	1,249.17	0.000	0.141	NA
240907004	MIM-RCTC Toll Revenue: - I-15	50000DHD1	CP	Koch Industries, Inc.	08/13/2020	05/14/2020	1,000,000.00	999,418.61	---	999,790.00	64.72	0.000	0.172	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	30229AH77	CP	Exxon Mobil Corporation	08/07/2020	05/15/2020	1,000,000.00	998,942.50	---	999,820.00	303.06	0.000	0.171	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	93884EGE9	CP	Washington Gas Light Company	07/14/2020	05/20/2020	1,250,000.00	1,248,593.75	---	1,249,937.50	276.04	0.000	0.129	AA
240907004	MIM-RCTC Toll Revenue: - I-15	02665JJ84	CP	American Honda Finance Corporation	09/08/2020	06/15/2020	500,000.00	499,291.67	---	499,820.00	395.00	0.000	0.185	AA
240907004	MIM-RCTC Toll Revenue: - I-15	43357LGQ9	CP	Hitachi Capital America Corp.	07/24/2020	06/25/2020	1,000,000.00	999,718.06	---	999,900.00	123.61	0.000	0.150	AA
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	305,213.64	---	305,213.64	0.00	0.010	0.010	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	73358WT61	Muni	Port Authority of New York and New Jersey, New York	09/15/2020	04/14/2020	210,000.00	210,105.00	---	210,287.70	235.20	2.477	1.804	AA
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	Muni	Michigan Finance Authority	12/01/2020	12/05/2019	255,000.00	255,000.00	---	255,793.05	793.05	2.034	1.286	AA
240907004	MIM-RCTC Toll Revenue: - I-15	64971XBF4	Muni	New York City Transitional Finance Authority	08/01/2021	04/15/2020	270,000.00	271,755.00	---	274,773.60	3,293.19	2.110	0.476	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38611TCS4	Muni	Grand Parkway Transportation Corporation	10/01/2020	04/14/2020	555,000.00	555,000.00	---	555,821.40	821.40	1.531	0.941	AA
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,495,320.00	(4,680.00)	0.345	0.491	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	01/24/2020	500,000.00	501,621.09	---	501,610.00	1,153.87	2.125	0.212	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	US Gov	United States Department of The Treasury	01/31/2021	12/24/2019	3,500,000.00	3,517,636.72	---	3,539,235.00	29,738.28	2.125	0.207	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	5,500,000.00	5,500,541.43	---	5,500,165.00	166.39	0.193	0.162	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	5,300,000.00	5,299,852.27	---	5,300,583.00	608.97	0.195	0.166	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TD1	US Gov	United States Department of The Treasury	08/13/2020	05/15/2020	2,000,000.00	1,999,467.85	---	1,999,680.00	(56.98)	0.000	0.133	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796XF1	US Gov	United States Department of The Treasury	08/20/2020	---	1,300,000.00	1,299,585.91	---	1,299,766.00	5.69	0.000	0.129	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796XH7	US Gov	United States Department of The Treasury	09/03/2020	06/01/2020	2,000,000.00	1,999,221.44	---	1,999,500.00	47.56	0.000	0.140	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9127962J7	US Gov	United States Department of The Treasury	10/01/2020	06/02/2020	1,500,000.00	1,499,175.00	---	1,499,400.00	32.50	0.000	0.157	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,300,000.00	1,300,000.00	07/30/2020	1,300,000.00	0.00	0.150	0.150	AA
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	VRDN	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	07/15/2020	1,500,000.00	0.00	0.200	0.200	AAA
							49,174,907.69	**49,562,986.42**		**49,654,516.41**	**118,691.61**			
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	413,336.00	8,992.79	2.375	0.200	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	27,054.24	27,591.10	---	27,975.71	489.28	3.500	0.978	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	94,665.77	94,835.88	---	96,761.67	2,029.85	3.230	0.684	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	19,045.58	19,819.31	---	20,284.69	554.30	4.000	0.667	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	92,100.45	91,794.65	---	94,107.32	2,244.43	2.968	0.874	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	20,524.42	21,105.68	---	21,399.37	450.26	5.000	1.237	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	53,034.62	54,360.49	---	54,864.32	912.69	4.000	2.009	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	3,402.08	3,368.06	---	3,402.35	8.41	1.537	0.862	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	Agency CMO	Government National Mortgage Association	12/20/2038	05/10/2019	11,689.90	11,609.53	---	11,728.71	83.99	2.500	1.367	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	09/26/2018	100,000.00	97,238.28	---	102,917.00	4,413.11	2.373	0.611	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	11,345.46	11,090.19	---	11,399.01	151.60	1.573	0.586	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	11,626.81	11,694.85	---	11,864.23	172.33	2.482	0.741	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	104,235.00	2,720.35	2.682	0.677	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	Agency CMO	Federal National Mortgage Association	09/25/2029	09/28/2018	261.72	264.01	---	261.54	(0.18)	4.000	1.154	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	5,663.26	5,368.98	---	5,721.98	312.62	1.250	0.733	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	254,005.90	276,328.16	---	265,469.19	(1,055.21)	5.500	1.240	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	70,268.45	69,390.09	---	71,373.07	1,687.00	2.000	0.927	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	32,347.23	32,428.10	---	32,547.46	200.62	2.500	0.948	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	14,703.50	14,519.71	---	14,891.70	351.87	1.500	0.660	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	17,736.69	18,058.87	---	18,582.38	544.86	3.000	0.767	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2033	01/30/2018	1,044.67	1,054.30	---	1,044.42	(0.25)	3.000	0.581	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Account for quarter ended June 30, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	42,176.13	42,584.71	---	42,362.97	128.14	3.000	1.277	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	126,745.49	128,508.05	---	128,469.23	(38.82)	3.000	1.415	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	30,422.80	30,380.01	---	31,042.20	669.40	3.500	-0.235	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	53,041.67	51,127.20	---	54,490.77	3,073.72	2.250	1.204	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	24,500.37	23,887.87	---	24,986.95	947.39	2.500	1.097	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	27,958.72	27,561.18	---	27,955.64	627.27	0.535	0.530	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	Agency CMO	Government National Mortgage Association	03/20/2039	06/03/2019	3,383.05	3,408.42	---	3,404.67	15.03	4.000	1.255	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	17,354.46	17,466.32	---	17,785.37	338.10	2.500	0.783	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	38,169.71	38,360.56	---	38,260.94	12.51	4.500	1.565	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	Agency MBS	Freddie Mac	08/01/2020	12/05/2017	8,152.51	8,336.14	---	8,578.40	425.89	5.000	-91.004	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	8,666.45	8,856.03	---	9,139.72	351.32	4.000	0.228	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	09/13/2018	18,498.90	18,712.80	---	18,503.89	(36.57)	3.630	3.023	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	44,507.74	45,168.41	---	45,311.99	569.50	3.840	1.516	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	28,930.18	29,644.40	---	30,292.50	702.90	3.000	0.661	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	32,922.66	33,287.90	---	34,477.93	1,216.26	2.500	0.505	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	32,094.42	31,566.62	---	33,287.37	1,473.73	2.622	0.964	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	Agency MBS	Federal National Mortgage Association	07/01/2023	05/21/2019	0.00	0.00	---	(0.00)	(0.00)	2.500	-0.012	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	114,207.96	112,271.78	---	118,285.18	5,095.53	2.522	0.519	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	29,063.32	27,265.02	---	29,080.76	1,420.36	1.400	1.340	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	62,540.46	62,003.00	---	64,081.46	1,903.62	2.778	0.457	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	31,744.87	33,292.44	---	33,317.51	25.07	3.000	0.547	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	34,756.59	34,561.08	---	34,930.72	283.69	2.150	0.956	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	40,684.26	40,124.85	---	41,050.42	638.20	1.749	0.582	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	78,963.04	77,782.97	---	80,656.80	2,264.25	2.509	0.770	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	27,262.60	27,590.61	---	28,561.39	989.37	2.500	0.536	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	14,581.13	15,191.72	---	15,574.83	479.91	4.500	-0.194	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	22,672.83	22,339.82	---	22,938.56	439.72	1.785	0.550	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179Q2A8	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	110,939.04	117,318.03	---	116,806.60	(425.62)	3.000	0.918	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	58,968.97	59,349.04	---	60,257.44	1,049.40	2.183	0.694	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	17,505.72	18,476.74	---	18,375.58	(101.16)	3.000	0.779	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	23,394.74	23,821.51	---	24,030.37	220.95	2.997	1.368	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	18,984.28	19,435.16	---	20,044.93	769.20	4.000	0.336	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	18,337.25	18,804.28	---	19,268.41	500.58	3.000	0.555	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	68,869.71	69,332.43	---	72,270.49	2,985.66	2.500	0.524	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	21,168.92	21,054.80	---	21,428.02	318.53	1.870	0.336	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	49,723.66	48,195.05	---	50,975.20	1,995.92	2.184	0.609	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	3,399.88	3,398.29	---	3,397.43	22.48	0.530	0.567	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	55,108.60	56,249.53	---	55,575.37	261.57	4.410	2.424	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9QE0	Agency MBS	Freddie Mac	02/01/2030	04/29/2020	130,037.93	136,214.73	---	136,457.91	290.78	2.500	0.670	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	76,820.60	80,445.56	---	80,623.22	184.83	2.500	0.831	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	39,083.25	40,191.64	---	41,106.98	934.46	3.000	0.533	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	124,476.37	129,844.41	---	130,670.31	985.19	3.000	0.816	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	77,725.97	80,859.29	---	81,397.74	603.80	2.500	0.488	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	25,211.50	26,456.31	---	26,468.30	24.42	3.000	1.056	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	0.697	0.975	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Currency	UNITED STATES OF AMERICA	06/30/2020	---	0.00	(180,350.56)	---	(180,350.56)	0.00	0.000	0.000	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	06/30/2020	---	0.00	198,023.59	---	198,023.59	0.00	0.010	0.010	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	02/05/2018	83,325.75	82,255.14	---	85,354.73	2,582.14	0.125	-0.820	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	162,688.00	165,566.33	---	170,981.83	5,950.80	0.500	-0.822	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	775,000.00	766,685.54	---	777,495.50	3,181.67	2.125	0.212	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	550,000.00	547,430.08	---	556,165.50	6,378.13	2.125	0.207	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	40,000.00	40,148.44	---	41,042.40	927.53	1.750	0.185	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	705,000.00	707,360.16	---	729,978.15	23,164.30	1.750	0.173	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	---	500,000.00	504,069.33	---	507,170.00	3,319.26	1.250	0.173	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	725,000.00	724,879.95	---	725,021.75	36.71	0.193	0.162	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	500,000.00	499,986.06	---	500,055.00	57.45	0.195	0.166	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	02/13/2020	40,000.00	40,606.25	---	41,458.00	949.50	2.125	0.177	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	415,000.00	411,599.22	---	426,379.30	14,078.57	1.375	0.176	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912796XG9	US Gov	United States Department of The Treasury	08/27/2020	05/26/2020	525,000.00	524,827.48	---	524,884.50	(7.44)	0.000	0.139	AAA
							8,275,293.18	**8,344,323.20**		**8,463,809.30**	**120,519.81**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	JPMORGAN CHASE & CO	1,027,680.00	-	-	-	-	-	(6,719.66)	15,399.66	1,036,360.00	6,552.08
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	UNITED STATES TREASURY	3,560,445.00	-	-	-	-	-	(4,047.67)	(17,162.33)	3,539,235.00	31,057.69
240907004	MIM-RCTC Toll Revenue: - I-15	17401QAK7	CITIZENS BANK NA	1,490,025.00	-	-	(1,500,000.00)	-	-	(1,282.09)	11,257.09	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	26208MAE6	DRIVE 2018-5 B	-	503,281.25	-	-	(91,612.27)	(533.75)	(854.28)	238.56	410,519.52	667.94
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	GNR 2009-045 PD	461,971.15	-	-	-	(228,827.70)	(813.00)	(828.83)	(1,936.01)	229,565.61	858.82
240907004	MIM-RCTC Toll Revenue: - I-15	05586VAC6	BMWLT 2019-1 A3	-	374,877.19	-	-	-	-	(775.92)	2,046.53	376,147.80	322.81
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	CCCIT 2014-A1 A1	307,650.45	-	-	-	-	-	(763.10)	2,504.65	309,392.00	3,904.00
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	UNITED STATES TREASURY	504,160.00	-	-	-	-	-	(680.45)	(1,869.55)	501,610.00	3,551.29
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	GMCAR 2018-4 A3	354,543.00	-	-	-	(8,150.68)	(75.03)	(644.75)	4,254.67	349,927.21	457.22
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	FN 995265	344,052.13	-	-	-	(45,743.90)	(1,614.72)	(630.35)	(1,898.79)	294,164.37	1,282.55
240907004	MIM-RCTC Toll Revenue: - I-15	14041NFN6	COMET 2017-3 A	-	326,282.23	-	-	-	-	(583.99)	367.76	326,066.00	287.44
240907004	MIM-RCTC Toll Revenue: - I-15	048506DN6	ATLANTIC CNTY N J IMPT AUTH REV	266,012.30	-	-	(265,000.00)	-	-	(494.70)	(517.60)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	CCCIT 2014-A1 A1	196,694.55	-	-	-	-	-	(484.45)	1,597.90	197,808.00	2,496.00
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	FHMS K-037 A1	494,386.14	-	-	-	(36,893.42)	(365.16)	(411.67)	808.49	457,524.37	962.16
240907004	MIM-RCTC Toll Revenue: - I-15	64971XBF4	NEW YORK CITY TRANSITIONAL FINANCE AUTHORITY	-	271,755.00	-	-	-	-	(274.59)	3,293.19	274,773.60	2,373.75
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	AMOT 2018-1 A2	172,149.25	-	-	-	-	-	(269.16)	4,691.41	176,571.50	210.00
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	3,699,926.00	-	(500,028.14)	-	-	10.71	(218.35)	405.78	3,200,096.00	1,016.82
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	SYNCT 2016-2 A	523,582.50	-	-	-	-	-	(177.31)	7,527.31	530,932.50	515.67
240907004	MIM-RCTC Toll Revenue: - I-15	14041NFN6	COMET 2017-3 A	-	80,306.25	-	-	-	-	(139.48)	95.63	80,262.40	70.76
240907004	MIM-RCTC Toll Revenue: - I-15	38377VWQ5	GNR 2011-066 LD	-	204,762.25	-	-	(96,934.72)	(24.34)	(123.74)	(69.21)	107,610.23	224.37
240907004	MIM-RCTC Toll Revenue: - I-15	73358WT61	PORT AUTH N Y & N J	-	210,105.00	-	-	-	-	(52.50)	235.20	210,287.70	1,531.61
240907004	MIM-RCTC Toll Revenue: - I-15	86565CBD0	Sumitomo Mitsui Banking Corporation, New York Bra	-	325,056.69	-	-	-	-	(48.50)	125.06	325,133.25	809.79
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	NGN 2010-R2 2A	206,201.69	-	-	-	(9,535.88)	(4.38)	(45.27)	40.75	196,656.91	105.78
240907004	MIM-RCTC Toll Revenue: - I-15	65602VF76	Norinchukin Bank NY Branch	-	1,500,081.54	-	-	-	-	(40.77)	79.23	1,500,120.00	700.00
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	FN 995265	15,326.09	-	-	-	(2,037.70)	(71.93)	(28.08)	(84.58)	13,103.80	57.13
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	449,991.00	-	-	-	-	-	(25.01)	47.51	450,013.50	142.99
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	FIFTH THIRD BANK NA (OHIO)	500,465.00	-	-	-	-	-	(15.67)	7,565.67	508,015.00	531.25
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	NGN 2010-R1 1A	262,280.42	-	-	-	(25,848.07)	(2.23)	(12.74)	(150.94)	236,266.44	123.73
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	500,150.00	-	(499,773.50)	-	-	(259.75)	(4.22)	(112.53)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	300,090.00	-	(299,864.10)	-	-	(155.94)	(2.55)	(67.41)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	185,055.50	-	(184,916.20)	-	-	(96.56)	(1.62)	(41.13)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	FIRST AMER:GVT OBLG Y	105,302.57	37,791,430.43	(37,591,519.36)	-	-	-	-	-	305,213.64	-
240907004	MIM-RCTC Toll Revenue: - I-15	64986U4H7	NEW YORK ST HSG FIN AGY REV	1,400,000.00	-	(1,400,000.00)	-	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	COLORADO HSG & FIN AUTH	1,500,000.00	-	-	-	-	-	-	-	1,500,000.00	2,031.15
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	WISCONSIN HSG & ECONOMIC DEV AUTH HOME OWNERSHIP R	1,300,000.00	-	-	-	-	-	-	-	1,300,000.00	4,801.33
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	525,157.50	-	(524,762.18)	-	-	(237.83)	-	(157.50)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	INTER-AMERICAN DEVELOPMENT BANK	1,499,460.00	-	-	-	-	-	-	(4,140.00)	1,495,320.00	215.06
240907004	MIM-RCTC Toll Revenue: - I-15	072024WU2	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	425,000.00	-	-	(425,000.00)	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	MICHIGAN FIN AUTH REV	256,366.80	-	-	-	-	-	-	(573.75)	255,793.05	432.23
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	FHMS K-I05 A	999,260.00	-	-	-	(38,918.71)	-	-	2,835.16	963,176.45	8,638.07
240907004	MIM-RCTC Toll Revenue: - I-15	3134GVDW5	FEDERAL HOME LOAN MORTGAGE CORP	675,560.25	-	-	(675,000.00)	-	-	-	(560.25)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	PNC BANK NA	504,237.50	-	-	-	-	-	-	30,222.15	534,459.65	366.21
240907004	MIM-RCTC Toll Revenue: - I-15	69511JD10	PacifiCorp	1,500,000.00	-	-	(1,500,000.00)	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	14918ED16	CommonSpirit Health	1,000,000.00	-	-	(1,000,000.00)	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	55380TCJ7	MUFG Bank Ltd. (New York Branch)	-	1,500,000.00	-	(1,500,000.00)	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	30231GBL5	EXXON MOBIL CORP	-	525,000.00	-	-	-	-	-	13,818.00	538,818.00	1,741.19
240907004	MIM-RCTC Toll Revenue: - I-15	38611TCS4	GRAND PARKWAY TRANSN CORP TEX SYS TOLL REV	-	555,000.00	-	-	-	-	-	821.40	555,821.40	2,926.76
240907004	MIM-RCTC Toll Revenue: - I-15	89239RAA4	TAOT 2020-B A1	-	860,000.00	-	-	(296,939.82)	(0.00)	-	737.61	563,797.79	285.62
240907004	MIM-RCTC Toll Revenue: - I-15	67777JAA6	OHIOHEALTH CORP	-	460,000.00	-	-	-	-	-	418.60	460,418.60	437.10
240907004	MIM-RCTC Toll Revenue: - I-15	36259PAA4	GMALT 2020-2 A1	-	600,000.00	-	-	-	-	-	12.00	600,012.00	65.28
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	JDOT 2019-B A2	288,635.67	-	-	-	(100,709.70)	0.07	0.03	744.01	188,670.08	190.02
240907004	MIM-RCTC Toll Revenue: - I-15	65602VXS0	Norinchukin Bank NY Branch	650,344.50	-	-	(650,000.00)	-	-	0.10	(344.60)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	12597PAB4	CNH 2020-A A2	-	154,991.58	-	-	-	-	0.70	376.62	155,368.90	74.40
240907004	MIM-RCTC Toll Revenue: - I-15	3137B36H6	FHMS K-029 A1	-	14,838.53	-	-	-	-	0.72	89.27	14,928.51	34.67
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	CARMX 2019-3 A2A	356,840.51	-	-	-	(77,374.91)	1.70	1.25	1,203.82	280,672.37	273.48
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	JDOT 2019 A2	305,962.00	-	-	-	(122,409.62)	1.74	1.28	19.81	183,575.21	231.48
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	NALT 2019-B A2A	239,965.35	-	-	-	(42,845.50)	1.31	2.57	1,335.74	198,459.46	198.99
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	DRIVE 2019-4 B	255,541.00	-	-	-	-	-	4.14	7,840.06	263,385.20	257.69
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	UNITED STATES TREASURY	5,299,205.00	-	-	-	-	-	19.37	1,358.63	5,300,583.00	1,702.36
240907004	MIM-RCTC Toll Revenue: - I-15	34528GAJ5	FORDO 2020-A A2	-	499,846.89	-	-	-	-	22.15	2,375.97	502,245.00	228.89
240907004	MIM-RCTC Toll Revenue: - I-15	24710RE49	Delmarva Power & Light Company	-	1,399,965.00	-	(1,400,000.00)	-	-	35.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	06051GFN4	BANK OF AMERICA CORP	999,840.00	-	-	(1,000,000.00)	-	-	50.27	109.73	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	313384WU9	FEDERAL HOME LOAN BANKS	-	3,099,944.03	-	(3,100,000.00)	-	-	55.97	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	43357LGQ9	Hitachi Capital America Corp.	-	999,718.06	-	-	-	-	58.33	123.61	999,900.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796XF1	UNITED STATES TREASURY	-	499,838.89	-	-	-	-	60.42	10.69	499,910.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	FHMS K-I03 A	53,755.22	-	-	-	(49,844.77)	265.47	82.59	673.97	4,932.49	0.48
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	1,399,972.00	-	-	-	-	-	101.55	(31.55)	1,400,042.00	444.86
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	NAROT 2018-A A3	464,129.78	-	-	-	(112,266.14)	149.74	108.75	1,163.75	353,285.87	412.58
240907004	MIM-RCTC Toll Revenue: - I-15	912796XF1	UNITED STATES TREASURY	-	799,747.02	-	-	-	-	113.98	(5.00)	799,856.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	449,991.00	-	-	-	-	-	122.91	(100.41)	450,013.50	142.99
240907004	MIM-RCTC Toll Revenue: - I-15	02665JJ84	American Honda Finance Corporation	-	499,291.67	-	-	-	-	133.33	395.00	499,820.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	02665JGL8	American Honda Finance Corporation	-	899,661.75	-	-	-	-	143.50	122.75	899,928.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796J7	UNITED STATES TREASURY	-	1,499,175.00	-	-	-	-	192.50	32.50	1,499,400.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	97665RD66	Wisconsin Electric Power Company	-	1,499,800.00	-	(1,500,000.00)	-	-	200.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796XH7	UNITED STATES TREASURY	-	1,999,221.44	-	-	-	-	231.00	47.56	1,999,500.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TD1	UNITED STATES TREASURY	-	1,999,467.85	-	-	-	-	269.13	(56.98)	1,999,680.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DHD1	Koch Industries, Inc.	-	999,418.61	-	-	-	-	306.67	64.72	999,790.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	21201ADU1	Continental Rubber of America, Corp.	-	1,499,650.00	-	(1,500,000.00)	-	-	350.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	14912DDN6	Caterpillar Financial Services Corporation	-	1,499,562.50	-	(1,500,000.00)	-	-	437.50	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	07287CEE8	Baylor Scott & White Holdings	-	1,099,560.00	-	(1,100,000.00)	-	-	440.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	30229AH77	Exxon Mobil Corporation	-	998,942.50	-	-	-	-	574.44	303.06	999,820.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	23336GD65	DTE Electric Company	1,499,745.00	-	-	(1,500,000.00)	-	-	656.25	(401.25)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	459052XP6	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	1,999,146.66	-	(2,000,000.00)	-	-	853.34	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	9127962A6	UNITED STATES TREASURY	3,699,963.00	-	-	(3,700,000.00)	-	-	953.98	(916.98)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DDD5	KOCH INDUSTRIES INC	1,499,400.00	-	-	(1,500,000.00)	-	-	1,050.00	(450.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	93884EGE9	Washington Gas Light Company	-	1,248,593.75	-	-	-	-	1,067.71	276.04	1,249,937.50	-
240907004	MIM-RCTC Toll Revenue: - I-15	40248CDQ1	Gulf Power Company	-	1,498,425.00	-	(1,500,000.00)	-	-	1,575.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DF43	Koch Industries, Inc.	-	1,497,450.00	-	(1,500,000.00)	-	-	2,550.00	-	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue: - I-15	30229AG86	Exxon Mobil Corporation	-	1,497,023.33	-	-	-	-	2,702.50	229.17	1,499,955.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	30229AE47	Exxon Mobil Corporation	-	1,497,263.75	-	(1,500,000.00)	-	-	2,736.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TT6	UNITED STATES TREASURY	1,999,880.00	-	-	(2,000,000.00)	-	-	3,006.00	(2,886.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	14918EGP0	Catholic Health Initiatives	-	1,495,532.92	-	-	-	-	3,082.91	1,249.17	1,499,865.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TS8	UNITED STATES TREASURY	2,499,900.00	-	-	(2,500,000.00)	-	-	3,111.46	(3,011.46)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TV1	UNITED STATES TREASURY	2,999,730.00	-	-	(3,000,000.00)	-	-	5,554.17	(5,284.17)	-	-
				52,475,981.81	**78,784,014.56**	**(41,000,863.47)**	**(39,315,000.00)**	**(1,386,893.51)**	**(3,823.88)**	**12,338.25**	**88,762.64**	**49,654,516.41**	**86,946.53**
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	FNR 0323B EQ	306,963.44	-	-	-	(39,082.72)	(1,995.58)	(838.96)	423.00	265,469.19	1,164.19
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	414,028.00	-	-	-	-	-	(696.95)	4.95	413,336.00	4,433.33
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	-	340,339.06	-	-	-	-	(590.53)	55.37	339,803.90	705.50
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	UNITED STATES TREASURY	82,999.86	-	-	-	-	-	(559.21)	3,050.26	85,490.92	85.57
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	UNITED STATES TREASURY	82,999.86	-	-	-	-	-	(541.38)	3,032.43	85,490.92	85.57
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	UNITED STATES TREASURY	82,801.08	-	-	-	-	-	(431.09)	2,984.75	85,354.73	48.07
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	FHMS K-025 A2	103,253.00	-	-	-	-	-	(186.74)	1,168.74	104,235.00	223.50
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	FN 467260	56,203.89	-	-	-	(332.42)	(1.87)	(170.79)	(123.43)	55,575.37	202.52
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	FH G11753	61,015.22	-	-	-	(49,981.03)	(244.57)	(166.72)	(2,044.50)	8,578.40	33.97
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	G2 MA1134	-	135,412.93	-	-	(5,338.31)	(228.07)	(161.43)	985.19	130,670.31	311.19
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	658,641.05	-	-	-	-	-	(154.78)	(988.22)	657,498.05	2,793.31
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	132,245.10	-	-	-	-	-	(145.70)	(642.10)	131,457.30	1,153.57
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	101,727.00	-	-	-	-	-	(138.61)	(467.39)	101,121.00	887.36
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	GNR 2009-045 PD	76,995.19	-	-	-	(38,137.95)	(135.50)	(138.14)	(322.67)	38,260.94	143.14
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	FN 468431	45,675.11	-	-	-	(242.39)	(1.56)	(95.84)	(23.32)	45,311.99	142.42
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179Q2A8	G2 MA2569	-	119,403.69	-	-	(1,972.25)	(113.15)	(86.07)	(425.62)	116,806.60	277.35
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	UNITED STATES TREASURY	41,604.80	-	-	-	-	-	(66.38)	(80.42)	41,458.00	108.56
240907020	RCTC I-15 Prj RAMP UP RESERVE	3622A2GC0	GN 783795	-	82,230.07	-	-	(1,317.66)	(52.85)	(65.62)	603.80	81,397.74	161.93
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	GNR 2011-157 QA	65,427.50	-	-	-	(22,546.56)	(51.28)	(56.40)	(410.30)	42,362.97	105.44
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9QE0	FH ZS8553	-	139,426.14	-	-	(3,065.79)	(145.16)	(48.07)	290.78	136,457.91	270.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	GNR 2008-032 PA	59,011.49	-	-	-	(3,963.14)	(70.66)	(45.83)	(67.54)	54,864.32	176.78
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	FN FN0004	20,145.34	-	-	-	(1,658.94)	(4.90)	(45.12)	67.52	18,503.89	55.96
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	FHMS K-722 A1	61,853.22	-	-	-	(1,587.73)	(7.20)	(42.91)	42.06	60,257.44	107.27
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	FN AL2239	25,458.15	-	-	-	(1,080.48)	(19.90)	(39.00)	(288.40)	24,030.37	58.43
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	G2 004526	17,048.15	-	-	-	(1,454.68)	(54.10)	(36.31)	71.77	15,574.83	54.68
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	FHR 4061 CF	33,640.07	-	-	-	(5,837.50)	120.44	(34.95)	67.57	27,955.64	6.64
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	62,233.80	-	-	-	-	-	(34.92)	(73.08)	62,125.80	263.93
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	GNR 2008-047 PC	23,773.14	-	-	-	(2,206.30)	(47.79)	(34.11)	(85.56)	21,399.37	85.52
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	FH SA0009	44,467.81	-	-	-	(3,349.89)	(95.39)	(34.01)	118.46	41,106.98	97.71
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	G2 005276	32,409.33	-	-	-	(2,167.15)	(51.29)	(33.00)	134.61	30,292.50	72.33
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	GNR 2010-158 HA	32,046.94	-	-	-	(3,773.47)	(63.09)	(32.01)	(202.66)	27,975.71	78.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	GNR 2010-019 UA	22,026.60	-	-	-	(1,627.17)	(60.04)	(28.10)	(26.61)	20,284.69	63.49
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	GNR 2013-096 A	34,804.52	-	-	-	(6,197.47)	290.61	(22.87)	205.97	29,080.76	33.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	FN BM1914	76,028.50	-	-	-	(4,368.42)	(27.36)	(21.22)	659.00	72,270.49	143.48
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	UNITED STATES TREASURY	41,168.80	-	-	-	-	-	(16.81)	(109.59)	41,042.40	233.97
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	FHMS K-015 A2	97,592.53	-	-	-	(602.23)	(0.48)	(16.50)	(211.65)	96,761.67	254.81
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381SVJ8	FN 469617	42,962.91	-	-	-	(41,937.55)	(66.43)	(16.47)	(942.46)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	GN AB2764	36,584.97	-	-	-	(2,234.24)	(23.76)	(14.96)	165.92	34,477.93	68.59
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130AECJ7	FEDERAL HOME LOAN BANKS	351,246.00	-	-	(350,000.00)	-	-	(13.21)	(1,232.79)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179RFD6	G2 MA2864	-	26,978.93	-	-	(498.02)	(24.56)	(12.47)	24.42	26,468.30	63.03
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	224,995.50	-	-	-	-	-	(11.95)	23.20	225,006.75	71.50
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	G2 MA0825	30,323.72	-	-	-	(1,956.34)	(22.79)	(11.10)	227.90	28,561.39	56.80
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	FHR 3791 DA	37,277.78	-	-	-	(4,545.40)	(0.91)	(11.04)	(172.98)	32,547.46	67.39
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	GNR 2011-018 PG	20,589.01	-	-	-	(1,869.65)	(32.36)	(9.68)	(94.93)	18,582.38	44.34
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	FN MA3159	21,259.58	-	-	-	(1,966.63)	(46.71)	(9.04)	31.22	19,268.41	45.84
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	GNR 2011-169 AK	20,828.60	-	-	-	(19,718.53)	(0.59)	(8.02)	(57.04)	1,044.42	2.61
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	FH ZS8624	-	82,485.67	-	-	(1,948.18)	(91.75)	(7.36)	184.83	80,623.22	160.04
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	10,372.30	-	-	-	-	-	(7.29)	(10.71)	10,354.30	43.99
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	GNR 2010-046 CH	5,496.03	-	-	-	(2,039.02)	(6.83)	(7.08)	(38.43)	3,404.67	11.28
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	FNR 2011-15 VB	15,072.65	-	-	-	(14,751.18)	10.35	(6.72)	(63.57)	261.54	0.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	GNR 2015-045 AG	20,703.63	-	-	-	(2,619.90)	(14.65)	(6.12)	(277.58)	17,785.37	36.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378DDC6	GNR 2012-016 GB	15,492.30	-	-	-	(15,441.94)	6.15	(5.42)	(51.10)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	FNA 2012-M9 A2	11,014.85	-	-	-	(1,534.81)	(9.12)	(3.25)	23.71	9,491.39	19.24
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	GNR 2014-184 WK	46,590.75	-	-	-	(14,696.63)	22.94	(2.94)	(871.91)	31,042.20	88.73
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	FNA 2012-M9 A2	2,753.71	-	-	-	(383.70)	(2.27)	(0.81)	5.91	2,372.85	4.81
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	FIRST AMER:GVT OBLG Y	185,913.64	1,126,211.37	(1,114,101.42)	-	-	-	-	-	198,023.59	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Payable	(138,404.60)	-	-	-	-	-	-	-	(180,350.56)	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3139N2K9	FNR 2010-123 DL	0.42	-	-	-	(0.42)	0.00	-	(0.00)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	FN MA1502	(0.00)	-	-	-	-	(0.00)	-	-	(0.00)	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	NGN 2010-R1 1A	0.01	-	-	-	-	(0.00)	-	-	0.01	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	G2 MA1134	138,611.33	(138,382.49)	-	-	-	-	-	(228.84)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F3H7	G2 005300	-	33,292.44	-	-	-	-	-	25.07	33,317.51	13.23
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARVU7	FHR 4073 AJ	-	128,508.05	-	-	-	-	-	(38.82)	128,469.23	52.81
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	G2 MA0909	-	18,476.74	-	-	-	-	-	(101.16)	18,375.58	7.29
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	UNITED STATES TREASURY	499,925.00	-	-	-	-	-	1.83	128.17	500,055.00	160.60
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	GN 723460	10,268.40	-	-	-	(1,011.40)	(13.79)	2.23	(105.71)	9,139.72	28.89
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	GNR 2012-089 A	6,121.50	-	-	-	(2,742.52)	9.94	4.95	8.47	3,402.35	4.36
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	GNR 2012-119 KB	6,265.89	-	-	-	(546.49)	24.75	5.81	(27.98)	5,721.98	5.90
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	GN 737261	21,920.16	-	-	-	(1,863.67)	(27.50)	7.73	8.20	20,044.93	63.28
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	GNR 2013-047 EC	16,343.89	-	-	-	(1,441.17)	16.61	8.67	(36.30)	14,891.70	18.38
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	FN AM1999	21,520.24	-	-	-	(145.22)	0.49	11.22	41.29	21,428.02	32.99
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	FHMS 2011-K016 A2	95,886.28	-	-	-	(1,413.39)	3.73	11.65	(380.96)	94,107.32	227.76
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	GNR 2010-050 EA	16,665.91	-	-	-	(4,859.99)	22.59	12.81	(112.60)	11,728.71	24.35
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	FHMS K-I02 A	23,500.92	-	-	-	(20,541.80)	100.79	14.60	322.93	3,397.43	0.30
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	FHMS K-027 A1	25,531.07	-	-	-	(2,638.78)	21.55	17.50	7.23	22,938.56	33.73
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	FHMS K-020 A1	13,835.05	-	-	-	(2,463.36)	23.76	18.30	(14.74)	11,399.01	14.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	GNR 2013-138 A	41,917.95	-	-	-	(7,162.63)	25.10	18.54	131.76	34,930.72	62.27
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	124,997.50	-	-	-	-	-	21.87	(15.62)	125,003.75	39.72
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	FHR 4305 CT	79,859.75	-	-	-	(8,377.02)	71.13	22.22	(203.01)	71,373.07	117.11
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	FNA 2013-M6 2A	33,432.36	-	-	-	(371.12)	3.40	26.41	196.32	33,287.37	70.13

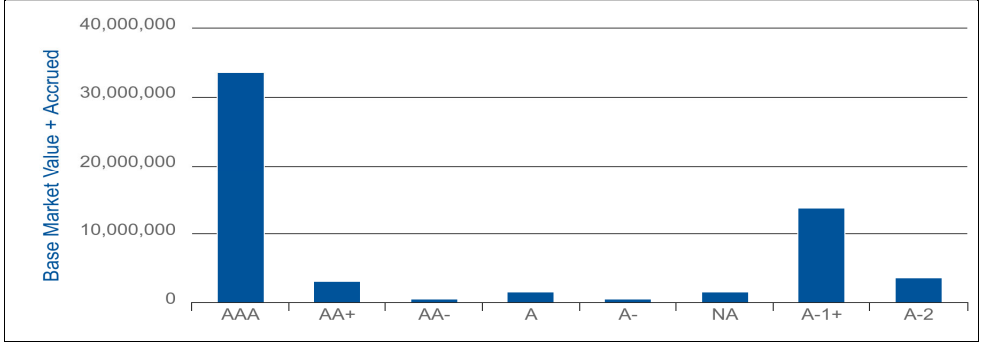
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended June 30, 2020

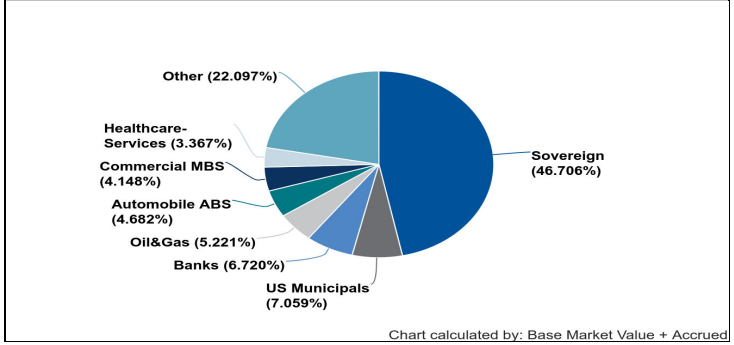
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	FHMS K-031 A1	70,716.56	-	-	-	(6,637.58)	40.32	26.92	(64.76)	64,081.46	144.78
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	GNR 2013-116 MA	57,774.56	-	-	-	(3,215.08)	99.37	29.06	(197.14)	54,490.77	99.45
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	FHMS K-024 A1	46,886.73	-	-	-	(5,829.42)	41.75	31.10	(79.73)	41,050.42	59.30
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	374,992.50	-	-	-	-	-	35.45	(16.70)	375,011.25	119.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	GNR 2010-111 PE	28,491.67	-	-	-	(3,371.17)	67.95	41.66	(243.17)	24,986.95	51.04
240907020	RCTC I-15 Prj RAMP UP RESERVE	912796XG9	UNITED STATES TREASURY	-	524,827.48	-	-	-	-	64.46	(7.44)	524,884.50	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	FNA 2012-M17 A2	54,274.32	-	-	-	(3,566.40)	58.45	75.84	133.00	50,975.20	90.50
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	FNA 2015-M4 AV2	81,918.09	-	-	-	(1,669.77)	13.27	79.38	315.83	80,656.80	165.10
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	FHMS K-S01 A2	118,805.42	-	-	-	(974.96)	9.27	100.02	345.44	118,285.18	240.03
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	UNITED STATES TREASURY	190,217.00	-	-	-	-	-	132.72	(277.02)	190,072.70	535.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	UNITED STATES TREASURY	236,486.00	-	-	-	-	-	154.98	(334.38)	236,306.60	665.33
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	167,758.80	-	-	-	-	-	165.52	(558.22)	167,366.10	347.49
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	FHMS K-020 A2	102,038.00	-	-	-	-	-	185.13	693.87	102,917.00	197.75
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	165,136.95	-	-	(165,000.00)	-	-	195.86	(332.81)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	325,526.40	-	-	-	-	-	373.38	(2,312.58)	323,587.20	2,839.56
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	UNITED STATES TREASURY	478,952.00	-	-	-	-	-	504.22	(2,926.72)	476,529.50	3,373.73
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	UNITED STATES TREASURY	302,496.00	-	-	-	-	-	519.41	(2,049.41)	300,966.00	2,130.77
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	500,415.00	-	-	(500,000.00)	-	-	545.88	(960.88)	-	-
				8,436,851.44	**2,619,210.08**	**(1,114,101.42)**	**(1,015,000.00)**	**(410,876.73)**	**(2,751.09)**	**(2,554.71)**	**(5,022.31)**	**8,463,809.30**	**27,947.55**

2017 Financing STAMP Portfolio Summary of Investments for quarter ended June 30, 2020

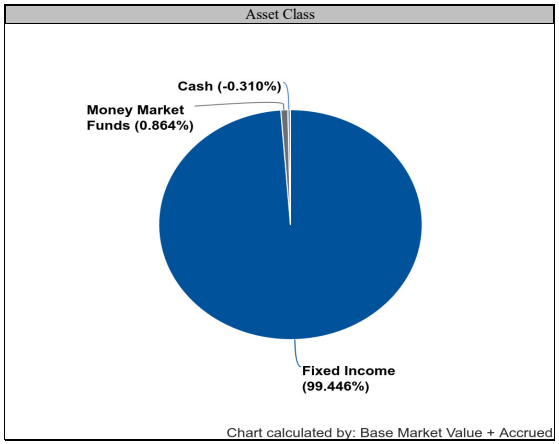
Credit Rating



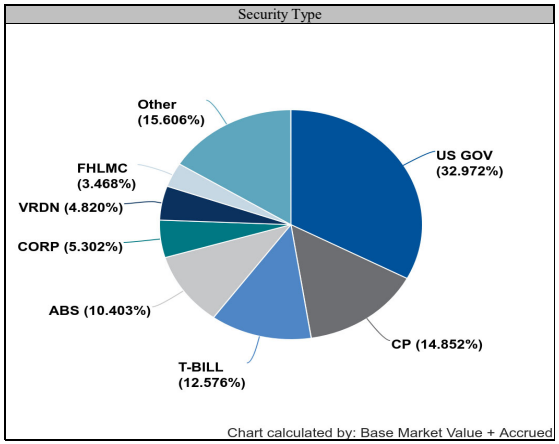
Industry Group



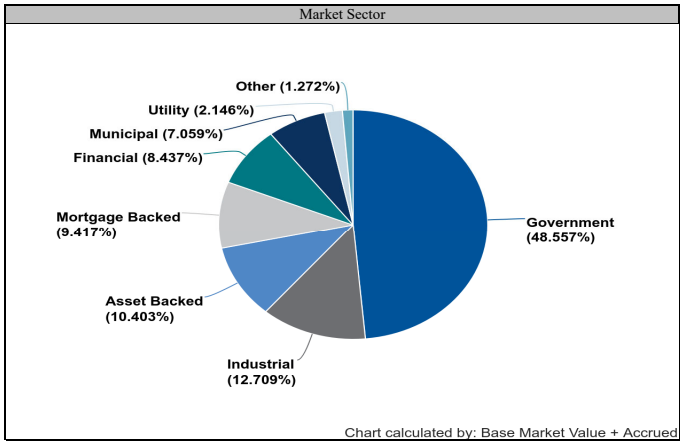
Asset Class



Security Type



Market Sector

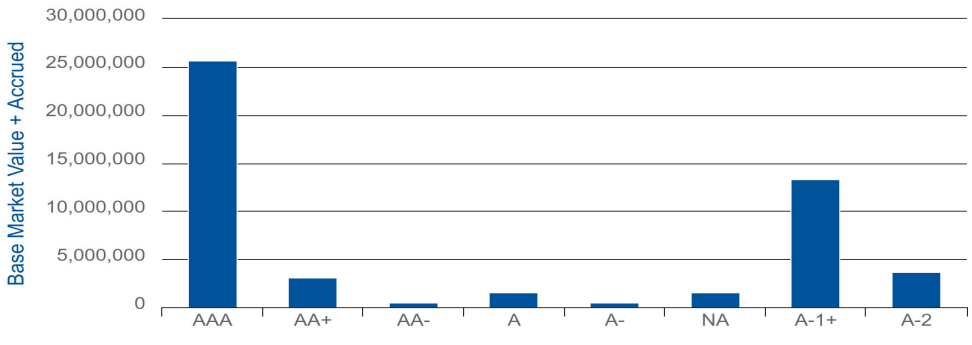


*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio
Sales Tax I15 ELP Project Revenue Fund Summary of Investments for quarter ended June 30, 2020

Credit Rating



Industry Group

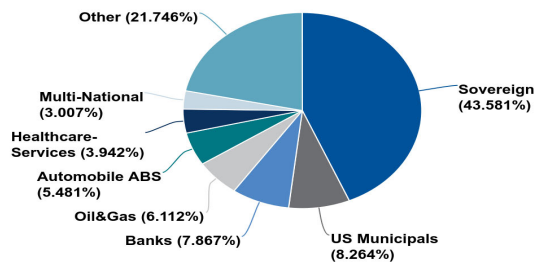


Chart calculated by: Base Market Value + Accrued

Asset Class

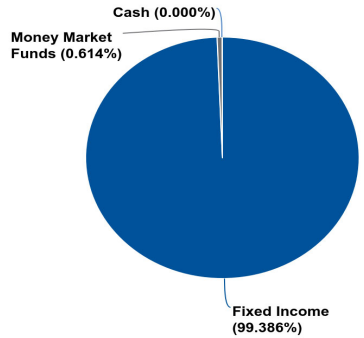


Chart calculated by: Base Market Value + Accrued

Security Type

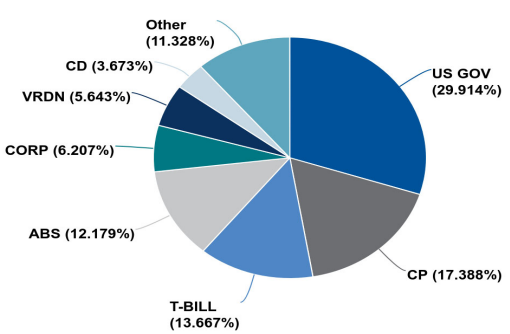


Chart calculated by: Base Market Value + Accrued

Market Sector

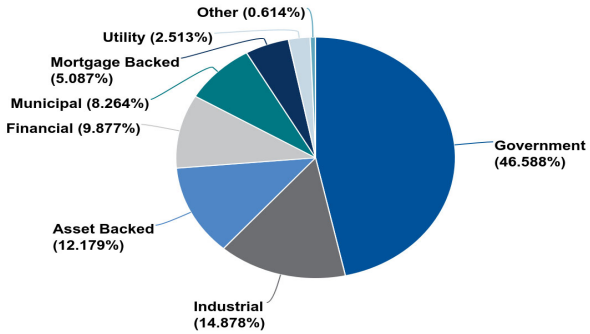
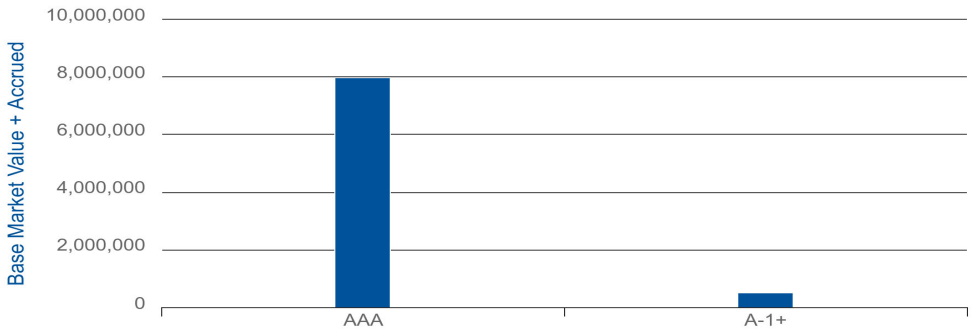


Chart calculated by: Base Market Value + Accrued

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio
Ramp Up Fund Summary of Investments for quarter ended June 30, 2020

Credit Rating



Industry Group

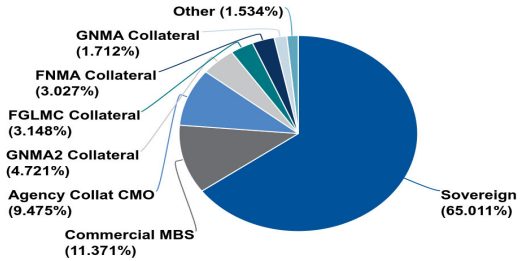


Chart calculated by: Base Market Value + Accrued

Asset Class

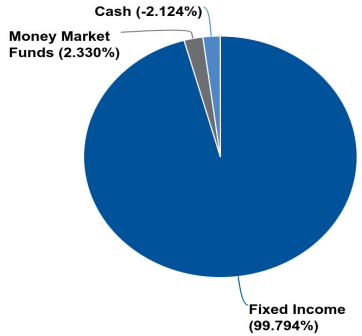


Chart calculated by: Base Market Value + Accrued

Security Type

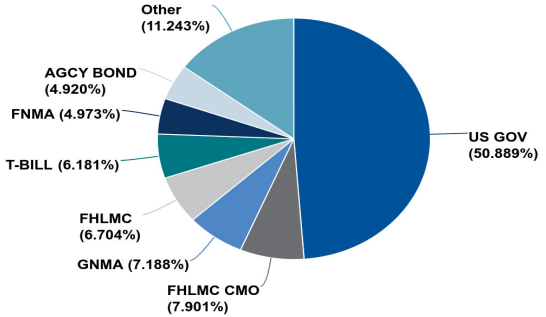


Chart calculated by: Base Market Value + Accrued

Market Sector

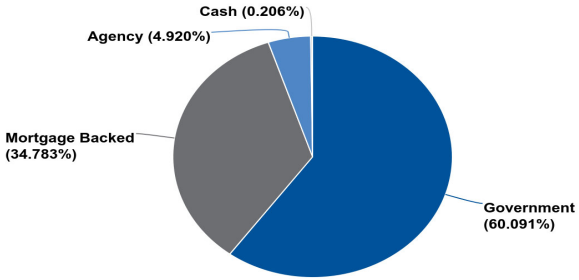


Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ATTACHMENT 15

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating
3130AF5B9	Agencies	F H L B DEB 3.000% 10/12/21	10/12/2021	10/12/2018		619,597.00	642,320.00	22,723.00	4,081.67	3.000	2.907	AA+
3130AGWK7	Agencies	F H L B DEB 1.500% 8/15/24	08/15/2024	08/16/2019		149,647.50	157,048.50	7,401.00	850.00	1.500	1.433	AA+
3130AHJY0	Agencies	F H L B DEB 1.625% 11/19/21	11/19/2021	11/08/2019		469,196.30	479,263.70	10,067.40	891.04	1.630	1.596	AA+
3130AHWB5	Agencies	F F C B DEB 2.000% 1/21/25	01/21/2025	01/21/2020	07/21/2020	500,000.00	500,500.00	500.00	4,444.44	2.000	2.000	AA+
3135G04Q3	Agencies	F N M A 0.250% 5/22/23	05/22/2023	05/22/2020		588,224.10	589,380.50	1,156.40	159.79	0.250	0.250	AA+
3135G0W33	Agencies	F N M A 1.375% 9/06/22	09/06/2022	09/06/2019		597,912.00	614,904.00	16,992.00	2,635.42	1.380	1.344	AA+
3135G0X73	Agencies	F N M A 1.750% 1/30/23	01/30/2023	01/30/2020	07/30/2020	540,000.00	540,426.60	426.60	3,963.75	1.750	1.750	AA+
3137EAEQ8	Agencies	F H L M C 0.375% 4/20/23	04/20/2023	04/20/2020		558,600.00	561,528.80	2,928.80	414.17	0.380	0.373	AA+
3137EAER6	Agencies	F H L M C 0.375% 5/05/23	05/05/2023	05/07/2020		649,727.00	651,690.00	1,963.00	365.63	0.380	0.374	AA+
3137EAES4	Agencies	F H L M C M T N 0.250% 6/26/23	06/26/2023	06/26/2020		538,423.20	539,157.60	734.40	18.75	0.250	0.250	AA+
911759MU9	Agencies	U S DEPT HSG & URB 2.570% 8/01/21	08/01/2021	03/28/2019		100,000.00	102,414.00	2,414.00	1,070.83	2.570	2.515	N/A
05588CAC6	Asset-Backed	BMW VEHICLE OWNER 1.920% 1/25/24	01/25/2024	09/18/2019		329,955.65	337,837.50	7,881.85	105.60	1.920	1.878	AAA
14043MAC5	Asset-Backed	CAPTIAL ONE PRIME 1.600% 11/15/24	11/15/2024	02/19/2020		289,938.35	295,852.20	5,913.85	206.22	1.600	1.565	AAA
26208VAD8	Asset-Backed	DRIVE AUTO 0.830% 5/15/24	05/15/2024	06/17/2020		89,996.56	90,249.30	252.74	29.05	0.830	0.827	AAA
41284WAC4	Asset-Backed	HARLEY DAVIDSON 2.340% 2/15/24	02/15/2024	06/26/2019		589,954.33	601,811.80	11,857.47	613.60	2.340	2.296	N/A
43814PAC4	Asset-Backed	HONDA AUTO 1.790% 9/20/21	09/20/2021	09/29/2017		35,154.56	35,287.75	133.19	22.73	1.790	1.785	AAA
43815NAC8	Asset-Backed	HONDA AUTO 1.780% 8/15/23	08/15/2023	08/27/2019		249,997.93	255,140.00	5,142.07	197.78	1.780	1.746	AAA
47789JAD8	Asset-Backed	JOHN DEERE OWNER 2.910% 7/17/23	07/17/2023	03/13/2019		259,968.05	266,801.60	6,833.55	336.27	2.910	2.840	N/A
47789KAC7	Asset-Backed	JOHN DEERE OWNER 1.100% 8/15/24	08/15/2024	03/11/2020		429,973.73	433,642.10	3,668.37	210.22	1.100	1.090	N/A
58769TAD7	Asset-Backed	MERCEDES BENZ 1.940% 3/15/24	03/15/2024	09/25/2019		269,962.82	275,999.40	6,036.58	232.80	1.940	1.892	AAA
58770FAC6	Asset-Backed	MERCEDES BENZ AUTO 1.840% 12/15/22	12/15/2022	01/29/2020		139,981.55	142,146.20	2,164.65	114.49	1.840	1.808	AAA
89238UAD2	Asset-Backed	TOYOTA AUTO 1.910% 9/15/23	09/15/2023	08/14/2019		249,997.95	255,270.00	5,272.05	212.22	1.910	1.867	AAA
89239AAD5	Asset-Backed	TOYOTA AUTO 2.910% 7/17/23	07/17/2023	02/13/2019		339,938.05	349,955.20	10,017.15	439.73	2.910	2.834	AAA
023135BP0	Credit	AMAZON COM INC SR NT 0.400% 6/03/23	06/03/2023	06/03/2020		269,622.00	269,481.60	(140.40)	84.00	0.400	0.399	AA-
037833DL1	Credit	APPLE INC 1.700% 9/11/22	09/11/2022	09/11/2019		524,910.75	540,676.50	15,765.75	2,727.08	1.700	1.654	AA+
037833DV9	Credit	APPLE INC 0.750% 5/11/23	05/11/2023	05/11/2020		194,469.60	197,055.30	2,585.70	203.13	0.750	0.742	AA+
053015AD5	Credit	AUTOMATIC DATA 2.250% 9/15/20	09/15/2020	09/15/2015	08/15/2020	450,883.17	450,994.50	111.33	2,981.25	2.250	2.250	AA
06050TMJ8	Credit	BANK OF AMERICA MTN 3.335% 1/25/23	01/25/2023	01/25/2019	01/25/2022	520,000.00	542,677.20	22,677.20	7,514.87	3.340	3.202	A+
06406FAA1	Credit	BANK OF NY MTN 2.500% 4/15/21	04/15/2021	02/19/2016	03/15/2021	451,640.79	456,862.50	5,221.71	2,375.00	2.500	2.469	A
06406RAK3	Credit	BANK OF NY MTN 1.950% 8/23/22	08/23/2022	08/23/2019		99,968.00	103,079.00	3,111.00	693.33	1.950	1.889	A
06406RAM9	Credit	BANK OF NY MTN 1.850% 1/27/23	01/27/2023	01/28/2020	01/02/2023	299,790.00	310,266.00	10,476.00	2,358.75	1.850	1.790	A
084670BQ0	Credit	BERKSHIRE HATHAWAY 2.200% 3/15/21	03/15/2021	03/15/2016	02/15/2021	466,436.01	476,647.29	10,211.28	3,051.03	2.200	2.180	AA
144141DC9	Credit	PROG ENERGY CAROLINA 2.800% 5/15/22	05/15/2022	05/18/2012	02/15/2022	252,639.39	259,532.50	6,893.11	894.44	2.800	2.703	A
166764AU4	Credit	CHEVRON CORP 1.99275% 3/03/22	03/03/2022	03/03/2015		502,242.55	502,190.00	(52.55)	774.96	0.870	1.979	AA
17325FAQ1	Credit	CITIBANK NA 3.400% 7/23/21	07/23/2021	07/23/2018	06/23/2021	253,647.59	257,455.00	3,807.41	3,730.56	3.400	3.312	A+
17325FAY4	Credit	CITIBANK NA 2.844% 5/20/22	05/20/2022	05/22/2019	05/20/2021	510,994.52	520,092.90	9,098.38	1,651.89	2.840	2.795	A+
210518CT1	Credit	CONSUMERS ENERGY CO 2.850% 5/15/22	05/15/2022	05/08/2012	02/15/2022	379,109.23	390,435.00	11,325.77	1,365.63	2.850	2.746	A
250847EJ5	Credit	DETROIT EDISON CO 2.650% 6/15/22	06/15/2022	06/22/2012		182,052.39	186,161.40	4,109.01	212.00	2.650	2.566	A
30231GAV4	Credit	EXXON MOBIL 2.222% 3/01/21	03/01/2021	03/03/2016	02/01/2021	495,685.00	505,745.00	10,060.00	3,703.33	2.220	2.203	AA
30231GBB7	Credit	EXXON MOBIL 1.902% 8/16/22	08/16/2022	08/16/2019		300,000.00	309,351.00	9,351.00	2,139.75	1.900	1.842	AA
46647PBB1	Credit	JPMORGAN CHASE CO 3.207% 4/01/23	04/01/2023	03/22/2019	04/01/2022	1,050,000.00	1,093,218.00	43,218.00	8,418.38	3.210	3.075	A-
478160CH5	Credit	JOHNSON JOHNSON 1.950% 11/10/20	11/10/2020	11/10/2017		249,732.50	251,540.00	1,807.50	690.63	1.950	1.943	AAA
654106AH6	Credit	NIKE INC SR NT 2.400% 3/27/25	03/27/2025	03/27/2020	02/27/2025	19,972.80	21,509.00	1,536.20	125.33	2.400	2.233	AA-
693304AP2	Credit	PECO ENERGY CO 2.375% 9/15/22	09/15/2022	09/17/2012	06/15/2022	121,055.60	124,239.60	3,184.00	839.17	2.380	2.292	A
717081EM1	Credit	PFIZER INC 3.000% 9/15/21	09/15/2021	09/07/2018		249,662.50	258,032.50	8,370.00	2,208.33	3.000	2.915	AA-
857477AS2	Credit	STATE STREET CORP 2.550% 8/18/20	08/18/2020	08/18/2015		789,338.63	790,237.92	899.29	7,423.62	2.550	2.550	N/R
90331HPA5	Credit	US BANK NA MTN 3.000% 2/04/21	02/04/2021	02/04/2019	01/04/2021	269,781.30	273,609.90	3,828.60	3,307.50	3.000	2.970	AA-
90331HPF4	Credit	US BANK NA MTN 1.950% 1/09/23	01/09/2023	12/09/2019	12/09/2022	549,538.00	570,075.00	20,537.00	6,017.92	1.950	1.884	AA-
91159HHQ6	Credit	US BANCORP MTN 0.9035% 1/24/22	01/24/2022	01/24/2017	12/23/2021	251,035.76	251,500.00	464.24	783.89	1.660	0.897	A+
931142EA7	Credit	WALMART STORES INC 1.900% 12/15/20	12/15/2020	10/20/2017		489,760.00	503,310.00	13,550.00	422.22	1.900	1.890	AA
931142EJ8	Credit	WALMART INC 3.125% 6/23/21	06/23/2021	06/27/2018		129,993.50	133,623.10	3,629.60	90.28	3.130	3.050	AA
94988J5T0	Credit	WELLS FARGO MTN 3.625% 10/22/21	10/22/2021	10/23/2018	09/21/2021	529,941.70	550,055.20	20,113.50	3,682.40	3.630	3.501	A+
94988J6A0	Credit	WELLS FARGO MTN 2.082% 9/09/22	09/09/2022	09/11/2019	09/09/2021	550,000.00	558,871.50	8,871.50	3,626.15	2.080	2.049	A+
3136AKQM8	Mortgage-Backed	F N M A GTD REMIC 3.056% 6/25/24	06/25/2024	07/01/2014		477,793.85	477,939.12	145.27	1,130.70	3.060	2.846	N/A
3136B1XP4	Mortgage-Backed	F N M A GTD REMIC 3.560% 9/25/21	09/25/2021	04/01/2018		121,320.29	122,004.72	684.43	357.31	3.560	3.522	N/A
3137ATRW4	Mortgage-Backed	F H L M C MULTICLASS 2.373% 5/25/22	05/25/2022	09/01/2012		190,710.17	195,542.30	4,832.13	375.73	2.370	2.312	N/A
3137B1U75	Mortgage-Backed	F H L M C MLTCL MTG 2.522% 1/25/23	01/25/2023	05/07/2013		152,822.61	157,713.59	4,890.98	320.04	2.520	2.441	N/A

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating
3137B36J2	Mortgage-Backed	F H L M C MLTCL MT 3.31642% 2/25/23	02/25/2023	07/01/2013		496,467.73	510,460.80	13,993.07	1,328.00	3.320	3.112	N/A
3137B4WB8	Mortgage-Backed	F H L M C MLTCL MTG 3.060% 7/25/23	07/25/2023	10/01/2013		512,037.20	523,354.30	11,317.10	1,249.50	3.060	2.871	N/A
3137FJYA1	Mortgage-Backed	F H L M C MLTCL 3.454% 5/25/23	05/25/2023	11/01/2018		61,099.57	62,191.27	1,091.70	175.87	3.450	3.411	N/A
010831DN2	Taxable Muni	ALAMEDA CNTY CA JT 2.866% 6/01/21	06/01/2021	04/24/2018		255,000.00	259,046.85	4,046.85	609.02	2.870	2.815	AA+
010831DQ5	Taxable Muni	ALAMEDA CNTY CA 3.095% 6/01/23	06/01/2023	04/24/2018		135,242.70	136,318.00	1,075.30	335.29	3.100	2.899	AA+
072024WN8	Taxable Muni	BAY AREA CA TOLL 2.184% 4/01/23	04/01/2023	09/26/2019		680,000.00	701,528.80	21,528.80	3,712.80	2.180	2.097	AA
13032UUZ9	Taxable Muni	CALIFORNIA ST HLTH 1.893% 6/01/22	06/01/2022	11/25/2019		520,000.00	526,765.20	6,765.20	820.30	1.890	1.853	AA-
13063BFS6	Taxable Muni	CALIFORNIA ST BUILD 6.650% 3/01/22	03/01/2022	04/01/2010		458,136.84	454,669.25	(3,467.59)	9,420.83	6.650	6.250	AA-
13063DGA0	Taxable Muni	CALIFORNIA ST 2.800% 4/01/21	04/01/2021	04/25/2018		500,000.00	508,365.00	8,365.00	3,500.00	2.800	2.758	AA-
13066YTY5	Taxable Muni	CALIFORNIA ST DEPT 1.713% 5/01/21	05/01/2021	09/28/2016		80,813.58	82,452.01	1,638.43	233.07	1.710	1.696	AA+
13066YTZ2	Taxable Muni	CALIFORNIA ST DEPT 2.000% 5/01/22	05/01/2022	09/28/2016		300,995.91	307,734.00	6,738.09	1,000.00	2.000	1.945	AA+
156549AA5	Taxable Muni	CENTURY HOUSING CORP 3.824% 11/01/20	11/01/2020	02/07/2019		110,000.00	111,109.90	1,109.90	701.07	3.820	3.817	AA-
20772JKP6	Taxable Muni	CONNECTICUT ST 2.401% 10/15/21	10/15/2021	11/16/2012		120,142.13	122,310.00	2,167.87	608.25	2.400	2.351	A
20772KGM5	Taxable Muni	CONNECTICUT ST SER A 2.921% 4/15/23	04/15/2023	04/11/2019		301,336.95	315,849.00	14,512.05	1,849.97	2.920	2.764	A
20772KJU4	Taxable Muni	CONNECTICUT ST 2.500% 7/01/22	07/01/2022	06/11/2020		122,018.40	123,757.20	1,738.80	166.67	2.500	2.417	A
212204JC6	Taxable Muni	CONTRA COSTA CA 1.652% 8/01/22	08/01/2022	09/12/2019		300,000.00	303,111.00	3,111.00	2,065.00	1.650	1.618	AA+
365298Y28	Taxable Muni	GARDEN GROVE CA 1.875% 8/01/21	08/01/2021	10/16/2019		300,000.00	302,271.00	2,271.00	2,343.75	1.880	1.852	AA-
378460YB9	Taxable Muni	GLENDALE CA 1.041% 9/01/22	09/01/2022	06/02/2020		330,000.00	331,293.60	1,293.60	276.73	1.040	1.031	N/A
419792YL4	Taxable Muni	HAWAII ST SER FX 2.770% 1/01/22	01/01/2022	02/21/2019		190,000.00	194,900.10	4,900.10	2,631.50	2.770	2.683	AA+
544290JC4	Taxable Muni	LOS ALTOS CA SCH 2.143% 8/01/23	08/01/2023	10/17/2019		390,000.00	390,195.00	195.00	3,482.38	2.140	2.142	SP-1+
56052AE77	Taxable Muni	MAINE ST 1.250% 6/01/22	06/01/2022	06/24/2020		252,430.00	252,450.00	20.00	60.76	1.250	1.238	AA
576051VW3	Taxable Muni	MASSACHUSETTS ST WTR 1.772% 8/01/23	08/01/2023	11/01/2019		110,000.00	112,696.10	2,696.10	812.17	1.770	1.711	AA+
62451FKF6	Taxable Muni	MOUNTAIN VIEW CA 1.043% 9/01/22	09/01/2022	05/19/2020		250,000.00	251,797.50	1,797.50	304.21	1.040	1.032	AA+
697379UD5	Taxable Muni	PALO ALTO CA 2.291% 8/01/20	08/01/2020	08/14/2012		321,873.50	325,360.75	3,487.25	3,102.40	2.290	2.291	N/R
76913CAX7	Taxable Muni	RIVERSIDE CNTY CA 2.363% 2/15/23	02/15/2023	05/06/2020		170,000.00	173,274.20	3,274.20	613.72	2.360	2.277	AA
796720ME7	Taxable Muni	SAN BERNARDINO CA 1.883% 8/01/22	08/01/2022	12/12/2019		435,000.00	446,375.25	11,375.25	3,412.94	1.880	1.836	AA
797299LT9	Taxable Muni	SAN DIEGO CA PUBLIC 2.994% 10/15/21	10/15/2021	06/21/2018		200,000.00	205,336.00	5,336.00	1,264.13	2.990	2.915	AA-
79730CJG0	Taxable Muni	SAN DEIGO CA PUB 1.327% 8/01/23	08/01/2023	05/11/2020		80,000.00	81,102.40	1,102.40	147.44	1.330	1.307	N/A
79730WAY6	Taxable Muni	SAN DIEGO CA 3.250% 9/01/22	09/01/2022	01/28/2016		260,687.50	262,462.50	1,775.00	2,708.33	3.250	3.088	AA
797669XT0	Taxable Muni	SAN FRANCISCO CA 2.169% 7/01/20	07/01/2020	12/28/2017		100,000.00	100,000.00	-	1,084.50	2.170	2.169	N/R
79770GGM2	Taxable Muni	SAN FRANCISCO CITY 2.000% 8/01/20	08/01/2020	11/30/2017		299,607.00	300,090.00	483.00	2,500.00	2.000	2.000	N/R
79770GGP5	Taxable Muni	SAN FRANCISCO CA 2.375% 8/01/22	08/01/2022	11/30/2017		406,628.00	405,364.00	(1,264.00)	3,958.33	2.380	2.300	AA-
798170AC0	Taxable Muni	SAN JOSE CA REDEV 2.259% 8/01/20	08/01/2020	12/21/2017		190,000.00	190,210.90	210.90	1,788.38	2.260	2.259	N/R
79876CBQ0	Taxable Muni	SAN MARCOS CA REDEV 2.000% 10/01/20	10/01/2020	12/14/2017		109,256.40	110,224.40	968.00	550.00	2.000	1.997	AA-
801096AP3	Taxable Muni	SANTA ANA CA CMNTY 3.346% 9/01/21	09/01/2021	11/08/2018		240,000.00	246,398.40	6,398.40	2,676.80	3.350	3.246	AA
80136PCY7	Taxable Muni	SANTA BARBARA CA 3.300% 12/01/21	12/01/2021	11/28/2018		125,000.00	128,525.00	3,525.00	343.75	3.300	3.188	AA
80168FMA1	Taxable Muni	SANTA CLARA VLY CA 2.387% 6/01/21	06/01/2021	03/30/2016		397,756.00	404,612.00	6,856.00	795.67	2.390	2.353	N/A
835569GP3	Taxable Muni	SONOMA CNTY CA 1.969% 8/01/22	08/01/2022	11/12/2019		420,000.00	428,391.60	8,391.60	3,445.75	1.970	1.919	AA
882723UC1	Taxable Muni	TEXAS ST REF WTR 2.036% 8/01/20	08/01/2020	02/05/2015		250,292.74	250,252.50	(40.24)	2,120.83	2.040	2.036	N/R
91412G2S3	Taxable Muni	UNIV OF CALIFORNIA 2.112% 5/15/21	05/15/2021	09/28/2017		140,000.00	141,677.20	1,677.20	377.81	2.110	2.086	AA-
91412HDJ9	Taxable Muni	UNIV OF CA 3.283% 5/15/22	05/15/2022	06/05/2018		285,604.55	297,981.75	12,377.20	1,195.56	3.280	3.135	AA-
9128285L0	Treasuries	U S TREASURY NT 2.875% 11/15/21	11/15/2021	11/15/2018		885,524.11	917,665.35	32,141.24	3,249.61	2.880	2.782	N/A
9128286U9	Treasuries	U S TREASURY NT 2.125% 5/15/22	05/15/2022	05/15/2019		2,866,419.41	2,865,784.25	(635.16)	7,504.19	2.130	2.055	N/A
912828TY6	Treasuries	U S TREASURY NT 1.625% 11/15/22	11/15/2022	11/15/2012		3,209,719.41	3,320,359.80	110,140.90	6,662.06	1.630	1.574	N/A
912828YA2	Treasuries	U S TREASURY NT 1.500% 8/15/22	08/15/2022	08/15/2019		3,879,170.66	3,984,585.00	105,414.34	21,876.72	1.500	1.461	N/A
912828YT1	Treasuries	U S TREASURY NT 1.500% 11/30/21	11/30/2021	12/02/2019		1,071,934.57	1,095,156.25	23,221.68	1,365.78	1.500	1.475	N/A
912828YW4	Treasuries	U S TREASURY NT 1.625% 12/15/22	12/15/2022	12/15/2019		540,922.13	559,278.00	18,355.87	383.61	1.630	1.572	N/A
912828Z29	Treasuries	U S TREASURY NT 1.500% 1/15/23	01/15/2023	01/15/2020		2,233,479.29	2,299,582.00	66,102.71	15,403.85	1.500	1.453	N/A
912828Z86	Treasuries	U S TREASURY NT 1.375% 2/15/23	02/15/2023	02/18/2020		3,436,604.79	3,496,615.50	60,010.71	17,159.55	1.380	1.335	N/A
912828ZH6	Treasuries	U S TREASURY NT 0.250% 4/15/23	04/15/2023	04/15/2020		2,310,884.75	2,314,874.10	3,989.35	1,214.96	0.250	0.249	N/A
912828ZP8	Treasuries	U S TREASURY NT 0.125% 5/15/23	05/15/2023	05/15/2020		1,302,145.31	1,303,068.60	923.29	208.34	0.130	0.125	N/A
31846V203	Money Market	FIRST AM GOVT OB FD CL Y				415,443.97	415,443.97	-	1.18		0.006	
						54,292,371.93	**55,285,028.44**	**992,157.02**	**242,700.13**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
04/01/2020			072024WN8	INTEREST EARNED ON BAY AREA CA TOLL 2.184% 4/01/23 $1 PV ON 680000.0000 SHARES DUE 4/1/2020	-	-	-	-	-	7,631.87	-	-	-
04/01/2020			13063DGA0	INTEREST EARNED ON CALIFORNIA ST 2.800% 4/01/21 $1 PV ON 500000.0000 SHARES DUE 4/1/2020	-	-	-	-	-	7,000.00	-	-	-
04/01/2020	04/01/2020	04/01/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	32,568.62	1.00	-	-	-	(32,568.62)	32,568.62	-	-
04/01/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 3/31/2020 INTEREST FROM 3/1/20 TO 3/31/20	-	-	-	-	-	191.61	-	-	-
04/01/2020			46647PBB1	INTEREST EARNED ON JPMORGAN CHASE CO 3.207% 4/01/23 $1 PV ON 1050000.0000 SHARES DUE 4/1/2020	-	-	-	-	-	16,836.75	-	-	-
04/01/2020			79876CBQ0	INTEREST EARNED ON SAN MARCOS CA REDEV 2.000% 10/01/20 $1 PV ON 110000.0000 SHARES DUE 4/1/2020	-	-	-	-	-	1,100.00	-	-	-
04/02/2020	04/02/2020	04/02/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	191.61	1.00	-	-	-	(191.61)	191.61	-	-
04/13/2020			3130AF5B9	INTEREST EARNED ON F H L B DEB 3.000% 10/12/21 $1 PV ON 620000.0000 SHARES DUE 4/12/2020	-	-	-	-	-	9,300.00	-	-	-
04/13/2020	04/13/2020	04/13/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	9,300.00	1.00	-	-	-	(9,300.00)	9,300.00	-	-
04/15/2020			06406FAA1	INTEREST EARNED ON BANK OF NY MTN 2.500% 4/15/21 $1 PV ON 450000.0000 SHARES DUE 4/15/2020	-	-	-	-	-	5,625.00	-	-	-
04/15/2020			06406FAA1	AMORTIZED PREMIUM ON BANK OF NY MTN 2.500% 4/15/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(394.58)	-	-
04/15/2020			14043MAC5	INTEREST EARNED ON CAPTIAL ONE PRIME 1.600% 11/15/24 $1 PV ON 386.6700 SHARES DUE 4/15/2020 $0.00133/PV ON 290,000.00 PV DUE 4/15/20	-	-	-	-	-	386.67	-	-	-
04/15/2020			20772JKP6	INTEREST EARNED ON CONNECTICUT ST 2.401% 10/15/21 $1 PV ON 120000.0000 SHARES DUE 4/15/2020	-	-	-	-	-	1,440.60	-	-	-
04/15/2020			20772JKP6	AMORTIZED PREMIUM ON CONNECTICUT ST 2.401% 10/15/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(24.58)	-	-
04/15/2020			20772KGM5	INTEREST EARNED ON CONNECTICUT ST SER A 2.921% 4/15/23 $1 PV ON 300000.0000 SHARES DUE 4/15/2020	-	-	-	-	-	4,381.50	-	-	-
04/15/2020			20772KGM5	AMORTIZED PREMIUM ON CONNECTICUT ST SER A 2.921% 4/15/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(121.48)	-	-
04/15/2020	04/15/2020	04/15/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	34,133.86	1.00	-	-	-	(34,133.86)	34,133.86	-	-
04/15/2020	04/15/2020	04/15/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	19,060.47	1.00	-	-	-	(19,060.47)	19,060.47	-	-
04/15/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 4/15/2020 $0.00195/PV ON 590,000.00 PV DUE 4/15/20	-	-	-	-	-	1,150.50	-	-	-
04/15/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 4/15/2020 $0.00148/PV ON 250,000.00 PV DUE 4/15/20	-	-	-	-	-	370.83	-	-	-
04/15/2020			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 $1 PV ON 7.9400 SHARES DUE 4/15/2020 $0.00148/PV ON 5,353.83 PV DUE 4/15/20	-	-	-	-	-	7.94	-	-	-
04/15/2020	04/15/2020	04/15/2020	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21 CMO FINAL PAYDOWN	(5,353.83)	373.68	-	-	-	5,353.83	(5,353.07)	-	0.76
04/15/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 4/15/2020 $0.00243/PV ON 260,000.00 PV DUE 4/15/20	-	-	-	-	-	630.50	-	-	-
04/15/2020			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 $1 PV ON 446.7200 SHARES DUE 4/15/2020 $0.00104/PV ON 430,000.00 PV DUE 4/15/20	-	-	-	-	-	446.72	-	-	-
04/15/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 4/15/2020 $0.00162/PV ON 270,000.00 PV DUE 4/15/20	-	-	-	-	-	436.50	-	-	-
04/15/2020			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 $1 PV ON 214.6700 SHARES DUE 4/15/2020 $0.00153/PV ON 140,000.00 PV DUE 4/15/20	-	-	-	-	-	214.67	-	-	-
04/15/2020			797299LT9	INTEREST EARNED ON SAN DIEGO CA PUBLIC 2.994% 10/15/21 $1 PV ON 200000.0000 SHARES DUE 4/15/2020	-	-	-	-	-	2,994.00	-	-	-
04/15/2020			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 $1 PV ON 19.7600 SHARES DUE 4/15/2020 $0.00144/PV ON 13,706.64 PV DUE 4/15/20	-	-	-	-	-	19.76	-	-	-
04/15/2020	04/15/2020	04/15/2020	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21 CMO FINAL PAYDOWN	(13,706.64)	-	-	-	-	13,706.64	(13,705.03)	-	1.61
04/15/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 4/15/2020 $0.00159/PV ON 250,000.00 PV DUE 4/15/20	-	-	-	-	-	397.92	-	-	-
04/15/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 4/15/2020 $0.00243/PV ON 340,000.00 PV DUE 4/15/20	-	-	-	-	-	824.50	-	-	-
04/15/2020			9128285F3	INTEREST EARNED ON U S TREASURY NT 2.875% 10/15/21 $1 PV ON 1030000.0000 SHARES DUE 4/15/2020	-	-	-	-	-	14,806.25	-	-	-
04/20/2020	04/17/2020	04/20/2020	3137EAEQ8	PURCHASED PAR VALUE OF F H L M C 0.375% 4/20/23 /CITIGROUP GLOBAL MARKETS INC./560,000 PAR VALUE AT 99.75 %	560,000.00	1.00	-	-	-	(558,600.00)	558,600.00	-	-
04/20/2020	04/20/2020	04/20/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	591,079.14	1.00	-	-	-	(591,079.14)	591,079.14	-	-
04/20/2020	04/20/2020	04/20/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(558,600.00)	1.00	-	-	-	558,600.00	(558,600.00)	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
04/20/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 82.1400 SHARES DUE 4/18/2020 $0.00149/PV ON 55,066.45 PV DUE 4/18/20	-	-	-	-	-	82.14	-	-	-
04/20/2020	04/18/2020	04/20/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	(7,078.25)	-	-	-	-	7,078.25	(7,077.48)	-	0.77
04/20/2020			912828TY6	AMORTIZED PREMIUM ON U S TREASURY NT 1.625% 11/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(78.80)	-	-
04/20/2020	04/17/2020	04/20/2020	912828TY6	SOLD PAR VALUE OF U S TREASURY NT 1.625% 11/15/22 /CITADEL SECURITIES LLC/560,000 PAR VALUE AT 103.5703125 %	(560,000.00)	1.04	-	-	-	579,993.75	(559,453.13)	20,540.62	-
04/20/2020		04/20/2020	912828TY6	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.625% 11/15/22	-	-	-	-	-	3,925.00	-	-	-
04/22/2020			3133ELGR9	INTEREST EARNED ON F F C B DEB 1.780% 7/13/23 $1 PV ON 530000.0000 SHARES DUE 4/22/2020	-	-	-	-	-	2,594.35	-	-	-
04/22/2020			3133ELGR9	ACCREDITED DISCOUNT ON F F C B DEB 1.780% 7/13/23 CURRENT YEAR MARKET DISCOUNT	-	-	-	-	-	-	132.50	-	-
04/22/2020	04/22/2020	04/22/2020	3133ELGR9	FULL CALL PAR VALUE OF F F C B DEB 1.780% 7/13/23 /CALLS/	(530,000.00)	1.00	-	-	-	530,000.00	(530,000.00)	-	-
04/22/2020	04/22/2020	04/22/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	539,606.25	1.00	-	-	-	(539,606.25)	539,606.25	-	-
04/22/2020	04/22/2020	04/22/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(259,244.19)	1.00	-	-	-	259,244.19	(259,244.19)	-	-
04/22/2020	04/20/2020	04/22/2020	79730WAY6	PURCHASED PAR VALUE OF SAN DIEGO CA 3.250% 9/01/22 /WELLS FARGO BANK, N.A./SIG/250,000 PAR VALUE AT 104.275 %	250,000.00	1.04	-	-	-	(260,687.50)	260,687.50	-	-
04/22/2020		04/22/2020	79730WAY6	PAID ACCRUED INTEREST ON PURCHASE OF SAN DIEGO CA 3.250% 9/01/22	-	-	-	-	-	(1,151.04)	-	-	-
04/22/2020			94988J5T0	INTEREST EARNED ON WELLS FARGO MTN 3.625% 10/22/21 $1 PV ON 530000.0000 SHARES DUE 4/22/2020	-	-	-	-	-	9,606.25	-	-	-
04/24/2020	04/24/2020	04/24/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,542.50	1.00	-	-	-	(1,542.50)	1,542.50	-	-
04/24/2020			91159HHQ6	INTEREST EARNED ON US BANCORP MTN 2.440% 1/24/22 $1 PV ON 250000.0000 SHARES DUE 4/24/2020	-	-	-	-	-	1,542.50	-	-	-
04/24/2020			91159HHQ6	AMORTIZED PREMIUM ON US BANCORP MTN 2.440% 1/24/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(151.79)	-	-
04/27/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 03/01/2020 THRU 03/31/2020 COLLECTED BY DISBURSEMENT	-	-	-	-	-	(569.87)	-	-	-
04/27/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 4/25/2020 $0.00160/PV ON 330,000.00 PV DUE 4/25/20	-	-	-	-	-	528.00	-	-	-
04/27/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 404.1200 SHARES DUE 4/25/2020 $0.00297/PV ON 136,220.82 PV DUE 4/25/20	-	-	-	-	-	404.12	-	-	-
04/27/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(67.52)	-	-
04/27/2020	04/25/2020	04/27/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	(2,150.51)	4,618.75	-	-	-	2,150.51	(2,168.32)	-	(17.81)
04/27/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 136220.8200 SHARES DUE 4/25/2020 PENALTY PAYMENT	-	-	-	-	-	2.78	-	-	-
04/27/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 375.7300 SHARES DUE 4/25/2020 $0.00198/PV ON 190,000.00 PV DUE 4/25/20	-	-	-	-	-	375.73	-	-	-
04/27/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(31.50)	-	-
04/27/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 322.7700 SHARES DUE 4/25/2020 $0.00210/PV ON 153,577.23 PV DUE 4/25/20	-	-	-	-	-	322.77	-	-	-
04/27/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(18.06)	-	-
04/27/2020	04/25/2020	04/27/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	(423.58)	-	-	-	-	423.58	(425.19)	(1.61)	-
04/27/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 1328.0000 SHARES DUE 4/25/2020 $0.00277/PV ON 480,000.00 PV DUE 4/25/20	-	-	-	-	-	1,328.00	-	-	-
04/27/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(523.59)	-	-
04/27/2020			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 $1 PV ON 1249.5000 SHARES DUE 4/25/2020 $0.00255/PV ON 490,000.00 PV DUE 4/25/20	-	-	-	-	-	1,249.50	-	-	-
04/27/2020			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(1,038.20)	-	-
04/27/2020			3137BQR90	INTEREST EARNED ON F H L M C MLTCL MTG 2.272% 1/25/23 $1 PV ON 473.3300 SHARES DUE 4/25/2020 $0.00189/PV ON 250,000.00 PV DUE 4/25/20	-	-	-	-	-	473.33	-	-	-
04/27/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(19.98)	-	-
04/27/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 3.454% 5/25/23 $1 PV ON 279.0700 SHARES DUE 4/25/2020 $0.00288/PV ON 96,955.42 PV DUE 4/25/20	-	-	-	-	-	279.07	-	-	-
04/27/2020	04/25/2020	04/27/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 3.454% 5/25/23	(653.58)	-	-	-	-	653.58	(653.56)	-	0.02
04/27/2020	04/27/2020	04/27/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,108.34	1.00	-	-	-	(5,108.34)	5,108.34	-	-
04/27/2020	04/27/2020	04/27/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,512.76	1.00	-	-	-	(2,512.76)	2,512.76	-	-
04/30/2020	04/30/2020	04/30/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	32,050.00	1.00	-	-	-	(32,050.00)	32,050.00	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
04/30/2020			912828F96	INTEREST EARNED ON U S TREASURY NT 2.000% 10/31/21 $1 PV ON 3205000.0000 SHARES DUE 4/30/2020	-	-	-	-	-	32,050.00	-	-	-
04/30/2020			912828F96	AMORTIZED PREMIUM ON U S TREASURY NT 2.000% 10/31/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(3,931.23)	-	-
05/01/2020			13066YTY5	INTEREST EARNED ON CALIFORNIA ST DEPT 1.81331% 5/01/21 $1 PV ON 942.1500 SHARES DUE 5/1/2020 $0.00907/PV ON 103,915.21 PV DUE 5/ 1/20	-	-	-	-	-	942.15	-	-	-
05/01/2020	05/01/2020	05/01/2020	13066YTY5	PAID DOWN PAR VALUE OF CALIFORNIA ST DEPT 1.81331% 5/01/21	(22,279.56)	0.00	-	-	-	22,279.56	(22,055.20)	-	224.36
05/01/2020			13066YTZ2	INTEREST EARNED ON CALIFORNIA ST DEPT 2.000% 5/01/22 $1 PV ON 300000.0000 SHARES DUE 5/1/2020	-	-	-	-	-	3,000.00	-	-	-
05/01/2020			13066YTZ2	AMORTIZED PREMIUM ON CALIFORNIA ST DEPT 2.000% 5/01/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(159.45)	-	-
05/01/2020			156549AA5	INTEREST EARNED ON CENTURY HOUSING CORP 3.824% 11/01/20 $1 PV ON 110000.0000 SHARES DUE 5/1/2020	-	-	-	-	-	2,103.20	-	-	-
05/01/2020	05/01/2020	05/01/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(280,394.77)	1.00	-	-	-	280,394.77	(280,394.77)	-	-
05/01/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 4/30/2020 INTEREST FROM 4/1/20 TO 4/30/20	-	-	-	-	-	2.16	-	-	-
05/01/2020	05/01/2020	05/01/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	23,221.71	1.00	-	-	-	(23,221.71)	23,221.71	-	-
05/01/2020	04/30/2020	05/01/2020	912828YJ3	SOLD PAR VALUE OF U S TREASURY NT 1.500% 9/30/21 /BOFA SECURITIES, INC./FXD INC/2,565,000 PAR VALUE AT 101.85937505 %	(2,565,000.00)	1.02	-	-	-	2,612,692.97	(2,558,803.52)	53,889.45	-
05/01/2020		05/01/2020	912828YJ3	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 9/30/21	-	-	-	-	-	3,258.81	-	-	-
05/01/2020	04/30/2020	05/01/2020	912828ZH6	PURCHASED PAR VALUE OF U S TREASURY NT 0.250% 4/15/23 /NATWEST MKTS SECS/FIXED INCOME/2,900,000 PAR VALUE AT 100.03906241 %	2,900,000.00	1.00	-	-	-	(2,901,132.81)	2,901,132.81	-	-
05/01/2020		05/01/2020	912828ZH6	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.250% 4/15/23	-	-	-	-	-	(316.94)	-	-	-
05/04/2020	05/01/2020	05/01/2020	13066YTY5	PAID DOWN-RV PAR VALUE OF CALIFORNIA ST DEPT 1.81331% 5/01/21 RATE REVISED	22,279.56	0.00	-	-	-	(22,279.56)	22,055.20	-	(224.36)
05/04/2020			13066YTY5	INTEREST EARNED ON CALIFORNIA ST DEPT 1.81331% 5/01/21 $1 PV ON 942.1500 SHARES DUE 5/1/2020 RATE REVISED	-	-	-	-	-	(942.15)	-	-	-
05/04/2020			13066YTY5	INTEREST EARNED ON CALIFORNIA ST DEPT 1.81331% 5/01/21 $1 PV ON 890.0300 SHARES DUE 5/1/2020 $0.00907/PV ON 103,915.21 PV DUE 5/ 1/20	-	-	-	-	-	890.03	-	-	-
05/04/2020	05/01/2020	05/04/2020	13066YTY5	PAID DOWN PAR VALUE OF CALIFORNIA ST DEPT 1.81331% 5/01/21 PRINC/INT REPOST CORRECTION	(22,279.56)	-	-	-	-	22,279.56	(22,055.20)	-	224.36
05/04/2020	05/04/2020	05/04/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(52.12)	1.00	-	-	-	52.12	(52.12)	-	-
05/04/2020	05/04/2020	05/04/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2.16	1.00	-	-	-	(2.16)	2.16	-	-
05/05/2020	05/05/2020	05/05/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	201,766.83	1.00	-	-	-	(201,766.83)	201,766.83	-	-
05/05/2020			912828Z86	AMORTIZED PREMIUM ON U S TREASURY NT 1.375% 2/15/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(4,332.55)	-	-
05/05/2020	05/04/2020	05/05/2020	912828Z86	SOLD PAR VALUE OF U S TREASURY NT 1.375% 2/15/23 /BOFA SECURITIES, INC./FXD INC/195,000 PAR VALUE AT 103.16796923 %	(195,000.00)	1.03	-	-	-	201,177.54	(197,824.24)	3,353.30	-
05/05/2020		05/05/2020	912828Z86	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.375% 2/15/23	-	-	-	-	-	589.29	-	-	-
05/06/2020			3134GU7H7	INTEREST EARNED ON F H L M C M T N 1.970% 2/06/25 $1 PV ON 530000.0000 SHARES DUE 5/6/2020	-	-	-	-	-	2,610.25	-	-	-
05/06/2020	05/06/2020	05/06/2020	3134GU7H7	FULL CALL PAR VALUE OF F H L M C M T N 1.970% 2/06/25 /CALLS/	(530,000.00)	1.00	-	-	-	530,000.00	(530,000.00)	-	-
05/06/2020	05/06/2020	05/06/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,032,529.86	1.00	-	-	-	(1,032,529.86)	1,032,529.86	-	-
05/06/2020	05/06/2020	05/06/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,610.25	1.00	-	-	-	(2,610.25)	2,610.25	-	-
05/06/2020	04/23/2020	05/06/2020	76913CAX7	PURCHASED PAR VALUE OF RIVERSIDE CNTY CA 2.363% 2/15/23 /RAYMOND JAMES/FI/170,000 PAR VALUE AT 100 %	170,000.00	1.00	-	-	-	(170,000.00)	170,000.00	-	-
05/06/2020			912828Z86	AMORTIZED PREMIUM ON U S TREASURY NT 1.375% 2/15/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(64.85)	-	-
05/06/2020	05/05/2020	05/06/2020	912828Z86	SOLD PAR VALUE OF U S TREASURY NT 1.375% 2/15/23 /J.P. MORGAN SECURITIES LLC/650,000 PAR VALUE AT 103.16015692 %	(650,000.00)	1.03	-	-	-	670,541.02	(659,404.93)	11,136.09	-
05/06/2020		05/06/2020	912828Z86	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.375% 2/15/23	-	-	-	-	-	1,988.84	-	-	-
05/07/2020	05/05/2020	05/07/2020	3137EAER6	PURCHASED PAR VALUE OF F H L M C 0.375% 5/05/23 /WELLS FARGO SECURITIES, LLC/650,000 PAR VALUE AT 99.958 %	650,000.00	1.00	-	-	-	(649,727.00)	649,727.00	-	-
05/07/2020	05/07/2020	05/07/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(649,727.00)	1.00	-	-	-	649,727.00	(649,727.00)	-	-
05/11/2020	05/04/2020	05/11/2020	037833DV9	PURCHASED PAR VALUE OF APPLE INC 0.750% 5/11/23 /J.P. MORGAN SECURITIES LLC/195,000 PAR VALUE AT 99.728 %	195,000.00	1.00	-	-	-	(194,469.60)	194,469.60	-	-
05/11/2020	05/11/2020	05/11/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(272,032.10)	1.00	-	-	-	272,032.10	(272,032.10)	-	-
05/11/2020			478160CH5	INTEREST EARNED ON JOHNSON JOHNSON 1.950% 11/10/20 $1 PV ON 250000.0000 SHARES DUE 5/10/2020	-	-	-	-	-	2,437.50	-	-	-
05/11/2020	04/30/2020	05/11/2020	79730CJG0	PURCHASED PAR VALUE OF SAN DEIGO CA PUB 1.327% 8/01/23 /RBC CAPITAL MARKETS, LLC/80,000 PAR VALUE AT 100 %	80,000.00	1.00	-	-	-	(80,000.00)	80,000.00	-	-
05/14/2020			3130AJ5Q8	INTEREST EARNED ON F H L B 1.750% 2/14/23 $1 PV ON 270000.0000 SHARES DUE 5/14/2020	-	-	-	-	-	1,181.25	-	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
05/14/2020	05/14/2020	05/14/2020	3130AJ5Q8	FULL CALL PAR VALUE OF F H L B 1.750% 2/14/23 /CALLS/	(270,000.00)	1.00	-	-	-	270,000.00	(270,000.00)	-	-
05/14/2020	05/14/2020	05/14/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	611,580.39	1.00	-	-	-	(611,580.39)	611,580.39	-	-
05/14/2020	05/14/2020	05/14/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,181.25	1.00	-	-	-	(1,181.25)	1,181.25	-	-
05/14/2020			9128287C8	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(49.78)	-	-
05/14/2020	05/13/2020	05/14/2020	9128287C8	SOLD PAR VALUE OF U S TREASURY NT 1.750% 7/15/22 /NOMURA SECURITIES/FIX INCOME/80,000 PAR VALUE AT 103.4140625 %	(80,000.00)	1.03	-	-	-	82,731.25	(80,329.41)	2,401.84	-
05/14/2020		05/14/2020	9128287C8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.750% 7/15/22	-	-	-	-	-	461.54	-	-	-
05/14/2020			912828YA2	AMORTIZED PREMIUM ON U S TREASURY NT 1.500% 8/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(467.99)	-	-
05/14/2020	05/13/2020	05/14/2020	912828YA2	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/15/22 /NOMURA SECURITIES/FIX INCOME/250,000 PAR VALUE AT 102.98828 %	(250,000.00)	1.03	-	-	-	257,470.70	(250,269.08)	7,201.62	-
05/14/2020		05/14/2020	912828YA2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/15/22	-	-	-	-	-	916.90	-	-	-
05/15/2020			14043MAC5	INTEREST EARNED ON CAPTIAL ONE PRIME 1.600% 11/15/24 $1 PV ON 386.6700 SHARES DUE 5/15/2020 $0.00133/PV ON 290,000.00 PV DUE 5/15/20	-	-	-	-	-	386.67	-	-	-
05/15/2020			144141DC9	INTEREST EARNED ON PROG ENERGY CAROLINA 2.800% 5/15/22 $1 PV ON 250000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	3,500.00	-	-	-
05/15/2020			144141DC9	AMORTIZED PREMIUM ON PROG ENERGY CAROLINA 2.800% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(543.46)	-	-
05/15/2020			210518CT1	INTEREST EARNED ON CONSUMERS ENERGY CO 2.850% 5/15/22 $1 PV ON 375000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	5,343.75	-	-	-
05/15/2020			210518CT1	AMORTIZED PREMIUM ON CONSUMERS ENERGY CO 2.850% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(846.73)	-	-
05/15/2020	05/15/2020	05/15/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	161,812.07	1.00	-	-	-	(161,812.07)	161,812.07	-	-
05/15/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 5/15/2020 $0.00195/PV ON 590,000.00 PV DUE 5/15/20	-	-	-	-	-	1,150.50	-	-	-
05/15/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 5/15/2020 $0.00148/PV ON 250,000.00 PV DUE 5/15/20	-	-	-	-	-	370.83	-	-	-
05/15/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 5/15/2020 $0.00243/PV ON 260,000.00 PV DUE 5/15/20	-	-	-	-	-	630.50	-	-	-
05/15/2020			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 $1 PV ON 394.1700 SHARES DUE 5/15/2020 $0.00092/PV ON 430,000.00 PV DUE 5/15/20	-	-	-	-	-	394.17	-	-	-
05/15/2020			544445AZ2	INTEREST EARNED ON LOS ANGELES CA DEPT 2.092% 5/15/20 $1 PV ON 100000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	1,046.00	-	-	-
05/15/2020			544445AZ2	ACCREDITED DISCOUNT ON LOS ANGELES CA DEPT 2.092% 5/15/20 MARKET DISCOUNT	-	-	-	-	-	-	1,212.00	-	-
05/15/2020	05/15/2020	05/15/2020	544445AZ2	MATURED PAR VALUE OF LOS ANGELES CA DEPT 2.092% 5/15/20 100,000 PAR VALUE AT 100 %	(100,000.00)	1.00	-	-	-	100,000.00	(100,000.00)	-	-
05/15/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 5/15/2020 $0.00162/PV ON 270,000.00 PV DUE 5/15/20	-	-	-	-	-	436.50	-	-	-
05/15/2020			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 $1 PV ON 214.6700 SHARES DUE 5/15/2020 $0.00153/PV ON 140,000.00 PV DUE 5/15/20	-	-	-	-	-	214.67	-	-	-
05/15/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 5/15/2020 $0.00159/PV ON 250,000.00 PV DUE 5/15/20	-	-	-	-	-	397.92	-	-	-
05/15/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 5/15/2020 $0.00243/PV ON 340,000.00 PV DUE 5/15/20	-	-	-	-	-	824.50	-	-	-
05/15/2020			9128285L0	INTEREST EARNED ON U S TREASURY NT 2.875% 11/15/21 $1 PV ON 1035000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	14,878.13	-	-	-
05/15/2020			9128285L0	AMORTIZED PREMIUM ON U S TREASURY NT 2.875% 11/15/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(137.94)	-	-
05/15/2020			912828TY6	INTEREST EARNED ON U S TREASURY NT 1.625% 11/15/22 $1 PV ON 3210000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	26,081.25	-	-	-
05/15/2020			912828TY6	AMORTIZED PREMIUM ON U S TREASURY NT 1.625% 11/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(8.99)	-	-
05/15/2020			91412G2S3	INTEREST EARNED ON UNIV OF CALIFORNIA 2.112% 5/15/21 $1 PV ON 140000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	1,478.40	-	-	-
05/15/2020			91412HDJ9	INTEREST EARNED ON UNIV OF CA 3.283% 5/15/22 $1 PV ON 285000.0000 SHARES DUE 5/15/2020	-	-	-	-	-	4,678.28	-	-	-
05/15/2020			91412HDJ9	AMORTIZED PREMIUM ON UNIV OF CA 3.283% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(100.73)	-	-
05/18/2020	05/18/2020	05/18/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	6,331.59	1.00	-	-	-	(6,331.59)	6,331.59	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
05/18/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 71.5800 SHARES DUE 5/18/2020 $0.00149/PV ON 47,988.20 PV DUE 5/18/20	-	-	-	-	-	71.58	-	-	-
05/18/2020	05/18/2020	05/18/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	(6,260.01)	-	-	-	-	6,260.01	(6,259.33)	-	0.68
05/19/2020			3130AHJY0	INTEREST EARNED ON F H L B DEB 1.625% 11/19/21 $1 PV ON 470000.0000 SHARES DUE 5/19/2020	-	-	-	-	-	4,052.12	-	-	-
05/19/2020	05/19/2020	05/19/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(245,947.88)	1.00	-	-	-	245,947.88	(245,947.88)	-	-
05/19/2020	05/01/2020	05/19/2020	62451FKF6	PURCHASED PAR VALUE OF MOUNTAIN VIEW CA 1.043% 9/01/22 /RBC CAPITAL MARKETS, LLC/250,000 PAR VALUE AT 100 %	250,000.00	1.00	-	-	-	(250,000.00)	250,000.00	-	-
05/20/2020			17325FAY4	INTEREST EARNED ON CITIBANK NA 2.844% 5/20/22 $1 PV ON 510000.0000 SHARES DUE 5/20/2020	-	-	-	-	-	7,252.20	-	-	-
05/20/2020			17325FAY4	AMORTIZED PREMIUM ON CITIBANK NA 2.844% 5/20/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(373.47)	-	-
05/20/2020	05/20/2020	05/20/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	7,252.20	1.00	-	-	-	(7,252.20)	7,252.20	-	-
05/22/2020	05/20/2020	05/22/2020	3135G04Q3	PURCHASED PAR VALUE OF F N M A 0.250% 5/22/23 /CITIGROUP GLOBAL MARKETS INC./590,000 PAR VALUE AT 99.699 %	590,000.00	1.00	-	-	-	(588,224.10)	588,224.10	-	-
05/22/2020	05/22/2020	05/22/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,708.60	1.00	-	-	-	(2,708.60)	2,708.60	-	-
05/22/2020			912828ZH6	AMORTIZED PREMIUM ON U S TREASURY NT 0.250% 4/15/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(22.09)	-	-
05/22/2020	05/20/2020	05/22/2020	912828ZH6	SOLD PAR VALUE OF U S TREASURY NT 0.250% 4/15/23 /NOMURA SECURITIES/FIX INCOME/590,000 PAR VALUE AT 100.13281186 %	(590,000.00)	1.00	-	-	-	590,783.59	(590,225.97)	557.62	-
05/22/2020		05/22/2020	912828ZH6	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.250% 4/15/23	-	-	-	-	-	149.11	-	-	-
05/26/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 04/01/2020 THRU 04/30/2020 COLLECTED BY DISBURSEMENT	-	-	-	-	-	(572.84)	-	-	-
05/26/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 5/25/2020 $0.00160/PV ON 330,000.00 PV DUE 5/25/20	-	-	-	-	-	528.00	-	-	-
05/26/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 397.7400 SHARES DUE 5/25/2020 $0.00297/PV ON 134,070.31 PV DUE 5/25/20	-	-	-	-	-	397.74	-	-	-
05/26/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(64.31)	-	-
05/26/2020	05/25/2020	05/26/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	(10,865.05)	-	-	-	-	10,865.05	(10,949.83)	-	(84.78)
05/26/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 134070.3100 SHARES DUE 5/25/2020 PENALTY PAYMENT	-	-	-	-	-	26.46	-	-	-
05/26/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 190000.0000 SHARES DUE 5/25/2020	-	-	-	-	-	375.73	-	-	-
05/26/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(30.48)	-	-
05/26/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 321.8800 SHARES DUE 5/25/2020 $0.00210/PV ON 153,153.65 PV DUE 5/25/20	-	-	-	-	-	321.88	-	-	-
05/26/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(17.43)	-	-
05/26/2020	05/25/2020	05/26/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	(449.56)	-	-	-	-	449.56	(451.22)	(1.66)	-
05/26/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 1326.5800 SHARES DUE 5/25/2020 $0.00277/PV ON 480,000.00 PV DUE 5/25/20	-	-	-	-	-	1,326.58	-	-	-
05/26/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(506.70)	-	-
05/26/2020			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 $1 PV ON 1249.5000 SHARES DUE 5/25/2020 $0.00255/PV ON 490,000.00 PV DUE 5/25/20	-	-	-	-	-	1,249.50	-	-	-
05/26/2020			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(587.66)	-	-
05/26/2020			3137BQR90	INTEREST EARNED ON F H L M C MLTCL MTG 2.272% 1/25/23 $1 PV ON 11506.4500 SHARES DUE 5/25/2020 $0.04603/PV ON 250,000.00 PV DUE 5/25/20	-	-	-	-	-	11,506.45	-	-	-
05/26/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(19.33)	-	-
05/26/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(0.64)	-	-
05/26/2020	05/26/2020	05/26/2020	3137BQR90	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.272% 1/25/23 CMO FINAL PAYDOWN	(250,000.00)	0.00	-	-	-	250,000.00	(250,627.63)	(627.63)	-
05/26/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 3.454% 5/25/23 $1 PV ON 2807.9000 SHARES DUE 5/25/2020 $0.02916/PV ON 96,301.84 PV DUE 5/25/20	-	-	-	-	-	2,807.90	-	-	-
05/26/2020	05/25/2020	05/26/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 3.454% 5/25/23	(31,292.57)	-	-	-	-	31,292.57	(31,291.72)	-	0.85
05/26/2020	05/26/2020	05/26/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	251,728.77	1.00	-	-	-	(251,728.77)	251,728.77	-	-
05/26/2020	05/26/2020	05/26/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	58,845.81	1.00	-	-	-	(58,845.81)	58,845.81	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
06/01/2020			010831DN2	INTEREST EARNED ON ALAMEDA CNTY CA JT 2.866% 6/01/21 $1 PV ON 255000.0000 SHARES DUE 6/1/2020	-	-	-	-	-	3,654.15	-	-	-
06/01/2020			010831DQ5	INTEREST EARNED ON ALAMEDA CNTY CA 3.095% 6/01/23 $1 PV ON 130000.0000 SHARES DUE 6/1/2020	-	-	-	-	-	2,011.75	-	-	-
06/01/2020			010831DQ5	AMORTIZED PREMIUM ON ALAMEDA CNTY CA 3.095% 6/01/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(483.80)	-	-
06/01/2020			13032UUZ9	INTEREST EARNED ON CALIFORNIA ST HLTH 1.893% 6/01/22 $1 PV ON 520000.0000 SHARES DUE 6/1/2020	-	-	-	-	-	5,085.86	-	-	-
06/01/2020	06/01/2020	06/01/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(630,632.83)	1.00	-	-	-	630,632.83	(630,632.83)	-	-
06/01/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 5/31/2020 INTEREST FROM 5/1/20 TO 5/31/20	-	-	-	-	-	5.61	-	-	-
06/01/2020			80136PCY7	INTEREST EARNED ON SANTA BARBARA CA 3.300% 12/01/21 $1 PV ON 125000.0000 SHARES DUE 6/1/2020	-	-	-	-	-	2,062.50	-	-	-
06/01/2020			80168FMA1	INTEREST EARNED ON SANTA CLARA VLY CA 2.387% 6/01/21 $1 PV ON 400000.0000 SHARES DUE 6/1/2020	-	-	-	-	-	4,774.00	-	-	-
06/01/2020	05/29/2020	06/01/2020	9128285F3	SOLD PAR VALUE OF U S TREASURY NT 2.875% 10/15/21 /NOMURA SECURITIES/FIX INCOME/1,030,000 PAR VALUE AT 103.71093786 %	(1,030,000.00)	1.04	-	-	-	1,068,222.66	(1,026,577.07)	-	41,645.59
06/01/2020		06/01/2020	9128285F3	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.875% 10/15/21	-	-	-	-	-	3,802.70	-	-	-
06/01/2020	05/29/2020	06/01/2020	9128286U9	PURCHASED PAR VALUE OF U S TREASURY NT 2.125% 5/15/22 /J.P. MORGAN SECURITIES LLC/3,320,000 PAR VALUE AT 103.81640633 %	3,320,000.00	1.04	-	-	-	(3,446,704.69)	3,446,704.69	-	-
06/01/2020		06/01/2020	9128286U9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 2.125% 5/15/22	-	-	-	-	-	(3,259.10)	-	-	-
06/01/2020			912828F96	AMORTIZED PREMIUM ON U S TREASURY NT 2.000% 10/31/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(1,066.55)	-	-
06/01/2020	05/29/2020	06/01/2020	912828F96	SOLD PAR VALUE OF U S TREASURY NT 2.000% 10/31/21 /NOMURA SECURITIES/FIX INCOME/3,205,000 PAR VALUE AT 102.57812512 %	(3,205,000.00)	1.03	-	-	-	3,287,628.91	(3,222,219.39)	65,409.52	-
06/01/2020		06/01/2020	912828F96	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.000% 10/31/21	-	-	-	-	-	5,573.91	-	-	-
06/01/2020			912828YT1	INTEREST EARNED ON U S TREASURY NT 1.500% 11/30/21 $1 PV ON 1075000.0000 SHARES DUE 5/31/2020	-	-	-	-	-	8,062.50	-	-	-
06/01/2020	05/29/2020	06/01/2020	912828ZP8	SOLD PAR VALUE OF U S TREASURY NT 0.125% 5/15/23 /CITADEL SECURITIES LLC/500,000 PAR VALUE AT 99.800782 %	(500,000.00)	1.00	-	-	-	499,003.91	(498,906.25)	97.66	-
06/01/2020		06/01/2020	912828ZP8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.125% 5/15/23	-	-	-	-	-	28.87	-	-	-
06/01/2020	05/29/2020	06/01/2020	912828ZP8	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 5/15/23 /BOFA SECURITIES, INC./FXD INC/2,075,000 PAR VALUE AT 99.78125012 %	2,075,000.00	1.00	-	-	-	(2,070,460.94)	2,070,460.94	-	-
06/01/2020		06/01/2020	912828ZP8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.125% 5/15/23	-	-	-	-	-	(119.82)	-	-	-
06/02/2020	06/02/2020	06/02/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(60,536.86)	1.00	-	-	-	60,536.86	(60,536.86)	-	-
06/02/2020	05/13/2020	06/02/2020	378460YB9	PURCHASED PAR VALUE OF GLENDALE CA 1.041% 9/01/22 /RBC CAPITAL MARKETS, LLC/330,000 PAR VALUE AT 100 %	330,000.00	1.00	-	-	-	(330,000.00)	330,000.00	-	-
06/02/2020	06/01/2020	06/02/2020	912828ZP8	SOLD PAR VALUE OF U S TREASURY NT 0.125% 5/15/23 /NOMURA SECURITIES/FIX INCOME/270,000 PAR VALUE AT 99.79297037 %	(270,000.00)	1.00	-	-	-	269,441.02	(269,409.38)	31.64	-
06/02/2020		06/02/2020	912828ZP8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.125% 5/15/23	-	-	-	-	-	16.51	-	-	-
06/03/2020	06/01/2020	06/03/2020	023135BP0	PURCHASED PAR VALUE OF AMAZON COM INC SR NT 0.400% 6/03/23 /GOLDMAN SACHS & CO. LLC/270,000 PAR VALUE AT 99.86 %	270,000.00	1.00	-	-	-	(269,622.00)	269,622.00	-	-
06/03/2020			166764AU4	INTEREST EARNED ON CHEVRON CORP 1.99275% 3/03/22 $1 PV ON 500000.0000 SHARES DUE 6/3/2020	-	-	-	-	-	2,546.29	-	-	-
06/03/2020			166764AU4	AMORTIZED PREMIUM ON CHEVRON CORP 1.99275% 3/03/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(314.53)	-	-
06/03/2020	05/29/2020	06/03/2020	3136AKQM8	PURCHASED PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24 /CANTOR FITZGERALD & CO./444,741.07 PAR VALUE AT 107.61328159 %	444,741.07	1.08	-	-	-	(478,600.46)	478,600.46	-	-
06/03/2020		06/03/2020	3136AKQM8	PAID ACCRUED INTEREST ON PURCHASE OF F N M A GTD REMIC 3.056% 6/25/24	-	-	-	-	-	(75.51)	-	-	-
06/03/2020	06/03/2020	06/03/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(745,751.68)	1.00	-	-	-	745,751.68	(745,751.68)	-	-
06/10/2020	06/10/2020	06/10/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	156,005.86	1.00	-	-	-	(156,005.86)	156,005.86	-	-
06/10/2020			9128285L0	AMORTIZED PREMIUM ON U S TREASURY NT 2.875% 11/15/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(42.95)	-	-
06/10/2020	06/09/2020	06/10/2020	9128285L0	SOLD PAR VALUE OF U S TREASURY NT 2.875% 11/15/21 /HSBC SECURITIES, INC./150,000 PAR VALUE AT 103.80078 %	(150,000.00)	1.04	-	-	-	155,701.17	(150,088.83)	-	5,612.34
06/10/2020		06/10/2020	9128285L0	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.875% 11/15/21	-	-	-	-	-	304.69	-	-	-
06/11/2020	05/29/2020	06/11/2020	20772KJU4	PURCHASED PAR VALUE OF CONNECTICUT ST 2.500% 7/01/22 /NATIONAL FINANCIAL SERVICES CO/120,000 PAR VALUE AT 101.682 %	120,000.00	1.02	-	-	-	(122,018.40)	122,018.40	-	-
06/11/2020	06/11/2020	06/11/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(122,018.40)	1.00	-	-	-	122,018.40	(122,018.40)	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
06/12/2020	05/29/2020	06/03/2020	3136AKQM8	PURCHASED PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24 /CANTOR FITZGERALD & CO./443,991.53 PAR VALUE AT 107.613281 %	443,991.53	1.08	-	-	-	(477,793.85)	477,793.85	-	-
06/12/2020		06/03/2020	3136AKQM8	PAID ACCRUED INTEREST ON PURCHASE OF F N M A GTD REMIC 3.056% 6/25/24	-	-	-	-	-	(75.38)	-	-	-
06/12/2020	06/12/2020	06/12/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(123,302.71)	1.00	-	-	-	123,302.71	(123,302.71)	-	-
06/15/2020			14043MAC5	INTEREST EARNED ON CAPTIAL ONE PRIME 1.600% 11/15/24 $1 PV ON 386.6700 SHARES DUE 6/15/2020 $0.00133/PV ON 290,000.00 PV DUE 6/15/20	-	-	-	-	-	386.67	-	-	-
06/15/2020			250847EJ5	INTEREST EARNED ON DETROIT EDISON CO 2.650% 6/15/22 $1 PV ON 180000.0000 SHARES DUE 6/15/2020	-	-	-	-	-	2,385.00	-	-	-
06/15/2020			250847EJ5	AMORTIZED PREMIUM ON DETROIT EDISON CO 2.650% 6/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(454.39)	-	-
06/15/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 6/15/2020 $0.00195/PV ON 590,000.00 PV DUE 6/15/20	-	-	-	-	-	1,150.50	-	-	-
06/15/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 6/15/2020 $0.00148/PV ON 250,000.00 PV DUE 6/15/20	-	-	-	-	-	370.83	-	-	-
06/15/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 6/15/2020 $0.00243/PV ON 260,000.00 PV DUE 6/15/20	-	-	-	-	-	630.50	-	-	-
06/15/2020			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 $1 PV ON 394.1700 SHARES DUE 6/15/2020 $0.00092/PV ON 430,000.00 PV DUE 6/15/20	-	-	-	-	-	394.17	-	-	-
06/15/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 6/15/2020 $0.00162/PV ON 270,000.00 PV DUE 6/15/20	-	-	-	-	-	436.50	-	-	-
06/15/2020			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 $1 PV ON 214.6700 SHARES DUE 6/15/2020 $0.00153/PV ON 140,000.00 PV DUE 6/15/20	-	-	-	-	-	214.67	-	-	-
06/15/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 6/15/2020 $0.00159/PV ON 250,000.00 PV DUE 6/15/20	-	-	-	-	-	397.92	-	-	-
06/15/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 6/15/2020 $0.00243/PV ON 340,000.00 PV DUE 6/15/20	-	-	-	-	-	824.50	-	-	-
06/15/2020			912828YW4	INTEREST EARNED ON U S TREASURY NT 1.625% 12/15/22 $1 PV ON 540000.0000 SHARES DUE 6/15/2020	-	-	-	-	-	4,387.50	-	-	-
06/15/2020			912828YW4	AMORTIZED PREMIUM ON U S TREASURY NT 1.625% 12/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(153.65)	-	-
06/15/2020			931142EA7	INTEREST EARNED ON WALMART STORES INC 1.900% 12/15/20 $1 PV ON 500000.0000 SHARES DUE 6/15/2020	-	-	-	-	-	4,750.00	-	-	-
06/17/2020	06/10/2020	06/17/2020	26208VAD8	PURCHASED PAR VALUE OF DRIVE AUTO 0.830% 5/15/24 /J.P. MORGAN SECURITIES LLC/90,000 PAR VALUE AT 99.99617778 %	90,000.00	1.00	-	-	-	(89,996.56)	89,996.56	-	-
06/17/2020		06/03/2020	3136AKQM8	PAID ACCRUED INTEREST ON PURCHASE OF F N M A GTD REMIC 3.056% 6/25/24	-	-	-	-	-	75.51	-	-	-
06/17/2020	05/29/2020	06/03/2020	3136AKQM8	PURCHASE-REV PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24 /CANTOR FITZGERALD & CO./444,741.07 PAR VALUE AT 107.61328159 %	(444,741.07)	(1.08)	-	-	-	478,600.46	(478,600.46)	-	-
06/17/2020	06/17/2020	06/17/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	206,211.87	1.00	-	-	-	(206,211.87)	206,211.87	-	-
06/17/2020			9128286U9	AMORTIZED PREMIUM ON U S TREASURY NT 2.125% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(2,816.02)	-	-
06/17/2020	06/16/2020	06/17/2020	9128286U9	SOLD PAR VALUE OF U S TREASURY NT 2.125% 5/15/22 /HSBC SECURITIES, INC./150,000 PAR VALUE AT 103.65625333 %	(150,000.00)	1.04	-	-	-	155,484.38	(155,597.38)	(113.00)	-
06/17/2020		06/17/2020	9128286U9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.125% 5/15/22	-	-	-	-	-	285.84	-	-	-
06/18/2020	06/18/2020	06/18/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	209,144.60	1.00	-	-	-	(209,144.60)	209,144.60	-	-
06/18/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 62.2400 SHARES DUE 6/18/2020 $0.00149/PV ON 41,728.19 PV DUE 6/18/20	-	-	-	-	-	62.24	-	-	-
06/18/2020	06/18/2020	06/18/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	(6,569.82)	-	-	-	-	6,569.82	(6,569.11)	-	0.71
06/18/2020			9128286U9	AMORTIZED PREMIUM ON U S TREASURY NT 2.125% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(168.05)	-	-
06/18/2020	06/17/2020	06/18/2020	9128286U9	SOLD PAR VALUE OF U S TREASURY NT 2.125% 5/15/22 /HSBC SECURITIES, INC./195,000 PAR VALUE AT 103.65625128 %	(195,000.00)	1.04	-	-	-	202,129.69	(202,266.26)	(136.57)	-
06/18/2020		06/18/2020	9128286U9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.125% 5/15/22	-	-	-	-	-	382.85	-	-	-
06/23/2020	06/23/2020	06/23/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,031.25	1.00	-	-	-	(2,031.25)	2,031.25	-	-
06/23/2020			931142EJ8	INTEREST EARNED ON WALMART INC 3.125% 6/23/21 $1 PV ON 130000.0000 SHARES DUE 6/23/2020	-	-	-	-	-	2,031.25	-	-	-
06/24/2020	06/24/2020	06/24/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	(252,430.00)	1.00	-	-	-	252,430.00	(252,430.00)	-	-
06/24/2020	06/05/2020	06/24/2020	56052AE77	PURCHASED PAR VALUE OF MAINE ST 1.250% 6/01/22 /GOLDMAN SACHS & CO. LLC/250,000 PAR VALUE AT 100.972 %	250,000.00	1.01	-	-	-	(252,430.00)	252,430.00	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended June 30, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
06/25/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 05/01/2020 THRU 05/31/2020 COLLECTED BY DISBURSEMENT	-	-	-	-	-	(574.91)	-	-	-
06/25/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 6/25/2020 $0.00160/PV ON 330,000.00 PV DUE 6/25/20	-	-	-	-	-	528.00	-	-	-
06/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 365.5100 SHARES DUE 6/25/2020 $0.00297/PV ON 123,205.26 PV DUE 6/25/20	-	-	-	-	-	365.51	-	-	-
06/25/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(61.07)	-	-
06/25/2020	06/25/2020	06/25/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	(2,765.06)	19.47	-	-	-	2,765.06	(2,785.27)	-	(20.21)
06/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 123205.2600 SHARES DUE 6/25/2020 PENALTY PAYMENT	-	-	-	-	-	3.96	-	-	-
06/25/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 190000.0000 SHARES DUE 6/25/2020	-	-	-	-	-	375.73	-	-	-
06/25/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(31.50)	-	-
06/25/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 320.9300 SHARES DUE 6/25/2020 $0.00210/PV ON 152,704.09 PV DUE 6/25/20	-	-	-	-	-	320.93	-	-	-
06/25/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(17.96)	-	-
06/25/2020	06/25/2020	06/25/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	(426.80)	-	-	-	-	426.80	(428.33)	-	(1.53)
06/25/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 480000.0000 SHARES DUE 6/25/2020	-	-	-	-	-	1,328.00	-	-	-
06/25/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(523.59)	-	-
06/25/2020			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 $1 PV ON 1249.5000 SHARES DUE 6/25/2020 $0.00255/PV ON 490,000.00 PV DUE 6/25/20	-	-	-	-	-	1,249.50	-	-	-
06/25/2020			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(607.25)	-	-
06/25/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 3.454% 5/25/23 $1 PV ON 489.3900 SHARES DUE 6/25/2020 $0.00753/PV ON 65,009.27 PV DUE 6/25/20	-	-	-	-	-	489.39	-	-	-
06/25/2020	06/25/2020	06/25/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 3.454% 5/25/23	(3,908.05)	-	-	-	-	3,908.05	(3,907.94)	-	0.11
06/25/2020	06/25/2020	06/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	8,102.36	1.00	-	-	-	(8,102.36)	8,102.36	-	-
06/25/2020	06/25/2020	06/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,083.66	1.00	-	-	-	(3,083.66)	3,083.66	-	-
06/26/2020	06/24/2020	06/26/2020	3137EAES4	PURCHASED PAR VALUE OF F H L M C M T N 0.250% 6/26/23 /TD SECURITIES (USA)/540,000 PAR VALUE AT 99.708 %	540,000.00	1.00	-	-	-	(538,423.20)	538,423.20	-	-
06/26/2020	06/26/2020	06/26/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	21,060.01	1.00	-	-	-	(21,060.01)	21,060.01	-	-
06/26/2020			912828Z86	AMORTIZED PREMIUM ON U S TREASURY NT 1.375% 2/15/23 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(2,835.10)	-	-
06/26/2020	06/24/2020	06/26/2020	912828Z86	SOLD PAR VALUE OF U S TREASURY NT 1.375% 2/15/23 /J.P. MORGAN SECURITIES LLC/540,000 PAR VALUE AT 103.10937593 %	(540,000.00)	1.03	-	-	-	556,790.63	(547,423.77)	9,366.86	-
06/26/2020		06/26/2020	912828Z86	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.375% 2/15/23	-	-	-	-	-	2,692.58	-	-	-
06/29/2020	06/29/2020	06/29/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	218,240.22	1.00	-	-	-	(218,240.22)	218,240.22	-	-
06/29/2020			9128286U9	AMORTIZED PREMIUM ON U S TREASURY NT 2.125% 5/15/22 CURRENT YEAR AMORTIZATION	-	-	-	-	-	-	(1,734.83)	-	-
06/29/2020	06/26/2020	06/29/2020	9128286U9	SOLD PAR VALUE OF U S TREASURY NT 2.125% 5/15/22 /HSBC SECURITIES, INC./210,000 PAR VALUE AT 103.6640619 %	(210,000.00)	1.04	-	-	-	217,694.53	(217,702.74)	(8.21)	-
06/29/2020		06/29/2020	9128286U9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.125% 5/15/22	-	-	-	-	-	545.69	-	-	-
							0.00	**0.00**	**0.00**	**0.00**	**496,312.77**	**173,097.54**	**47,363.47**

Riverside County Transportation Commission

SHORT DURATION FIXED INCOME

JULY 22, 2020

Scott Pavlak, CFA – Portfolio Management

Erin Klepper – Client Service

MetLife Investment Management

Table of Contents

1. MetLife Investment Management Overview

MetLife Investment Management

Overview

MetLife Investment Management (MIM)[1] manages Public Fixed Income, Private Capital and Real Estate assets for institutional investors worldwide by applying our deep asset class expertise to build tailored portfolio solutions. We also leverage the broader resources and 150-year history of MetLife to skillfully navigate markets.

MIM Highlights

- Total Assets Under Management of $601.4 billion[2] as of March 31, 2020
- Separate accounts, proprietary commingled funds and client-specific portfolio solutions
- Experienced and tenured investment teams
- Deep fundamental research
- Leverages the broader resources of the MetLife enterprise

Global Presence[1,3]

1. As of March 31, 2020, subsidiaries of MetLife, Inc. that provide investment management services to MetLife's general account, separate accounts and/or unaffiliated/third party investors include Metropolitan Life Insurance Company, MetLife Investment Management, LLC, MetLife Investment Management Limited, MetLife Investments Limited, MetLife Investments Asia Limited, MetLife Latin America Asesorias e Inversiones Limitada, MetLife Asset Management Corp. (Japan), and MIM I LLC.
2. As of March 31, 2020. At estimated fair value. See Appendix – End Notes for additional information.
3. Illustration shown depicts locations of select MIM regional offices, chosen in MIM's discretion; not a complete representation of MIM's regional offices.

Short Duration Fixed Income Team

Portfolio Management		
Name	**Responsibility**	**Industry Experience (yrs)**
Scott Pavlak, CFA	Head of Short Duration Fixed Income	32
Juan Peruyero	Portfolio Manager	20

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

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

Research			
Name	**Role**	**# of Analysts**	**Average Industry Experience (yrs)**
Brian Funk, CFA	Head of Credit Research		23
Ian Bowman	Sector Leader – Consumer & Healthcare	5	19
Park Benjamin, CFA	Sector Leader – Energy, Basics, Materials	5	13
Scott O'Donnell	Sector Leader – Financials	4	13
Richard Davis, CFA	Sector Leader – Industrials	4	17
Zach Bauer, CFA	Sector Leader – Telecom, Media, Technology	6	13
Susan Young	Sector Leader – Utilities & Midstream	3	14
Brent Garrels	Sector Leader – Special Situations	2	14
Joseph Gankiewicz, CFA	Sector Leader – Municipals	5	22
	Credit Strategy	2	15
Name	**Role**	**# of Analysts**	**Average Industry Experience (yrs)**
Francisco Paez, CFA	Head of Structured Products Research		24
Loritta Cheng	Sector Leader – ABS	2	17
Meena Pursnani	Sector Leader – CMBS	3	20
Angela Best	Sector Leader – CLO	2	14

2. Market Review & Outlook

MetLife Investment Management

Current Themes

Stimulus Measures
Although U.S. monetary and fiscal authorities have undertaken stimulus and support measures to ensure market functioning and encourage economic growth, we are not in the "V-shaped" recovery camp. Growth headwinds will persist with reopenings delayed or potentially reversed until a vaccine or therapeutic drug to treat the virus becomes broadly available. In addition, we anticipate a re-emergence of trade tensions with China and potentially the EU. We believe U.S. real GDP growth will bounce back from its second-quarter low in second-half 2020, but it will likely take several years to return to pre-coronavirus levels of economic activity with stubbornly high unemployment as well as dependence on government support and accommodative policy from the Fed.

Consumer
Consumer confidence has rebounded but sits well below pre-coronavirus levels. Consumer health and spending in the short run has been supported by the CARES Act, related enhanced and extended unemployment benefits, mortgage forbearance as well as rent and installment payment holidays. The boost from the CARES Act has caused real personal income to rise temporarily. Many white-collar employees have successfully transitioned to working from home during the pandemic and there has been an increased focus on essential, non-discretionary purchases. The recent jump in the savings rate is likely skewed toward high-earners but provides hope that as economic uncertainty declines, consumer spending may rise later in the year, especially on items of a more discretionary nature.

Employment
Unemployment figures have improved from the worst levels ever but will likely remain elevated as measures like the unemployment rate and jobless claims rebound from distressed levels. The CARES Act and any further fiscal support packages or enhanced unemployment benefits are stop-gap measures, as the pace of improvement in the labor markets will taper. Migration of workers from being temporarily to permanently unemployed will likely weigh on the labor market and economy as will delays in reopenings. The ratio of unemployed workers to job openings in the U.S. has spiked to over 4x from below 1x pre-coronavirus[1]. Social distancing will persist, negatively impacting some of the most hard-hit sectors like lodging, leisure, restaurants, transportation/travel, and retail as consumer behavior shifts. Work-from-home policies could also reshape the labor market over time.

Business
The impact from the pandemic and steep drop in economic activity driven by shutdowns has raised business uncertainty as many management teams have withdrawn forward guidance. Small and midsize businesses continue to grapple with staffing as well as issues with reopening. Material declines in top-line revenues, higher costs and margin pressure, weakened credit metrics (increased debt and leverage), and changes in business models are widespread. Downward ratings pressure on issuers and a higher default rate are likely despite significant monetary and fiscal measures, which mainly address short-term liquidity concerns, but not solvency risk.

Central Banks – Monetary and Fiscal Policy
Central banks will likely remain accommodative and fiscal stimulus will continue in major economic regions. The Fed seems poised to do "whatever it takes" to maintain liquidity and provide a backstop for markets and ensure access to borrowing. In terms of using its tools, the Fed has gone out of its way to push back against the idea of negative rates and will primarily focus on forward guidance before shifting to yield curve control, if necessary. Another major fiscal package is expected in the U.S. before the August recess as income support and enhanced unemployment benefits start to fall away. The expansion of the U.S. federal deficit to an unheard of 25% of GDP is alarming along with the steep jump in the national debt, which represents a long-term challenge.

Election
Increasing attention on the November elections as renewed spread of the coronavirus in many Red states could impact political races. In the event of a Democratic sweep, there is expected to be a number of changes including expansion of the ACA, possible implementation of a public option, changes in energy policy, growth in infrastructure spending, broader push for raising the minimum wage, and an increase in both personal and corporate taxes. If corporate tax rates are raised, companies will see a decline in cash flow and profits which would be made worse by higher labor costs across affected businesses. Many of the regulatory reforms would likely be rolled back or reversed.

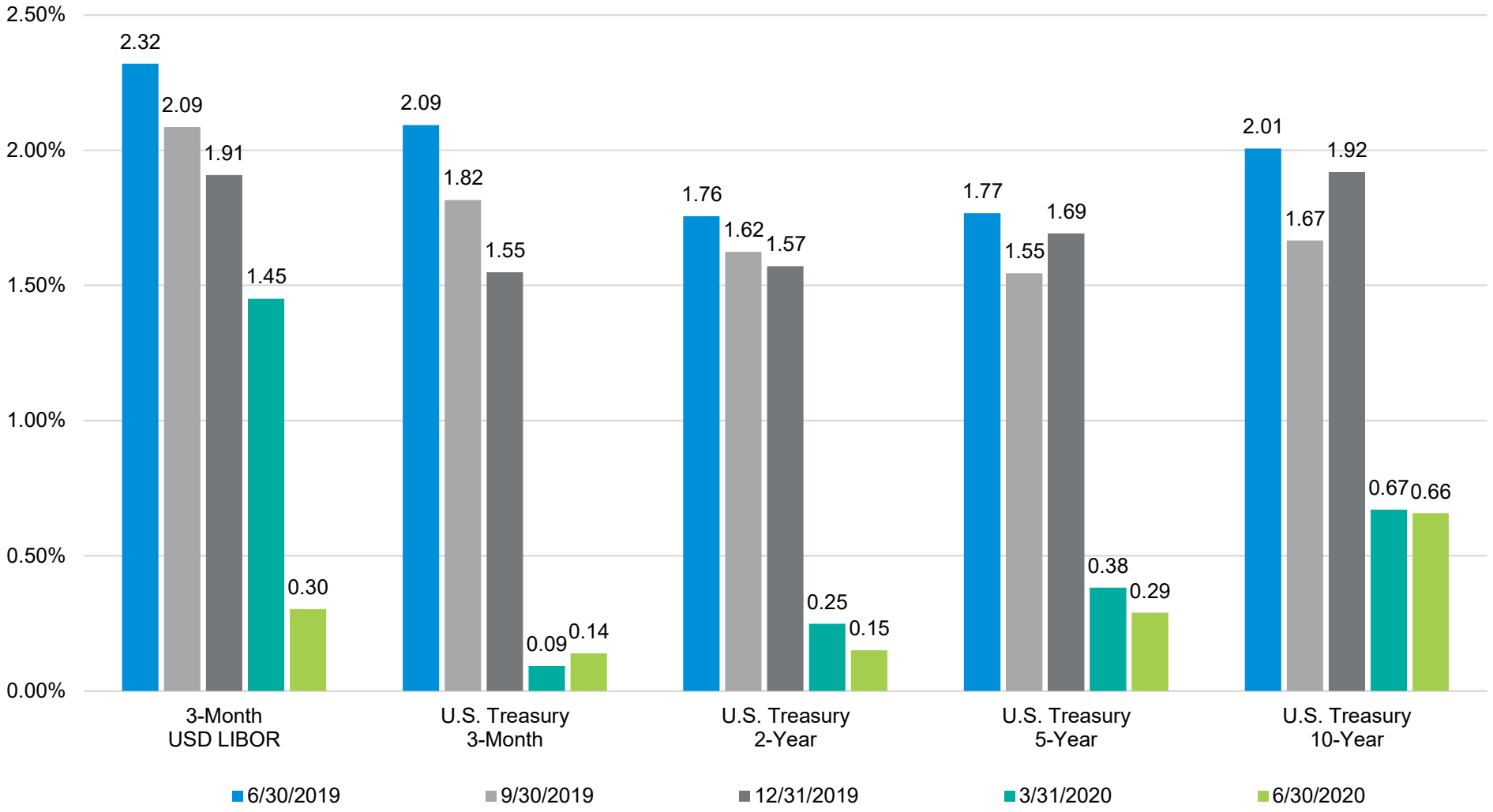
Residential / Commercial Real Estate
Government policy responses have blunted the impact of the pandemic on the real estate market. Low single-digit home price growth is supported by low mortgage rates and tight inventories. Mortgage originators are increasing capacity and adapting operations to function in a Covid-19 world. More competitive rates for borrowers and increasing prepayments should persist for the foreseeable future. As forbearance programs begin to phase out, we expect rising delinquency levels. Retail and lodging property metrics appear to be bottoming out although trust delinquencies will likely climb due to lagged data. Low inventories of single-family alternatives and renters have supported multi-family properties. Office properties continue to face challenges in adapting to the new work-from-home environment.

Inflation
Market-based measures of inflation expectations in the U.S. have risen, driven by the huge increase in the money supply in addition to the rebound in energy prices. Trimmed mean measures of inflation are significantly higher than recent core inflation prints. It will be difficult for the Federal Reserve to achieve its 2% inflation target as meaningful labor market slack could persist through year-end and likely beyond. Despite higher prices for goods due to rejiggered supply chains as some manufacturing is on-shored, a weaker dollar and herculean efforts to stimulate the economy, we believe overall inflation is likely to move only slightly higher from current levels yet remain muted.

The views present are MetLife Investment Management's only, are subject to change, and may not reflect the manager's current views.
[1] Source: Bureau of Labor Statistics

Yields

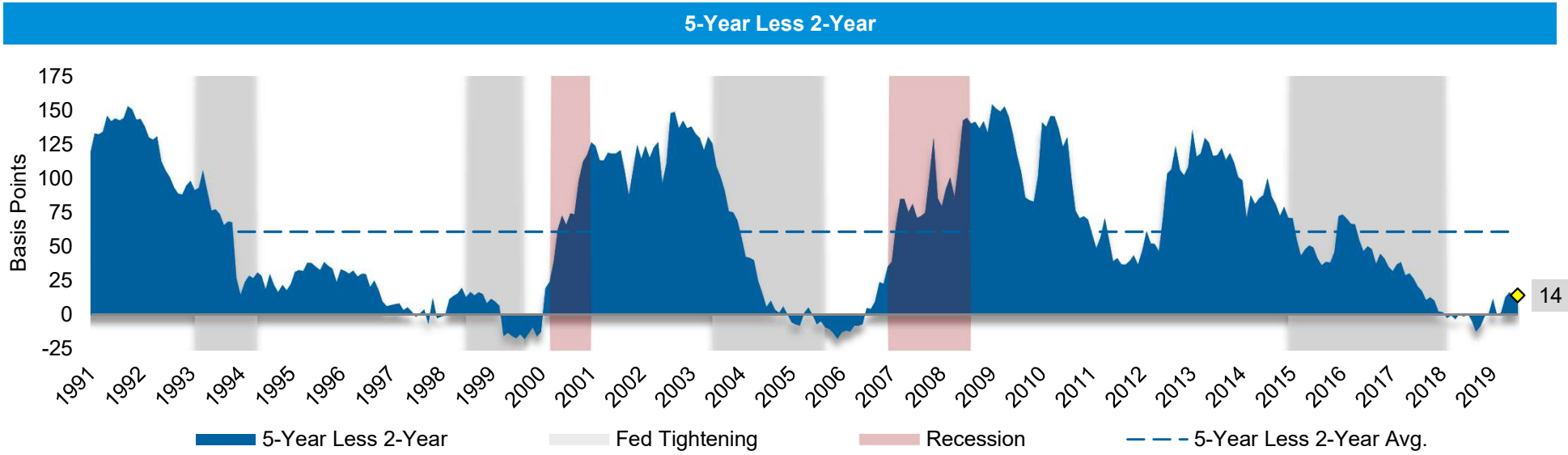
As of June 30, 2020

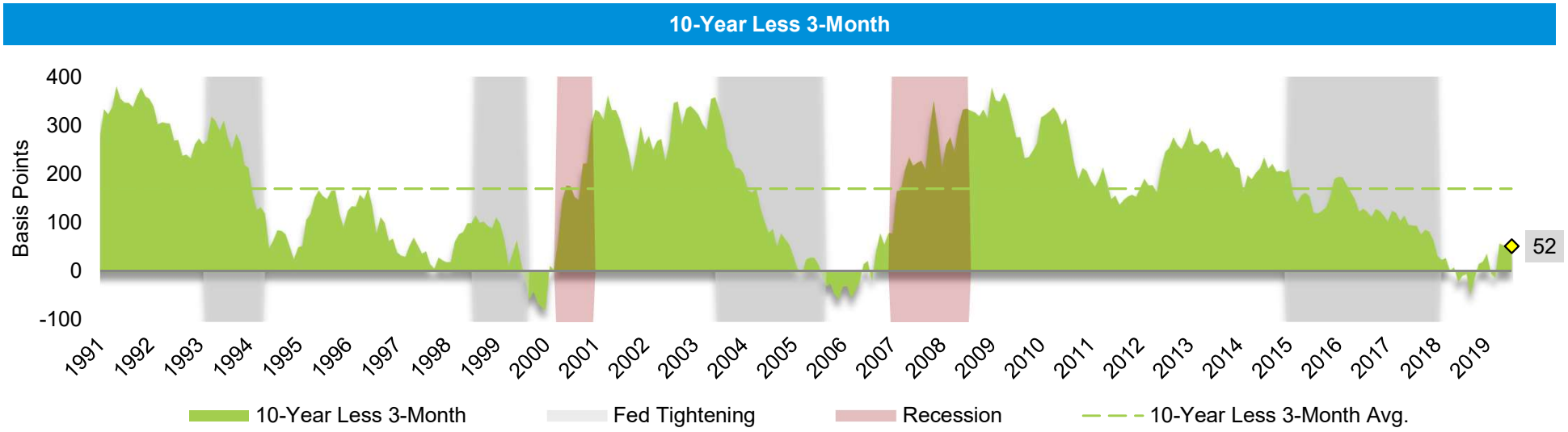


Source: Bloomberg

Yield Curves

As of June 30, 2020





Source: Bloomberg

Federal Reserve Programs

Program	Description	Counterparty/ Who does it help?	Rate	Program Size
		Monetary Policy		
Treasury QE	Open Market Treasury Purchases	Treasury Market	N/A	Unlimited
MBS QE	Open Market Agency MBS Purchases	MBS & CMBS Markets	N/A	Unlimited
Fed Funds	Cut Rates to Help Recovery	Economy	0-0.25bp	N/A
		Liquidity Measures		
Discount Window	Discount Window	Depository Institutions	25bp	-
Central Bank Swap Lines	Fed Swap Lines With Foreign Central Banks	Foreign/Central Banks	OIS+25bp	-
Repos	Repo Operations with Dealers	Primary Dealers	IOER & OIS	-
FIMA Repo Facility	Repo Operations with Foreign/Int'l Monetary Authorities	Foreign & Int'l Monetary Authorities	IOER +25bp	-
		Facilities		
CPFF	Commercial Paper Funding Facility	Commercial Paper Issuers	OIS+110bp OIS+200bp	N/A
PDCF	Primary Dealer Credit Facility	Primary Dealers	25bp	N/A
PPPLF	Paycheck Protection Program Lending Facility	Depository Institutions	35bp	$350bn
MMLF	Money Market Mutual Fund Liquidity Facility	Money Market Funds	125bp for CP, 50bp for Municipals	N/A
PMCCF	Primary Market Corporate Credit Facility	US IG & Fallen Angel Issuers	Market rates 1% commitment fee	$500bn /$750bn Max
SMCCF	Secondary Market Corporate Credit Facility	US IG Credit & Fallen Angel Market	Prevailing market rates	$250bn/$750bn Max
TALF	Term Asset-Backed Securities Loan Facility	US ABS Market & Issuers AAA CMBS Market	OIS+100bp 10bp fee	$100bn
MSELF, MSNLF,MSPLF	Main Street Lending Facilities	Small Medium Sized Enterprises (SMEs)	L+300bps 75-100bps origination fee	$600bn
MLF	Municipal Liquidity Program	US States, Cities, Counties	Market rates + 10bp fee	$500bn

Note: All figures in $ billions..
Source: Federal Reserve, TD, Barclays

Federal Reserve Balance Sheet[1]

As of July 8, 2020

	3/18/20	6/11/20	7/8/20	Δ from 6/11 to 7/8
Securities Holdings	$4,010	$5,988	$6,145	$157
Repo Outstanding	$442	$167	$0	($167)
Discount Window	$28	$8	$5	($3)
PDCF	$0	$6	$2	($4)
MMLF	$0	$27	$19	($8)
Dollar Swaps	$0	$445	$179	($266)
CPFF	$0	$13	$13	$0
PPPLF	$0	$57	$68	$11
Corporate Credit Facility	$0	$37	$43	$6
Municipal Liquidity Facility	$0	$16	$16	$0
Main Street Lending Program	$0	$31	$38	$7
Other[2]	$237	$334	$353	$19
Total Reserve Bank Credit	**$4,717**	**$7,129**	**6,881**	**($248)**

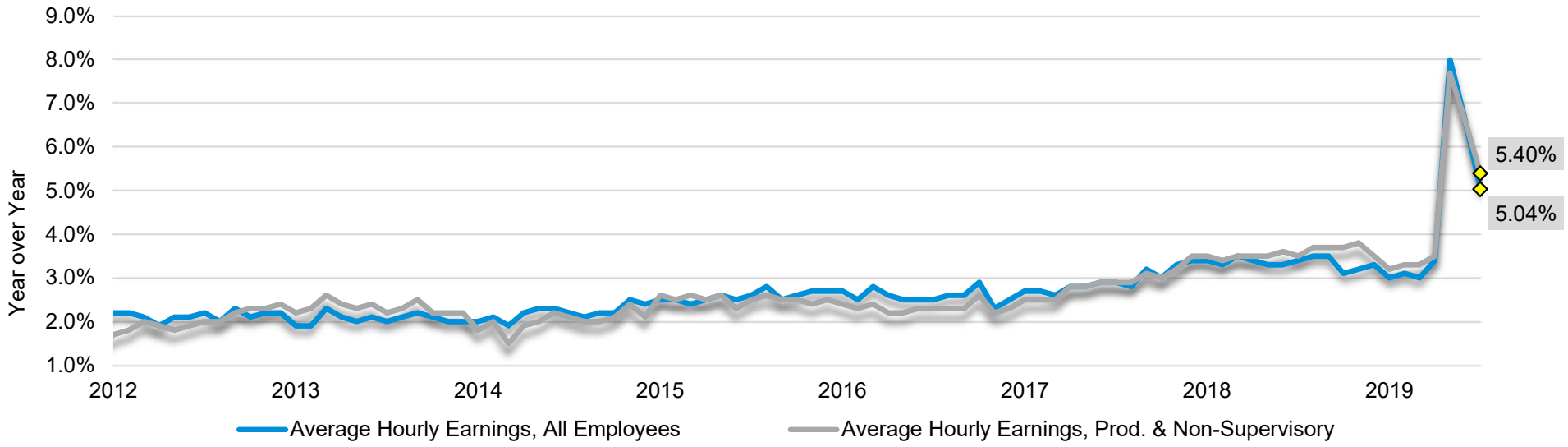
Source: Federal Reserve
[1] Numbers in billions
[2] Includes items such as unamortized premiums on securities held outright, foreign currency denominated assets, gold stock and Treasury currency outstanding

U.S. Labor & Average Earnings

As of June 30, 2020

	Labor Force Participation Rate	Unemployment Rate	Non-Farm Payroll
Current	**61.5%**	**11.1%**	**4,800,000**
Average (2017 – 2020)	62.8%	4.6%	(181,905)

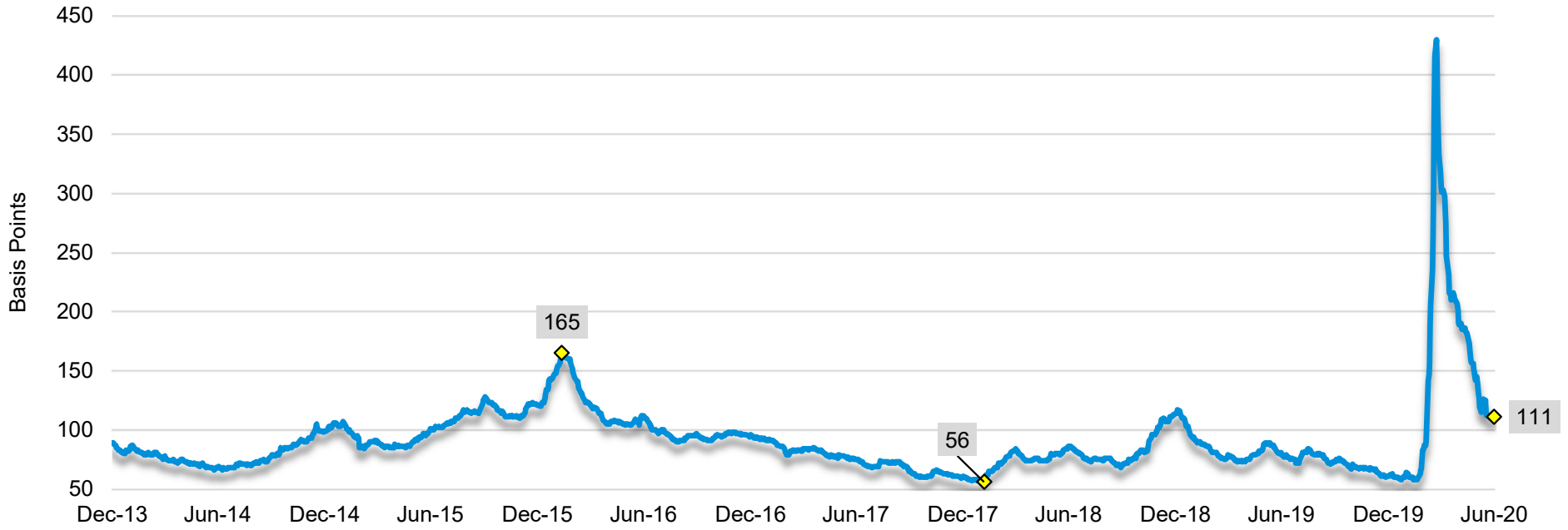
U.S. Average Hourly Earnings



Source: Bureau of Labor Statistics

ICE BofA Corporate 1-5 Year Index

As of June 30, 2020



OAS *(bps)*	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Corporate (1–5)	**174**	**70**	**61**	**65**	**62**	**196**	**639**	**166**	**136**	**227**	**110**	**89**	**99**	**121**	**96**	**61**	**114**	**61**	**111**
Financial (1–5)	165	51	50	57	56	212	663	204	158	308	126	93	96	104	100	60	116	63	116
Industrial (1–5)	176	86	73	75	69	181	624	135	116	164	96	85	103	134	92	61	112	59	109
Utility (1–5)	236	79	63	73	71	175	576	155	131	169	110	99	89	120	101	64	126	70	101

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

Short Duration Cross Sector Relative Value

As of July 2, 2020

Category		WAL (Years)	Min(bps)	Date Range: 01/02/2020 to 07/02/2020	Max(bps)	BOP(bps)	EOP(bps)	Spread Change (bps)
Credit (1-5 Year)	Overall	2.5	58		363	61	110	49
	Single A's	2.5	46		309	48	73	25
	Triple BBB's	2.5	78		463	82	160	78
	Financials	2.5	59		376	63	115	52
	Industrials	2.5	57		362	59	108	49
	Utilities	2.5	66		313	70	101	31
Municipals (1-5 Year)	Taxable	2.5	44		239	60	137	77
Agency RMBS	CMO PAC	3.0	56		106	63	73	10
	CMO Sequentials	3.0	60		110	65	76	11
ABS	Auto Floorplan AAA	3.0	45		400	59	230	171
	Auto Lease AAA	3.0	30		237	48	43	-5
	Auto Prime AAAL	3.0	24		220	40	33	-7
	Auto SubPrime AAAL	3.0	40		237	50	90	40
	Credit Card AAAL	3.0	21		220	28	28	0
	Equipment AAA	3.0	33		230	55	49	-6
CMBS	CMBS Agency AAA	3.0	20		150	35	45	10
	Conduit AAA	3.0	37		210	43	105	62

Source: ICE Data Services, MetLife Investment Management
Past performance is not indicative of future results. The diamond location is a reflection of the current value vs. all observations over the period as a percentile rank

3. Portfolio Review

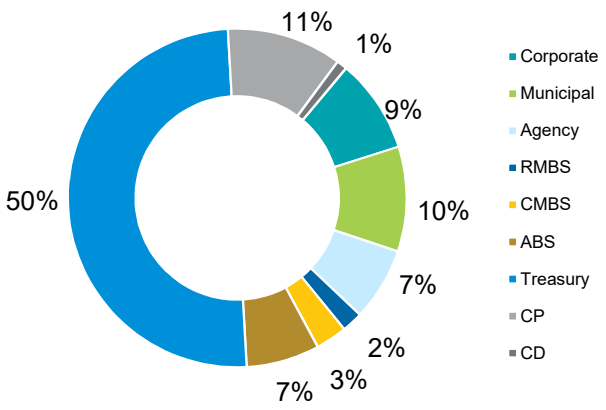
MetLife Investment Management

Portfolio Performance[1] - 2017 Toll Revenue I-15 Project Fund

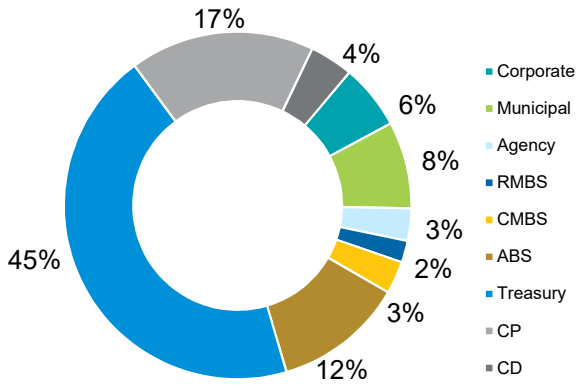
As of June 30, 2020

Portfolio Characteristics	
	3/31/20
Yield to Maturity	1.32%
Duration	0.20 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$52,582,103
	6/30/20
Yield to Maturity	0.41%
Duration	0.24 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	$49,727,938

Asset Allocation
3/31/20



Asset Allocation
6/30/20



Portfolio Performance (%)[1]		
	QTD	Since Inception Annualized (8/1/2017)
2017 Toll Revenue I-15 Project Fund (Gross of Fees)	**0.43**	**1.99**
2017 Toll Revenue I-15 Project Fund (Net of Fees)	**0.40**	**1.89**
FTSE 3-Month Treasury Bill	0.14	1.75

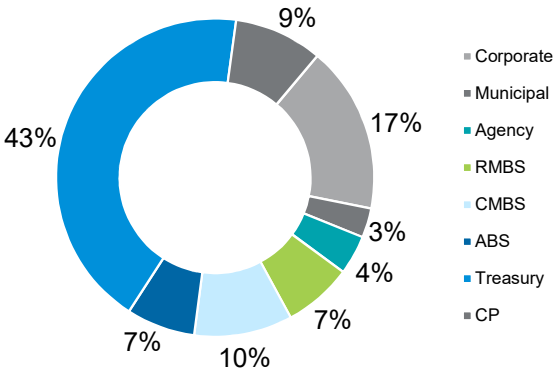
1. Past performance is not indicative of future results. The Since Inception performance returns of the portfolio is as of the first full month following the funding date. The performance benchmark shown for the Riverside County I-15 Express Lanes 2017 Toll Revenue Project Portfolio is the FTSE 6-Month U.S. Treasury Bill, which tracks the return of a six-month Treasury Bill to maturity and the FTSE 3-Month Treasury Bill, which tracks the return of a three-month Treasury Bill to maturity and is shown for discussion purposes only.

Portfolio Performance[1] - 2013 SR-91 Project Residual

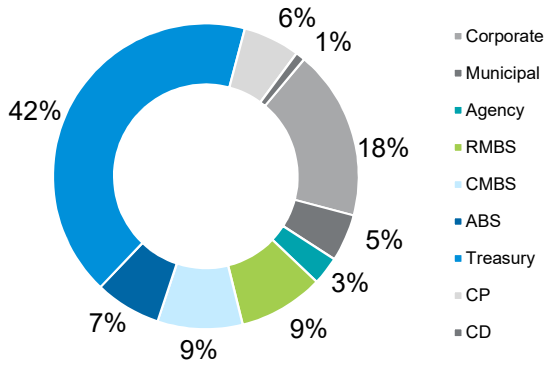
As of June 30, 2020

Portfolio Characteristics	
	3/31/20
Yield to Maturity	1.28%
Duration	1.08 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$26,703,468
	6/30/20
Yield to Maturity	0.53%
Duration	1.06 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$26,928,001

Asset Allocation
3/31/20



Asset Allocation
6/30/20



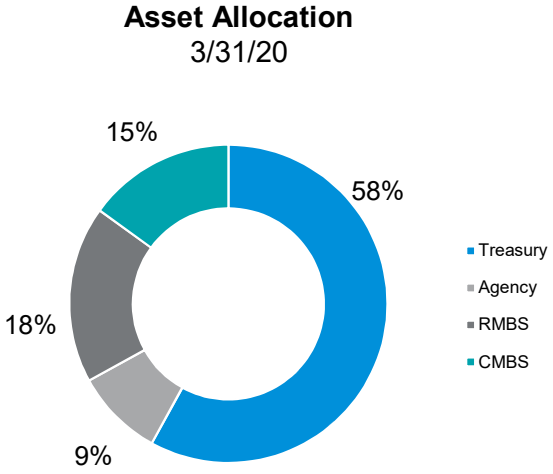
Portfolio Performance (%)[1]		
	QTD	**Since Inception Annualized (2/1/2018)**
Riverside County 2013 SR-91 Project Residual Fund (Gross of Fees)	**0.84**	**2.97**
Riverside County 2013 SR-91 Project Residual Fund (Net of Fees)	**0.82**	**2.87**
ICE BofA U.S. Treasury Index 0-2 Year	0.02	**2.68**
FTSE 6-Month Treasury Bill	0.26	**2.01**

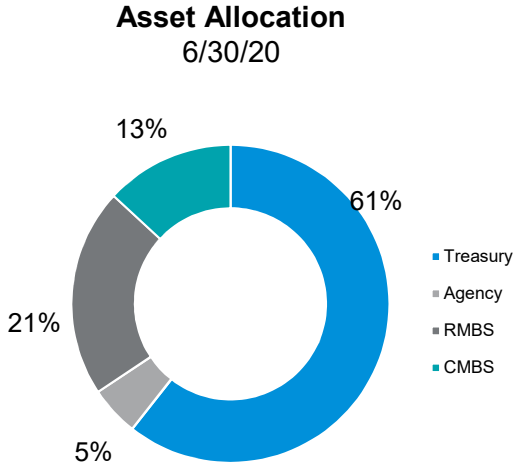
1. Past performance is not indicative of future results. Inception date 1/4/18. Performance returns are calculated as of the first full month following the funding date. The performance benchmark shown for the Riverside County 2013 Residual Fund Portfolio is the ICE BofA 0-2 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between zero and two years, and the FTSE 6-Month U.S. Treasury Bill, which tracks the return of a six-month Treasury Bill to maturity and is presented for discussion purposes only.

Portfolio Performance[1] - 2017 Toll Revenue I-15 Ramp Up Reserve

As of June 30, 2020

Portfolio Characteristics	
	3/31/20
Yield to Maturity	0.43%
Duration	1.14 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$8,461,658
	6/30/20
Yield to Maturity	0.37%
Duration	1.15 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$8,491,588





Portfolio Performance (%)[1]		
	QTD	Since Inception Annualized (1/1/2018)
2017 Toll Revenue I-15 Ramp Up Reserve (Gross of Fees)	**0.35**	**2.95**
2017 Toll Revenue I-15 Ramp Up Reserve (Net of Fees)	0.33	2.85
ICE BofA U.S. Treasury Index 0-2 Year	0.02	2.68

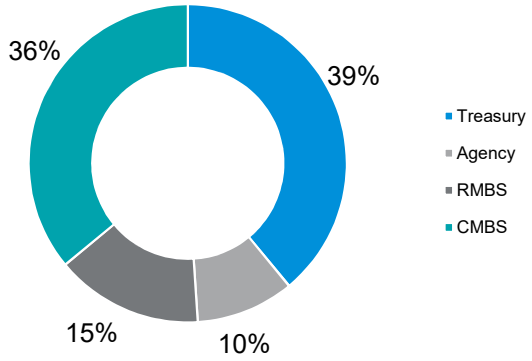
1. Past performance is not indicative of future results. Inception date 12/5/17. Performance returns are calculated as of the first full month following the funding date. Performance for periods greater than one year are annualized. The performance benchmark shown for the Riverside County I-15 Express Lanes Toll Revenue Reserve Portfolio is the ICE BofA 0-2 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between zero and two years, and is presented for discussion purposes only.

Portfolio Performance[1] - Debt Reserve Fund

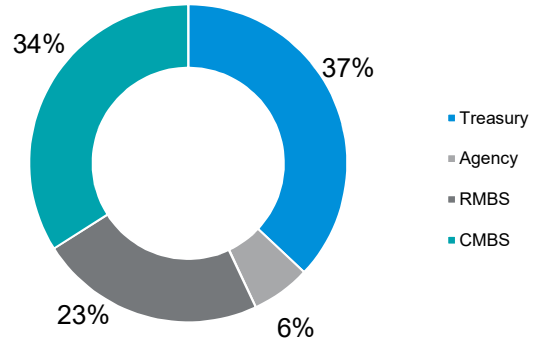
As of June 30, 2020

Portfolio Characteristics	
	3/31/20
Yield to Maturity	0.91%
Duration	2.87 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$19,143,678
	6/30/20
Yield to Maturity	0.69%
Duration	2.81 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$19,356,104

Asset Allocation
3/31/20



Asset Allocation
6/30/20



Portfolio Performance (%)[1]		
	QTD	Since Inception Annualized (8/1/2013)
Total Debt Service Fund (Gross of Fees)	**1.11**	**2.86**
Total Debt Service Fund (Net of Fees)	1.09	2.76
ICE BofA U.S. Treasury Index 1-3 Year	0.13	1.55
ICE BofA U.S. Treasury Index 3-7 Year	0.60	3.05

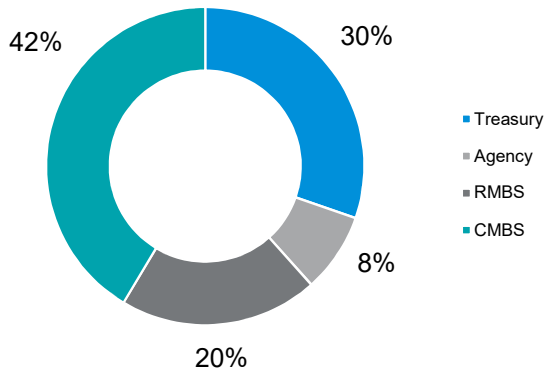
1. Past performance is not indicative of future results. Performance returns for periods greater than one year are annualized. The performance benchmark shown for the Riverside County Debt Reserve Fund is the ICE BofA US Treasury 3-7 Year, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater or equal to $1 billion and a maturity range from three to seven years, and the the ICE BofA 1-3 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between one and three years, and is presented for discussion purposes only.

Portfolio Performance[1] - 91 Subordinate Reserve Account

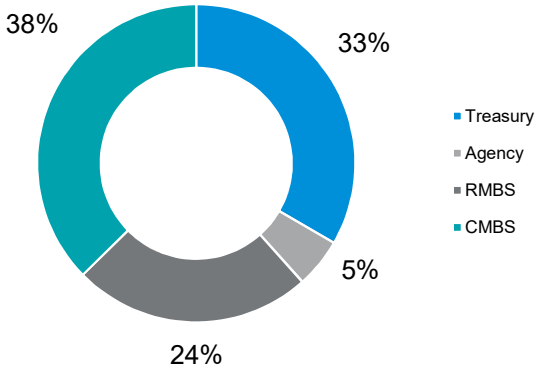
As of June 30, 2020

Portfolio Characteristics	
	3/31/20
Yield to Maturity	0.84%
Duration	2.29 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$20,789,568
	6/30/20
Yield to Maturity	0.58%
Duration	2.34 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$20,973,971

Asset Allocation
3/31/20



Asset Allocation
6/30/20



Portfolio Performance (%)[1]		
	QTD	Since Inception Annualized (7/1/2019)
Total 91 Subordinate Reserve Fund (Gross of Fees)	**0.89**	**4.73**
Total 91 Subordinate Reserve Fund (Net of Fees)	**0.86**	**4.63**
ICE BofA U.S. Treasury Index 1-3 Year	0.13	4.05
ICE BofA U.S. Treasury Index 3-7 Year	0.60	8.13

1. Past performance is not indicative of future results. The performance benchmark shown for the Riverside County 91 Subordinate Reserve Account is the ICE BofA US Treasury 3-7 Year, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater or equal to $1 billion and a maturity range from three to seven years, and the ICE BofA 1-3 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between one and three years, and is presented for discussion purposes only.

RCTC Portfolios

2013 SR 91 Reserve and Residual Funds				
Portfolio	**Beginning Market Value (7/3/2013)**	**Net Flows**	**Market Value (6/30/2020)**	**Change in Market Value**
Debt Service Reserve Fund	$17,667,869	($1,774,770)	$19,356,005	$3,463,005

Portfolio	**Beginning Market Value (7/3/2013)**	**Net Flows**	**Market Value (6/30/2020)**	**Change in Market Value**
2013 SR-91 Project Residual Fund	$3,292,782	+$22,338,171	$26,928,001	$1,297,0498
Portfolio	**Beginning Market Value (6/6/2019)**	**Net Flows**	**Market Value (6/30/2020)**	**Change in Market Value**
Subordinate Reserve Account	$0	+$20,000,000	$20,973,971	$973,971

2017 I-15 Project				
Portfolio	**Beginning Market Value (7/24/2017)**	**Net Flows**	**Market Value (6/30/2020)**	**Change in Market Value**
2017 Toll Revenue I-15 Project Fund	$98,562,718	($52,980,486)	$49,727,938	$4,145,706
Portfolio	**Beginning Market Value (12/5/2017)**	**Net Flows**	**Market Value (6/30/2020)**	**Change in Market Value**
2017 Toll Revenue I-15 Ramp Up Reserve	$7,723,487	$166,500	$8,491,588	$601,601
Total Project	$106,286,205	($52,813,986)	$58,219,526	$4,747,307

4. Appendix

MetLife Investment Management

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Payden&Rygel

QUARTERLY PORTFOLIO REVIEW

Riverside County Transportation Commission

2nd Quarter 2020

What have we learned since my letter to you at the beginning of the pandemic? Three months ago, many of us thought it would be a temporary shutdown, and there was anxiousness about conducting business "at home." The results we believe have been quite extraordinary.

Our remote operations have worked smoothly and effectively, attributable to the collaborative culture established 37 years ago. Collaboration is not the norm in our industry, as competitiveness exists internally to a large degree. Having a collaborative culture in a meaningful way has been a massive plus in the management of your accounts.

As for financial markets, the Federal Reserve and other global central banks have taken bold, immediate action in flooding the markets with liquidity, and it has worked. As I sit here today, I see the S&P 500 has turned positive for the calendar year, again unexpected. Uncertainty about the path of the virus and the long-term economic implications remain, but central banks provide extraordinary support. As I mentioned, the markets provide some buying opportunities, and a certain amount of liquidity has allowed us to make changes.

One thing that has been surprising on a domestic and global basis is the amount of new business activity, such as changing mandates, that one might have thought would be minimized in this uncertain climate. New business opportunities are a positive note, and as a firm, we are benefitting. If you have any specific questions, I am always available. Most importantly, stay healthy and safe.

Warmest Regards,

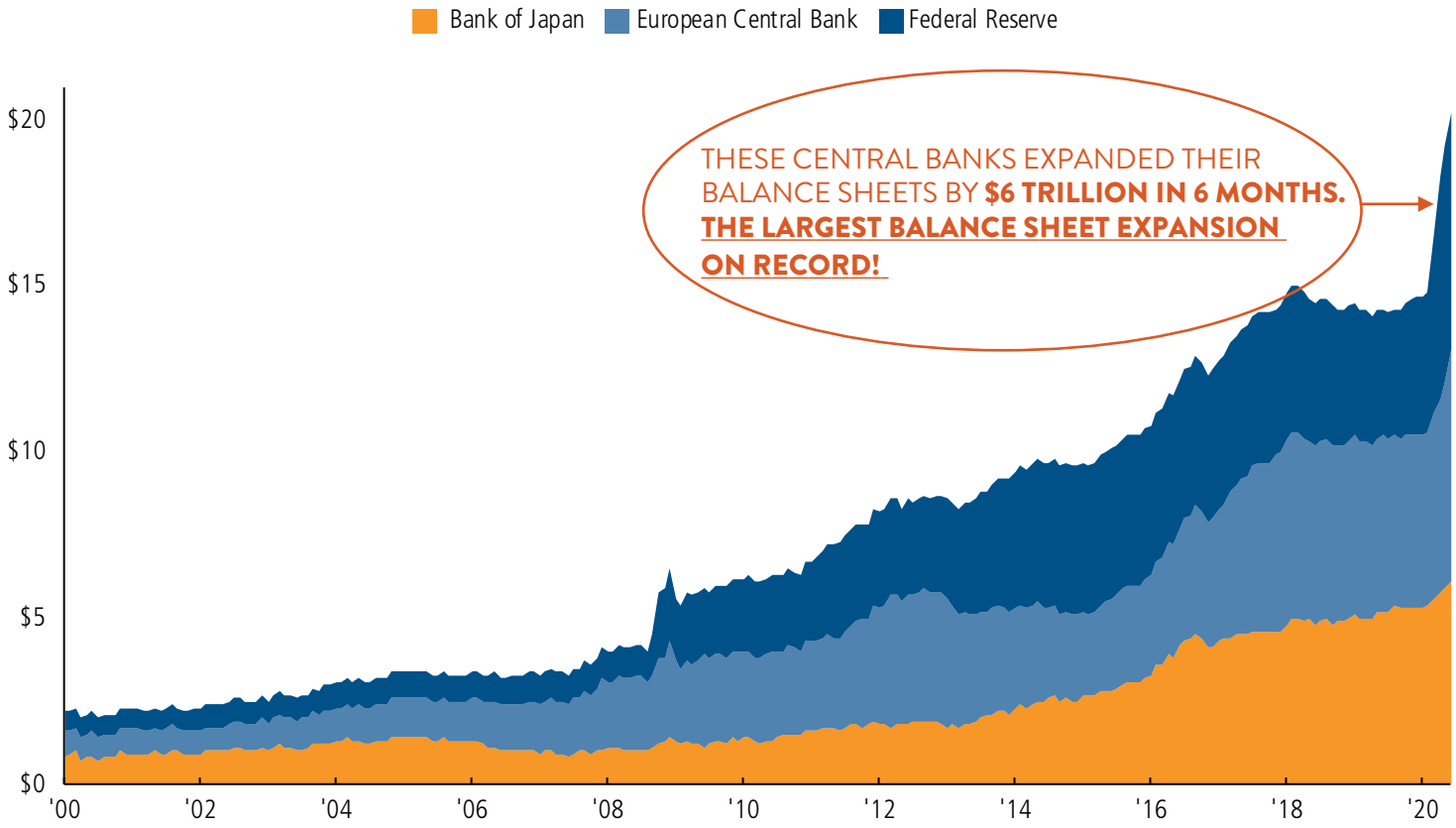
Joan A. Payden

President & CEO

HIBERNATION OVER, BUT HOW ROBUST IS THE REBOUND?

The second quarter of 2020 was a story of two parts. On the one hand, the global economy experienced a synchronized shut down due to the pandemic but is now reopening. On the other hand, major central banks leaped into action as the pandemic shook the financial system (see chart).

BALANCE SHEET OF THE FED, ECB, AND BANK OF JAPAN



As measured by data on worldwide restaurant seatings, Germans have seized upon the chance to get out of the house for dinner as the global economy reopened. Other countries and regions, such as the U.K. and U.S., remain stuck at home, and restaurants are yet to reopen fully. Coincidentally, the countries seeing the fastest rebound in sit-down dining are also the ones that have made the most progress on combatting the virus. The optimist might point to the fact that the dark days of mid-March to early-May are over and we're unlikely to see the entire world shut down again. The pessimist would say that while a "recovery" is underway, rising cases in some regions mean we will see lockdowns again, keeping activity woefully short of a robust rebound. Taking both views into account, we think the worst is behind us, but "normal" is still a long way off. How then can financial markets do so well? Record central bank asset purchases have alleviated the financial panic and fostered easy monetary conditions around the world. Monetary measures should help the global economy as businesses reopen, and consumers emerge from stay-at-home orders, and maintain market calm.

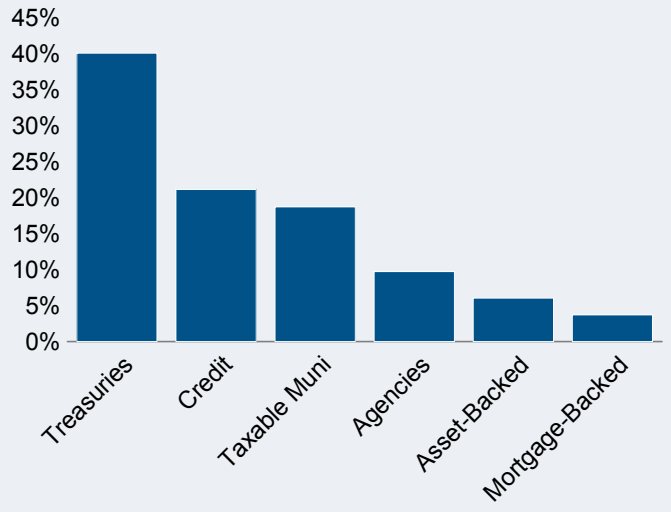
Riverside County Transportation Commission

Portfolio Review and Market Update - 2nd Quarter 2020

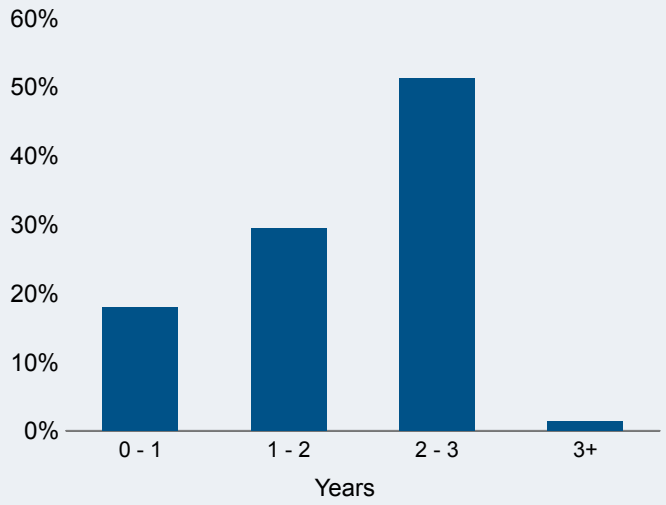
PORTFOLIO CHARACTERISTICS (As of 6/30/2020)

Portfolio Market Value	$55.6 million
Weighted Average Credit Quality	AA+
Weighted Average Duration	1.90 years
Weighted Average Yield to Maturity	0.48%

SECTOR ALLOCATION



DURATION DISTRIBUTION



PORTFOLIO RETURNS - Periods Ending 6/30/2020

	2nd Quarter	2020 YTD	Trailing 1 Yr	Since Inception (3/1/15)
RCTC Operating Portfolio	**0.99%**	**2.91%**	**4.16%**	**2.00%**
ICE BofA 1-3 Year US Treasury Index	0.13%	2.94%	4.07%	1.80%

Periods over one year are annualized

MARKET THEMES

After the severe economic shock from COVID-19, market sentiment rebounded strongly in the second quarter driven by an unprecedented and coordinated monetary and fiscal response from central banks and governments globally. This stimulus, coupled with a stabilization in the growth rate of cases, led to a rally in risk assets. With countries easing their respective lockdown restrictions, worldwide GDP contractions observed in the first quarter reversed, as high-frequency data, including airline travel and restaurant bookings, showed nascent signs of a bottom in global economic data. However, a surge in positive cases in the U.S. in the final weeks of the quarter, a roll back of some reopening activity, and a sharp increase in social unrest brought unease to financial markets. Equity volatility increased modestly, and investors struggled to assess the impact of a potential second wave of COVID-19 cases. Fixed income markets reacted more benignly as central bank intervention helped to quell concerns.

STRATEGY

- The portfolio continues to hold a diversified mix of non-government sectors for income generation. We continue to utilize corporate bonds, asset-backed securities (ABS) and mortgage-backed securities (MBS) as diversified sources of high-quality income.
- We remain constructive on short-dated credit given attractive yields, lack of supply and solid fundamentals. The Federal Reserve's corporate purchase programs provide strong technical support.
- We took advantage of market dislocations to add high-quality securities, especially via new issue. We sold several higher beta positions into market strength and continue to look for opportunities to trim exposure.
- We targeted a market neutral duration positioning over the quarter.

INTEREST RATES

The Federal Reserve announced and began executing substantial open-market policies to help restore confidence and liquidity in financial markets. Rates in the front-end remain pinned near zero, a direct result of the Fed’s commitment to a zero Federal Funds rate policy.

- After falling sharply in March, short U.S. Treasury yields rose, with the two-year maturity rising by 0.10% to 0.15%. The slope between two- and five-year maturities finished the quarter at 0.15%.
- Despite our neutral headline duration, curve positioning contributed positively to performance.
- LIBOR experienced an unprecedented move due to massive spread tightening over the quarter coupled with record amounts of cash in the system and the government support programs. One-month LIBOR fell 0.83% to 0.16% and three-month LIBOR decreased 1.15% to 0.30%.

SECTORS

Credit markets, which experienced a historically poor first quarter, saw a significant bounce back in the second one due to Fed support. In particular, the Primary and Secondary Market Corporate Credit Facilities helped support corporate bonds, while the reintroduction of the Term Asset-Backed Securities Loan Facility supported ABS. Spreads on front-end credit products moved significantly tighter and outperformed Treasuries, with corporate bonds leading.

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OUR STRATEGIES

Multi-Sector

Short Maturity Bonds

U.S. Core Bond

Absolute Return Fixed Income

Strategic Income

Global Fixed Income

Liability Driven Investing

Sector-Specific

Emerging Markets Debt

Government/Sovereign

High Yield Bonds & Loans

Inflation-Linked/TIPS

Investment Grade Corporate Bonds

Municipal Bonds (U.S.)

Securitized Bonds

Income-Focused Equities

Equity Income

Available in:
Separate Accounts – Mutual Funds (U.S. and UCITS)
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For more information about Payden & Rygel's strategies, contact us at a location listed below.

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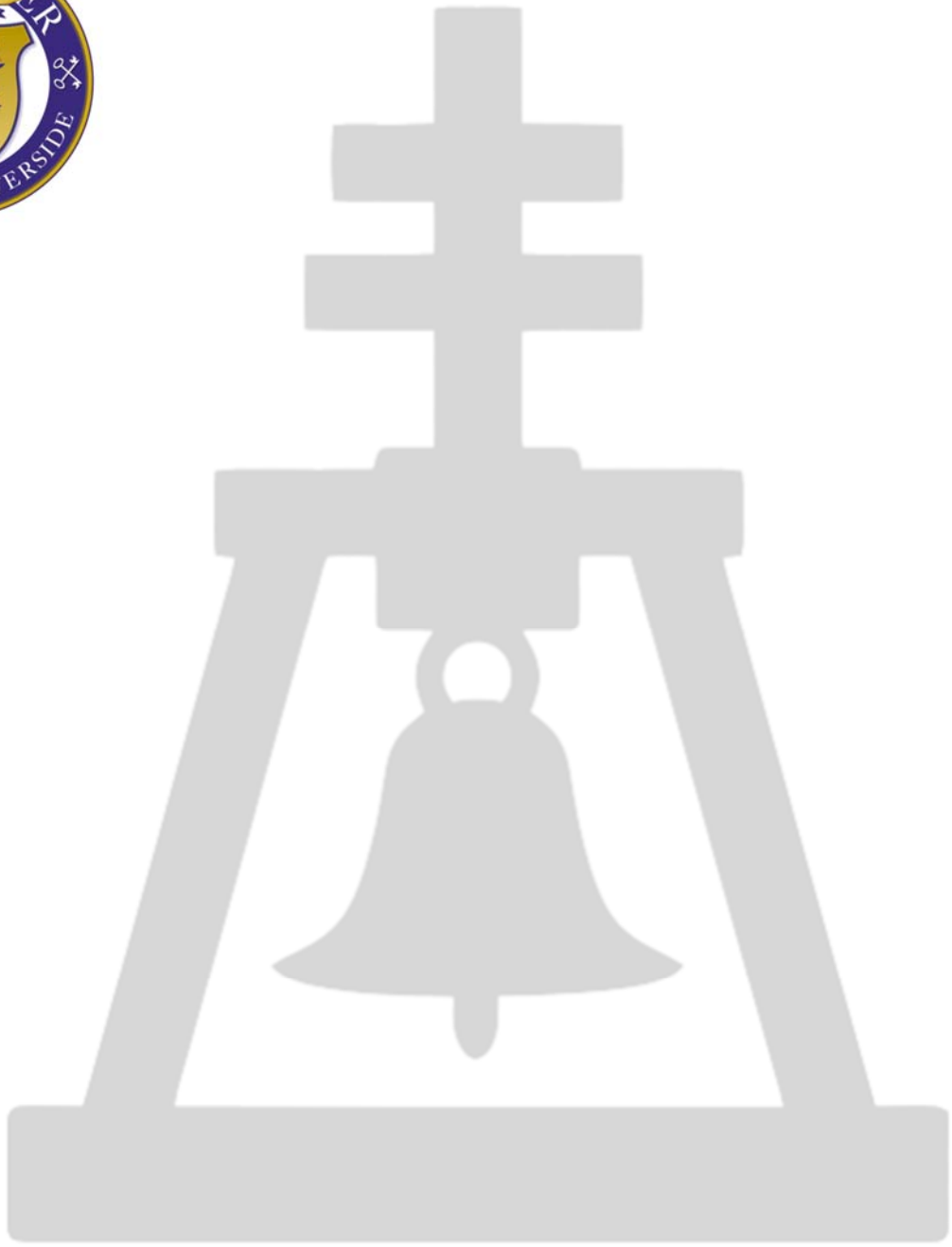


County of Riverside

Treasurer's Pooled Investment Fund

June 2020

Contents

Federal Reserve Chair Jerome Powell during the June 10th FOMC press conference. Digital Image. *Federal Reserve Board*. https://www.youtube.com/user/FedReserveBoard

Treasurer's Pooled Investment Fund

Monthly Commentary

June Gloom

Short fixed income rates were little changed in June despite the continued gloomy pandemic, geo-political, and national news. Protests and social unrest spread in response to the death of George Floyd. Libya and Hong Kong resurfaced as potential risks to global trade and gas markets. When added to the continued spread of COVID, events in June contributed to the market surprise in the employment numbers. The Treasurers Pooled Investment Fund (TPIF) yield continues to gravitate lower drawn by near zero short term interest rates.

The worldwide COVID-19 case total surpassed 10 million, with a death total now surpassing 500,000. The United States remains the leading nation in cases, accounting for over 25 percent of both cases and deaths worldwide. The FOMC met on June 10th and voted to leave rates 0.0% to 0.25% and reaffirmed its commitment to do everything it can to support economic activity. The FED also expressed the limits of monetary policy and the importance of fiscal policy in combating the economic effects of the pandemic.

China passed the controversial Hong Kong national security law, increasing trade tensions and the US threatened economic penalties in response. First quarter GDP was reported as negative 5%. Despite these worries, the country produced a surprising 2.5 million jobs in the previous month, greatly surpassing the consensus estimate of negative 7.5 million! The unemployment rate was 13.3%, a dim figure still above the financial crisis level of 10%, however much better than the expected 19%. As the month progressed, most economic indicators were mixed.

As investors continue to move assets into real estate, one exception in economic activity is housing as the sector continues to be a bright spot for optimists across the nation. The Nation Association of Home Builders Index printed at 58, vs. expectations of 45; Building Permits came in at +14.4%; and New Home Sales beat expectations at 676k.

A real estate related trend is the 'flight' from dense urban areas to suburbs and even semi-rural areas as a result of the current environment. For Riverside County, this could be a positive to both the residential and commercial real estate local markets as the County has more affordable building costs, large amounts of available land, and already existing freeway and rail networks.

In addition, retail sales also reported a promising 17.7% increase from the previous month after reporting a negative 16.4% decrease the previous month. However, the manufacturing sector in the other hand continues to struggle with Factory Orders and Durable Goods Orders, both hitting lows of -13.0% and -17.7% respectively.

Energy markets are keeping a close eye on the situation in Libya and continue to count the casualties of low demand and supply disruption. Following negotiations with creditors, Chesapeake Energy applied for Chapter 11 bankruptcy in the United States. The company is experiencing cash flow and liquidity issues due to low energy prices and large amounts of debt.

In the early portion of the month, stock prices and bond yields moved up due to very strong nonfarm payroll numbers. Stock prices and bond yields then dropped back down to finish the month basically unchanged. Three-month treasury bills started at 0.129% and ended at 0.125%. Similarly, the 5-year treasury note started at 0.288% and ended at 0.305%. In the credit space, 3-month Libor started at 0.337% and ended at 0.302%.

Jon Christensen
Treasurer-Tax Collector

Treasurer's Statement

The Treasurer's Pooled Investment Fund is comprised of contributions from the county, schools, special districts, and other discretionary depositors throughout the County of Riverside. The primary objective of the treasurer shall be to **safeguard the principal** of the funds under the Treasurer's control, meet the **liquidity needs** of the depositor, and to maximize a **return on the funds** within the given parameters.

The Treasurer-Tax Collector and the Capital Markets team are committed to maintaining the highest credit ratings. The Treasurer's Pooled Investment Fund is currently rated **Aaa-bf** by **Moody's Investor Service** and **AAAf/S1** by **Fitch Ratings,** two of the nation's most trusted bond credit rating services.

Since its inception, the Treasurer's Pooled Investment Fund has been in **full compliance** with the Treasurer's Statement of Investment Policy, which is more restrictive than California Government Code 53646.

Capital Markets Team

Jon Christensen
Treasurer-Tax Collector

Matt Jennings
Assistant Treasurer-Tax Collector

Giovane Pizano
Chief Investment Manager

Steve Faeth
Senior Investment Manager

Isela Licea
Assistant Investment Manager

Hayden Nestande
Prof Student Intern

6-Month Pool Performance

	Month End Market Value ($)*	Month End Book Value ($)	Paper Gain or Loss ($)	Paper Gain or Loss (%)	Book Yield (%)	WAM (Yrs)
Jun-20	7,804,218,376.34	7,775,589,310.59	28,629,065.75	0.37%	0.77	1.12
May-20	8,196,871,029.51	8,166,677,324.99	30,193,704.52	0.37%	0.88	1.10
Apr-20	8,707,241,840.70	8,668,716,409.06	38,525,431.64	0.44%	1.15	1.01
Mar-20	7,300,500,274.82	7,261,665,325.07	38,834,949.75	0.53%	1.46	1.19
Feb-20	7,341,926,889.86	7,315,633,798.80	26,293,091.06	0.36%	1.80	1.16
Jan-20	7,653,741,469.47	7,633,961,510.96	19,779,958.51	0.26%	1.82	1.06

*Market values do not include accrued interest.

Economy

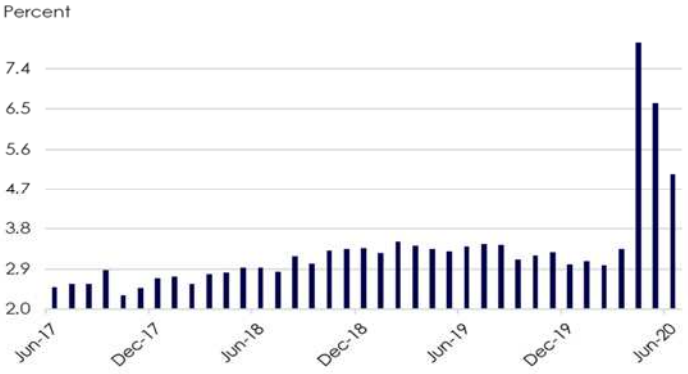
National Economy

As restrictions eased and storefronts began to open in May, retail sales surged quickly as consumers were finally able to spend their stimulus checks. Brick and mortar retail stores were open for business and diners finally made their way to a table at their favorite restaurants. A 17.7% increase is the largest monthly gain on record, but sales are still 8% below February numbers. While these numbers are encouraging, some officials warned of the uncertainty still surrounding the recovery- specifically employment and output levels that are still well below pre-pandemic numbers. (NY TIMES 06/16/2020)

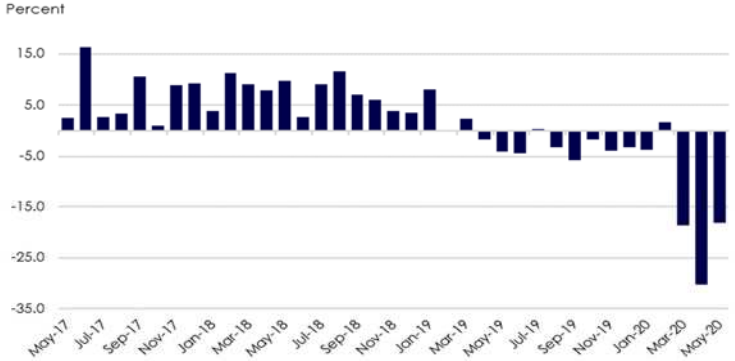
State Economy

California's housing market saw a 45% YoY dip in closed sales for May but a 2.7% increase in median price. This data reflects deals which closed escrow in May, but offers made in April or even March. Experts suggest the increase in median price can be attributed to sellers that are reluctant to drop their price, as well as a restricted supply due to many owners taking their homes off the market and making price drops less likely. Riverside County sales fell just below the statewide mark at 43.7% and median price increased 6.5% to $415,000.00 compared to San Bernardino County where sales fell 33.9% and price increased 6.7% to $368,000.00. (LA TIMES 06/18/2020)

Private Sector Average Hourly Earnings Y/Y

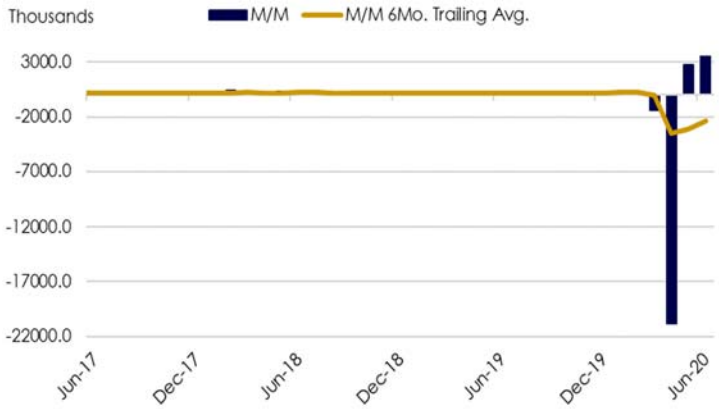


Durable Goods Percent Chg. Y/Y



New Home Sales SAAR

Nonfarm Payrolls Total M/M Change SA



Key Economic Indicators

Release Date	Indicator	Actual	Consensus	Prior Year
06/25/2020	Real GDP - Q/Q Change	**-5.0%**	-5.0%	3.1%
06/05/2020	Unemployment Rate - Seasonally Adjusted	**13.3%**	19.0%	3.6%
06/05/2020	Non-Farm Payrolls - M/M Change - Thousands	**2,509**	-7,500	75
06/10/2020	CPI - Y/Y Change	**0.1%**	0.3%	1.8%
06/10/2020	CPI Ex Food and Energy - Y/Y Change	**1.2%**	1.3%	2.0%
06/03/2020	ISM Non-Manufacturing Index (> 50 indicates growth)	**45.4**	44.4	56.9
06/23/2020	New Home Sales - SAAR - Thousands	**676**	640	626
06/03/2020	Factory Orders - M/M Change	**-13.0%**	-13.4%	-0.8%
06/03/2020	Durable Goods Orders - New Orders - M/M Change	**-17.7%**	-17.2%	-2.1%

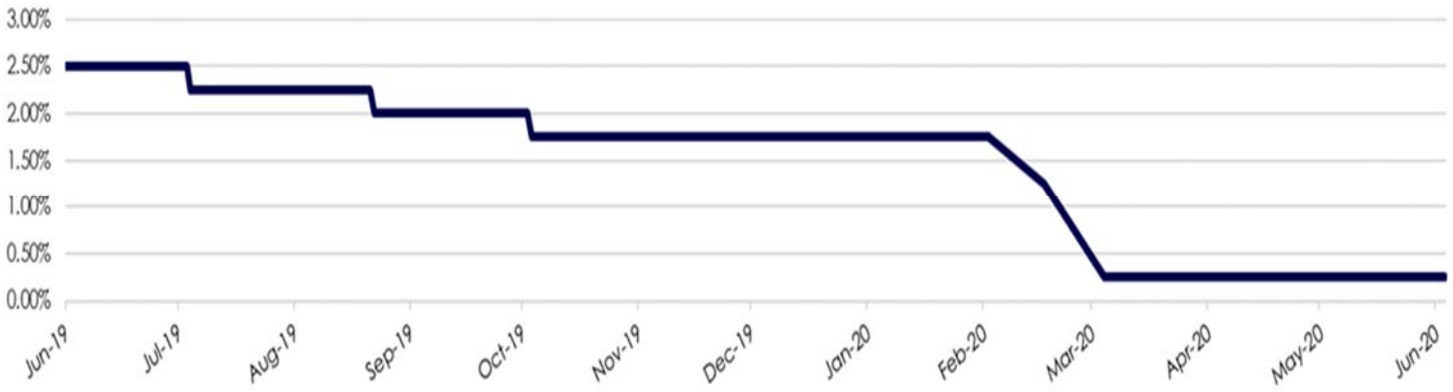
*Note: 'Prior Year' displays final estimates of indicator values from the equivalent period of the prior year.

Market Data

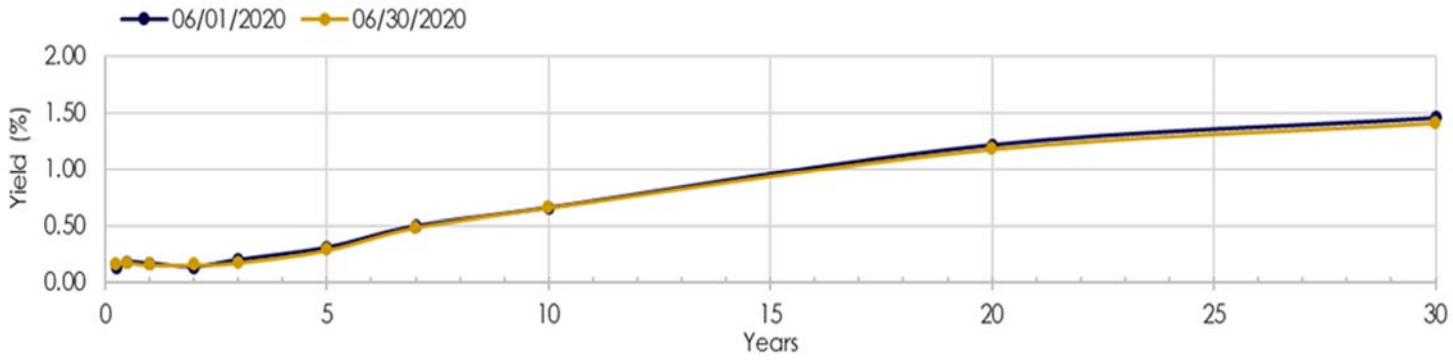
Federal Open Market Committee Meeting 06/10/2020

- The FOMC stated that the Corona virus outbreak is causing tremendous human and economic hardship across the U.S., and will weigh heavily on economic activity, employment, and inflation in the near term, and poses considerable risk to the economic outlook over the medium term.
- The FOMC maintained the Fed Funds Target Range of 0.0-0.25%
- The FOMC stated in their June statement that "it is committed to using its full range of tools to support the U.S. economy and to help assure that the recovery from this difficult period will be as robust as possible."

Fed Funds Target Rate (Upper Limit)



U.S. Treasury Curve

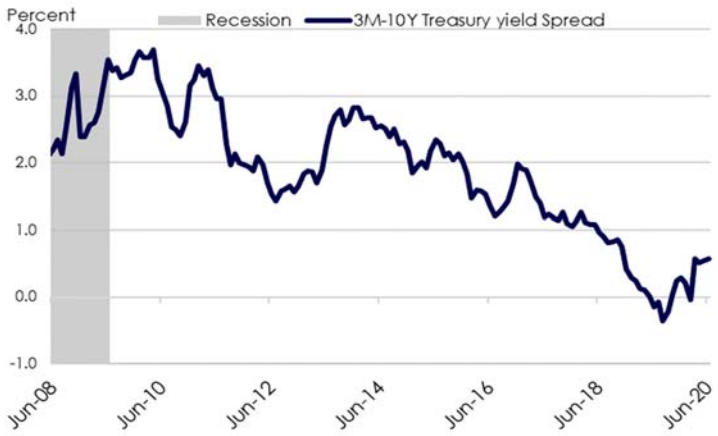


Treasury Curve Differentials	3 Mo	6 Mo	1 Yr	2 Yr	3 Yr	5 Yr	10 Yr	30 Yr
06/30/2020 - 06/01/2020	0.02	0.00	-0.01	0.02	-0.02	-0.02	0.00	-0.05
06/30/2020	0.16	0.18	0.16	0.16	0.18	0.29	0.66	1.41
06/01/2020	0.14	0.18	0.17	0.14	0.20	0.31	0.66	1.46

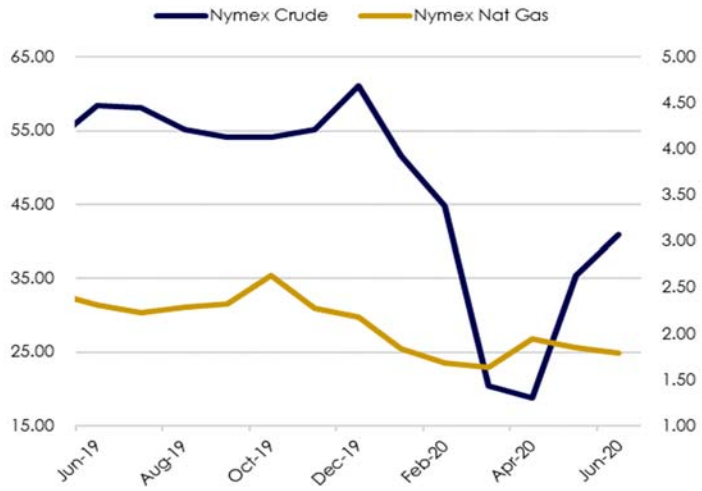
The US Treasury Curve and its values are subject to frequent change and will be updated monthly with each issued TPIF report.

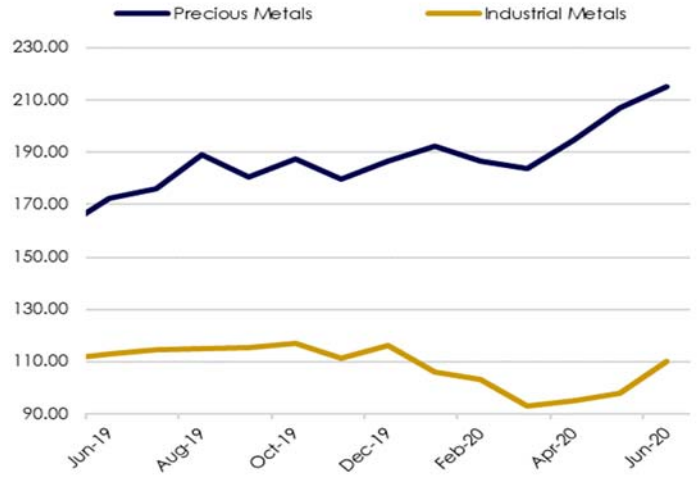
Market Data cont'd

U.S. Treasuries

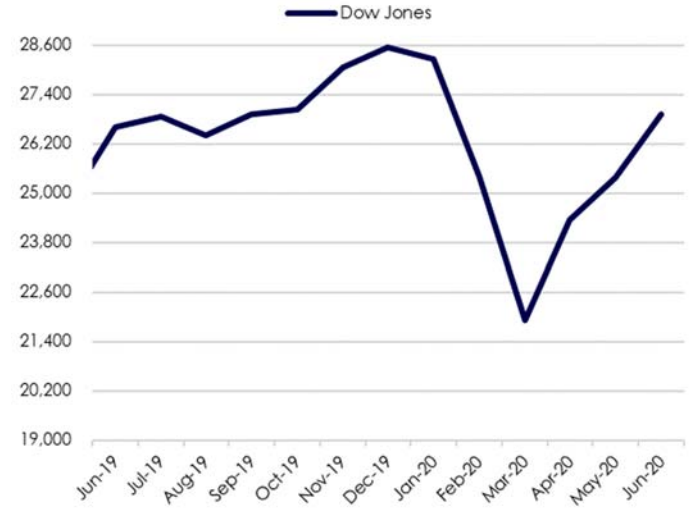


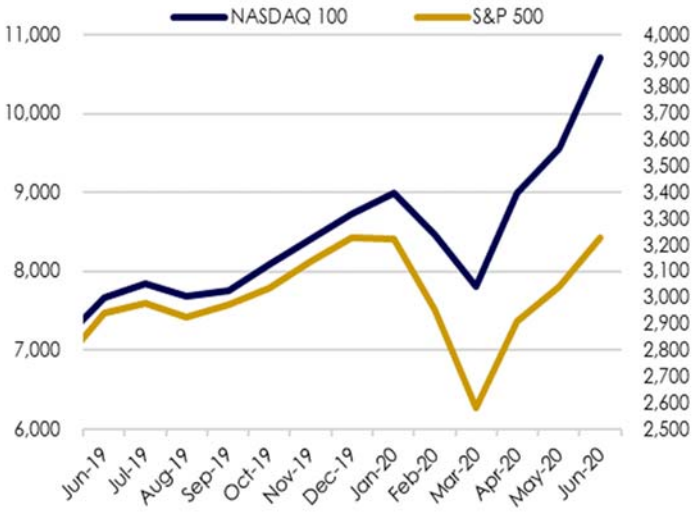
Commodities





Stocks





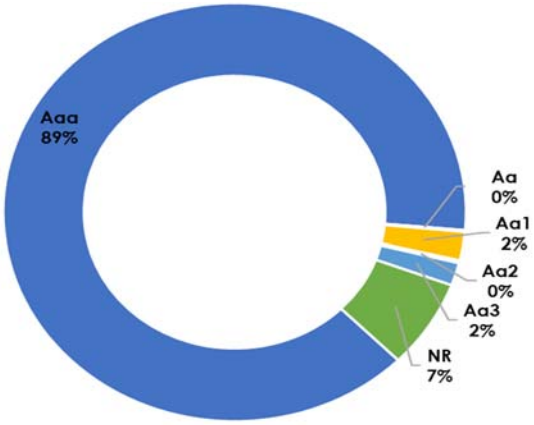
* Values listed for commodities and stocks are in US dollars and are as of the final business day of each month.

Portfolio Data

The County of Riverside's Treasurer's Pooled Investment Fund is currently rated **AAA-bf** by **Moody's Investor Service** and **AAAf/S1** by **Fitch Ratings**.

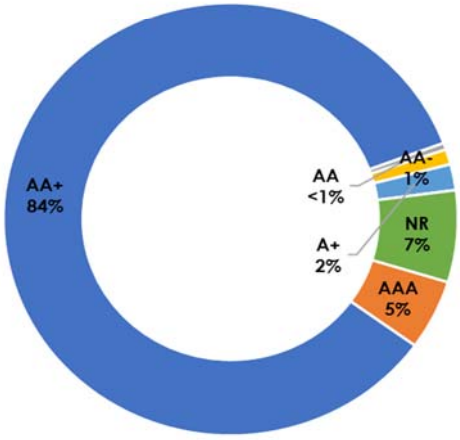
Moody's Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
Aaa	6,890,503.07	100.35%	88.62%	0.75%
Aa	10,000.00	101.51%	0.13%	2.22%
Aa1	168,100.06	100.36%	2.16%	1.74%
Aa2	15,718.76	100.36%	0.20%	2.68%
Aa3	136,326.22	102.15%	1.75%	2.50%
NR	529,941.20	100.19%	6.82%	0.28%
NA	25,000.00	99.99%	0.32%	0.19%
Totals:	**7,775,589.31**	**100.37%**	**100.00%**	**0.77%**



S&P Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
AAA	405,069.56	100.38%	5.21%	0.61%
AA+	6,539,511.73	100.35%	84.10%	0.77%
AA	38,740.60	100.24%	0.50%	1.82%
AA-	87,326.22	103.35%	1.12%	2.86%
A+	150,000.00	100.00%	1.93%	1.70%
NR	529,941.20	100.19%	6.82%	0.28%
NA	25,000.00	99.99%	0.32%	0.19%
Totals:	**7,775,589.31**	**100.37%**	**100.00%**	**0.77%**



12-Month Projected Cash Flow

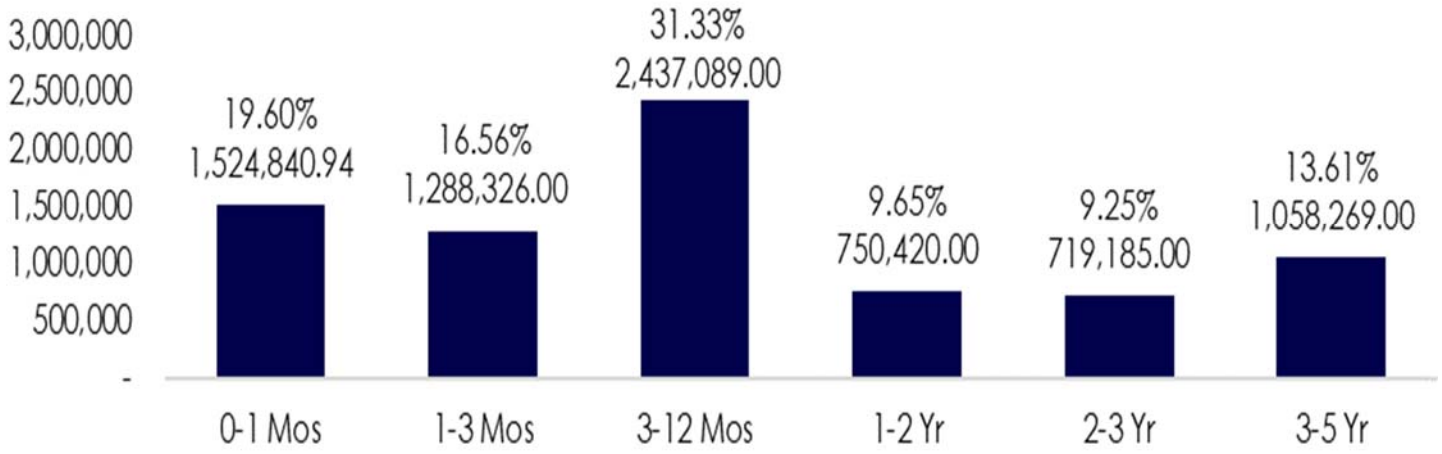
Month	Monthly Receipts	Monthly Disbursements	Difference	Required Matured Investments	Balance	Actual Investments Maturing	Available to Invest > 1 Year
07/2020					51.85		
07/2020	1,034.18	1,472.64	-438.46	386.61	-	2,040.32	
08/2020	986.77	1,164.92	-178.15	178.15	-	664.35	
09/2020	1,085.65	1,145.14	-59.49	59.49	-	713.98	
10/2020	1,249.55	1,343.18	-93.63	93.63	-	597.25	
11/2020	1,205.40	1,074.70	130.70		130.70	470.10	
12/2020	2,348.61	1,073.38	1,275.23		1,405.93		
01/2021	1,078.90	1,910.81	-831.91		574.02	427.75	
02/2021	1,005.21	1,217.34	-212.13		361.89	265.00	
03/2021	1,497.96	1,092.59	405.37		767.26	215.26	
04/2021	2,103.36	1,289.52	813.84		1,581.10	154.08	
05/2021	2,100.00	1,086.87	1013.13		2,594.23	182.65	
06/2021	1,044.31	1,802.91	-758.60		1,835.63	25.00	
TOTALS	16,739.90	15,674.00	1,065.90	717.88	9,302.61	5,755.74	7,057.70
				9.23%		74.02%	90.77%

*Values listed in Cash Flow Table are in millions of USD.

Based on historic and current financial conditions within the County, the Pool is expected to maintain sufficient liquidity of funds to cover County expenses for the next twelve months.

Portfolio Data cont'd

Asset Maturity Distribution (Par Value, 000's)

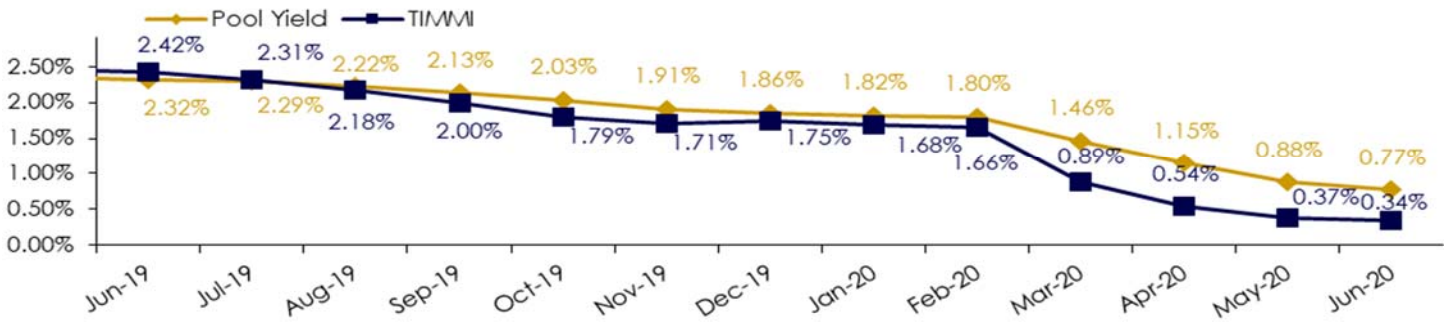


Asset Allocation (000's)

Assets	Scheduled Book	Scheduled Market	Mkt/Book	Yield	WAL (Yr.)	Mat (Yr.)
TREAS	2,024,845.95	2,031,873.85	100.35%	0.71%	0.46	0.46
AGENCIES	4,432,499.20	4,448,909.79	100.37%	0.80%	0.67	1.69
MMKT	329,000.00	329,000.00	100.00%	0.14%	0.00	0.00
CASH	375,000.00	375,000.00	100.00%	0.12%	0.00	0.00
CALTRUST FND	4,023.98	4,023.98	100.00%	10.60%	0.00	0.00
COMM PAPER	249,465.32	249,976.58	100.20%	0.44%	0.07	0.70
CDS	100,000.00	100,000.00	100.00%	1.63%	0.48	0.72
NCDS	50,000.00	50,000.00	100.00%	1.85%	0.00	0.00
MEDIUM TERM NOTES	82,836.63	84,802.91	102.37%	2.56%	0.40	0.46
MUNI	127,918.24	130,631.27	102.12%	2.71%	1.06	1.06
Totals:	**7,775,589.32**	**7,804,218.38**	**100.37%**	**0.77%**	**0.531**	**1.12**

*For details on the Pool's composition see Month End Portfolio Holdings, pages 9 to 13.

TIMMI



The Treasurer's Institutional Money Market Index (TIMMI) is a composite index of four AAA rated prime institutional money market funds. Their average yield is compared to the yield of the Treasurer's Pooled Investment Fund in the above graph.

Compliance Report

Compliance Status: Full Compliance

The Treasurer's Pooled Investment Fund was in full compliance with the County of Riverside's Treasurer's Statement of Investment Policy. The County's Statement of Investment Policy is more restrictive than California Government Code 53646. The County's Investment Policy is reviewed annually by the County of Riverside's Oversight Committee and approved by the Board of Supervisors.

	GOVERNMENT CODE			COUNTY INVESTMENT POLICY			
Investment Category	Maximum Remaining Maturity	Authorized % Limit	S&P/ Moody's	Maximum Remaining Maturity	Authorized % Limit	S&P/ Moody's/ Fitch	Actual %
MUNICIPAL BONDS (MUNI)	5 YEARS	NO LIMIT	NA	4 YEARS	15%	AA-/Aa3/AA-	**1.65%**
U.S. TREASURIES	5 YEARS	NO LIMIT	NA	5 YEARS	100%	NA	**26.04%**
LOCAL AGENCY OBLIGATIONS (LAO)	5 YEARS	NO LIMIT	NA	3 YEARS	2.50%	INVESTMENT GRADE	**<0.00%**
FEDERAL AGENCIES	5 YEARS	NO LIMIT	AAA	5 YEARS	100%	NA	**57.01%**
COMMERCIAL PAPER (CP)	270 DAYS	40%	A1/P1	270 DAYS	40%	A1/P1/F1	**3.21%**
CERTIFICATE & TIME DEPOSITS (NCD & TCD)	5 YEARS	30%	NA	1 YEAR	25% Combined	A1/P1/F1	**1.93%**
INTL BANK FOR RECONSTRUCTION AND DEVELOPMENT AND INTL FINANCE CORPORATION	NA	NA	NA	4 YEARS	20%	AA/Aa/AA	**0.00%**
REPURCHASE AGREEMENTS (REPO)	1 YEARS	NO LIMIT	NA	45 DAYS	40% max, 25% in term repo over 7 days	A1/P1/F1	**0.00%**
REVERSE REPOS	92 DAYS	20%	NA	60 DAYS	10%	NA	**0.00%**
MEDIUM TERM NOTES (MTNO)	5 YEARS	30%	A	3 YEARS	20%	AA/Aa2/AA	**1.07%**
CALTRUST SHORT TERM FUND	NA	NA	NA	DAILY LIQUIDITY	1.00%	NA	**0.05%**
MONEY MARKET MUTUAL FUNDS (MMF)	60 DAYS[1]	20%	AAA/Aaa [2]	DAILY LIQUIDITY	20%	AAA by 2 Of 3 RATINGS	**4.23%**
LOCAL AGENCY INVESTMENT FUND (LAIF)	NA	NA	NA	DAILY LIQUIDITY	Max $50 million	NA	**0.00%**
CASH/ DEPOSIT ACCOUNT	NA	NA	NA	NA	NA	NA	**4.82%**

[1] Money Market Mutual Funds maturity may be interpreted as a weighted average maturity not exceeding 60 days.

[2] Or must have an investment advisor with no fewer than 5 years experience and with assets under management of $500,000,000 USD.

THIS COMPLETES THE REPORT REQUIREMENTS OF CALIFORNIA GOVERNMENT CODE 53646.

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
Fund: 1 POOL FUND											
1060: MMKT ACCTS-A/365-6											
FRGXX	FIDELITY GOV	07/01/2020	.115	.115	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
GOFXX	FEDERATED GOV	07/01/2020	.119	.119	109,000,000.00	109,000,000.00	100.000000	109,000,000.00	0.00	.003	.003
WFFXX	WELLS FARGO GOV	07/01/2020	.118	.118	66,000,000.00	66,000,000.00	100.000000	66,000,000.00	0.00	.003	.003
FGTXX	GOLDMAN SACHS GOV	07/01/2020	.156	.156	151,000,000.00	151,000,000.00	100.000000	151,000,000.00	0.00	.003	.003
OGVXX	JP MORGAN GOV	07/01/2020	.103	.103	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
TFDXX	BLACKROCK GOV	07/01/2020	.099	.099	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
			.136	**.136**	**329,000,000.00**	**329,000,000.00**	**100.000000**	**329,000,000.00**	**0.00**	**.003**	**.003**
1065: CLTR-A/365-6											
CLTR	CALTRUST SHT TERM FUND	07/01/2020	1.089	1.063	4,015,944.14	4,023,976.03	100.200000	4,023,976.03	0.00	.003	.003
			1.089	**1.063**	**4,015,944.14**	**4,023,976.03**	**100.200000**	**4,023,976.03**	**0.00**	**.003**	**.003**
1080: MGD RATE-A/365-6											
CASH	BANK OF THE WEST	07/01/2020	.500	.500	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.003	.003
			.500	**.500**	**25,000,000.00**	**25,000,000.00**	**100.000000**	**25,000,000.00**	**0.00**	**.003**	**.003**
1170: MGD RATE-A/360											
CASH	PACIFIC PREMIER BANK	07/01/2020	1.530	1.530	0.00	0.00	100.000000	0.00	0.00	.000	.003
CASH	FIRST REPUBLIC BANK	07/01/2020	1.515	1.515	0.00	0.00	100.000000	0.00	0.00	.000	.003
CASH	UB MANAGED RATE	07/01/2020	.093	.093	350,000,000.00	350,000,000.00	100.000000	350,000,000.00	0.00	.003	.003
			.093	**.093**	**350,000,000.00**	**350,000,000.00**	**100.000000**	**350,000,000.00**	**0.00**	**.003**	**.003**
1300: U.S. TREASURY BILL											
9127963X5	U.S. TREASURY BILL	09/08/2020	.146	.146	75,000,000.00	74,953,158.33	99.975000	74,981,250.00	28,091.67	.191	.192
912796TN9	U.S. TREASURY BILL	10/08/2020	.172	.172	75,000,000.00	74,934,783.00	99.957000	74,967,750.00	32,967.00	.273	.274
9127964A4	U.S. TREASURY BILL	09/29/2020	.136	.136	50,000,000.00	49,970,911.11	99.966000	49,983,000.00	12,088.89	.249	.249
9127962T5	U.S. TREASURY BILL	10/29/2020	.162	.162	50,000,000.00	49,959,176.50	99.948000	49,974,000.00	14,823.50	.331	.332
9127964G1	U.S. TREASURY BILL	10/06/2020	.136	.136	50,000,000.00	49,970,911.11	99.964000	49,982,000.00	11,088.89	.268	.268
912796TP4	U.S. TREASURY BILL	11/05/2020	.130	.130	50,000,000.00	49,967,139.00	99.944000	49,972,000.00	4,861.00	.350	.351
9127962Z1	U.S. TREASURY BILL	11/12/2020	.154	.154	50,000,000.00	49,961,198.50	99.941000	49,970,500.00	9,301.50	.369	.370
9127963P2	U.S. TREASURY BILL	08/18/2020	.110	.110	50,000,000.00	49,985,486.11	99.982000	49,991,000.00	5,513.89	.134	.134
9127963Y3	U.S. TREASURY BILL	09/15/2020	.115	.115	50,000,000.00	49,980,833.33	99.970000	49,985,000.00	4,166.67	.211	.211
9127963Z0	U.S. TREASURY BILL	09/22/2020	.128	.128	50,000,000.00	49,977,510.42	99.969000	49,984,500.00	6,989.58	.230	.230
9127964H9	U.S. TREASURY BILL	10/13/2020	.133	.133	50,000,000.00	49,972,805.00	99.954000	49,977,000.00	4,195.00	.287	.288
9127964G1	U.S. TREASURY BILL	10/06/2020	.129	.129	50,000,000.00	49,975,370.83	99.964000	49,982,000.00	6,629.17	.268	.268
912796XE4	U.S. TREASURY BILL	02/25/2021	.172	.172	50,000,000.00	49,935,211.11	99.894000	49,947,000.00	11,788.89	.656	.658
9127963B3	U.S. TREASURY BILL	11/27/2020	.161	.161	50,000,000.00	49,959,302.78	99.931700	49,965,850.00	6,547.22	.410	.411
912796XE4	U.S. TREASURY BILL	02/25/2021	.167	.167	50,000,000.00	49,938,070.83	99.894000	49,947,000.00	8,929.17	.656	.658
9127963Z0	U.S. TREASURY BILL	09/22/2020	.160	.160	50,000,000.00	49,976,444.44	99.969000	49,984,500.00	8,055.56	.230	.230
9127963Z0	U.S. TREASURY BILL	09/22/2020	.175	.175	50,000,000.00	49,974,722.22	99.969000	49,984,500.00	9,777.78	.230	.230
912796XE4	U.S. TREASURY BILL	02/25/2021	.180	.180	50,000,000.00	49,935,000.00	99.894000	49,947,000.00	12,000.00	.656	.658
9127964A4	U.S. TREASURY BILL	09/29/2020	.170	.170	50,000,000.00	49,974,972.22	99.966000	49,983,000.00	8,027.78	.249	.249
912796XE4	U.S. TREASURY BILL	02/25/2021	.178	.178	50,000,000.00	49,937,381.94	99.894000	49,947,000.00	9,618.06	.656	.658
9127962R9	U.S. TREASURY BILL	10/15/2020	.170	.170	25,000,000.00	24,985,951.39	99.954000	24,988,500.00	2,548.61	.292	.293
9127963C1	U.S. TREASURY BILL	07/07/2020	.070	.070	50,000,000.00	49,998,736.11	99.998000	49,999,000.00	263.89	.019	.019
912796WZ8	U.S. TREASURY BILL	08/06/2020	.120	.120	50,000,000.00	49,992,833.33	99.988000	49,994,000.00	1,166.67	.101	.101
9127963X5	U.S. TREASURY BILL	09/08/2020	.127	.127	50,000,000.00	49,986,583.89	99.975000	49,987,500.00	916.11	.191	.192
912796UC1	U.S. TREASURY BILL	01/28/2021	.165	.165	50,000,000.00	49,950,041.67	99.903000	49,951,500.00	1,458.33	.579	.581
			.147	**.147**	**1,275,000,000.00**	**1,274,154,535.17**	**99.951086**	**1,274,376,350.00**	**221,814.83**	**.320**	**.321**
1310: U.S. TREASURY BOND											
912828Y46	U.S. TREASURY BOND	07/31/2020	2.625	1.662	25,000,000.00	25,179,687.50	100.202000	25,050,500.00	-129,187.50	.084	.085
912828L32	U.S. TREASURY BOND	08/31/2020	1.375	1.627	50,000,000.00	49,898,437.50	100.198000	50,099,000.00	200,562.50	.168	.170
912828YC8	U.S. TREASURY BOND	08/31/2021	1.500	1.711	25,000,000.00	24,906,250.00	101.527000	25,381,750.00	475,500.00	1.146	1.170
912828S27	U.S. TREASURY BOND	06/30/2021	1.125	1.735	25,000,000.00	24,753,906.25	100.941000	25,235,250.00	481,343.75	.989	1.000
912828YE4	U.S. TREASURY BOND	08/31/2024	1.250	1.702	25,000,000.00	24,479,492.19	104.199000	26,049,750.00	1,570,257.81	4.021	4.173
912828L99	U.S. TREASURY BOND	10/31/2020	1.375	1.634	50,000,000.00	49,876,953.13	100.393000	50,196,500.00	319,546.87	.334	.337
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.647	50,000,000.00	50,193,359.38	100.977000	50,488,500.00	295,140.62	.532	.545
912828PC8	U.S. TREASURY BOND	11/15/2020	2.625	1.638	50,000,000.00	50,455,078.13	100.898000	50,449,000.00	-6,078.13	.375	.378
912828A42	U.S. TREASURY BOND	11/30/2020	2.000	1.639	50,000,000.00	50,173,828.13	100.734000	50,367,000.00	193,171.87	.415	.419
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.643	50,000,000.00	50,193,359.38	100.977000	50,488,500.00	295,140.62	.532	.545
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.637	25,000,000.00	25,097,656.25	100.977000	25,244,250.00	146,593.75	.532	.545
912828YV6	U.S. TREASURY BOND	11/30/2024	1.500	1.751	25,000,000.00	24,705,078.13	105.496000	26,374,000.00	1,668,921.87	4.247	4.422
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.626	25,000,000.00	25,097,656.25	100.977000	25,244,250.00	146,593.75	.532	.545
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.645	50,000,000.00	50,185,546.88	100.977000	50,488,500.00	302,953.12	.532	.545
9128282Z2	U.S. TREASURY BOND	10/15/2020	1.625	1.649	25,000,000.00	24,995,117.19	100.415000	25,103,750.00	108,632.81	.291	.293
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.606	50,000,000.00	50,201,171.88	100.977000	50,488,500.00	287,328.12	.532	.545
9128283VV9	U.S. TREASURY BOND	08/31/2020	2.125	1.615	50,000,000.00	50,166,015.63	100.322000	50,161,000.00	-5,015.63	.168	.170
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.605	50,000,000.00	50,195,312.50	100.977000	50,488,500.00	293,187.50	.532	.545
912828L32	U.S. TREASURY BOND	08/31/2020	1.375	1.591	50,000,000.00	49,937,500.00	100.198000	50,099,000.00	161,500.00	.168	.170
			1.846	**1.642**	**750,000,000.00**	**750,691,406.30**	**100.999667**	**757,497,500.00**	**6,806,093.70**	**.691**	**.710**
1400: FHLMC-DISC NOTE											
313396ZZ9	FHLMC DISC NTE	07/29/2020	.126	.126	50,000,000.00	49,983,725.00	99.991000	49,995,500.00	11,775.00	.079	.079
313396E41	FHLMC DISC NTE	09/02/2020	.120	.120	50,000,000.00	49,978,666.67	99.976000	49,988,000.00	9,333.33	.175	.175
			.123	**.123**	**100,000,000.00**	**99,962,391.67**	**99.983500**	**99,983,500.00**	**21,108.33**	**.127**	**.127**
1425: FHLMC-Fxd-S 30/360											
3134GAXZ2	FHLMC 4YrNc 6MoE	11/25/2020	1.370	1.370	25,000,000.00	25,000,000.00	100.421000	25,105,250.00	105,250.00	.402	.405
3134GAYK4	FHLMC 4YrNc 1YrE	11/30/2020	1.440	1.440	10,000,000.00	10,000,000.00	100.467000	10,046,700.00	46,700.00	.416	.419
3134GSMF9	FHLMC 5YrNc 3YrE	05/26/2023	3.000	3.000	15,000,000.00	15,000,000.00	102.220000	15,333,000.00	333,000.00	2.756	2.904
3134GTKG7	FHLMC 5YrNc 2YrB	05/03/2024	2.600	2.600	10,000,000.00	10,000,000.00	101.726000	10,172,600.00	172,600.00	3.619	3.844
3134GTYT4	FHLMC 1YrNc 1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	3.778	4.005
3134GTYT4	FHLMC 1YrNc 1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	3.778	4.005
3134GTYS6	FHLMC 3YrNc 1YrE	07/01/2022	2.000	2.000	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	1.934	2.003
3134GTYT4	FHLMC 5YrNc 1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	3.778	4.005
3134GTXJ7	FHLMC 5YrNc 1YrE	07/08/2024	2.190	2.190	50,000,000.00	50,000,000.00	100.036000	50,018,000.00	18,000.00	3.791	4.025
3134GTA37	FHLMC 5YrNc 1YrE	07/15/2024	2.150	2.150	15,000,000.00	15,000,000.00	100.065000	15,009,750.00	9,750.00	3.814	4.044
3134GTA52	FHLMC 5YrNc 1YrQ	07/15/2024	2.300	2.300	5,000,000.00	5,000,000.00	100.074000	5,003,700.00	3,700.00	3.799	4.044
3134GTA37	FHLMC 5YrNc 1YrE	07/15/2024	2.150	2.150	5,000,000.00	5,000,000.00	100.065000	5,003,250.00	3,250.00	3.814	4.044
3134GTW82	FHLMC 5YrNc 1YrQ	08/07/2024	2.150	2.150	5,000,000.00	5,000,000.00	100.168000	5,008,400.00	8,400.00	3.874	4.107
3134GUHK9	FHLMC 5YrNc 1Q	10/15/2024	1.875	1.875	10,000,000.00	10,000,000.00	100.369000	10,036,900.00	36,900.00	4.090	4.296
3134GUWP1	FHLMC 4YrNc 1YrB	11/27/2023	1.800	1.800	15,000,000.00	15,000,000.00	100.554000	15,083,100.00	83,100.00	3.286	3.411
3134GUTX8	FHLMC 3.75YrNc 9MoB	08/28/2023	1.800	1.814	695,000.00	694,652.50	100.224000	696,556.80	1,904.30	3.054	3.162
3134GUG38	FHLMC 3.5YrNc 1YrB	06/23/2023	1.800	1.800	15,000,000.00	15,000,000.00	100.734000	15,110,100.00	110,100.00	2.888	2.981
3134GUG38	FHLMC 3.5YrNc 1YrB	06/23/2023	1.800	1.822	9,000,000.00	8,993,250.00	100.734000	9,066,060.00	72,810.00	2.888	2.981
3134GUH45	FHLMC 4YrNc 1YrB	12/28/2023	1.900	1.900	20,000,000.00	20,000,000.00	100.744000	20,148,800.00	148,800.00	3.365	3.496
3134GUM72	FHLMC 4YrNc 1YrB	12/28/2023	1.900	1.900	10,000,000.00	10,000,000.00	100.725000	10,072,500.00	72,500.00	3.365	3.496
3134GU2V1	FHLMC 4YrNc 6MoQ	01/16/2024	1.900	1.900	25,000,000.00	25,000,000.00	100.062000	25,015,500.00	15,500.00	3.383	3.548
3134GUY38	FHLMC 5YrNc 6MoQ	01/16/2025	2.000	2.000	24,747,000.00	24,747,000.00	100.026000	24,753,434.22	6,434.22	4.285	4.551
3134GUZ60	FHLMC 4YrNc 6MoQ	01/17/2024	1.900	1.900	15,000,000.00	15,000,000.00	100.065000	15,009,750.00	9,750.00	3.386	3.551
3134GU4E7	FHLMC 4.5YrNc 1YrQ	07/22/2024	1.850	1.850	25,000,000.00	25,000,000.00	100.756000	25,189,000.00	189,000.00	3.864	4.063

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3134GU7L8	FHLMC 3.5YrNc 6MoQ	08/10/2023	1.700	1.700	15,000,000.00	15,000,000.00	100.137000	15,020,550.00	20,550.00	2.998	3.112
3134GVBK3	FHLMC 3.5YrNc 6MoB	08/10/2023	1.750	1.750	5,000,000.00	5,000,000.00	100.137000	5,006,850.00	6,850.00	2.995	3.112
3134GVAU2	FHLMC 4YrNc 6MoB	02/12/2024	1.800	1.800	5,000,000.00	5,000,000.00	100.187000	5,009,350.00	9,350.00	3.463	3.622
3134GVCD8	FHLMC 4YrNc 6MoB	02/24/2024	1.750	1.750	5,000,000.00	5,000,000.00	100.085000	5,004,250.00	4,250.00	3.500	3.655
3134GVCZ9	FHLMC 5YrNc 1YrB	02/18/2025	1.700	1.700	10,000,000.00	10,000,000.00	100.652000	10,065,200.00	65,200.00	4.410	4.641
3134GVCR7	FHLMC 5YrNc 1YrB	02/19/2025	1.800	1.800	5,785,000.00	5,785,000.00	100.706000	5,825,842.10	40,842.10	4.401	4.644
3136G4UG6	FHLMC 5YrNc 1YrB	02/19/2025	1.770	1.770	5,000,000.00	5,000,000.00	100.605000	5,030,250.00	30,250.00	4.404	4.644
3134GVDC9	FHLMC 3YrNc 9MoB	11/20/2023	1.700	1.700	10,000,000.00	10,000,000.00	100.391000	10,039,100.00	39,100.00	3.286	3.392
3134GVCP1	FHLMC 4YrNc 1YrE	02/26/2024	1.600	1.605	10,000,000.00	9,998,000.00	100.732000	10,073,200.00	75,200.00	3.518	3.660
3134GVDP0	FHLMC 5YrNc 6MoB	02/27/2025	1.700	1.700	26,400,000.00	26,400,000.00	100.137000	26,436,168.00	36,168.00	4.435	4.666
3134GVEM6	FHLMC 3YrNc 6MoB	02/28/2023	1.500	1.500	10,000,000.00	10,000,000.00	100.149000	10,014,900.00	14,900.00	2.592	2.666
3134GVJG4	FHLMC 3YrNc 3MoE	04/06/2023	1.150	1.150	25,000,000.00	25,000,000.00	100.014000	25,003,500.00	3,500.00	2.709	2.767
3134GVJP4	FHLMC 2.5YrNc 3MoE	10/07/2022	1.125	1.125	50,000,000.00	50,000,000.00	100.016000	50,008,000.00	8,000.00	2.229	2.271
3134GVJP4	FHLMC 2.5YrNc 3MoE	10/07/2022	1.125	1.125	25,000,000.00	25,000,000.00	100.016000	25,004,000.00	4,000.00	2.229	2.271
3134GVJP4	FHLMC 2.5YrNc 3MoE	10/07/2022	1.125	1.125	25,000,000.00	25,000,000.00	100.016000	25,004,000.00	4,000.00	2.229	2.271
3134GVJM1	FHLMC 2YrNc 3MoE	04/08/2022	1.150	1.150	25,000,000.00	25,000,000.00	100.020000	25,005,000.00	5,000.00	1.745	1.773
3134GVJW9	FHLMC 3YrNc 3MoE	04/13/2023	1.100	1.100	25,000,000.00	25,000,000.00	100.028000	25,007,000.00	7,000.00	2.730	2.786
3134GVJR0	FHLMC 1.75YrNc 3MoE	04/13/2022	1.050	1.050	5,835,000.00	5,835,000.00	100.029000	5,836,692.15	1,692.15	1.761	1.786
3134GVPD4	FHLMC 2.5YrNc 6MoB	10/27/2022	.500	.500	10,000,000.00	10,000,000.00	100.011000	10,001,100.00	1,100.00	2.307	2.326
3134GVPD4	FHLMC 2.5YrNc 6MoB	10/27/2022	.500	.500	10,000,000.00	10,000,000.00	100.011000	10,001,100.00	1,100.00	2.307	2.326
3134GVPD4	FHLMC 2.5YrNc 6MoB	10/27/2022	.500	.500	10,000,000.00	10,000,000.00	100.011000	10,001,100.00	1,100.00	2.307	2.326
3134GVPD4	FHLMC 2.5YrNc 6MoB	10/27/2022	.500	.500	10,000,000.00	10,000,000.00	100.011000	10,001,100.00	1,100.00	2.307	2.326
3134GVRF7	FHLMC 4YrNc 6MoB	05/06/2024	.625	.625	10,000,000.00	10,000,000.00	100.007000	10,000,700.00	700.00	3.795	3.852
3134GVSE9	FHLMC 3YrNc 6MoB	05/12/2023	.550	.550	50,000,000.00	50,000,000.00	100.004000	50,002,000.00	2,000.00	2.838	2.866
3134GVSJ8	FHLMC 5YrNc 1YrB	05/12/2025	.800	.800	10,000,000.00	10,000,000.00	99.968000	9,996,800.00	-3,200.00	4.759	4.868
3134GVTA6	FHLMC 4YrNc 6MoB	05/13/2024	.625	.625	15,000,000.00	15,000,000.00	100.016586	15,002,487.90	2,487.90	3.814	3.871
3134GVUH9	FHLMC 4YrNc 6MoQ	05/13/2024	.650	.656	10,475,000.00	10,472,381.25	99.986000	10,473,533.50	1,152.25	3.812	3.871
3134GVVG0	FLMC 3.25YrNc 1YrB	08/18/2023	.450	.450	10,000,000.00	10,000,000.00	100.022000	10,002,200.00	2,200.00	3.103	3.134
3134GVWU8	FHLMC 2YrNc 6MoB	05/19/2022	.350	.350	50,000,000.00	50,000,000.00	99.998335	49,999,167.50	-832.50	1.878	1.885
3134GVVU9	FHLMC 3YrNc 6MoB	11/20/2023	.570	.570	10,000,000.00	10,000,000.00	100.012000	10,001,200.00	1,200.00	3.350	3.392
3134GVVU9	FHLMC 3YrNc 6MoB	11/20/2023	.570	.570	10,000,000.00	10,000,000.00	100.012000	10,001,200.00	1,200.00	3.350	3.392
3134GVXN3	FHLMC 4YrNc 6MoB	05/20/2024	.650	.650	15,000,000.00	15,000,000.00	100.019000	15,002,850.00	2,850.00	3.831	3.890
3134GVXL7	FHLMC 4YrNc 1YrB	05/20/2024	.600	.600	25,000,000.00	25,000,000.00	100.044000	25,011,000.00	11,000.00	3.836	3.890
3134GVRV2	FHLMC 5YrNc 1YrQ	05/27/2025	.750	.750	10,000,000.00	10,000,000.00	99.996000	9,999,600.00	-400.00	4.807	4.910
3134GVZF8	FHLMC 4YrNc 1Q	05/28/2024	.600	.600	15,000,000.00	15,000,000.00	100.028943	15,004,341.45	4,341.45	3.858	3.912
3134GVWM	FHLMC 5YrNc 1YrQ	05/28/2025	.730	.730	10,000,000.00	10,000,000.00	100.013206	10,001,320.60	1,320.60	4.813	4.912
3134GVWM	FHLMC 5YrNc 1YrQ	05/28/2025	.730	.730	5,000,000.00	5,000,000.00	100.013206	5,000,660.30	660.30	4.813	4.912
3134GVYX0	FHLMC 4YrNc 2YrO	06/03/2024	.500	.500	10,000,000.00	10,000,000.00	100.014468	10,001,446.80	1,446.80	3.881	3.929
3134GVB31	FHLMC 4.9YrNc 11MoB	05/28/2025	.750	.760	15,000,000.00	14,992,500.00	100.022000	15,003,300.00	10,800.00	4.810	4.912
3134GVG36	FHLMC 2YrNc 6MoQ	06/02/2022	.375	.375	50,000,000.00	50,000,000.00	100.032650	50,016,325.00	16,325.00	1.913	1.923
3134GVE95	FHLMC 5YrNc 2YrB	06/09/2025	.650	.650	15,000,000.00	15,000,000.00	100.042593	15,006,388.95	6,388.95	4.854	4.945
3134GVK23	FHLMC 5YrNc 3MoQ	06/10/2025	.950	.950	10,000,000.00	10,000,000.00	100.031839	10,003,183.90	3,183.90	4.817	4.948
3134GV2X5	FHLMC 2.5YrNc 1YrO	12/29/2022	.350	.350	5,000,000.00	5,000,000.00	99.940664	4,997,033.20	-2,966.80	2.484	2.499
3136G4XZ1	FHLMC 5YrNc 1YrQ	06/30/2025	.740	.740	5,000,000.00	5,000,000.00	99.855753	4,992,787.65	-7,212.35	4.900	5.003
3134GVX60	FHLMC 5YrNc 6MoQ	06/30/2025	.800	.800	10,000,000.00	10,000,000.00	100.018704	10,001,870.40	1,870.40	4.892	5.003
			1.263	**1.265**	**1,072,937,000.00**	**1,072,917,783.75**	**100.173822**	**1,074,802,000.42**	**1,884,216.67**	**3.131**	**3.232**
1476: FHLMC-Var-SOFR-Q A/360											
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.400	.400	25,000,000.00	25,000,000.00	100.201000	25,050,250.00	50,250.00	1.227	1.233
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.400	.400	25,000,000.00	25,000,000.00	100.201000	25,050,250.00	50,250.00	1.227	1.233
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.400	.400	25,000,000.00	25,000,000.00	100.201000	25,050,250.00	50,250.00	1.227	1.233
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.400	.400	25,000,000.00	25,000,000.00	100.201000	25,005,250.00	50,250.00	1.227	1.233
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.400	.400	25,000,000.00	25,000,000.00	100.201000	25,050,250.00	50,250.00	1.227	1.233
3134GVHV3	FHLMC 1.5Yr	09/30/2021	.400	.400	25,000,000.00	25,000,000.00	100.203000	25,050,750.00	50,750.00	1.247	1.252
			.400	**.400**	**150,000,000.00**	**150,000,000.00**	**100.201333**	**150,302,000.00**	**302,000.00**	**1.230**	**1.236**
1500: FNMA-DISC NOTE											
313589CM3	FNMA DISC NTE	03/01/2021	.200	.200	75,000,000.00	74,862,916.67	99.885000	74,913,750.00	50,833.33	.667	.668
			.200	**.200**	**75,000,000.00**	**74,862,916.67**	**99.885000**	**74,913,750.00**	**50,833.33**	**.667**	**.668**
1525: FNMA-Fxd-S 30/360											
3136G3WC5	FNMA 4YrNc 6MoE	07/13/2020	1.350	1.350	10,000,000.00	10,000,000.00	100.039000	10,003,900.00	3,900.00	.035	.036
3135G0T60	FNMA 3Yr	07/30/2020	1.500	1.604	10,000,000.00	9,969,700.00	100.111000	10,011,100.00	41,400.00	.081	.082
3135G0T78	FNMA 4.83Yr	10/05/2022	2.000	2.322	15,000,000.00	14,782,200.00	103.831000	15,574,650.00	792,450.00	2.189	2.266
3135G0T94	FNMA 5Yr	01/19/2023	2.375	2.495	10,000,000.00	9,944,100.00	105.643000	10,564,300.00	620,200.00	2.436	2.556
3135G0U43	FNMA 4.41Yr	09/12/2023	2.875	2.333	30,000,000.00	30,670,500.00	108.371000	32,511,300.00	1,840,800.00	3.021	3.203
3136G4TY9	FNMA 5YrNc 1YrQ	10/28/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.418000	10,041,800.00	41,800.00	4.112	4.332
3136G4UG6	FNMA 5YrNc 1YrB	02/19/2025	1.770	1.770	5,000,000.00	5,000,000.00	100.605000	5,030,250.00	30,250.00	4.404	4.644
3135G0Y49	FNMA 3YrNc 6MoB	02/21/2023	1.700	1.700	15,000,000.00	15,000,000.00	100.215000	15,032,250.00	32,250.00	2.557	2.647
3135G0X24	FNMA 4.83Yr	01/07/2025	1.625	1.094	10,000,000.00	10,247,300.00	105.353000	10,535,300.00	288,000.00	4.324	4.526
3136G4WN9	FNMA 5YrNC1YrB	06/24/2025	.820	.820	10,000,000.00	10,000,000.00	100.167964	10,016,796.40	16,796.40	4.872	4.986
3136G4WB5	FNMA 5YrNc 6MoQ	06/09/2025	.800	.794	5,000,000.00	5,001,562.50	99.960406	4,998,020.30	-3,542.20	4.834	4.945
3136G4XK4	FNMA 5YrNc 2YrQ	06/30/2025	.650	.650	5,000,000.00	5,000,000.00	99.821011	4,991,050.55	-8,949.45	4.912	5.003
3136G4XU2	FNMA 5YrNc 1Yr	06/30/2025	.700	.700	10,000,000.00	10,000,000.00	99.972000	9,997,200.00	-2,800.00	4.905	5.003
3136G4WH2	FNMA 5YrNc 1YrQ	06/30/2025	.800	.800	10,000,000.00	10,000,000.00	100.043925	10,004,392.50	4,392.50	4.892	5.003
			1.739	**1.660**	**155,000,000.00**	**155,615,362.50**	**102.782135**	**159,312,309.75**	**3,696,947.25**	**3.152**	**3.274**
1576: FNMA-Var-SOFR-Q A/360											
3135G02H5	FNMA 1.5Yr	09/16/2021	.240	.240	25,000,000.00	25,000,000.00	100.024000	25,006,000.00	6,000.00	1.203	1.214
3135G02F9	FNMA 1Yr	03/16/2021	.200	.200	25,000,000.00	25,000,000.00	99.986000	24,996,500.00	-3,500.00	.708	.710
3135G02K8	FNMA 2Yr	03/16/2022	.300	.300	25,000,000.00	25,000,000.00	100.090000	25,022,500.00	22,500.00	1.693	1.710
3135G03B7	FNMA 2Yr	04/07/2022	.430	.430	25,000,000.00	25,000,000.00	100.268000	25,067,000.00	67,000.00	1.761	1.770
3135G03J0	FNMA 2Yr	04/15/2022	.470	.470	25,000,000.00	25,000,000.00	100.389000	25,097,250.00	97,250.00	1.782	1.792
			.328	**.328**	**125,000,000.00**	**125,000,000.00**	**100.151400**	**125,189,250.00**	**189,250.00**	**1.430**	**1.440**
1700: FHLB-DISC NOTE											
313384A66	FHLB DISC NTE	08/03/2020	.520	.521	50,000,000.00	49,899,611.11	99.986000	49,993,000.00	93,388.89	.093	.093
313384L64	FHLB DISC NTE	10/22/2020	.300	.301	75,000,000.00	74,867,500.00	99.953000	74,964,750.00	97,250.00	.311	.312
313384D71	FHLB DISC NTE	08/28/2020	.050	.050	50,000,000.00	49,989,513.89	99.976000	49,988,000.00	-1,513.89	.161	.162
313384ZA0	FHLB DISC NTE	07/06/2020	.120	.120	50,000,000.00	49,984,333.33	99.998000	49,999,000.00	14,666.67	.016	.016
313384ZC6	FHLB DISC NTE	07/08/2020	.165	.165	50,000,000.00	49,979,145.83	99.998000	49,999,000.00	19,854.17	.022	.022
313384ZJ1	FHLB DISC NTE	07/14/2020	.145	.145	50,000,000.00	49,980,465.28	99.996000	49,998,000.00	17,534.72	.038	.038
313384ZS1	FHLB DISC NTE	07/22/2020	.120	.120	25,000,000.00	24,992,416.67	99.993000	24,998,250.00	5,833.33	.060	.060
313384ZU6	FHLB DISC NTE	07/24/2020	.115	.115	25,000,000.00	24,992,732.64	99.992000	24,998,000.00	5,267.36	.066	.066
313384M63	FHLB DISC NTE	10/30/2020	.140	.140	50,000,000.00	49,964,222.22	99.950000	49,975,000.00	10,777.78	.334	.334
313384ZX0	FHLB DISC NTE	07/27/2020	.100	.100	50,000,000.00	49,987,638.89	99.991000	49,995,500.00	7,861.11	.074	.074
313384B81	FHLB DISC NTE	08/13/2020	.100	.100	50,000,000.00	49,985,416.67	99.982000	49,991,000.00	5,583.33	.120	.121
313384ZH5	FHLB DISC NTE	07/13/2020	.090	.090	75,000,000.00	74,986,125.00	99.996000	74,997,000.00	10,875.00	.036	.036
313384A66	FHLB DISC NTE	08/03/2020	.110	.110	40,000,000.00	39,989,000.00	99.986000	39,994,400.00	5,400.00	.093	.093
313384A82	FHLB DISC NTE	08/05/2020	.119	.119	22,000,000.00	21,993,382.28	99.985000	21,996,700.00	3,317.72	.098	.099
313384A82	FHLB DISC NTE	08/05/2020	.119	.119	30,000,000.00	29,990,975.83	99.985000	29,995,500.00	4,524.17	.098	.099
313384ZX0	FHLB DISC NTE	07/27/2020	.105	.105	50,000,000.00	49,988,916.67	99.991000	49,995,500.00	6,583.33	.074	.074

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
313384C64	FHLB DISC NTE	08/19/2020	.120	.120	29,000,000.00	28,991,300.00	99.980000	28,994,200.00	2,900.00	.137	.137
313384C80	FHLB DISC NTE	08/21/2020	.120	.120	31,000,000.00	30,990,596.67	99.979000	30,993,490.00	2,893.33	.142	.142
313384C80	FHLB DISC NTE	08/21/2020	.120	.120	39,000,000.00	38,988,170.00	99.979000	38,991,810.00	3,640.00	.142	.142
313384D71	FHLB DISC NTE	08/28/2020	.148	.148	50,000,000.00	49,981,294.44	99.976000	49,988,000.00	6,705.56	.161	.162
313384K65	FHLB DISC NTE	10/14/2020	.165	.165	25,000,000.00	24,985,447.92	99.956000	24,989,000.00	3,552.08	.290	.290
313384N39	FHLB DISC NTE	11/04/2020	.155	.155	50,000,000.00	49,971,368.06	99.941000	49,970,500.00	-868.06	.347	.348
313384ZX0	FHLB DISC NTE	07/27/2020	.100	.100	50,000,000.00	49,995,416.67	99.991000	49,995,500.00	83.33	.074	.074
313385BY1	FHLB DISC NTE	02/16/2021	.165	.165	50,000,000.00	49,945,687.50	99.891000	49,945,500.00	-187.50	.631	.633
			.152	**.152**	**1,066,000,000.00**	**1,065,420,677.57**	**99.976229**	**1,065,746,600.00**	**325,922.43**	**.156**	**.156**
1725: FHLB-Fxd-S 30/360											
3130A7PV1	FHLB 5Yr	04/05/2021	1.375	1.390	5,000,000.00	4,996,350.00	100.918000	5,045,900.00	49,550.00	.755	.764
3130AC2C7	FHLB 3YrNc 1YrE	08/28/2020	2.000	1.790	10,000,000.00	10,061,000.00	100.279000	10,027,900.00	-33,100.00	.160	.162
3130ABZE9	FHLB 3YrNc 1YrE	08/28/2020	1.650	1.650	5,000,000.00	5,000,000.00	100.224000	5,011,200.00	11,200.00	.160	.162
313379Q69	FHLB 4.5 Yr	06/10/2022	2.125	2.182	7,975,000.00	7,955,620.75	103.593000	8,261,541.75	305,921.00	1.892	1.945
3130ADFW7	FHLB 3Yr	01/25/2021	2.200	2.212	15,000,000.00	14,994,900.00	101.148000	15,172,200.00	177,300.00	.558	.573
3130A0XD7	FHLB 3Yr	03/12/2021	2.375	2.484	10,000,000.00	9,968,000.00	101.524000	10,152,400.00	184,400.00	.686	.699
3130A0XD7	FHLB 3Yr	03/12/2021	2.375	2.489	10,000,000.00	9,966,500.00	101.524000	10,152,400.00	185,900.00	.686	.699
3133778WG2	FHLB 4.08Yr	03/11/2022	2.500	2.619	10,000,000.00	9,954,700.00	103.857000	10,385,700.00	431,000.00	1.639	1.696
313382AX1	FHLB 4.9Yr	03/10/2023	2.125	2.716	11,750,000.00	11,432,397.50	104.846000	12,319,405.00	887,007.50	2.581	2.693
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.725	7,650,000.00	7,644,492.00	102.139000	7,813,633.50	169,141.50	.835	.852
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.703	10,000,000.00	9,999,100.00	102.139000	10,213,900.00	214,800.00	.835	.852
3133778WG2	FHLB 2.91Yr	03/11/2022	2.500	2.308	30,000,000.00	30,158,100.00	103.857000	31,157,100.00	999,000.00	1.642	1.696
3130AHE33	FHLB 5YrNc 1YrQ	10/21/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.448000	10,044,800.00	44,800.00	4.093	4.312
3130AHE66	FHLB 5YrNc 1YrQ	10/21/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.450000	10,045,000.00	45,000.00	4.093	4.312
3130AHG64	FHLB 5YrNc 1YrQ	10/28/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.478000	10,047,800.00	47,800.00	4.112	4.332
3130AHG31	FHLB 5YrNc 2YrQ	10/29/2024	1.800	1.800	25,000,000.00	25,000,000.00	101.852000	25,463,000.00	463,000.00	4.136	4.334
3130AHM59	FHLB 1.75YrNc 9Mo B	08/27/2024	1.875	1.886	11,200,000.00	11,194,400.00	100.211000	11,223,632.00	29,232.00	3.975	4.162
3130AHMM2	FHLB 4.5YrNc 1YrA	06/11/2024	1.850	1.850	15,000,000.00	15,000,000.00	100.608000	15,091,200.00	91,200.00	3.786	3.951
3130AHN66	FHLB 5YrNc 1YrA	12/16/2024	1.940	1.940	10,000,000.00	10,000,000.00	100.668000	10,066,800.00	66,800.00	4.251	4.466
3130AHQR7	FHLB 5YrNc 1YrA	12/23/2024	1.970	1.970	5,000,000.00	5,000,000.00	100.548000	5,027,400.00	27,400.00	4.267	4.485
3130AHVZ3	FHLB 5YrNc 6Mo Q	01/13/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.048000	10,004,800.00	4,800.00	4.276	4.542
3130AHWB5	FHLB 5YrNc 6Mo Q	01/21/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.100000	10,010,000.00	10,000.00	4.298	4.564
3130AHWB5	FHLB 5YrNc 6Mo Q	01/21/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.100000	10,010,000.00	10,000.00	4.298	4.564
3130AHXA6	FHLB 2.5YrNc 6Mo B	07/22/2022	1.750	1.750	50,000,000.00	50,000,000.00	100.075000	50,037,500.00	37,500.00	2.001	2.060
3130AJ5F2	FHLB 5YrNc 1Yr	02/12/2025	1.750	1.750	7,250,000.00	7,250,000.00	100.079000	7,255,727.50	5,727.50	4.388	4.625
3130AJF95	FHLB 5YrNc 1YrA	03/24/2025	1.300	1.300	10,000,000.00	10,000,000.00	100.052000	10,005,200.00	5,200.00	4.561	4.734
3130AJB65	FHLB 4YrNc 6Mo	03/25/2024	1.620	1.620	6,200,000.00	6,200,000.00	100.148000	6,209,176.00	9,176.00	3.596	3.737
3130AJAX7	FHLB 4YrNc 1Yr	03/25/2024	1.550	1.550	10,300,000.00	10,300,000.00	100.499000	10,351,397.00	51,397.00	3.602	3.737
3130AJC23	FHLB 5YrNc 6Mo A	03/25/2025	1.500	1.500	5,000,000.00	5,000,000.00	100.054000	5,002,700.00	2,700.00	4.538	4.737
3130AJMP1	FHLB 5Mo	10/15/2020	.145	.145	50,000,000.00	50,000,000.00	99.986079	49,993,039.50	-6,960.50	.293	.293
3130AJSN0	FHLB 7Mo	01/29/2021	.160	.173	50,000,000.00	49,996,250.00	99.987706	49,993,853.00	-2,397.00	.580	.584
			1.588	**1.604**	**447,325,000.00**	**447,071,810.25**	**100.954855**	**451,596,305.25**	**4,524,495.00**	**2.184**	**2.278**
1767: FHLB-Var-M A/360											
3130A9FU0	FHLB 4Yr	09/22/2020	.340	.340	10,000,000.00	10,000,000.00	100.040000	10,004,000.00	4,000.00	.228	.230
3130A9FM8	FHLB 4Yr	09/22/2020	.340	.340	15,000,000.00	15,000,000.00	100.040000	15,006,000.00	6,000.00	.228	.230
3130A9FR7	FHLB 4Yr	09/28/2020	.334	.334	10,000,000.00	10,000,000.00	100.033000	10,003,300.00	3,300.00	.244	.247
3130A9FR7	FHLB 4Yr	09/28/2020	.334	.334	15,000,000.00	15,000,000.00	100.033000	15,004,950.00	4,950.00	.244	.247
3130AJ2N8	FHLB 1.16Yr	05/03/2021	.168	.261	25,000,000.00	24,978,764.50	99.958000	24,989,500.00	10,735.50	.836	.841
			.281	**.312**	**75,000,000.00**	**74,978,764.50**	**100.010333**	**75,007,750.00**	**28,985.50**	**.436**	**.439**
1770: FHLB-Var-Q A/360											
3130A8NF6	FHLB 3Yr	07/01/2020	1.558	1.558	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.003	.003
3130AJAS8	FHLB 1.25Yr	05/26/2021	.270	.270	75,000,000.00	75,000,000.00	99.982000	74,986,500.00	-13,500.00	.899	.904
3130AHVS9	FHLB 6Mo	09/11/2020	.095	-.491	50,000,000.00	50,075,000.00	99.996000	49,998,000.00	-77,000.00	.200	.200
3130AHVS9	FHLB 6Mo	09/11/2020	.095	-.491	50,000,000.00	50,075,000.00	99.996000	49,998,000.00	-77,000.00	.200	.200
			.344	**.050**	**200,000,000.00**	**200,150,000.00**	**99.991250**	**199,982,500.00**	**-167,500.00**	**.437**	**.439**
1786: FHLB-Var-SOFR-Q A/360											
3130AJEC9	FHLB 6Mo	09/11/2020	.165	.165	25,000,000.00	25,000,000.00	99.995000	24,998,750.00	-1,250.00	.200	.200
			.165	**.165**	**25,000,000.00**	**25,000,000.00**	**99.995000**	**24,998,750.00**	**-1,250.00**	**.200**	**.200**
1925: FFCB-Fxd-S 30/360											
3133EHUL5	FFCB 3Yr	08/10/2020	1.890	1.890	5,000,000.00	5,000,000.00	100.211000	5,010,550.00	10,550.00	.111	.112
3133EHJ95	FFCB 3Yr	10/26/2020	1.750	1.760	20,000,000.00	19,994,000.00	100.501000	20,100,200.00	106,200.00	.320	.323
3133EH6X6	FFCB 4Yr	01/12/2022	2.200	2.365	10,000,000.00	9,938,000.00	103.041000	10,304,100.00	366,100.00	1.483	1.537
3133EJEM7	FFCB 3Yr	03/01/2021	2.500	2.501	10,000,000.00	9,999,700.00	101.648000	10,164,800.00	165,100.00	.655	.668
3133EJC E7	FFCB 2.8Yr	02/12/2021	2.350	2.474	15,000,000.00	14,948,670.00	101.302000	15,195,300.00	246,630.00	.603	.622
3133EJKN8	FFCB 5Yr	04/11/2023	2.700	2.721	10,000,000.00	9,990,300.00	106.630000	10,663,000.00	672,700.00	2.646	2.781
3133EJNS4	FFCB 3Yr	05/10/2021	2.700	2.747	10,000,000.00	9,986,600.00	102.117000	10,211,700.00	225,100.00	.843	.860
3133EJD48	FFCB 5Yr	10/02/2023	3.050	3.095	10,000,000.00	9,979,300.00	108.807000	10,880,700.00	901,400.00	3.054	3.258
3133EJT74	FFCB 2.9Yr	11/15/2021	3.050	2.922	10,000,000.00	10,035,700.00	103.909000	10,390,900.00	355,200.00	1.333	1.378
3133EKRP3	FFCB 5YrNc 2YrA	06/21/2024	2.220	2.220	10,000,000.00	10,000,000.00	101.509000	10,150,900.00	150,900.00	3.783	3.978
3133EKM45	FFCB 3Yr	09/06/2022	1.500	1.529	14,435,000.00	14,422,874.60	102.679000	14,821,713.65	398,839.05	2.130	2.186
3133EKM94	FFCB 4YrNc 1YrA	09/11/2023	1.900	1.900	10,000,000.00	10,000,000.00	100.167000	10,016,700.00	16,700.00	3.071	3.200
3133EK2A3	FFCB 5YrNc 1YrA	10/15/2024	1.920	1.920	10,000,000.00	10,000,000.00	100.372000	10,037,200.00	37,200.00	4.085	4.296
3133EK4B9	FFCB 5YrNc 2YrA	10/28/2024	1.820	1.820	10,000,000.00	10,000,000.00	101.329000	10,132,900.00	132,900.00	4.131	4.332
3133EKP75	FFCB 4.9Yr	09/17/2024	1.600	1.672	6,128,000.00	6,107,471.20	104.987000	6,433,603.36	326,132.16	4.040	4.219
3133EK4A1	FFCB 4YrNc 1YrA	10/30/2023	1.930	1.930	5,000,000.00	5,000,000.00	100.451000	5,022,550.00	22,550.00	3.204	3.334
3133EKQA7	FFCB 4.9Yr	09/10/2024	2.080	1.688	2,064,000.00	2,101,585.44	106.967000	2,207,798.88	106,213.44	3.982	4.200
3133ELMD3	FFCB 3YrNc 1YrA	02/10/2023	1.600	1.600	10,000,000.00	10,000,000.00	100.579000	10,057,900.00	57,900.00	2.532	2.616
3133ELMD3	FFCB 3YrNc 1YrA	02/10/2023	1.600	1.600	10,000,000.00	10,000,000.00	100.579000	10,057,900.00	57,900.00	2.532	2.616
3133ELMJ0	FFCB 4YrNc 1YrC	02/12/2024	1.690	1.690	5,000,000.00	5,000,000.00	100.661000	5,033,050.00	33,050.00	3.472	3.622
3133ELJD7	FFCB 1.16YrNc 5Mo C	04/22/2021	1.620	1.620	27,910,000.00	27,910,000.00	100.082000	27,932,886.20	22,886.20	.801	.811
3133ELMD3	FFCB 3YrNc 1YrA	02/10/2023	1.600	1.600	15,000,000.00	15,000,000.00	100.579000	15,086,850.00	86,850.00	2.532	2.616
3133ELNF7	FFCB 3.5YrNc 1YrA	08/18/2023	1.640	1.640	10,000,000.00	10,000,000.00	100.670000	10,067,000.00	67,000.00	3.024	3.134
3133ELNJ9	FFCB 4YrNc 2YrA	02/28/2024	1.550	1.550	5,000,000.00	5,000,000.00	101.971000	5,098,550.00	98,550.00	3.533	3.666
3133ELQ E7	FFCB 5YrNc 1YrA	03/03/2025	1.640	1.640	10,000,000.00	10,000,000.00	100.919000	10,091,900.00	91,900.00	4.459	4.677
3133ELQP2	FFCB 4YrNc 6Mo A	03/04/2024	1.600	1.600	15,000,000.00	15,000,000.00	100.167000	15,025,050.00	25,050.00	3.540	3.679
3133ELTC8	FFCB 5YrNc 1YrA	03/17/2025	1.125	1.125	10,000,000.00	10,000,000.00	100.233000	10,023,300.00	23,300.00	4.564	4.715
3133ELUX0	FFCB 2YrNc 1YrA	03/30/2022	1.000	1.000	25,000,000.00	25,000,000.00	100.069000	25,017,250.00	17,250.00	1.726	1.748
3133ELUX0	FFCB 2YrNc 1YrA	03/30/2022	1.000	1.000	25,000,000.00	25,000,000.00	100.069000	25,017,250.00	17,250.00	1.726	1.748
3133ELVY7	FFCB 1YrNc 3Mo A	04/08/2021	.450	.450	50,000,000.00	50,000,000.00	100.003000	50,001,500.00	1,500.00	.769	.773
3133ELWF7	FFCB 1YrNc 3Mo A	07/13/2021	.500	.500	25,000,000.00	25,000,000.00	99.984000	24,996,000.00	-4,000.00	1.030	1.036
3133ELWK6	FFCB 1.5YrNc 6Mo A	10/20/2021	.550	.550	15,000,000.00	15,000,000.00	99.999000	14,999,850.00	-150.00	1.298	1.307
3133ELXC3	FFCB 4YrNc 1YrA	04/22/2024	.800	.800	12,000,000.00	12,000,000.00	100.055000	12,006,600.00	6,600.00	3.741	3.814
3133ELYJ7	FFCB 4YrNc 3Mo A	05/06/2024	.740	.740	5,000,000.00	5,000,000.00	100.003000	5,000,150.00	150.00	3.785	3.852
3133ELH80	FFCB 5YrNc 2YrA	06/10/2025	.680	.680	5,025,000.00	5,025,000.00	100.019142	5,025,961.89	961.89	4.852	4.948
			1.477	**1.494**	**447,562,000.00**	**447,439,201.24**	**101.054952**	**452,283,563.98**	**4,844,362.74**	**2.070**	**2.138**
1930: FFCB-Var-M A/360											
3133EGCE3	FFCB 5Yr	05/25/2021	.455	.455	10,000,000.00	10,000,000.00	100.213000	10,021,300.00	21,300.00	.900	.901

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3133EGCE3	FFCB 5Yr	05/25/2021	.455	.455	10,000,000.00	10,000,000.00	100.213000	10,021,300.00	21,300.00	.900	.901
3133EG4C6	FFCB 3.9Yr	01/18/2022	.434	-.151	15,000,000.00	15,139,095.00	100.268000	15,040,200.00	-98,895.00	1.529	1.553
3133EJDG1	FFCB 5Yr	02/21/2023	.260	.260	15,000,000.00	15,000,000.00	99.611000	14,941,650.00	-58,350.00	2.585	2.647
3133EJJE0	FFCB 3.5Yr	10/04/2021	.204	.204	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	1.245	1.263
			.347	**.212**	**65,000,000.00**	**65,139,095.00**	**100.039692**	**65,025,800.00**	**-113,295.00**	**1.512**	**1.537**
1936: FFCB-Var-SOFR-Q A/360											
3133EKT63	FFCB 2Yr	09/24/2021	.220	.220	15,000,000.00	15,000,000.00	99.972000	14,995,800.00	-4,200.00	1.220	1.236
3133EK6V3	FFCB 3Yr	11/07/2022	.390	.390	25,000,000.00	25,000,000.00	99.916000	24,979,000.00	-21,000.00	2.299	2.356
3133EK6V3	FFCB 3Yr	11/07/2022	.390	.390	25,000,000.00	25,000,000.00	99.916000	24,979,000.00	-21,000.00	2.299	2.356
3133EK6V3	FFCB 3Yr	11/07/2022	.390	.390	25,000,000.00	25,000,000.00	99.916000	24,979,000.00	-21,000.00	2.299	2.356
3133EK6V3	FFCB 3Yr	11/07/2022	.390	.390	15,000,000.00	15,000,000.00	99.916000	14,987,400.00	-12,600.00	2.299	2.356
3133EK6V3	FFCB 3Yr	11/07/2022	.390	.390	25,000,000.00	25,000,000.00	99.916000	24,979,000.00	-21,000.00	2.299	2.356
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	9,000,000.00	9,000,000.00	99.914000	8,992,260.00	-7,740.00	2.388	2.444
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	24,000,000.00	24,000,000.00	99.914000	23,979,360.00	-20,640.00	2.388	2.444
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	24,000,000.00	24,000,000.00	99.914000	23,979,360.00	-20,640.00	2.388	2.444
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	24,000,000.00	24,000,000.00	99.914000	23,979,360.00	-20,640.00	2.388	2.444
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	14,000,000.00	14,000,000.00	99.914000	13,987,960.00	-12,040.00	2.388	2.444
3133ELCX0	FFCB 3Yr	12/09/2022	.400	.400	24,000,000.00	24,000,000.00	99.914000	23,979,360.00	-20,640.00	2.388	2.444
			.385	**.385**	**249,000,000.00**	**249,000,000.00**	**99.918418**	**248,796,860.00**	**-203,140.00**	**2.276**	**2.331**
1950: FMAC-Fxd-S 30/360											
3132X03B5	FAMCA 4.9Yr	06/30/2023	2.850	2.964	10,000,000.00	9,947,900.00	107.465000	10,746,500.00	798,600.00	2.854	3.000
3132X04F5	FAMCA 2.91Yr	07/23/2021	2.840	2.864	10,000,000.00	9,993,300.00	102.539000	10,253,900.00	260,600.00	1.028	1.063
31422BWE6	FAMCA 1YrNc6MoB	03/18/2021	.720	.720	25,000,000.00	25,000,000.00	100.011000	25,002,750.00	2,750.00	.712	.715
			1.664	**1.722**	**45,000,000.00**	**44,941,200.00**	**102.229222**	**46,003,150.00**	**1,061,950.00**	**1.283**	**1.326**
1965: FMAC-Var-M A/360											
3132X0S77	FAMCA 3Yr	04/23/2021	.235	.235	25,000,000.00	25,000,000.00	99.971000	24,992,750.00	-7,250.00	.808	.814
3132X0U90	FAMCA 3Yr	05/10/2021	.197	.197	10,000,000.00	10,000,000.00	99.942000	9,994,200.00	-5,800.00	.854	.860
31422BWC0	FAMCA 1.6Yr	05/28/2021	.254	.254	25,000,000.00	25,000,000.00	99.982000	24,995,500.00	-4,500.00	.913	.910
31422BYJ3	FAMCA 1.5Yr	10/18/2021	.254	.254	50,000,000.00	50,000,000.00	99.974000	49,987,000.00	-13,000.00	1.293	1.301
			.244	**.244**	**110,000,000.00**	**110,000,000.00**	**99.972227**	**109,969,450.00**	**-30,550.00**	**1.057**	**1.061**
1986: FMAC-Var-SOFR-Q A/360											
31422BWG1	FAMCA 1Yr	03/25/2021	.190	.190	25,000,000.00	25,000,000.00	99.985000	24,996,250.00	-3,750.00	.736	.734
			.190	**.190**	**25,000,000.00**	**25,000,000.00**	**99.985000**	**24,996,250.00**	**-3,750.00**	**.736**	**.734**
2350: MUNIS-S 30/360											
3733845L6	GEORGIA STATE	07/01/2020	3.000	1.370	6,825,000.00	7,254,770.25	100.000000	6,825,000.00	-429,770.25	.003	.003
419792NF9	HAWAII STATE	10/01/2020	1.370	1.319	2,250,000.00	2,254,320.00	100.113000	2,252,542.50	-1,777.50	.253	.255
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.011	14,400,000.00	14,688,720.00	101.543000	14,622,192.00	-66,528.00	.739	.753
76222RWU2	RHODE ISLAND ST & PROV	04/01/2021	2.750	2.551	3,150,000.00	3,167,766.00	101.274000	3,190,131.00	22,365.00	.737	.753
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.799	16,000,000.00	16,000,640.00	101.673000	16,267,680.00	267,040.00	.736	.753
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.850	1,795,000.00	1,784,301.80	101.543000	1,822,696.85	38,395.05	.736	.753
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	2.960	1,500,000.00	1,468,800.00	103.029000	1,545,435.00	76,635.00	1.693	1.753
544351MM8	CITY OF LOS ANGELES	09/01/2021	4.000	2.919	8,915,000.00	9,200,993.20	104.134000	9,283,546.10	82,552.90	1.124	1.173
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.120	17,695,000.00	17,256,340.95	103.029000	18,230,981.55	974,640.60	1.691	1.753
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.290	25,000,000.00	24,275,250.00	103.029000	25,757,250.00	1,482,000.00	1.690	1.753
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.680	10,825,000.00	10,852,170.75	101.673000	11,006,102.25	153,931.50	.736	.753
419792YK6	STATE OF HAWAII	01/01/2021	3.250	2.733	12,745,000.00	12,864,165.75	101.092000	12,884,175.40	20,009.65	.488	.507
419792YL4	STATE OF HAWAII	01/01/2022	2.770	2.770	3,500,000.00	3,500,000.00	102.579000	3,590,265.00	90,265.00	1.442	1.507
368079HQ5	GAVILAN CMNTY CLG GO	08/01/2020	2.470	2.470	1,650,000.00	1,650,000.00	100.127000	1,652,095.50	2,095.50	.087	.088
365298X94	GARDEN GROVE USD	08/01/2020	1.875	1.875	1,000,000.00	1,000,000.00	100.056000	1,000,560.00	560.00	.087	.088
835569GM0	SONOMA CO JUNIOR GO	08/01/2020	1.837	1.837	700,000.00	700,000.00	100.088000	700,616.00	616.00	.087	.088
			2.723	**2.724**	**127,950,000.00**	**127,918,238.70**	**102.095560**	**130,631,269.15**	**2,713,030.45**	**1.028**	**1.063**
3020: COMMERCIAL PAPER											
03785DJ98	APPLE	09/09/2020	1.630	1.647	50,000,000.00	49,481,569.44	99.970833	49,985,416.50	503,847.06	.191	.195
63763PGD5	NATLSEC CLEARING CORP	07/13/2020	.140	.140	50,000,000.00	49,996,111.11	99.996000	49,998,000.00	1,888.89	.036	.036
63763PGD5	NATLSEC CLEARING CORP	07/13/2020	.140	.140	50,000,000.00	49,996,305.56	99.996000	49,998,000.00	1,694.44	.036	.036
63763PGF0	NATLSEC CLEARING CORP	07/15/2020	.140	.140	50,000,000.00	49,995,916.67	99.995333	49,997,666.50	1,749.83	.041	.041
63763PGG8	NATLSEC CLEARING CORP	07/16/2020	.150	.150	50,000,000.00	49,995,416.67	99.995000	49,997,500.00	2,083.33	.044	.044
			.440	**.443**	**250,000,000.00**	**249,465,319.45**	**99.990633**	**249,976,583.00**	**511,263.55**	**.070**	**.070**
3130: CORP-Fxd-S 30/360											
594918BG8	MICROSOFT CORP	11/03/2020	2.000	2.543	25,000,000.00	24,649,750.00	100.407000	25,101,750.00	452,000.00	.341	.345
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.646	12,000,000.00	11,663,160.00	100.820000	12,098,400.00	435,240.00	.657	.668
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.625	12,969,000.00	12,617,410.41	100.820000	13,075,345.80	457,935.39	.657	.668
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	3.149	10,295,000.00	9,955,059.10	100.820000	10,379,419.00	424,359.90	.655	.668
594918BG8	MICROSOFT CORP	11/03/2020	2.000	2.912	10,100,000.00	9,929,411.00	100.407000	10,141,107.00	211,696.00	.340	.345
053015AD5	AUTOMATIC DATA	09/15/2020	2.250	1.812	13,976,000.00	14,021,841.28	100.221000	14,006,886.96	-14,954.32	.209	.211
			1.895	**2.568**	**84,340,000.00**	**82,836,631.79**	**100.548860**	**84,802,908.76**	**1,966,276.97**	**.451**	**.458**
4070: CD/TD-Q A/365											
48128LU72	JPMORGAN	11/16/2020	1.648	1.648	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.375	.381
48128LV22	JPMORGAN	11/20/2020	1.623	1.623	75,000,000.00	75,000,000.00	100.000000	75,000,000.00	0.00	.386	.392
			1.629	**1.629**	**100,000,000.00**	**100,000,000.00**	**100.000000**	**100,000,000.00**	**0.00**	**.383**	**.389**
4500: NCD-Mat A/360											
06052TH78	BANK OF AMERICA	07/01/2020	1.850	1.850	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.003	.003
			1.850	**1.850**	**50,000,000.00**	**50,000,000.00**	**100.000000**	**50,000,000.00**	**0.00**	**.003**	**.003**
	Total Fund		**.790**	**.774**	**7,778,129,944.14**	**7,775,589,310.59**	**100.335408**	**7,804,218,376.34**	**28,629,065.75**	**1.093**	**1.124**
Grand Total			**.790**	**.774**	**7,778,129,944.14**	**7,775,589,310.59**	**100.335408**	**7,804,218,376.34**	**28,629,065.75**	**1.093**	**1.124**

COUNTY OF RIVERSIDE
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AGENDA ITEM 5E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Jillian Guizado, Planning and Programming Manager Jenny Chan, Senior Management Analyst
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Inland Empire Comprehensive Multimodal Corridor Plan Adoption

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Adopt and confirm the Inland Empire Comprehensive Multimodal Corridor Plan (CMCP) is consistent with California Transportation Commission guidelines for CMCPs; and
2) Authorize staff to make minor changes as needed to keep the document current and accurate.

BACKGROUND INFORMATION:

In 2017, the California state legislature approved Senate Bill (SB 1), which created and funded a new competitive grant program: Solutions for Congested Corridors Program (SCCP), among others. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. SB 1 dictates that the California Transportation Commission (CTC) will develop guidelines for the programs the legislation created. The SCCP guidelines the CTC adopted require that projects awarded funding be included in a CMCP. The CTC adopted guidelines for CMCPs in 2018. As such, regional transportation planning agencies and county transportation commissions throughout California have begun developing CMCPs to ensure their projects' eligibility in upcoming cycles of SCCP grant funding.

DISCUSSION:

In partnership with San Bernardino County Transportation Authority (SBCTA), Caltrans District 8, and Southern California Association of Governments (SCAG), Commission staff applied for a Caltrans Sustainable Transportation Planning Grant to prepare the Inland Empire Comprehensive

Multimodal Corridor Plan (IE CMCP). The team received a $500,000 grant and SCAG, as the lead for the project, awarded a contract to Cambridge Systematics.

Staff has been developing the IE CMCP since July 2019 in coordination with Cambridge Systematics as the lead consultant. The IE CMCP is intended to go beyond traditional freeway planning efforts and identify potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. In the future, Commission staff can work with Coachella Valley Association of Governments (CVAG) on developing a multimodal corridor plan for the Coachella Valley or to update the IE CMCP to include the Coachella Valley. Completing the IE CMCP is required for regional transportation planning agencies to compete for SCCP funding in the current cycle and thereafter. Projects proposed for SCCP funding need to be identified in a multimodal corridor plan to be eligible.

The project team developed the IE CMCP in accordance with the adopted CMCP Guidelines. As specified in the guidelines, *"There is no specific format that a CMCP must meet. Plans are unique to the region in which they are prepared."* By the same token, the definition of a corridor is also context sensitive. *"A corridor can be defined as a linear geographic area with one or more modes of transportation … Origins and destinations, land use, place types and existing and future developments that surround the transportation infrastructure influences how the corridor and its limits are defined."*

The CMCP guidelines require that a number of topics be discussed in the plan, such as:

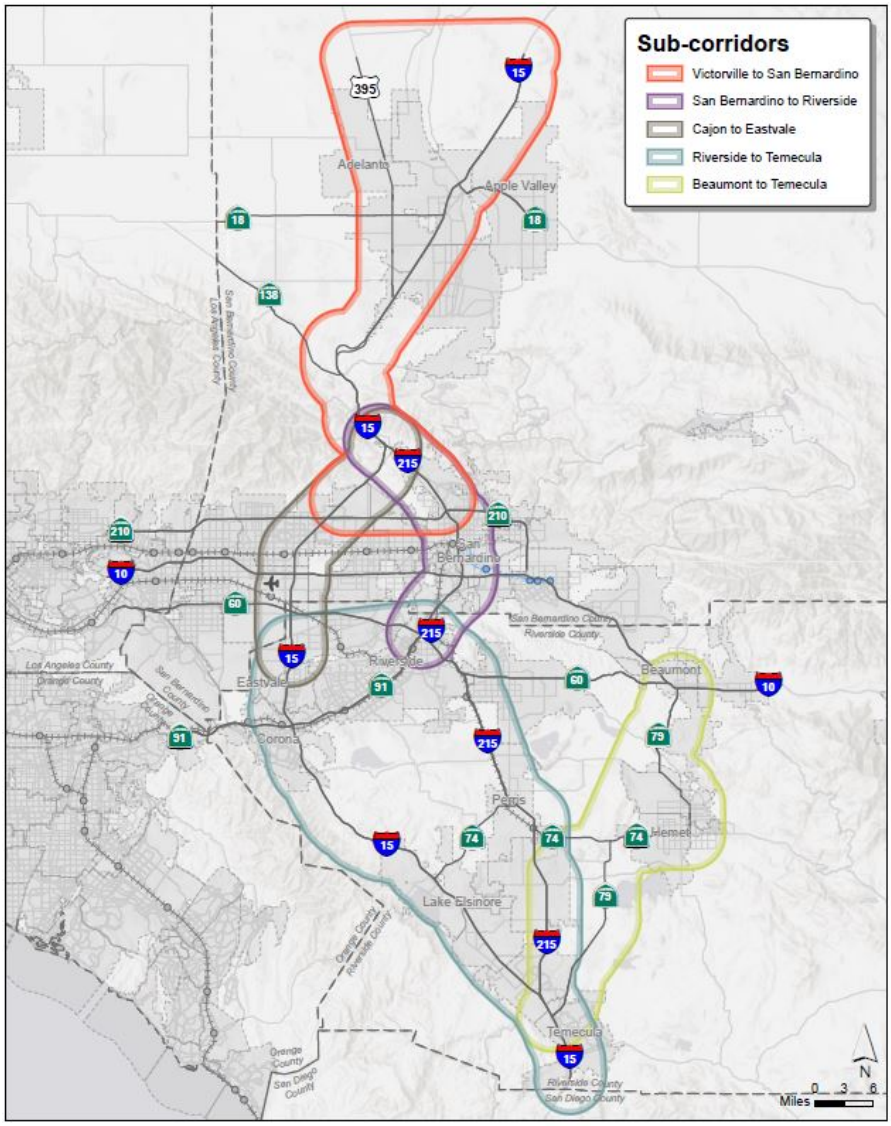
- Clear demonstration of collaboration amongst stakeholders;
- Short, medium, and long-term planning horizon;
- Specific corridor objectives;
- Multimodal consideration for, and approaches to, addressing transportation issues;
- Identification and evaluation of performance measures for recommended projects and strategies; and
- Consistency with the SCAG Regional Transportation Plan, the California Transportation Plan, and other regional or local planning documents.

The IE CMCP was originally structured as two very large corridors: north-south from Temecula to Victorville and east-west, from Banning/Beaumont to Los Angeles and Orange counties. It was realized during the study process that these very large corridors contain within them a great deal of diversity, so much so that it was becoming difficult to define the problems and analyze the solutions in an effective, multimodal way. Variations include: terrain/geography, land uses, congestion levels, community composition and needs, existing multimodal networks, and strategies and solutions. As such, it was determined the problems and strategies could be more clearly identified by breaking down the two corridors into sub-corridors. The study team engaged in a collaborative process for determining local geographic sub-corridors. Ultimately, five sub-corridors were identified for each of the two large corridors. The sub-corridors are described as areas between cities or geographically definable points, such as county lines, and are identified below:

North-South Sub-Corridors (Figure 1)

1. Victorville to San Bernardino
2. San Bernardino to Riverside
3. Cajon Pass to Eastvale
4. Riverside to Temecula
5. Beaumont to Temecula

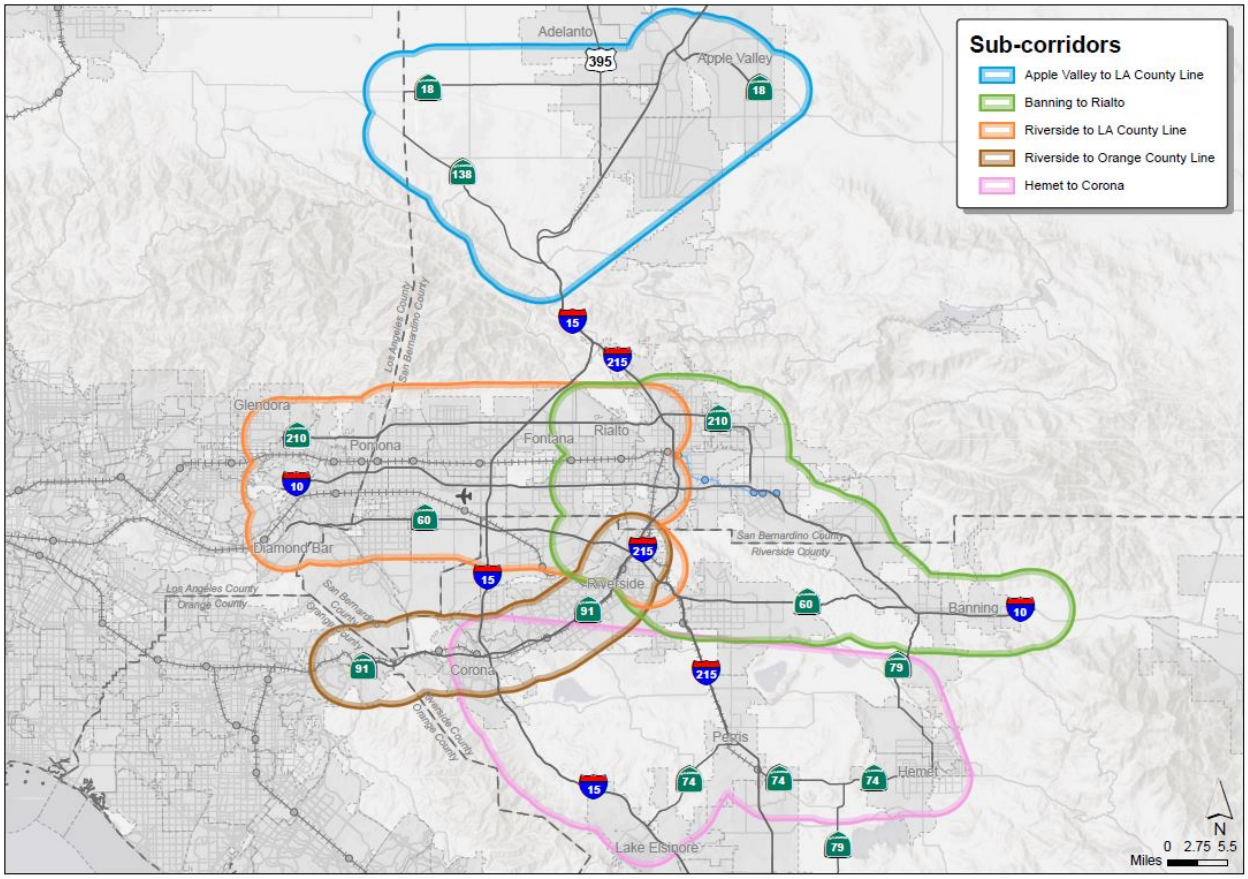
Figure 1. North-South IE CMCP Sub-Corridors



East-West Sub-Corridors (Figure 2)

1. Apple Valley to LA County Line
2. Banning to Rialto
3. Riverside/Rialto to LA County Line
4. Riverside to Orange County Line
5. Hemet to Corona

Figure 2. East-West IE CMCP Sub-Corridors



The IE CMCP (Attachment 1) provides a review of the characteristics, future growth potential, problems, opportunities, strategic issues, and approaches that may apply to each of the 10 identified sub-corridors.

To illustrate such strategies intended to define future multimodal investments, consider the Riverside to Orange County Line Sub-Corridor, which contains the State Route 71/91 Interchange Improvement Project for which the Commission recently submitted an SCCP grant application to fully fund the construction phase of the project. After defining the sub-corridor and identifying: key transportation facilities, land use and socioeconomic factors, travel patterns, congestion/delay and vehicle miles traveled, transit usage, and projected future conditions, each IE CMCP sub-corridor analysis results in a list of problems to be addressed and the strategies for doing so. In summary, the problems to be addressed in this sub-corridor are:

- SR-91 being heavily congested by long commute and freight trips connecting multiple counties;
- Lack of adequate alternate routes due to topography;
- Jobs-housing imbalance due to the affordable housing dichotomy between Riverside County and Los Angeles and Orange counties.

Some of the strategies identified for addressing these problems include:

- Complete the SR-71/91 connector and SR-241/91 connector to facilitate commute and goods movement from Orange County to Riverside and San Bernardino counties;
- Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC line and construct accessibility improvements and station improvements to existing Metrolink stations; and
- Explore policies and methods to increase work at home to decrease commute trips.

Each sub-corridor may have features in common with other sub-corridors, as well as features that are unique to that sub-corridor. Thus, the strategies will be tailored accordingly to the problems identified in each sub-corridor. The intent is to capture the themes or strategies that define the future investments in multimodal improvements in each sub-corridor while being responsive to its environmental and community characteristics.

Over the last 15 months, the project team worked diligently to complete the IE CMCP by October 1, the date the team committed to completing the plan. Some of the more recent activities completed include: identifying corridor characteristics, engaging with local agencies, reviewing existing transportation plans, and defining specific sub-corridor strategies within the study area. Staff presented elements of the IE CMCP to the Commission's Technical Advisory Committee (TAC) in both March and May 2020. The TAC also approved in concept the final draft IE CMCP on September 21, 2020 and the Commission's Western Riverside County Programs and Projects Committee voted unanimously to adopt the IE CMCP on September 28, 2020. Staff recommends that the Commission adopt the final draft IE CMCP and authorize staff to make minor updates as necessary to keep the plan current.

Once the IE CMCP is finalized, the study team will continue collaborating to make minor revisions as needed. The study team envisions updating the IE CMCP every few years.

There is no financial impact for this item.

Attachment: IE CMCP Final Draft

Approved by the Western Riverside County Programs and Projects Committee on September 28, 2020

In Favor: 9 Abstain: 0 No: 0

October 1, 2020

Inland Empire Comprehensive Multimodal Corridor Plan



Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

sbcta
San Bernardino County Transportation Authority

SCAG
INNOVATING FOR A BETTER TOMORROW

RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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Executive Summary

The Southern California Association of Governments (SCAG) was awarded a Caltrans grant in the "Strategic Partnerships/Transit" category to examine the multi-modal corridors of the Inland Empire as part of a Comprehensive Multimodal Corridor Plan (CMCP). The strategic partners with SCAG included Caltrans District 8, the Riverside County Transportation Commission (RCTC), the San Bernardino County Transportation Authority (SBCTA), and the Western Riverside Council of Governments (WRCOG).

The Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) has multiple uses that will benefit local, regional, and state agencies as they deal with the balancing of infrastructure, livability, economic, and sustainability needs as they relate to the transportation system. The IE CMCP covers the urbanized portion of both Riverside and San Bernardino Counties, excluding the Coachella Valley. The original concept for the IE CMCP was to have two corridors, a north/south and an east/west corridor. However, as the study progressed, it was decided to create focused smaller "sub-corridors" to facilitate more detailed assessment of corridor conditions and to focus the recommended improvements and strategies. Five sub-corridors were identified for north/south travel and five for east/west travel, as listed in Table ES.1 and illustrated by Figures ES.1 and ES.2.

Table ES.1 | IE CMCP Sub-corridors

- North/South Sub-corridors:
  1. Victorville to San Bernardino
  2. San Bernardino to Riverside
  3. Cajon Pass to Eastvale
  4. Riverside to Temecula
  5. Beaumont to Temecula
- East/West Sub-corridors:
  1. Apple Valley to LA County Line
  2. Banning to Rialto
  3. Riverside/Rialto to LA County Line
  4. Riverside to Orange County Line
  5. Hemet to Corona

Figure ES.1 | IE CMCP North-South Oriented Sub-Corridors

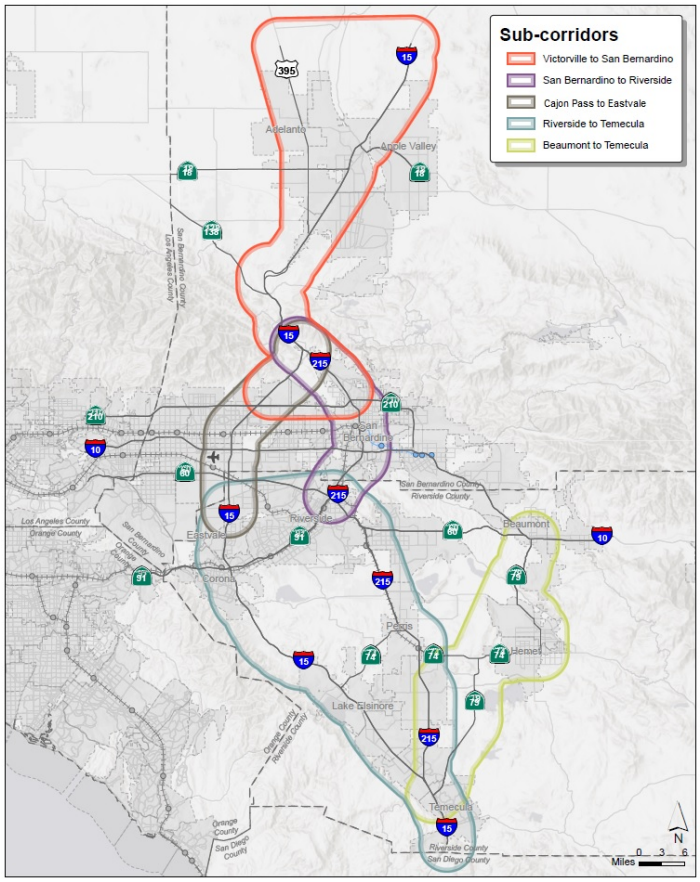
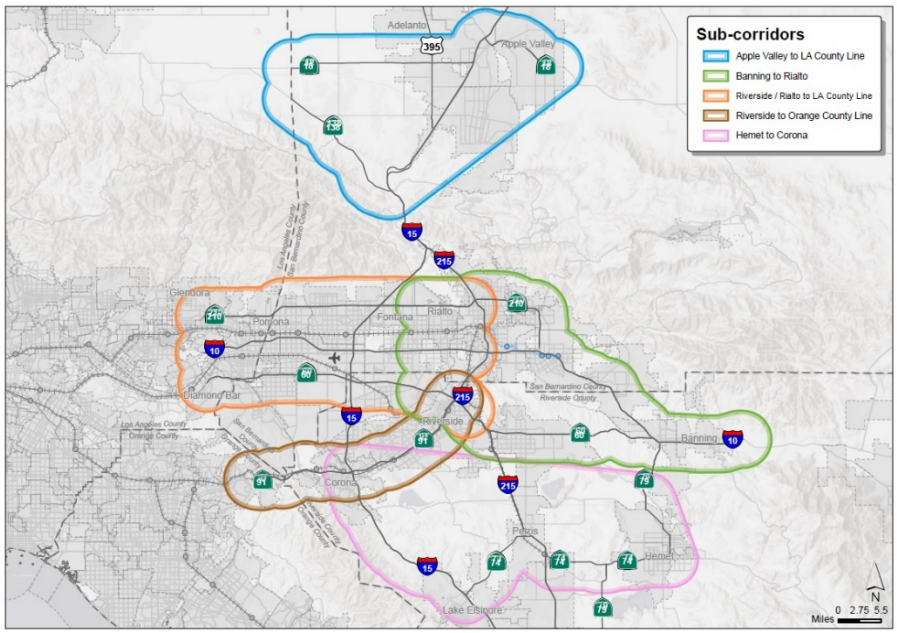


Figure ES.2 | IE CMCP East-West Oriented Sub-Corridors



A strategic approach to the development of the IE CMCP has been crafted for each sub-corridor. There also are some overarching strategic initiatives and programs which are countywide or Inland Empire-wide in nature that relate to the overall Study Area and related sub-corridors. Planning and decision-making within the sub-corridors would be influenced and/or enhanced through these larger-area strategies.

There are programs underway at the Inland Empire level or at the County level that are very much a part of the multimodal transportation strategy but do not fall neatly into the individual sub-corridors. As the sub-corridor strategies are presented in this document, it is important to remember that these programs serve as overlays to the lists of strategies or projects listed at the sub-corridor level. **So if a certain sub-corridor does not seem as multimodal as others, it is important to remember that these program-level activities are still at work to reduce GHGs and VMT, as well as to improve system safety, efficiency, and operations.** Many of these involve partnerships across state, regional, and local agencies.

The Inland Empire transportation programs are generally categorized as follows:

- **Active Transportation (AT).** While some AT activities are project-specific, others are programmatic, such as Safe Routes to School or local/regional funding programs, like the Transportation Development Act (TDA) that funds local active transportation projects through a competitive call for projects every odd numbered year.
- **Intelligent Transportation System/Incident Management (ITS/IM).** Examples include signal coordination and freeway service patrols.
- **Rail.** Regional improvements and funding programs are in place that benefit upgrades in the Metrolink commuter rail system and new passenger rail initiatives are underway.
- **Safety.** Caltrans sponsors ongoing transportation funding initiatives to maintain and provide safety upgrades to local and state highways.
- **Transit (other than rail).** Each transit agency has its own investment plan for improving the customer experience and customer/driver safety.
- **Transportation Demand Management (TDM).** A wide array of TDM strategies is promoted through IE Commuter, from ridesharing to vanpooling to alternative work schedules.
- **Zero Emission Vehicles and Alternative Fuel Programs (ZEV/AF).** There are numerous statewide and regional programs for funding and incentivizing more rapid turnover of auto and truck fleets to benefit air quality and GHG reduction. Both Riverside and San Bernardino County transit agencies are pursuing funding to address the state's zero-emission bus objectives.

Multimodal Corridor Planning Guidelines

The California Transportation Commission (CTC) developed and published their CMCP guidelines and Caltrans developed their Corridor Planning Guidebook. These corridor planning guides provide the framework for assessing

transportation improvement projects as part of the Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1. SB 1 requires that funding shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. The Inland Empire CMCP closely follows both the CTC and Caltrans corridor planning guides, and Caltrans was a partner agency in the development of the IE CMCP.

Key tasks completed as part of the IE CMCP:

- Developed IE CMCP goals, objectives, and performance measures.
- Defined the study area by organizing it into 10 key sub-corridors based upon technical and policy considerations, including input from key stakeholders.
- Conducted regular meetings with a core Project Development Team (PDT) of partner agencies including SCAG, Caltrans, RCTC, SBCTA, and WRCOG.
- Developed and implemented a stakeholder engagement strategy which included leveraging recent stakeholder outreach in Riverside County with a new online survey instrument that was implemented for San Bernardino County. Multiple meetings were also held with local agency transportation and planning staff through each county's Technical Advisory Committee structure.
- Conducted detailed data collection and analysis as part of current conditions and future baseline conditions assessment including socioeconomic data, travel demand and travel patterns, safety analysis, congestion analysis, and transit demand analysis.
- Identified planned investments and recommended projects as part of the CMCP to address known deficiencies, pivoting off of state, regional, and local plans and programs.
- Developed an evaluation framework to assess the current conditions and future baseline conditions, and to evaluate the potential improvements.
- Conducted qualitative assessment of the sub-corridor improvement projects based on project type and measured against metrics such as VMT reduction, accessibility, person delay, air quality, safety, reliability, mode shift, person throughput, and congestion.
- Determined the funding need and available transportation financing resources to support corridor investments.

Goals, Objectives and Performance Metrics

As discussed, the CTC and Caltrans guiding documents contain recommended corridor planning goals, objectives, performance metrics, and evaluation criteria for assessing transportation improvement projects at the corridor level. In addition, many other state, regional, and local transportation plans include transportation system improvement goals, objectives, and performance metrics, such as the Caltrans Smart Mobility Framework, the Regional Transportation Plan, the San Bernardino County Countywide Plan, Transportation and Mobility Element, and the Riverside County Long Range Transportation Study.

The CTC Solutions for Congested Corridors Program (SCCP) guidelines also state that "the primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits."

Based on the CTC and Caltrans guidance, objectives of the comprehensive multimodal corridor planning process may include but are not necessarily limited to:

- Define multimodal transportation deficiencies and opportunities for optimizing system operations.
- Identify the types of projects necessary to reduce congestion, improve mobility, and optimize multimodal system operations along highly traveled corridors.
- Identify funding needs.
- Further state and Federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5, commencing with Section 38550, of the Health and Safety Code) and Senate Bill 375 (Chapter 728, Statutes of 2008).
- Preserve the character of local communities and create opportunities for neighborhood enhancement.
- Identify projects that achieve a balanced set of transportation, environmental, and community access improvements.

A key element of the CMCP is to reduce congestion in highly traveled and highly congested corridors through performance improvements. To measure projects or groups of projects which result in performance improvements in the study area and sub-corridors, a set of transportation performance metrics is applied. Some of these metrics can be assessed using quantitative data such as transportation model output, while others are qualitatively evaluated based on project type, project location, and other factors. This is consistent with the CTC guidelines which state "in recognition that data availability and modeling capabilities vary by agency based on available resources, the Commission expects agencies to address plan and project performance qualitatively and quantitatively to the degree reasonable given technical and financial resources available during the planning process. As part of the comprehensive multimodal corridor planning process, a plan-level corridor performance

assessment must be conducted and documented to clearly outline system performance and trends." The evaluations provided in this plan clearly document the conditions, including congestion levels, in the overall study area and the ten sub-corridors.

Per the CTC and Caltrans CMCP guidelines, it is critical to create multimodal corridor plans that closely match the local and regional goals and objectives for transportation planning. With that in mind, a summary of the goals and objectives of Riverside County and San Bernardino County from the latest transportation plans include:

Riverside County:[1]

- Provide a first class transportation system that supports a vibrant, dynamic and livable county;
- A multimodal system that will promote sustainability, access, safety, economic opportunities, public health, environmental stewardship, and balanced job/housing ratio.
- Utilize best available technology.
- Provide reliable and efficient mobility for people, goods, and services.
- Preserve values of Riversides County's communities.

San Bernardino County:[2]

- Consolidate and integrate countywide transportation and land use planning to provide consistent input to the RTP/SCS.
- Improve safety and mobility for all modes of travel.
- Deliver transportation projects and services to promote economic competitiveness, affordable housing, environmental quality, and overall sustainability.
- Promote stewardship of public resources through cost effective delivery, maintenance and operations of projects.
- Promote the planning and funding of sustainable transportation systems via collaboration with local, regional, state, federal, and private stakeholders.

Sub-corridor Focus

The results of the IE CMCP as summarized in this report include a detailed assessment of the corridor conditions, a list of recommended projects and programs to improve corridor conditions in each of the 10 sub-corridors, and a framework for evaluating the potential improvements. To understand the transportation issues facing the corridors

[1] Riverside County Long Range Transportation Study, December 2019.

[2] San Bernardino County Countywide Plan, Transportation and Mobility Element, May 2019.

and to inform the recommendations of the study, the IE CMCP included detailed assessments of both current and projected transportation future conditions. This included an analysis of all modes (roadway, transit, active transportation, and freight) as well as cross-cutting themes such as safety. The Corridor Characteristics assessment presents an assessment of land use, demographics, and multimodal transportation conditions in the corridors and provides a baseline assessment upon which future projected conditions will be compared.

Sub-corridor Problems and Strategic Approach

In developing the strategic approach for each sub-corridor, the classes of strategies considered are highly multimodal in nature, and they also consider the types of "customers" that will be served: 1) passenger travel and freight; 2) trips by purpose: for work, school, business, shopping, recreation, social interaction; and 3) specific activity centers: airports, downtowns, hospitals, educational institutions, commercial clusters, mixed-use clusters, and transit hubs.

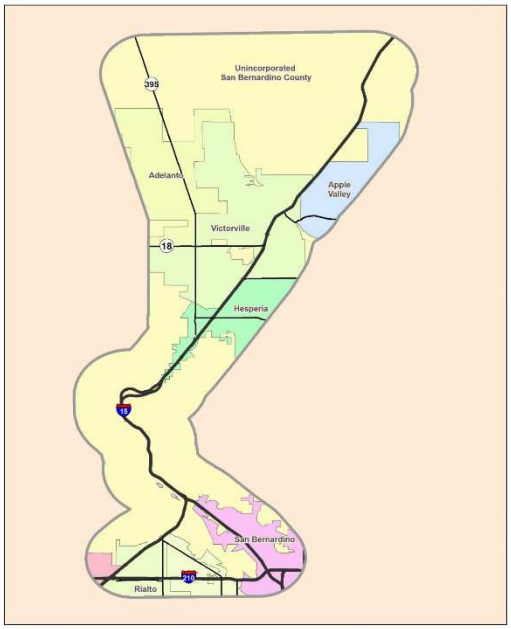
The transportation modes reflect an emphasis on public transportation, non-motorized travel, shared-ride (carpool/vanpool), and virtual travel (i.e., work-at-home, web-based business, teleconferencing, etc.); a highway network focused on effective management and operations (e.g., through HOV/managed lanes, traveler information, and signal coordination); as well as accommodation of freight and logistics through strategic access improvements.

There is a large pool of existing and emerging multimodal options to draw from and build on in the Inland Empire: **commuter rail (Metrolink IEOC, 91/Perris Valley, Riverside, and San Bernardino lines), light rail (with the Gold Line extension to Pomona by 2025), regional "hybrid rail" initially using Tier 4 Diesel Multiple Unit (DMU) self-powered trainsets (migrating to zero-emission trainsets in the near term), and the privately-funded Brightline West high-speed train from the San Bernardino Valley, through the Victor Valley to Las Vegas)**. Efficient and frequent **local bus, express bus, and BRT** options also exist and are being expanded with the forthcoming **West Valley Connector BRT**. Lyft is now providing an important **connection to Ontario International Airport** from the Riverside and San Bernardino Metrolink lines, and **first/last mile connections** are being advanced linking transit and key destinations. **Regional bike networks** are creating a backbone that provides the regional connectivity needed to service those who can take these modes for daily commutes. **Land use and housing** are intertwined with the regional transportation network in a way that, because of much higher costs in coastal counties, has historically produced longer commutes and travel times for inland residents. The challenge before us now is to encourage better balance in jobs and housing regionally for the sake of livability, cost, and VMT/GHG reduction, and to continue pursuing the Inland Empire's proactive sustainability initiatives on local climate action plans (CAPs) for GHG reduction, habitat conservation plans, climate adaptation plans, low-income housing initiatives, and transportation-efficient land use planning implemented through local General Plans and Specific Plans.

The discussion of problems and recommended strategies for each of the 10 sub-corridors follows. The intent of these one-page summaries is to highlight the key issues and challenges in each sub-corridor and to articulate the

key strategies, projects, and programs that are being emphasized in the near term for each. These strategies are anchored in the data developed through the analysis documented later in this CMCP.

Strategic Approach for Victorville to San Bernardino Sub-Corridor



Victorville to San Bernardino Sub-Corridor

Problems to Be Addressed

- Substantial “down-the-hill” commuting from the Victor Valley to San Bernardino, Riverside, and LA, with residents motivated to endure the commutes as a result of more affordable housing in the High Desert.
- I-15 is a nationally significant freight corridor, but travel through the Cajon Pass is congested and unreliable.
- High number of serious traffic accidents and incidents on State Routes: I-15 in Cajon Pass, U.S.-395, and SR-138.
- Significant weekend congestion, not just weekday.
- Lack of adequate alternate routes when the regionally significant corridor shuts down as a result of incidents.

Strategies

1. Enhance the ease and reliability of freight and passenger travel in the Cajon Pass and High Desert through the addition of express lanes on I-15, consistent with the SCAG Regional Express Lane Network in the RTP/SCS, with toll discounts/exemptions for transit, vanpools, and 3+ carpools.
2. Conduct operational studies on I-15 in the Cajon Pass geared toward improving safety and reducing the frequency and severity of traffic incidents. Also conduct operational studies on alternate routes to I-15 for use in the event of extended I-15 closures. Program operational improvements into the Caltrans SHOPP. If crashes are associated to the long routes, weather, and fatigue, perhaps rest areas could also be added to allow drivers to take a break before continuing their destination.
3. Pursue multimodal solutions. Continue growth of vanpool and carpool formation from the High Desert to employment centers in the Valley and greater LA Basin and monitor express bus operation from Victorville to San Bernardino for evidence of expansion opportunity. Pursue the extension of Brightline West down the Cajon Pass to Rancho Cucamonga to provide an additional privately funded solution to peak hour and weekend congestion.

4. Through economic development and other strategies, increase employment opportunities in the High Desert for High Desert residents to reduce jobs-to-housing imbalance and reduce long commutes from the High Desert to San Bernardino / Los Angeles / Riverside.
5. Complete Mojave Riverwalk, the principal north/south Class I trail in the High Desert.
6. Consider developing a comprehensive signal synchronization network for the High Desert and prioritize arterial corridors for early implementation.
7. Complete the widening of 2-lane segments on SR-138 west of I-15 for safety purposes.
8. Complete widening of U.S. 395 for safety and operational purposes and as a significant north/south freight and recreational route connecting to the Tehachapi Mountains via SR-58 and to the eastern Sierra Mountains.
9. Implement policies and methods to increase work at home to decrease commute trips.

Strategic Approach for San Bernardino to Riverside Sub-Corridor

Problems to Be Addressed

- Large off-campus university student and employee populations that make daily commutes to and from schools, creating congestion at entry points to universities.
- Specific bottleneck locations: (southbound I-215 at Orange Show Road, southbound I-215 at SR-60 junction, northbound I-215 at merge with SR-60 on-ramps).
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Antiquated interchange designs.
- Large concentration of bike and pedestrian collisions in the Riverside and San Bernardino urban centers.
- Generally difficult environment for walking and cycling.
- Truck congestion and air quality challenges in San Bernardino and Riverside with convergence of rail lines and intermodal freight facilities.

San Bernardino to Riverside Sub-Corridor

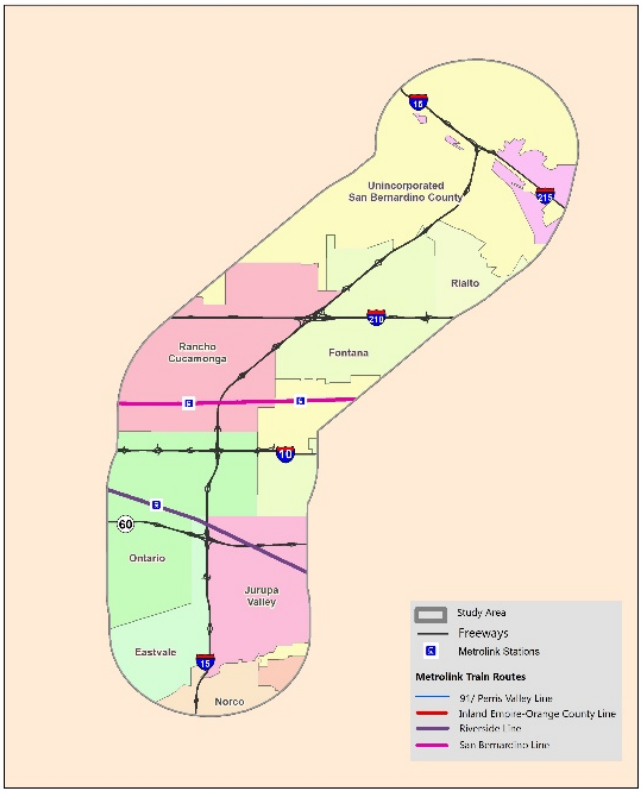
Strategies

1. Build on existing multimodal strategy to enhance rail, transit and shared-ride access to and from California State University San Bernardino (CSUSB) and UCR.
2. Coordinate express transit/rail service between San Bernardino and Riverside County cities.
3. Focus on north/south arterial operations and safety improvements for parallel facilities such as Riverside Avenue, Mt. Vernon Avenue, and Reche Canyon Road.
4. Complete Divergent Diamond Interchange (DDI) at the I-215/University Avenue interchange to accommodate continued CSUSB growth.
5. Make strategic operational improvements to and/or reconstruct interchanges on I-215 between SR-60 and Orange Show Road to address bottlenecks.
6. Implement managed-lane system on SR-91 in downtown Riverside.
7. Build on substantial existing transit assets (e.g., move forward with SCORE program on multiple Metrolink lines—increasing frequency and improving service).
8. Implement first/last mile transit connections (particularly from major destinations to Metrolink stations).
9. Work with South Coast Air Quality Management District (SCAQMD) and California Air Resources Board (CARB) to provide incentives for accelerating turnover of the truck fleets.
10. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Cajon Pass to Eastvale Sub-Corridor

Problems to Be Addressed

- I-10/I-15 interchange is 12th on American Transportation Research Institute (ATRI)'s national list of the top 100 truck bottlenecks.
- Nationally significant freight corridor, with heavy congestion on I-15 between SR-60 and SR-210.
- Southern end of the corridor houses some of the largest and most intense logistics activities in the Nation, with attendant local traffic and environmental impacts.
- Lack of north/south transit service and need for improved transit service to Ontario International Airport.
- Large population and housing growth with a large number of master planned communities.



Cajon Pass to Eastvale Sub-Corridor

Strategies

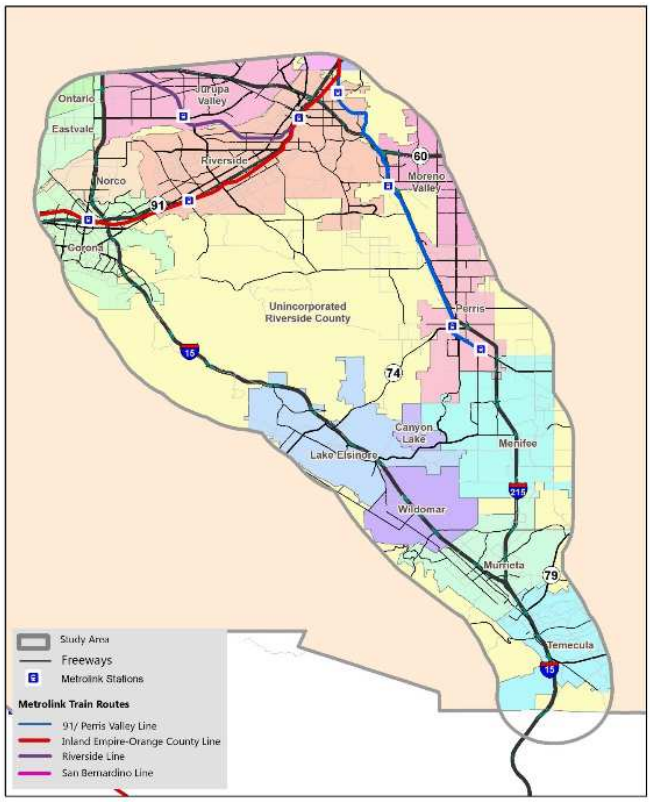
1. Implement managed-lane system on I-15, with toll discounts or exemptions for transit, vanpools, and 3+ carpools.
2. Complete the West Valley Connector BRT, Phase 1. The north/south portion parallels I-15 from Victoria Gardens to Rancho Cucamonga Metrolink Station, through Ontario employment centers, to Ontario International Airport (ONT). Integrate with potential new zero-emission tunnel connection from Metrolink San Bernardino Line to ONT.
3. Pursue the extension of Brightline West down the Cajon Pass to Rancho Cucamonga to provide an additional privately funded solution to peak hour and weekend congestion.
4. Coordinate operational strategies for managed lanes between Riverside and San Bernardino counties.
5. Grow vanpool and carpool formation from the High Desert to employment centers in the Valley, Riverside County, and greater LA Basin.

6. Implement “Healthy Communities and Healthy Economies Toolkit for Goods Movement” (given continued warehouse/distribution facility development).
7. Work with SCAQMD and CARB to provide incentives for accelerating turnover of truck fleets.
8. Implement San Sevaine Class I Trail System, running north/south along I-15.
9. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Riverside to Temecula Sub-Corridor

Problems to Be Addressed

- Significant and growing congestion in both directions at the I-215/SR-60 junction in Riverside.
- Significant and growing congestion at the I-15/I-215 merge/diverge in Temecula and on I-15 northbound and southbound in Corona.
- Congestion at critical interchanges on I-15 and I-215 (e.g., Newport Road, Railroad Canyon Road, SR-74, etc.).
- Lack of parallel facilities to I-15 and I-215 throughout the corridor (due largely to topography).
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.



Riverside to Temecula Sub-Corridor

- Large amount of housing development concentrated along the corridor; exacerbating the job-housing imbalance.

Strategies

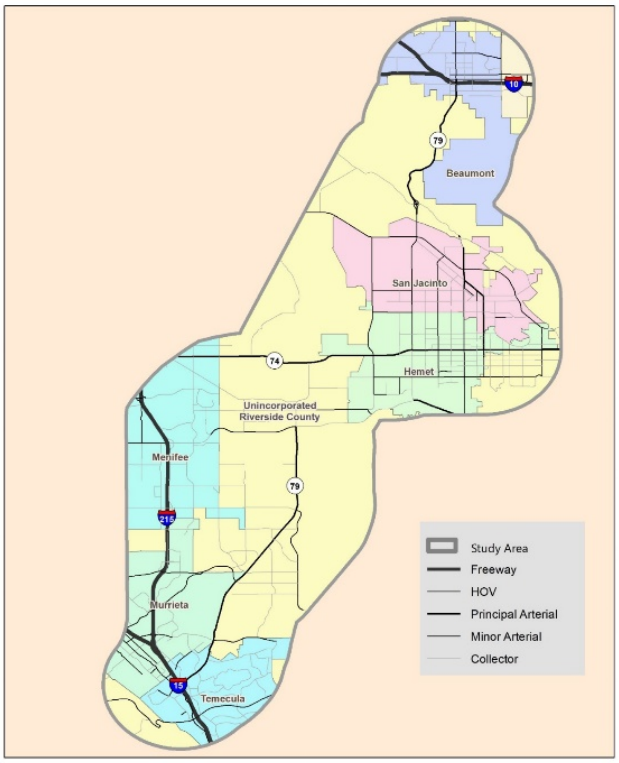
1. Extend the managed-lane system on I-15 southerly from Cajalco Road in Corona to SR-74 (Central Avenue) in Lake Elsinore (underway), with toll discounts for transit, vanpools, and 3+ carpools.
2. Continue commuter bus operations on I-15 and I-215 to Metrolink stations and continue express bus service utilizing managed lanes.
3. Make strategic operational improvements to and/or reconstruct interchanges on I-15 and I-215, such as Franklin Street and French Valley Parkway.
4. Improve the north/south arterial network along I-15 and I-215, where possible, to better accommodate local short-distance trips that are now occurring on the freeway system, such as Temescal Canyon Road.
5. Enhance marketing and incentives for ridership on the Perris Valley Line to Riverside.

6. Grow vanpool and carpool formation from southwest Riverside County to employment centers in Riverside, Corona, and San Bernardino County.
7. Deploy new technologies to proactively manage traffic and improve roadway conditions.
8. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line, construct accessibility improvements to existing 91/Perris Valley Metrolink stations.
9. Work with SCAQMD and CARB to provide incentives for accelerating turnover of truck fleets.
10. Invest in grade separation projects to improve goods movement efficiency and passenger rail movement.
11. Provide an additional east west regional arterial extending east from the City of Perris that will run parallel to SR-74, serving as an alternative route to better connect the cities within the region.
12. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Beaumont to Temecula Sub-corridor

Problems to Be Addressed

- Overall lack of north/south mobility, particularly in the Hemet/San Jacinto Area. Local traffic gets mixed with regional traffic.
- Major bottlenecks at the I-10/SR-79 interchange and the northbound I-15/SR-79 interchange.
- Lack of north/south transit service.
- Major tourism destinations result in travel at all times and on all days.



Beaumont to Temecula Sub-Corridor

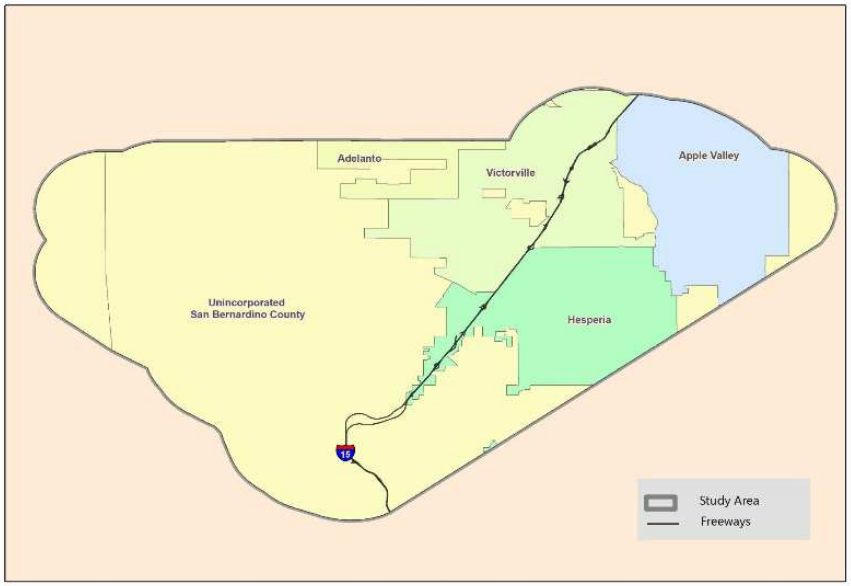
Strategies

1. Fund and implement the SR-79 realignment project.
2. Make operational improvements on existing north/south arterials from San Jacinto to Temecula.
3. Grow vanpool and carpool formation to reduce vehicle flows connecting Beaumont, San Jacinto, Hemet, and Temecula.
4. Examine ways to improve north/south transit connectivity.
5. Deploy new technologies to proactively manage traffic and improve roadway conditions.
6. Make strategic operational improvements to and/or reconstruct interchanges on the I-10/Highland Springs, I-215/Keller Road, and Garbani Road interchanges.
7. Investment in grade separation projects to improve goods movement efficiency.
8. Work with Tribal governments to facilitate employee commute options and explore funding opportunities for regional improvements.
9. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line, and construct accessibility improvements and station improvements at existing Metrolink stations. Additionally, support rapid bus services between Hemet to San Jacinto and Perris to Moreno Valley/Riverside.
10. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Apple Valley to LA County Line Sub-corridor

Problems to Be Addressed

- Lack of east/west connectivity between the High Desert and Antelope Valley.
- Lack of east/west connectivity within the High Desert, constrained by limited crossings of the Mojave River and the BNSF Railway rights-of-way.
- Congestion at arterial junctions with I-15 interchanges.



Apple Valley to LA County Line Sub-Corridor

0 2.5 5 10 Miles

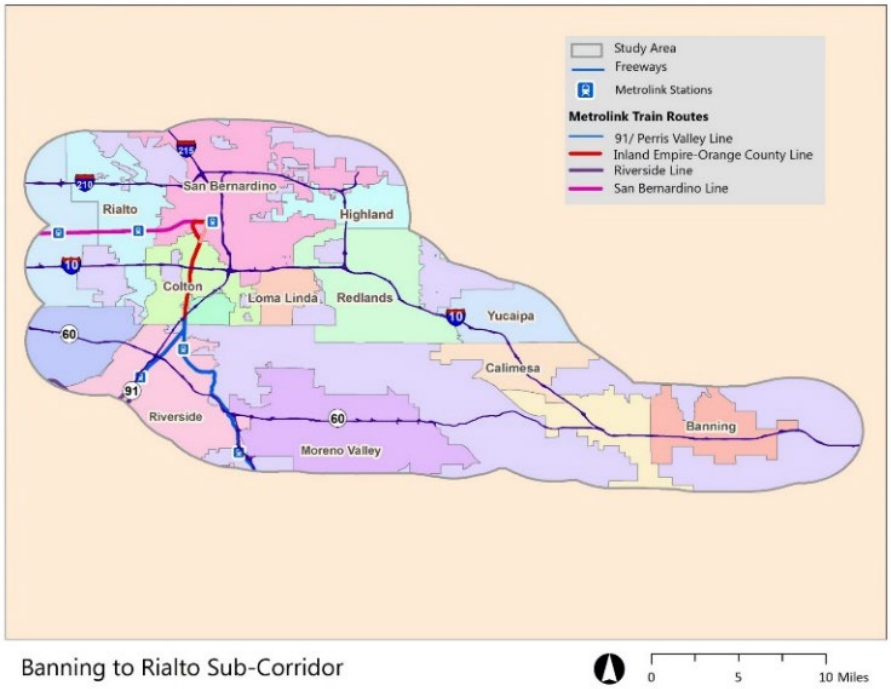
Strategies

1. Enhance east/west access by completing improvements in the Greentree Corridor, linking Apple Valley, Victorville, and I-15.
2. Work with Brightline West and the State to facilitate future High Speed Rail connection to the Antelope Valley Metrolink line.
3. Conduct necessary studies to improve the operations and safety of SR-18 from U.S.-395 to SR-138 and potentially program its widening.
4. Look for opportunities to fund the High Desert Corridor but recognize SR-18 widening as a partial solution to improve east/west mobility between the Antelope Valley and High Desert.
5. Fund and implement strategic I-15 interchange improvements as identified in the Measure I Strategic Plan.
6. Fund and implement other improvements identified in the Victor Valley portion of the SBCTA 10-Year Delivery Plan.
7. Continue growth of vanpool and carpool formation from the High Desert to employment centers in the San Bernardino Valley and Antelope Valley. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Banning to Rialto Sub-Corridor

Problems to Be Addressed

- Several significant bottlenecks on I-10: eastbound and westbound merge/diverge with I-215, eastbound merge with SR-210, eastbound upgrade in Yucaipa, and I-10/SR-60 junction.
- Significant and growing congestion in both directions at the I-215/SR-60 junction in Riverside and I-10/SR-60 junction in Beaumont due to population and housing increases.



- Multiple congested interchanges: I-10/SR-79 interchange in Beaumont and interchanges on I-10 at Mountain View Avenue, California Street, Alabama Street, and University Avenue.
- Ongoing congestion on SR-210 westbound north of I-10 and eastbound at Highland Avenue.
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Metrolink San Bernardino line and Riverside line are well-used, but capacity limitations limit substantial additional growth.
- Cities with Metrolink stations would like to take advantage of those locations for transit-oriented development (TOD), but parcel assembly/development costs are high and train frequencies are not always conducive to the mid-day and bi-directional mobility needed to support TOD type uses.

Strategies

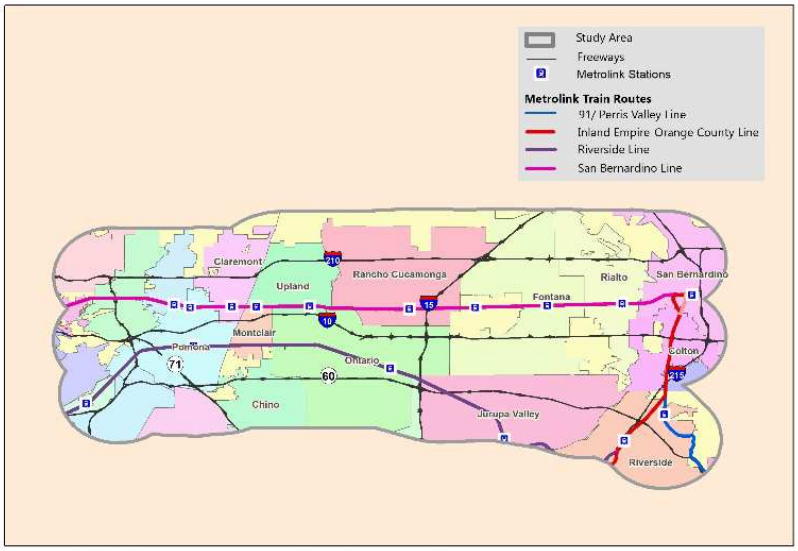
1. Construct Redlands Passenger Rail Project from University of Redlands to downtown San Bernardino, including use of zero-emission multiple unit (ZEMU) trainsets.
2. Implement managed lane systems on SR-60 from downtown Riverside to Moreno Valley and on I-10 from Redlands westerly.

3. Make strategic operational improvements to and/or reconstruct interchanges on SR-60/Potrero Blvd, SR-60/Gilman Springs Road, and I-10 interchanges at SR-79, County Line Road, University Avenue, Alabama Street, and California Street.
4. Implement I-10 Eastbound Truck Climbing Lane in Yuciapa, addressing one of the most serious freight bottlenecks in the Inland Empire.
5. Invest in grade separation projects to improve goods movement efficiency and passenger rail movement.
6. Accelerate truck fleet turnover for air quality improvement.
7. Implement “Healthy Communities and Healthy Economies Toolkit for Goods Movement” (given continued warehouse/distribution development).
8. Extend Sun Lakes Boulevard from Highland Home Road to Westward Avenue and Sunset avenue.
9. Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC, San Bernardino, and Riverside lines as described in the SCRRA SCORE Program; construct accessibility improvements and station improvements to existing Metrolink stations.
10. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Riverside/Rialto to LA County Line Sub-Corridor

Problems to be Addressed

- I-10 and SR-60 are nationally significant freight corridors, with heavy congestion on I-10 between the LA County Line and Sierra Interchange and throughout SR-60.
- I-10/I-15 interchange is 12th on ATRI's national list of the top 100 truck bottlenecks.
- Metrolink stations represent some of the Inland Empire's best opportunities for TOD, but need to increase train frequency over time and make it easier for jurisdictions/developers to build on infill sites (limited capabilities since loss of redevelopment funding).



Riverside/Rialto to LA County Line Sub-Corridor

- Lack of good transit connection to Ontario International Airport.
- Major housing and population increases, especially in parts of the corridor south of SR-60 and north of SR-210.

Strategies

1. Build on substantial existing transit assets (e.g., move forward with SCORE program on the multiple Metrolink lines—increasing frequency and improving service on Riverside, San Bernardino, 91/Perris, and IE/OC lines).

   Build West Valley Connector BRT connecting Pomona, Montclair, Ontario, and Rancho Cucamonga, with significant destinations in each jurisdiction, including Ontario International Airport. Integrate with potential new zero-emission tunnel connection from Metrolink San Bernardino Line to ONT.

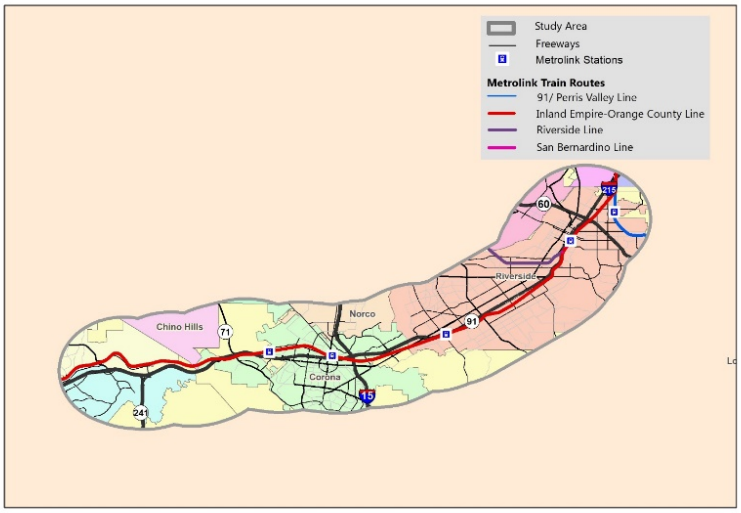
2. Implement first/last mile transit connections (particularly from major destinations to Metrolink stations).
3. Enhance freight access at freeway interchanges to improve first/last mile efficiency (list key interchanges for freight access).
4. Implement managed lane system on I-10 from LA County line to Ford Street; and SR-60 from I-15 to Moreno Valley.
5. Accelerate truck fleet turnover for air quality improvement.

6. Implement “Healthy Communities and Healthy Economies Toolkit for Goods Movement” (given continued warehouse/distribution development).
7. Encourage TOD and affordable housing at transit stations.
8. Implement “next-generation” shared-ride and virtual travel systems.
9. Build out regional active transportation network.
10. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Riverside to Orange County Line Sub-Corridor

Problems to Be Addressed

- SR-91 connects Riverside County to Orange and San Bernardino counties and results in one of the most congested freeways in Southern California. SR-91 is a nationally significant freight corridor that connects the Ports of Los Angeles and Long Beach to the vast array of warehousing and distribution centers in the Inland Empire. However, with heavy congestion along the corridor goods movement is significantly impacted.



Riverside to Orange County Line Sub-Corridor

- Lack of adequate alternate routes into Orange County; largely due to topography. SR-91 is the only route into Orange County from Riverside County and San Bernardino County. SR-60/57 is the highest capacity alternate, but is also highly congested. SR-74 provides a low-capacity highway alternative which is available to south Orange County.
- Job-housing imbalance; Riverside County provides more affordable housing options compared to Orange County and Los Angeles County, but less job opportunities.

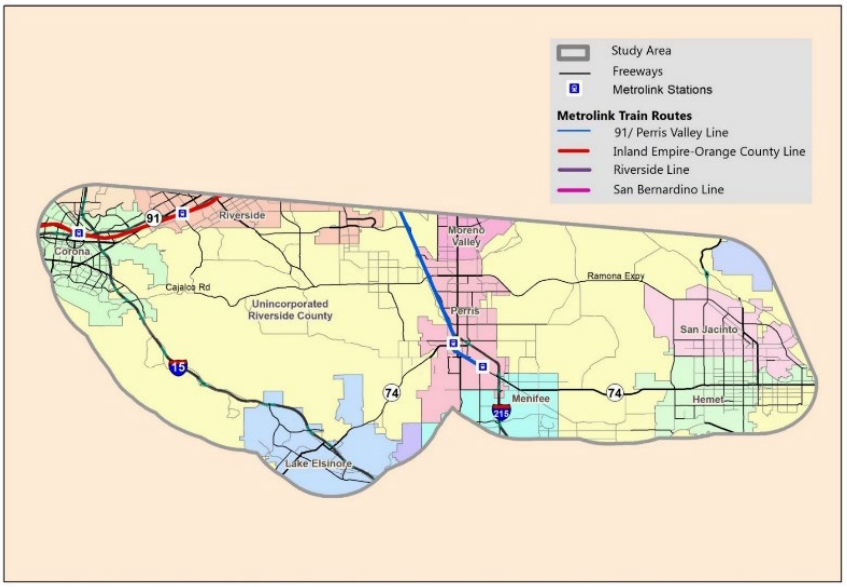
Strategies

1. Complete Santa Ana River trail.
2. Complete the SR-71/91 connector and SR-241/91 connector to facilitate commute and goods movement from Orange County to Riverside and San Bernardino counties.
3. Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC line and construct accessibility improvements and station improvements to existing Metrolink stations.
4. Implement first/last mile transit connections (particularly from major destinations to Metrolink stations).
5. Continue multimodal investment into the managed lane system on SR-91; continue collaborating with OCTA on 91 Express Lanes.
6. Continue express bus service utilizing managed lanes for time and cost savings on shared rides.
7. Explore policies and methods to increase work at home to decrease commute trips.

Strategic Approach for Hemet to Corona Sub-Corridor

Problems to Be Addressed

- Lack of good east/west routes. No adequate east/west routes to connect communities.
- Need to preserve environmentally sensitive areas and habitats.
- SR-74 is an east-west principal arterial that transects the cities of Perris and Hemet. It functions as the cities' main street with a large concentration of local businesses and retailers but lacks adequate driveway access control, safe sidewalks and bike lanes, and traffic signals.
- High number of traffic incidents on east/west roadways.



Hemet to Corona Sub-Corridor

Strategies

1. Complete regional Salt Creek Trail
2. Complete Mid-County Parkway to provide an additional regional east/west corridor, minimize use of local roads, and shift traffic away from SR-74.
3. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line and construct accessibility improvements and station improvements at existing Metrolink stations.
4. Implement first/last mile transit connections, particularly from major destinations to Metrolink stations.
5. Complete SR-79 realignment; improve access to SR-74.
6. Extend I-15 Express Lanes to SR-74 with new express lanes to improve trip relaibility for commuters and transit riders and provide additional incentives for carpool and vanpoolers.
7. Explore policies and methods to increase work at home to decrease commute trips.

Recommended Project List

A total of 386 highway, arterial, transit, and goods movement projects are identified, plus an additional 936 bikeway projects were identified for inclusion in the IE CMCP. These projects were identified through review of existing plans and studies from Caltrans, SCAG, SBCTA, RCTC, WRCOG, and corridor cities. The project lists were compiled and shared with the Project Development Team to ensure projects were consistent with current local priorities and plans. The projects were then evaluated based on the evaluation framework and the goals and objectives of the IE CMCP developed by the Project Development Team and input from stakeholders early in the process. Projects included in the IE CMCP were qualitatively evaluated based on project type and how they would fulfill the objectives of the study and address the identified deficiencies in the transportation system based on key performance metrics, such as: decreasing VMT, reducing person delay, shifting mode share from single occupant auto, improving safety, increasing person throughput, improving accessibility, and improving air quality.

The recommended projects include the following modal categories and projects by type:

- Highway
  - HOV/HOT/Express Lanes - 42 projects
  - ITS/Operational Improvements – 13 projects
  - Auxiliary Lane – 5 projects
  - Capacity Enhancement – 21 projects
  - Interchange Enhancement – 74 projects
  - New Interchange – 17 projects
  - Rehabilitation and Safety Improvement – 64 projects
- Arterial
  - Corridor Improvements – 3 projects
  - Capacity Enhancement – 8 projects
  - Intersection Improvement – 1 project
  - Bridge and Grade Separation – 36 projects
- Goods Movement
  - Truck Climbing Lane – 8 projects
  - Bridge and Grade Separation – 2 projects

- Transit
  - New Bus – 28 projects
  - Bus Rapid Transit (BRT) – 11 projects
  - New Rail – 7 projects
  - New Rapid Transit – 4 projects
  - Bus Replacement/Transit Maintenance/Transit Operations – 17 projects
  - Transit Centers/Park and Ride/Bus Stations/Bus Stops – 12 projects
- Active Transportation
  - Bikeways Class I, II, II and IV – 935 projects

COVID-19 Considerations

The development of the IE CMCP began well before COVID-19 began to affect transportation and mobility in the Inland Empire, but the final report is published while the impacts of the pandemic are still unfolding The Project Development Team discussed this issue and determined that it was not feasible to change the analysis or findings of the report, but it is important to acknowledge that many elements of the Inland Empire transportation system have changed, including reduced automobile travel (fewer trips, lower VMT, less congestion), decreased transit ridership, increased local truck movements for deliveries, decreased use of ride-booking services, worsened safety, and other affects.

The long term changes to the transportation system are unknown, including when or if the level of auto travel or transit demand will return to pre-COVID conditions. The potential longer term effects could change the forecasted transportation system conditions and result in different priorities in the future for improvement projects. However, it is still too soon to determine what long term effects will occur, if any. Thus, this report is submitted based on our understanding of pre-COVID travel demand patterns with the understanding that future updates may need to account for changes to roadway travel demand, transit ridership, work at home, and other factors.

Next Steps

The IE CMCP identified opportunities to improve the mobility and sustainability of the five north/south and five east/west corridors. It established a framework and process for evaluating the current conditions and potential improvements to the corridor from a multimodal perspective. Local agencies and Caltrans can leverage this report, in collaboration with surrounding jurisdictions, to help identify and acquire funding for projects that will benefit the mobility for a wide variety of corridor users. The final report and supporting research results can also be used by the jurisdictions in the sub-region to support future transportation plans and to guide implementation of mobility improvements that are both multi-jurisdictional as well as multimodal. Finally, more detailed and focused analysis

of the recommended projects in the 10 sub-corridors can be conducted as part of the project development process and environmental review including technical studies and analysis that were not feasible for such a large study area. The resulting information would be used in future SB 1 SCCP applications as well as for other planning purposes.

1.0 Introduction/Overview

The Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) has multiple uses that will benefit local, regional, and state agencies as they deal with the balancing of infrastructure, livability, economic, and sustainability needs. The CMCP also is specifically created to address the intent of California SB 1 Solutions for Congested Corridors Program (SCCP) by:

- Promoting the integration of transportation, land use, environmental, economic, and other sustainability projects and initiatives.
- Identifying a set of principles for better integrating transportation, development, and environmental decisions.
- Identifying projects for potential funding that are consistent with the SCCP guidelines.
- Incorporating principles, goals, policies, and objectives of the key stakeholder agencies, including the Southern California Association of Governments (SCAG), San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Commission (RCTC), Western Riverside Council of Governments (WRCOG), and Caltrans.

The development of the IE CMCP closely incorporates recent planning efforts in the Inland Empire. Riverside and San Bernardino County transportation and planning agencies have been engaged in multimodal transportation, land use, and sustainability projects and programs over many years, ranging in geographic level from countywide to local, from subareas to linear corridors. This activity has accelerated with the statewide emphasis on greenhouse gas reduction with the passage of the Global Warming Solutions Act in AB 32 and subsequent legislation such as SB 375, SB 743, SB 32, as well as several Executive Orders. The IE CMCP captures these initiatives to leverage all of the progress that already has been made in both counties. One of the purposes of the Comprehensive Multimodal Corridor Plans is to synthesize all of these prior and ongoing efforts and to build on these initiatives.

1.1 Solutions for Congestion Corridors Guidelines

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Statutes of 2017) created the SCCP and continuously appropriates two hundred and fifty million dollars ($250,000,000) annually to be allocated by the California Transportation Commission (CTC) to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

The CTC has established guidelines which describe the policy, standards, criteria and procedures for the development, adoption, and management of the SCCP. The guidelines were developed in consultation with the California Air Resources Board, Department of Housing and Community Development, California Department of Transportation (Caltrans), Regional Transportation Planning Agencies, advocacy groups, and other transportation stakeholders.

The primary objective of the SCCP is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation and community impacts, and that provide environmental benefits. Ultimately, all projects nominated for the SCCP must be included in a multimodal corridor plan. All multimodal corridor plans are to be prepared in accordance with the Comprehensive Multimodal Corridor Plan (Corridor Plan) Guidelines adopted by the CTC. As such, the IE CMCP follows the CTC guidelines.

1.2 Area Covered by the Inland Empire CMCP

The IE CMCP was originally structured as two very large corridors: North/South, from Victorville to Temecula, and East/West, from the Banning/Beaumont area to the LA and Orange County lines. This approach was logical, because so much travel in the Inland Empire is interconnected. In the east/west direction, for example, one could find reasons to use any one of the four major east/west freeways (I-10, SR-60, SR-91, or SR-210) to travel to Los Angeles, and many people and logistics firms make those tradeoffs by looking at real-time traffic and routing information.

But it was recognized during the study process that within these corridors there also was a great deal of diversity, so much so that it would have been challenging to define the problems and analyze solutions in an effective, multimodal way. The terrain varies, the land uses vary, the congestion levels vary, the community needs vary, the existing multimodal network varies, and the strategies/solutions vary.

It was therefore determined that the problems and strategies could be more clearly identified by breaking down the two major corridors into ten sub-corridors. The study team then engaged in a collaborative process for determining logical geographic sub-corridors, and defined five sub-corridors for each of the two major corridors. The sub-corridors are defined as areas between cities or geographically definable points (like county lines) and include the following:

- North/South Sub-corridors:
  1. Victorville to San Bernardino
  2. San Bernardino to Riverside
  3. Cajon Pass to Eastvale
  4. Riverside to Temecula
  5. Beaumont to Temecula
- East/West Sub-corridors:
  1. Apple Valley to LA County Line
  2. Banning to Rialto
  3. Riverside/Rialto to LA County Line
  4. Riverside to Orange County Line
  5. Hemet to Corona

Figure 1.1 illustrates the north-south oriented sub-corridors and Figure 1.2 illustrates the eas-west woriented sub-corridors.

Figure 1.1 | North-South Oriented Sub-Corridors

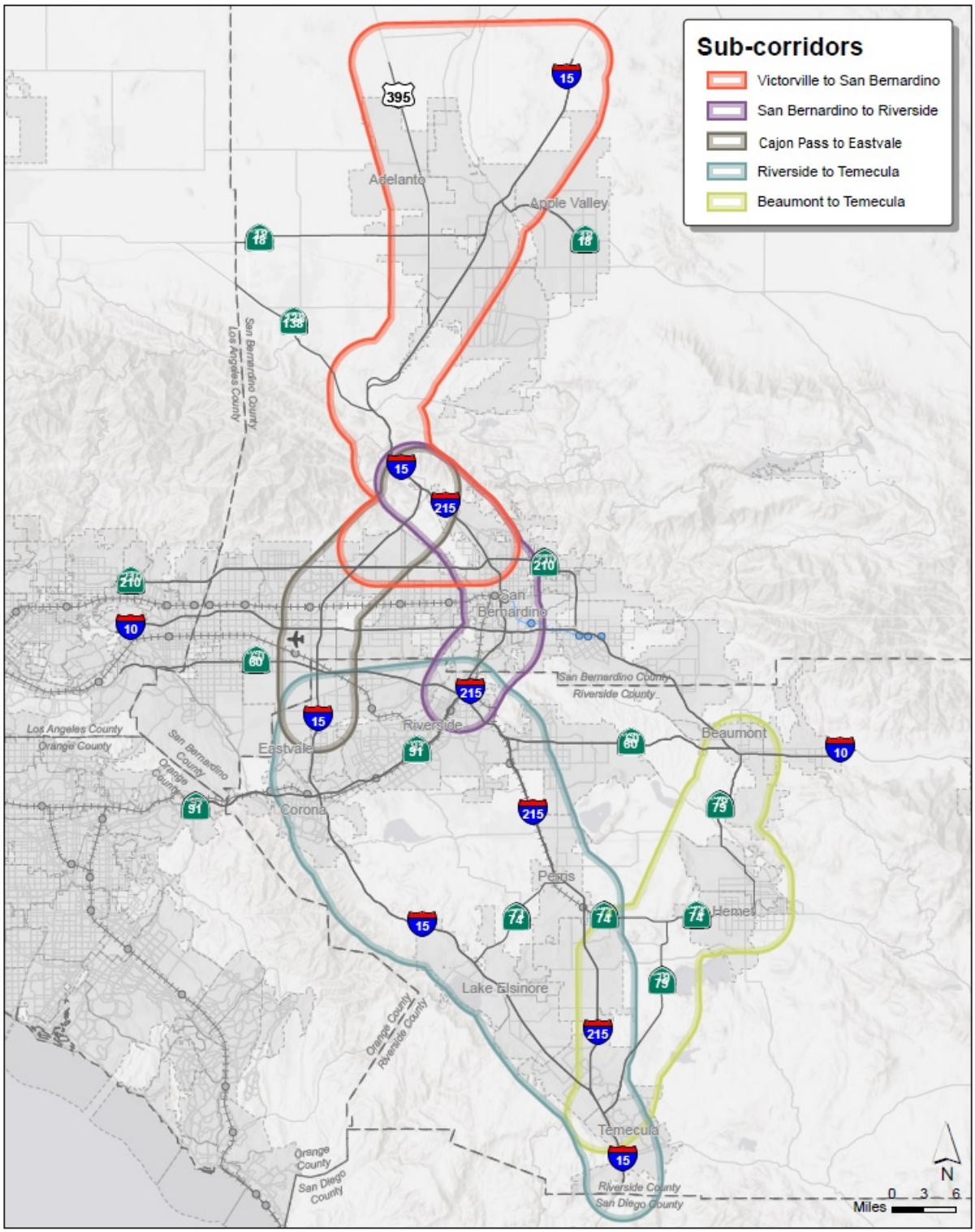
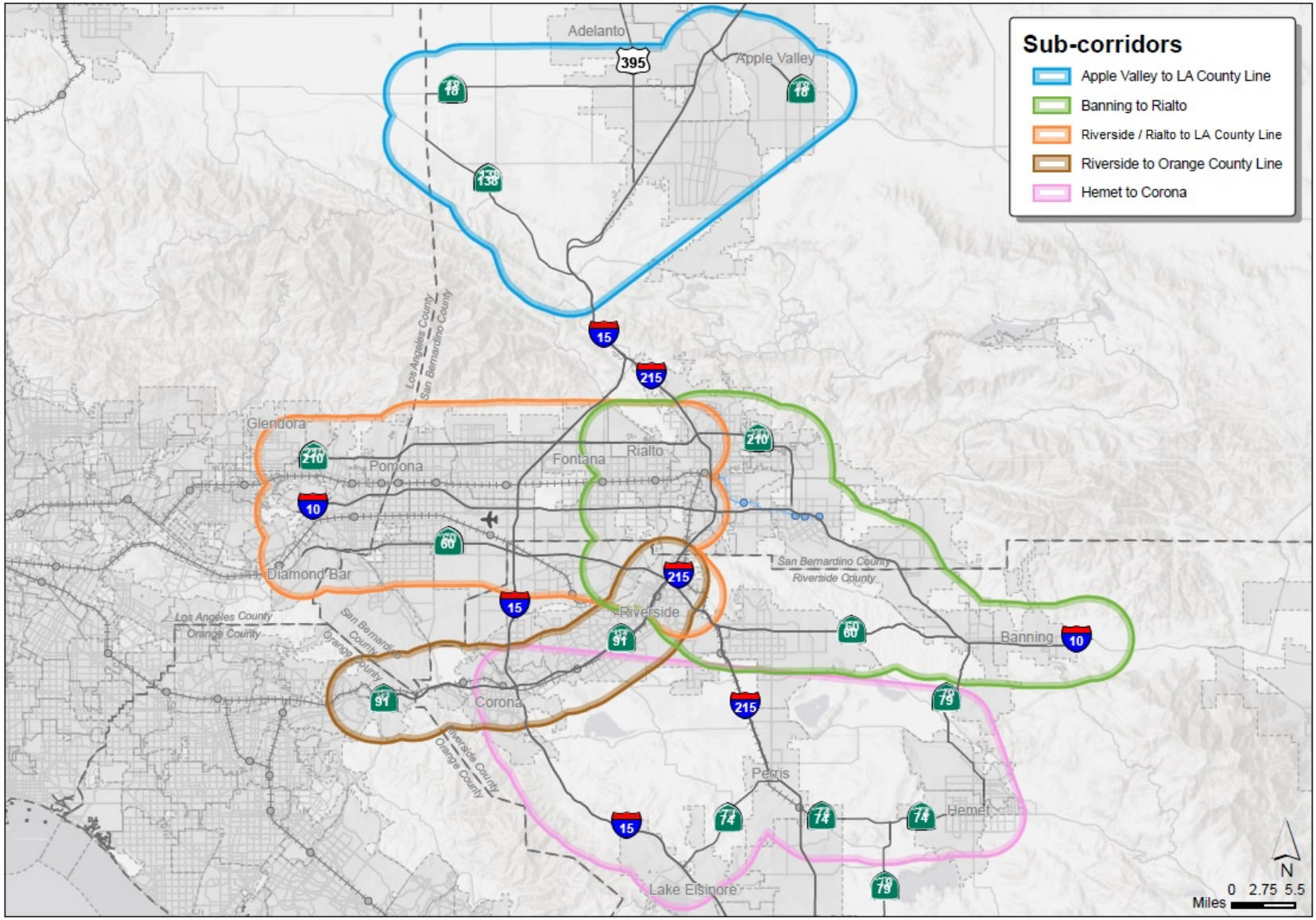


Figure 1.2 | East-West Oriented Sub-Corridors



A description of each sub-corridor has been prepared which includes data and analysis within each sub-corridor, including the following types of descriptive information:

- Which jurisdictions are included entirely or partially within the sub-corridors.
- Key transportation facilities, including freeways, major arterials, major transit routes, and active transportation in each sub-corridor.
- Key socioeconomic characteristics, including:
  - Land use patterns.
  - CalEnviroScreen scores.
  - SCAG Communities of Concern.
- Travel Patterns:
  - Total trips generated and internal versus external trips in the sub-corridor and IE CMCP area.
  - Average trip length.
  - Journey to work mode share.
- Congestion, Delay, and Vehicle Miles Traveled (VMT), including:
  - Recurrent freeway congestion locations.
  - Daily VMT by facility type (freeway general purpose lanes, freeway HOV lanes, major arterial roadways).
- Transit usage.
- Safety data, including crash concentrations on the freeways, bicycle and pedestrian crash concentrations, and truck crash concentrations.
- Future growth in population, employment, travel demand, and VMT.

Each sub-corridor synopsis also includes a description of the strategic approach to addressing the transportation challenges in that sub-corridor, based on the identified problems, issues, and opportunities. Finally, a list of proposed transportation projects also is included for each sub-corridor.



Tables 1.1, 1.2, and 1.3 provide comparisons of the key characteristics of each sub-corridor, including socioeconomic data, transportation characteristics, and projected growth. A summary and comparison of the sub-corridors is provided in this Section. These comparisons help to identify the key characteristics of each sub-corridor and the key transportation issues in each area. This helps in the subsequent identification of the best projects and improvements to recommend in each corridor.

1.2.1 Land Use

The top three land uses in each sub-corridor are noted in Table 1.1 along with the percentage of the sub-corridor that consists of that land use. The land use type that appears as the most common type is rural residential, which accounts for up to 40 percent of the land uses in two corridors.[3] The other two most common land use types are open space and single family residential, followed by agriculture. Most of the sub-corridors have some type of residential use as their predominant land use type while two have more open space than any other type of use.

1.2.2 Disadvantaged Communities, Communities of Concern, and CalEnviroScreen Scores

Disadvantaged communities indicators relate to the need for transportation services, among other needs. Areas with lower income and other related disadvantages, such as higher pollution burdens, often have lower auto ownership and less access to transportation to get residents to places of employment, shopping, doctors' offices, and other destinations. The CalEnviroScreen is a tool that helps identify California communities that are most affected by many sources of pollution, especially those vulnerable to pollution effects.

CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and Federal Government sources. CalEnviroScreen scores range up to 100, with higher scores indicating more impacted communities. For the IE CMCP, any areas with scores in the 75 to 100 range are reported.

The sub-corridors with the highest CalEnviroScreen scores include San Bernardino to Riverside with 64 percent of the area experiencing a score of 75 to 100, Riverside to the LA County line, with 46 percent and Cajon Pass to Eastvale with 44 percent. All of the remaining areas are under 40 percent, with the Beaumont to Temecula having the lowest percentage of area with a high score, at only 7 percent.

In terms of low income communities, as shown in Table 1.1, the corridors with the most area considered low income are the Victorville to San Bernardino and San Bernardino to Riverside corridors, at nearly 50 percent of the area

[3] Rural Residential units include ranches, farmsteads, single mobile homes, and residences located in rural setting. Rural residential density varies from one (1) unit per acre to one (1) unit per 10 acre.

with low income.[4] The areas with the lowest percentage of low income areas include Cajon Pass to Eastvale, Riverside to Orange County Line, Beaumont to Temecula and Riverside to Temecula, each with under 27 percent low income area.

Another measure of need is the SCAG Communities of Concern. Communities of Concern are Census Designated Places that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty. The sub-corridor that has the most area included in the Communities of Concern is the San Bernardino to Riverside corridor, with 44 percent of the area designated as a Community of Concern. Other sub-corridors have much lower percentage of their area considered Communites of Concern, mostly below 15 percent.

Table 1.1 | Land Use and Socioeconomic Characteristics of the Sub-Corridors

Sub-Corridor	Predominant Land Uses (top three land use by %) 1st	2nd	3rd	% of CalEnviro Disadvantage Communities	Low Income Communities	SCAG Communities of Concern
Victorville to San Bernardino	OS (38%)	RR (23%)	SFR (13%)	31%	47%	13%
San Bernardino to Riverside	OS (26%)	SFR (24%)	Fac (10%)	64%	47%	44%
Cajon Pass to Eastvale	SP (30%)	OS (24%)	Ind (11%)	44%	13%	3%
Riverside to Temecula	RR (32%)	SFR (17%)	SP (13%)	36%	27%	10%
Beaumont to Temecula	RR (23%)	AGR (22%)	SP (17%)	7%	26%	0%
Apple Valley to LA County Line	RR (40%)	SFR (19%)	OS (19%)	13%	41%	3%
Banning to Rialto	SFR (24%)	AGR (24%)	RR (9%)	32%	38%	14%
Riverside/Rialto to LA County Line	SFR (26%)	SP (20%)	Ind (11%)	46%	31%	14%
Riverside to Orange County Line	SFR (26%)	AGR (17%)	RR (11%)	35%	21%	2%
Hemet to Corona	RR (34%)	AGR (17%)	SP (13%)	39%	34%	12%

Source: SCAG 2012 Land Use; CalEPA CalEnviroScreen 3.0; SCAG 2016 RTP.
Note: OS—Open Space; RR—Rural Residential, SFR—Single Family Residential; Fac—Facilities; SP—Specific Plan; Ind—Industrial; AGR—Agriculture.

1.2.3 Home to Work Mode Share

Table 1.2 displays how people travel to work, including whether they drive alone, carpool, or use transit. The method of travel from home to work does not vary considerably among the ten sub-corridors. All of the ten sub-corridors have between 75 to 80 percent of residents who drive themselves to work in a single occupant vehicle (SOV). Two

[4] "Low-income communities" are census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by Department of Housing and Community Development's State Income Limits adopted pursuant to Section 50093.



of the ten sub-corridors are at 80 percent SOV, including Cajon Pass to Eastvale and Apple Valley to LA County line. Similarly, the rate of carpooling is relatively consistent and ranges from 12 to 14 percent of all home to work trips in each sub-corridor. Finally, the transit percentage throughout the entire area is very low at only 1 or 2 percent in each sub-corridor.

1.2.4 Transit

Table 1.2 also displays whether the sub-corridors include High Quality Transit. High Quality Transit service is defined as bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Four of the ten sub-corridors have high-quality transit service, including Victorville to San Bernardino, San Bernardino to Riverside, Banning to Rialto and Riverside/Rialto to LA County Line. The remaining six sub-corridor areas have transit service but do not qualify as High Quality Transit.

Table 1.2 | Transportation Characteristics of the Sub-Corridors

Sub-Corridor	Home-Work Trips			High Quality Transit		Percent of VMT on Freeways Total (HOV)	Percent of VHT on Freeways Total (HOV)	Percent Trips Internal to CMCP	Avg. Trip Length External to CMCP	VMT per Service Population
	SOV (%)	Carpool (%)	Transit (%)	Corridor	Stop					
Victorville to San Bernardino	78%	14%	1%	Yes	No	70% (1%)	63% (1%)	86%	35.4	29.7
San Bernardino to Riverside	75%	14%	2%	Yes	Yes	61% (3%)	60% (3%)	92%	43.7	29.4
Cajon Pass to Eastvale	80%	12%	2%	No	Yes	70% (2%)	61% (1%)	85%	32.5	34.2
Riverside to Temecula	77%	14%	1%	No	Yes	60% (2%)	50% (2%)	88%	41.5	27.1
Beaumont to Temecula	77%	13%	1%	No	No	41% (0%)	30% (0%)	90%	41.8	26.9
Apple Valley to LA County Line	80%	12%	1%	No	No	49% (0%)	45% (0%)	86%	44.4	26.8
Banning to Rialto	78%	13%	2%	Yes	Yes	64% (2%)	42% (1%)	91%	44.8	25.6
Riverside/Rialto to LA County Line	78%	12%	2%	Yes	Yes	65% (5%)	56% (4%)	79%	27.0	26.6
Riverside to Orange County Line	76%	13%	2%	No	Yes	70% (3%)	68% (2%)	80%	27.6	30.6
Hemet to Corona	77%	14%	1%	No	Yes	53% (1%)	45% (1%)	88%	40.0	30.8

Source: SCAG Model 2016; ACS 2017, 5-year estimates.

1.2.5 Vehicle Miles Traveled on Freeway Versus Non-Freeway Facilities

The percent of trips made on freeways in each sub-corridor is an indicator of the demand for freeway travel versus other modes (arterial, transit, or active transportation). The percent of VMT on the freeway system versus other modes is shown in Table 1.2 and it ranges from a low of 41 percent in the Beaumont to Temecula sub-corridor up to 70 percent in three other sub-corridors (Victorville to San Bernardino, Cajon Pass to Eastvale, and Riverside to Orange County line). In the areas with the higher freeway VMT, opportunities to reduce VMT and shift some VMT to other modes would be desirable.

1.2.6 Trip Origin-Destination and Length Characteristics

The percentage of internal vs. external trips, defined below, as well as average length of trips made by residents and employees of each sub-corridor, contributes to vehicle miles traveled and consequently vehicle hours of travel (VHT) or time spent on the road. These statistics, which are shown in two separate columns in Table 1.2 reveal certain characteristics about travel patterns, mix of land uses, and strategic location of the sub-corridor and is generally independent of transportation facilities supply and choice of mode.

- **Percent Trips Internal to IE CMCP.** These numbers describe what percentage of trips originating or destined to the particular sub-corridor are entirely to and from points within the Inland Empire CMCP study Area. The larger the percentage, generally the more “self-sufficient” the sub-corridor is and the people have to travel shorter distances for employment and services. The percentages vary in a relatively narrow range from a high of 92 percent to a low of 79 percent. As seen, the three sub-corridors with the highest percentage of internal trips are San Bernardino to Riverside (92 percent), Banning to Rialto (91 percent), and Beaumont to Temecula (90 percent). These higher percentages also are consistent with the fact that these three sub-corridors are generally on the eastern end of the IE CMCP Study Area with less travel to outside the IE CMCP. On the opposite end, the three sub-corridors with the lowest percentage of internal trips are Riverside to Los Angeles County line (79 percent), Riverside to Orange County line (80 percent) and Cajon Pass to Eastvale (85 percent). Consistent with the previous trend, but in the opposite direction, these three sub-corridors are all generally on the west side of the IE CMCP Study Area and have a higher interaction of trips to and from Los Angeles and Orange Counties. Furthermore, it also is intuitive that the two east/west corridors connecting Riverside to Los Angeles and Orange counties have the lowest percentage of “trip retention” and is an indication of the traditional heavy traffic demand on highways and transit corridors connecting these counties and emphasizes the need for mobility improvements.

- **Average Trip Length External to IE CMCP.** These average trip lengths in miles describe the distances that people travel between each sub-corridor and points outside the overall IE CMCP Study Area. The longer the average trip length, the more VMT and vehicle hours of delay and indicates the demand for people to travel outside the IE CMCP for work or services. The range of these average external trip lengths is quite wide, varying from a low of 27 miles to a high of almost 45 miles. Since the majority of external trips are to/from points west of the IE CMCP, intuitively, the two lowest average external trip lengths are to/from Riverside to

Los Angeles County Line (27 miles) and Riverside to Orange County Line (27.6 miles) sub-corridors, both of which are close to the western boundary of the IE CMCP Study Area. The next lowest average external trip lengths belong to Cajon Pass to Eastvale (32.5 miles) and Victorville to San Bernardino (35.4 miles) sub-corridors, again both on the western side of the IE CMCP. Conversely, the longest average external trip lengths are for Banning to Rialto (44.8 miles), Apple Valley to Los Angeles County Line (44.4 miles), and San Bernardino to Riverside (43.7 miles). Again, intuitively, these are the farthest sub-corridors from the western boundaries of the IE CMCP area, indicating longer average travel distances from the external areas. These numbers provide a generalized picture of average trip lengths that have to be served for people in various sub-corridors, when traveling to/from external points. This emphasize the need for types of mobility improvements.

- **VMT and VHT on Freeways**. All sub-corridors have a larger share of VMT on freeways than VHT on freeways. This suggests that traffic using freeways has less delay in comparison to the arterials. VMT on freeways within sub-corridors varies from 70% to 41% and VHT on freeways varies from 68% to 30%. Beaumont to Temecula sub-corridor has only 41% of VMT on the freeway and 30% of VHT on the freeway.

1.2.7 Vehicle Miles Traveled (VMT) Per Service Population

VMT per service population measures total VMT in the sub-corridor against the service population, which consists of the total number of residents plus workers in the area, and is shown in Table 1.2. The VMT per service population ranges from a low of 25.6 vehicle miles traveled in the Banning to Rialto sub-corridor to a high of 34.2 in the Cajon Pass to Eastvale sub-corridor. Low VMT per service population happens in sub-corridors with either low travel markets or those with high service populations, or both. The two lowest VMT/service populations (Banning to Rialto and Riverside to Los Angeles County line) have high service populations due to their relative urbanization and better balance in jobs and housing creating low levels of VMT. Additionally, these two sub-corridors have metrolink lines connecting them to Los Angeles and Orange County, However, the third lowest (Apple Valley to Los Angeles County line) has a low level of travel market due to fewer transportation facilities. High VMT per service population happens in sub-corridors with either high travel markets or those with low service populations or both. The highest VMT numbers belong to the Cajon Pass to Eastvale sub-corridor with a high travel market along I-15 and a relatively low service population due to it being a small sub-corridor. The same is true for the next-highest, Riverside to Orange County line, which has high travel market along SR-91 and a relatively low service population due to the small sub-corridor. However, the Hemet to Corona sub-corridor, which is the third highest, has both a large area with high travel markets along I-215 and SR-91 but a low service population due to its generally low population and employment density. The significance of these analyses is that it provides better understanding of the travel characteristics and needs in each sub-corridor as future mobility investments are prioritized.

1.2.8 Future Growth Projections

Potential future growth has been assessed using the SCAG regional model data to project growth in population, employment, total trips, and average speed, as shown on Table 1.3. The forecast reduction in speed is shown as a metic to assess future growth in congestion levels.

Table 1.3 | Projected Growth by Sub-Corridor

	Expected Growth to 2040 (%)**			
Sub-Corridor	Pop.	Emp.	Trips	Speed
Victorville to San Bernardino	43%	40%	34%	-29%
San Bernardino to Riverside	16%	37%	24%	-19%
Cajon Pass to Eastvale	17%	33%	22%	-16%
Riverside to Temecula	22%	49%	28%	-19%
Beaumont to Temecula	33%	42%	34%	-13%
Apple Valley to LA County Line	50%	33%	39%	-28%
Banning to Rialto	22%	39%	23%	-16%
Riverside/Rialto to LA County Line	19%	31%	20%	-10%
Riverside to Orange County Line	13%	51%	27%	-15%
Hemet to Corona	34%	52%	31%	-21%

Source: SCAG Model 2016.

- **Population.** The overall population growth for the entire Inland Empire Study Area is projected to be 16 percent by 2040, which represents an increase of 647,000 residents. Within the sub-corridors, the increase in population ranges from a low of 13 percent (Riverside to Orange County line) to 50 percent (Apple Valley to LA County line).
- **Employment.** The overall employment growth for the entire Inland Empire Study Area is projected to be 35 percent by 2040, which represents an increase of 452,000 jobs. Within the sub-corridors, the increase in employment ranges from a low of 31 percent (Riverside/Rialto to LA County Line) to 52 percent (Hemet to Corona).
- **Trips.** The overall trip growth for the entire Inland Empire Study Area is projected to be 33 percent by 2040, which represents an increase of 3 million daily trips. The growth in the sub corridors ranges from a low of 20 percent (Riverside to Los Angeles line) to a high of 39 percent (Apple Valley to LA County line).
- **Speed.** The change in speed measures average daily speeds on the freeways within each sub-corridor. The changes range from speed reduction of 10 percent in the Riverside/Rialto to LA County Line sub-corridor to a reduction in speed of 29 percent in the Victorville to San Bernardino sub-corridor. Most of the sub-corridors experience speed reductions of 20 percent or lower..

The following five sub-corridors fall in the top five in growth in at least two and up to four of the growth measures:

- **Victorville to San Bernardino.** This sub-corridor has the highest projected growth in VHT, the second highest growth in population and trip making, and the fifth highest growth in employment
- **Riverside to Temecula.** This sub-corridor has the fourth highest projected growth in employment, the fifth highest growth in trips, and the fourth highest growth in VHT.
- **Beaumont to Temecula.** This sub-corridor has the second highest projected growth in trips and the fourth highest growth in population and employment.
- **Appley Valley to LA County line.** This sub-corridor has the highest projected growth in both population and trips and the second highest growth in VHT.
- **Hemet to Corona.** This sub-corridor has the highest projected growth in employment, third highest projected growth in VHT and the third highest growth in population.

2.0 Inland Empire's Strategic Approach to the CMCP: Transportation Planning Sustainability, Land Use Integration, and Project Evaluation

As noted in Chapter 1, a strategic approach to the develoment of the IE CMCP has been crafted for each sub-corridor. There also are some overarching strategic initiatives and programs which are countywide or Inland Empire-wide in nature, that relate to the overall Study Area and related sub-corridors. Planning and decision-making within the sub-corridors would be influenced and/or enhanced through these larger-area strategies. A brief description of these areawide initiatives and programs is provided below, prior to addressing the sub-corridor-specific strategic approaches.

Initiatives focus primarily on planning efforts, especially in the environmental arena, that will lead to implementation by countywide or regional agencies. **Programs** refer to ongoing areawide investments in operational activities (i.e., are not corridor-specific) that are part of the multimodal implementation process. For example, Riverside and San Bernardino counties have a robust rideshare program called IE Commuter. In effect, this program promotes trip-reduction in **every** sub-corridor. And rather than repeat all of these programs in the lists of multimodal strategies and projects in every sub-corridor, a table has been provided to highlight each program and its geographic extent. The initiatives are presented first, followed by the programs.

2.1 Multimodal Planning, Community, and Environmental Initiatives

1. Inland Empire Initiatives:

    a. *Climate Adaptation Partnership between San Bernardino Council of Governments (SBCOG) and Western Riverside Council of Governments (WRCOG) "Resilient IE"* —This plan has been prepared to address the potential effects of climate change in Riverside and San Bernardino counties and identify ways to work together to address the challenges. A completed climate adaptation report has been prepared and can be found here: https://wrcog.us/285/Resilient-IE.. Resilient IE was developed in collaboration with the San Bernardino County Transportation Authority (SBCTA) with funding from Caltrans. Resilient IE works to support regional and local efforts to prepare for and mitigate risks associated with climate adaptation on the region's transportation infrastructure with five primary project components:

        i. A newly established regional climate collaborative, the Inland Southern California Climate Collaborative (ISC3)

        ii. Subregional vulnerability assessments and adaptation strategies;

        iii. City-level, climate-related transportation hazards and evacuation maps;

        iv. A regionally-tailored climate resilient transportation infrastructure guidebook; and

        v. A regional climate adaptation and resiliency element template.

b. *Healthy Communities and Healthy Economies: A Toolkit for Goods Movement (2009)*—This effort was completed jointly by RCTC, SBCTA, and LA Metro to provide practical tools for minimizing and mitigating the impacts of goods movement activities on local communities while also recognizing the economic benefits that the logistics industry brings.

c. *Inland Empire Next Generation Shared Ride and Virtual Travel Study*—This effort will be an Inland Empire-wide look at ways to increase use of Transportation Demand Management (TDM) strategies such as shared-ride systems and virtual travel opportunities like work-at-home and digital business. The Coronavirus has forced the entire country to quickly adapt to virtual travel wherever possible and the study would examine how to capture some of these opportunities long-term.

d. *Managed Lanes Study* led by Caltrans District 8 in partnership with RCTC and SBCTA. The purpose of this ongoing study is to assess viability of conversion, addition, and implementation of managed lanes (High Occupancy Vehicle, High Occupancy Toll, and Toll lanes) within San Bernardino and Riverside Counties for the next 20 years. Currently, Caltrans District 8 has planned 56-lane miles of managed lane systems in the region and the study will identify the potential for additional managed lanes. The study will complement other long-range regional studies and plans. As part of this effort, Caltrans is coordinating with local and regional transportation agencies to gather input on identifying and evaluating potential corridors to implement managed lanes. The study is expected to be completed in late 2021.

e. *Caltrans District-level Active Transportation Plan*—This is an upcoming effort and will identify many strategies and improvements needed for advancing non-motorized travel in the Inland Empire. Every district will develop a plan under the HQ contract in place. This plan will complement existing county-level and local-level plans.

2. San Bernardino County Initiatives:

a. *Countywide Greenhouse Gas (GHG) Reduction Plan*—The Countywide GHG Plan and Environmental Impact Report (EIR) were prepared in 2014 to address 2020 GHG reduction goals. Individual jurisdictions have prepared their own Climate Adaptation Plans (CAPs) based on the countywide plan and EIR. The Countywide GHG Reduction Plan is now being updated to address 2030 goals.

b. *Countywide Zero Emission Bus Initiative (2020)*—Infrastructure and funding needs are being identified for the five transit operators in the County in response to the California Air Resources Board Innovative Clean Transit (ICT) regulation.

c. *Countywide SB 743 VMT Implementation Study (2020)*—Lead agencies throughout California have been transitioning from use of level of service (LOS) analysis for California Environmental Quality Act (CEQA) documents to the use of vehicle miles traveled (VMT). This countywide effort is providing guidance to local jurisdictions for adoption and implementation of their local processes governing VMT analysis.

d. *Zero-Emission Vehicle Readiness and Implementation Plan (2019)*—This was a countywide effort to identify, prioritize, and implement electric vehicle charging stations to facilitate the attainment of the State's vehicle electrification goals in San Bernardino County.

e. *Healthy Communities Best Practices Toolkit*—The San Bernardino County Department of Public Health created a strategic plan for the implementation of Healthy Communities policies. The toolkit, a collaboration between SBCOG and the County, will contain sample policies, resolutions, processes, organizational structure, and lessons learned from agencies that have implemented health-related policies.

f. *Habitat Conservation*—San Bernardino County and SBCOG are collaborating on an effort to create a Regional Conservation Investment Strategy (RCIS) through the process established by the California Department of Fish and Wildlife under AB 2087. A first draft plan was submitted to CDFW in late 2018 and will be developed further in conjunction with resource agencies and a range of stakeholder groups. Habitat connectivity is an important consideration.

3. Western Riverside County:

a. *Western Riverside County Climate Action Plan (CAP)*—The subregional CAP was prepared in 2014 to address 2020 and 2035 GHG reduction goals. The subregional CAP is now being updated to address 2030 and 2045 goals.

b. *WRCOG SB 743 VMT Implementation Study*—Lead agencies throughout California have been transitioning from use of LOS analysis for CEQA documents to the use of VMT. This Western Riverside County effort is providing guidance to local jurisdictions for adoption and implementation of their local processes governing VMT analysis.

c. *Sustainability Framework for Western Riverside County*—The framework is a blueprint that serves as a beginning point to establish, implement, and refine a subregional sustainability plan. It provides an integrated approach to sustainability which consists of six core components: economic development; education; health; transportation; water, wastewater, and energy; and the environment.

d. *Multiple Species Habitat Conservation Plan (MSHCP—in place since 2002)*—A comprehensive, multi-jurisdictional conservation plan focusing on maintaining biological and ecological diversity within the urbanizing region. The MSHCP captures approximately 1.26 million acres covering multiple species and multiple habitats within a diverse landscape, from urban centers to undeveloped foothills and montane forests, and many bioregions like the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, and San Bernardino Mountains.

e. *Park and Ride Strategy and Toolkit*—In partnership with San Diego Association of Governments (SANDAG), RCTC completed the Park and Ride Strategy and Toolkit in 2019. It identifies strategies and

tools to help improve the planning, operation, and management of site-specific lots and the regional network as a whole.

4. County or City-level Initiatives:

   a. *Riverside County's Good Neighbor Policy*—The Policy provides a framework for how logistics centers or warehouses greater than 250,000 square feet are designed, constructed, and operated to lessen impacts on surrounding communities and the environment. One such requirement is establishing a 300-foot minimum buffer between truck bays and loading docks and surrounding homes.

   b. *San Bernardino Countywide Vision*—The Countywide Vision Statement, approved in 2011 by SBCTA/SBCOG, its member cities, and the County of San Bernardino, was a bold step toward a sustainable future, setting the County on a sustainable course for nine distinct sectors or elements. The Vision states that: "We envision a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment."

   c. Inclusion of transportation-efficient land use policies and other sustainability policies in local general plans and specific plans corridor-wide. See SCAG Local Profiles at https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx for additional information on characteristics of each Inland Empire jurisdiction.

2.2 Multimodal Transportation Programs

As indicated earlier, there are programs underway at the Inland Empire level or at the County level that are very much a part of the multimodal transportation strategy but do not fall neatly into the individual sub-corridors. As the sub-corridor strategies are presented, it is important to remember that these programs serve as overlays to the lists of strategies or projects listed at the sub-corridor level. **So if a certain sub-corridor does not seem as multimodal as others, it is important to remember that these program-level activities are still at work to reduce GHGs and VMT as well as to improve system safety, efficiency, and operations.** Many of these involve partnerships across state, regional, and local agencies.

The programs are generally categorized as follows:

- **Active Transportation (AT).** While some AT activities are project-specific, others are programmatic, such as Safe Routes to School or local/regional funding programs, like the Transportation Development Act (TDA) that funds local active transportation projects through a competitive call for projects every odd numbered years.
- **Intelligent Transportation System/Incident Management (ITS/IM).** Examples include signal coordination and freeway service patrols.
- **Rail.** Regional improvements and funding programs are in place that benefit upgrades in the Metrolink commuter rail system.

- **Safety.** Caltrans sponsors ongoing transportation funding initiatives to maintain and provide safety upgrades to local and state highways.
- **Transit (other than rail).** Each transit agency has its own investment plan for improving the customer experience and customer/driver safety.
- **Transportation Demand Management (TDM).** A wide array of TDM strategies is promoted through IE Commuter, from ridesharing to vanpooling to alternative work schedules.
- **Zero Emission Vehicles and Alternative Fuel Programs (ZEV/AF).** There are numerous statewide and regional programs for funding and incentivizing more rapid turnover of auto and truck fleets to benefit air quality and GHG reduction.

A listing of relevant areawide programs is provided in Table 2.1.

Table 2.1 | Areawide Multimodal Programs (not specific to a sub-corridor)

Program Type	Project Title/Description	Partners	Status	Source
AT	Safe Routes to School/for Seniors—Education, Encouragement, Enforcement	RCTC, SBCTA and cities/counties	Ongoing	RCTC Traffic Relief Plan, WRCOG Active Transportation Plan, and SBCo Non-Motorized/AT Plan
AT	Transportation Development Act Article 3 Funding (bike/ped infrastructure, transit operations)	RCTC, SBCTA, cities/counties, transit agencies	Ongoing	TDA
ITS/IM	Freeway Traffic Management System/TMC	Caltrans	Ongoing	Caltrans Planning for Operations
ITS/IM	Interchange and arterial signal coordination and local TMCs	Caltrans Local Jurisdiction TMC	Ongoing	Caltrans Planning for Operations
ITS/IM	Freeway Service Patrols	RCTC, SBCTA, Caltrans, CHP	Ongoing	RCTC/SBCTA FSP Programs
Rail	Ongoing maintenance and schedule upgrades	SCRRA, RCTC, SBCTA	Ongoing	SCRRA SRTP
Rail	Southern California Optimized Rail Expansion (SCORE) Program	SCRRA, SCAQMD, RCTC, SBCTA	Ongoing	SCORE
Rail	Acquisition of clean locomotives	SCRRA, SCAQMD, RCTC, SBCTA	Ongoing	TRP
Safety	State Highway Operation and Protection Program (SHOPP)	Caltrans	Ongoing	SHOPP
Safety	Highway Safety Improvement Program (HSIP)—Competitive program for local safety projects	Cities/counties	Ongoing	HSIP Guidelines
Transit	Ongoing route and schedule upgrades	RTA, Omnitrans, VVTA, and other transit agencies	Ongoing	SRTPs
Transit	Expansion of express and regional bus network with improved frequencies	RTA	Ongoing	SRTPs, RCTC Traffic Relief Plan
Transit	Transit agency responses to CARB Innovative Clean Transit (ICT) rule	RTA, Omnitrans, VVTA, and other transit agencies, and CTCs	Ongoing	Transit Agencies/ SRTPs
Transit	Fare equipment and ITS technology upgrades to improve operations	RTA, Omnitrans, other transit agencies, and CTCs	Ongoing	SRTPs
TDM	Design and construction of Park and Ride Facilities	Caltrans, RCTC, SBCTA, Cities	Ongoing	TRP/CTP
TDM	IE Commuter Rideshare Program and Telework Initiative	RCTC, SBCTA	Ongoing	TRP/CTP
TDM	Vanclub—Riverside County Vanpool Program	RCTC	Ongoing	TRP/CTP
TDM	Loop and VVTA Vanpool Programs	SBCTA, VVTA	Ongoing	TRP/CTP
VE/AF	CARB funding programs (e.g., AQIP)	CARB	Ongoing	
VE/AF	Electric vehicle and charging infrastructure rebates/incentives	State, Utility Cos.	Ongoing	

2.3 Inland Empire CMCP Goals, Objectives and Performance Metrics

The CTC Comprehensive Multimodal Corridor Plan Guidelines (2018), the CTC Solutions for Congestion Corridor Program (SCCP) Guidelines (2020) and the Caltrans Corridor Planning Process Guide (2020) are all guiding documents which contain corridor planning goals, objectives, performance metrics and evaluation criteria for assessing transportation improvement projects at the corridor level. In addition, many other state, regional and local transportation plans include transportation system improvement goals, objectives and performance metrics, such as the Caltrans Smart Mobility Framework, the Regional Transportation Plan, the San Bernardino County Countywide Plan, Transportation and Mobility Element and the Riverside County Draft Long Range Transportation Plan.

The CTC Solutions for Congested Corridors Program guidelines also state that “the primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.”

Based on the CTC and Caltrans guidance, objectives of the comprehensive multimodal corridor planning process may include but are not necessarily limited to:

- Define multimodal transportation deficiencies and opportunities for optimizing system operations.
- Identify the types of projects necessary to reduce congestion, improve mobility, and optimize multimodal system operations along highly traveled corridors.
- Identify funding needs.
- Further state and Federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5, commencing with Section 38550, of the Health and Safety Code) and Senate Bill 375 (Chapter 728, Statutes of 2008).
- Preserve the character of local communities and create opportunities for neighborhood enhancement.
- Identify projects that achieve a balanced set of transportation, environmental, and community access improvements.

As noted, a key element of the CMCP is to reduce congestion in highly traveled and highly congested corridors through performance improvements. To measure projects or groups of projects which result in performance improvements in the study area and sub-corridors, a set of transportation performance metrics is applied. Some of these are metrics can be assessed using quantitative data such as transportation model output, while others are qualitatively evaluated based on project type, project location and other factors. This is consistent with the CTC guidelines which state “in recognition that data availability and modeling capabilities vary by agency based on available resources, the Commission expects agencies to address plan and project performance qualitatively and

quantitatively to the degree reasonable given technical and financial resources available during the planning process. As part of the comprehensive multimodal corridor planning process, a plan-level corridor performance assessment must be conducted and documented to clearly outline system performance and trends." The evaluations provided in this plan clearly document the conditions, including congestion levels, in the overall study area and sub-corridors.

Per the CTC and Caltrans corridor guidelines, it is critical to create the multimodal corridor plan that closely match the local and regional goals and objectives for transportation planning. With that in mind, a summary of the goals an objectives of Riverside County and San Bernardino County from the latest transportation plans include:

Riverside County:[5]

- Provide a first class transportation system and supports a vibrant, dynamic and livable county;
- A multimodal system that will promote sustainability, access, safety, economic opportunities, public health, environmental stewardship and balanced job/housing ratio;
- Utilize best available technology;
- Provide reliable and efficient mobility for people goods and services;
- Preserve values of Riversides County's communities.

San Bernardino County:[6]

- Consolidate and integrate countywide transportation and land use planning to provide consistent input to the RTP/SCS.
- Improve safety and mobility for all modes of travel.
- Deliver transportation projects and services to promote economic competitiveness, affordable housing, environmental quality and overall sustainability.
- Promote stewardship of public resources through cost effective delivery, maintenance and operations of projects.
- Promote the planning and funding of sustainable transportation systems via collaboration with local, regional, state, Federal and private stakeholders.

[5] Draft Riverside County Long Range Transportation Plan, July 2019.

[6] San Bernardino County Countywide Plan, Transportation and Mobility Element, May 2019.

Based on a combination of state, regional and local plans, goals and objectives, the following key performance measures were discussed and chosen by the Inland Empire CMCP Project Management Team to assess the sub-corridor improvements:

- VMT Reduction.
- Person Delay Reduction.
- Safety Improvement.
- Mode Shift.
- Person Throughput.
- Improve Accessibility.
- Reduce GHG and Improve Air Quality.
- Improve System Reliability.
- Project Deliverability.
- Congestion Relief.

These performance metrics are used to assess the potential transportation system improvements in each sub-corridor. The intent is not to rank the improvements or measure them against each other, but rather to inform the CMCP and SCCP process regarding how the projects address the overall goals and objectives related to state, regional and local plans. It is also recognized that the county-level plans and Caltrans plans have carefully developed short range, ten year and long range improvement plans with sets of projects that have been reviewed by residents, system users and elected officials. Those plans are used as a backbone for the sub-corridor recommendations, with additional analysis related specifically to the CMCP.

3.0 Corridor Characteristics

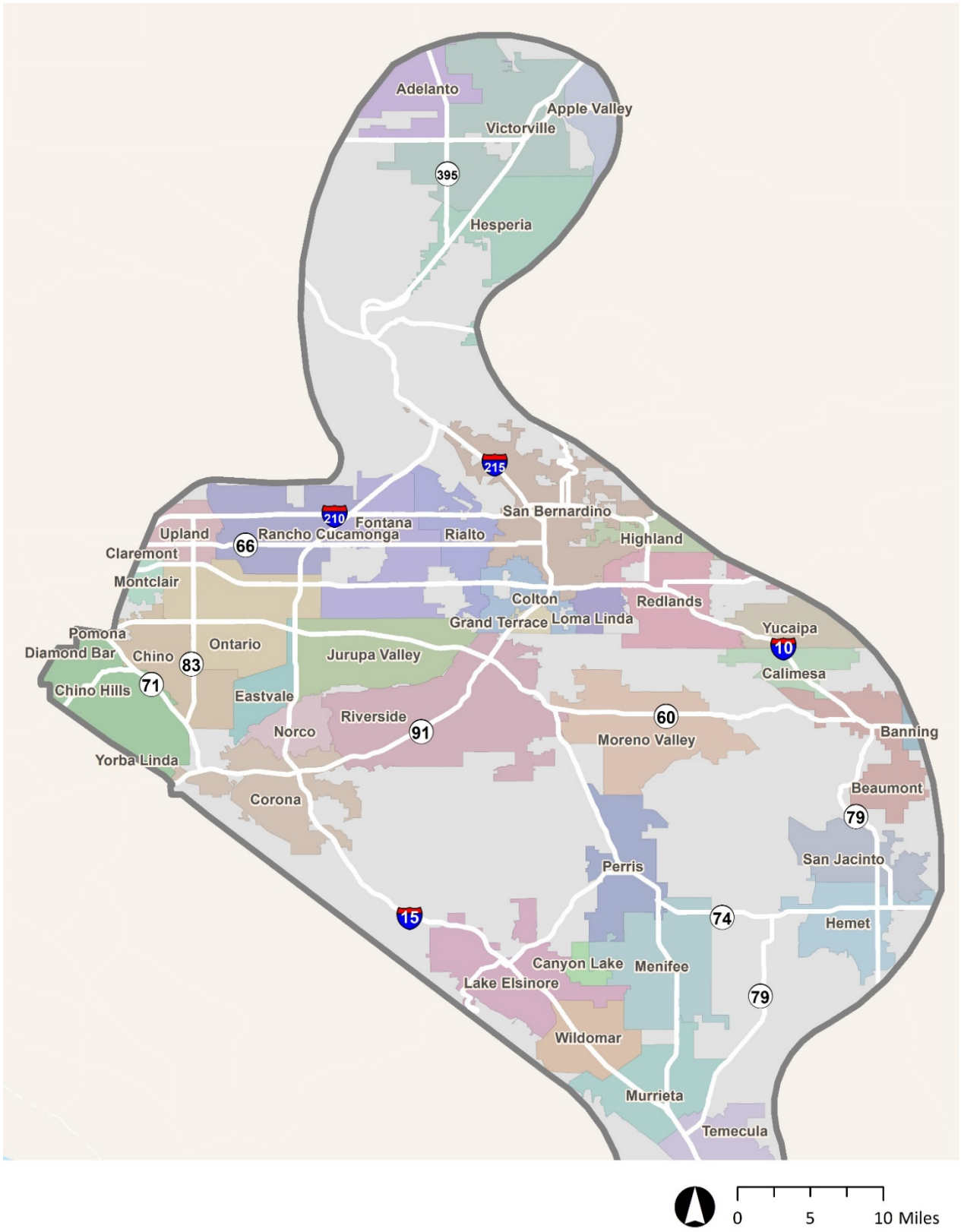
This section provides a baseline assessment of existing travel characteristics and transportation conditions in the overall IE CMCP Study Area. The analysis includes key information needed to understand the flows of people and goods in the Study Area and the mobility deficiencies within the corridors. Transportation choices are a primary theme, but community characteristics and sustainability are major themes of the IE CMCP analysis as well. Information in this section includes commute and non-commute trip characteristics, transportation facility and operational characteristics (all modes), corridor demographics, existing and forecast flows of people and goods, safety, congestion levels, and bottlenecks.

The Corridor Characteristics assessment presents an assessment of land use, demographics, and multimodal transportation conditions in the corridors and provides a baseline assessment upon which future projected conditions will be compared. The section includes the following key sub-sections describing the Study Area:

- Socioeconomic and Land Use.
- Corridor Trip Characteristics.
- Safety.
- Active Transportation.
- Freeway and Arterials.
- Transit.
- Freight Network.
- Future Growth and Projected Changes.

Figure 3.1 illustrates the overall Study Area, which includes substantial portions of the urbanized Inland Empire of the Southern California region (excluding the Coachella Valley area), which is defined generally as the western portions of the counties of Riverside and San Bernardino. As mentioned elsewhere in this report, the Study Area is further disaggregated into ten sub-corridors for strategic planning, assessments, and project recommendations. However, this section of the report describes conditions throughout the overall Study Area, and the ten sub-corridors are discussed in detail in Chapter 5.

Figure 3.1 | Overall Study Area



3.1 Socioeconomic and Land Use Assessment

This section presents an assessment of the socioeconomic and land use characteristics of the Study Area, to help understand transportation conditions and choices. This assessment examines characteristics about the population living and working in the corridors, including population density, employment density, income, and other characteristics that influence travel behavior. The assessment is based on SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) data and data from the U.S. Census Bureau's American Community Survey (ACS) 2015 5-year estimates.

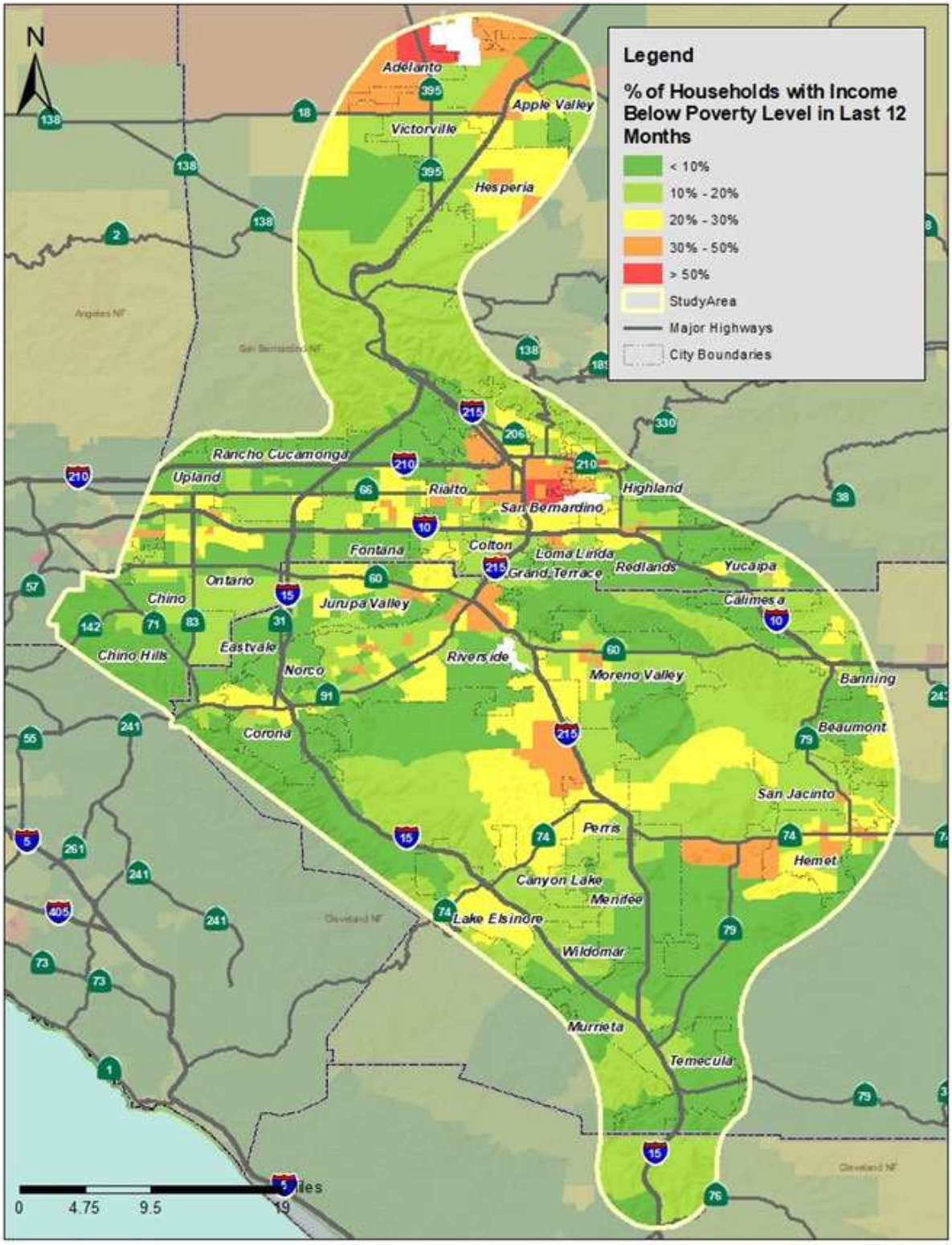
3.1.1 Socioeconomic Characteristics

Income and Poverty Levels

Household income is a key measurement of the Study Area's residents' financial well-being, and the region's standard of living. In addition to salary or wage increases, household income grows when additional household members join the rank of workers—which often aligns with times of economic prosperity, just as it typically shrinks when household members retire or remove themselves from the workforce. Income also is directly related to travel choices. Those who can afford to own a car often choose to not ride transit. Recent studies indicate that rising incomes, combined with lower interest rates and longer terms for new and used cars, have made auto ownership more affordable in recent years. This has resulted in reduced transit ridership in the SCAG region as well as throughout the country. The Study Area's highest-income households are generally concentrated in communities on the western portion of the Study Area such as neighborhoods in the cities of Corona, Chino, Chino Hills, Eastvale, Upland, Rancho Cucamonga, and Fontana. Figure 3.2 illustrates the locations within the Study Area with income levels below poverty level, by percentile. The residents in these areas would be expected to be more transit dependent than the rest of the Study Area.

The Study Area has low- and moderate-income households that are dispersed in various areas. As housing costs are rising in other parts of the Southern California region, many low- and middle-income households are relocating to the Study Area. Areas with relatively lower income and higher poverty rates include neighborhoods in portions of San Bernardino, Riverside, Hemet, Moreno Valley, Adelanto, and others. Related to transportation corridors, some of the lowest income areas are located at the junction of the SR-91/I-215/SR-60, along the I-215 and SR-210, SR-74, as well as to the far northern end of the Study Area near the communities of Apple Valley, Victorville, and Adelanto.

Figure 3.2 | Household Income Below Poverty Levels

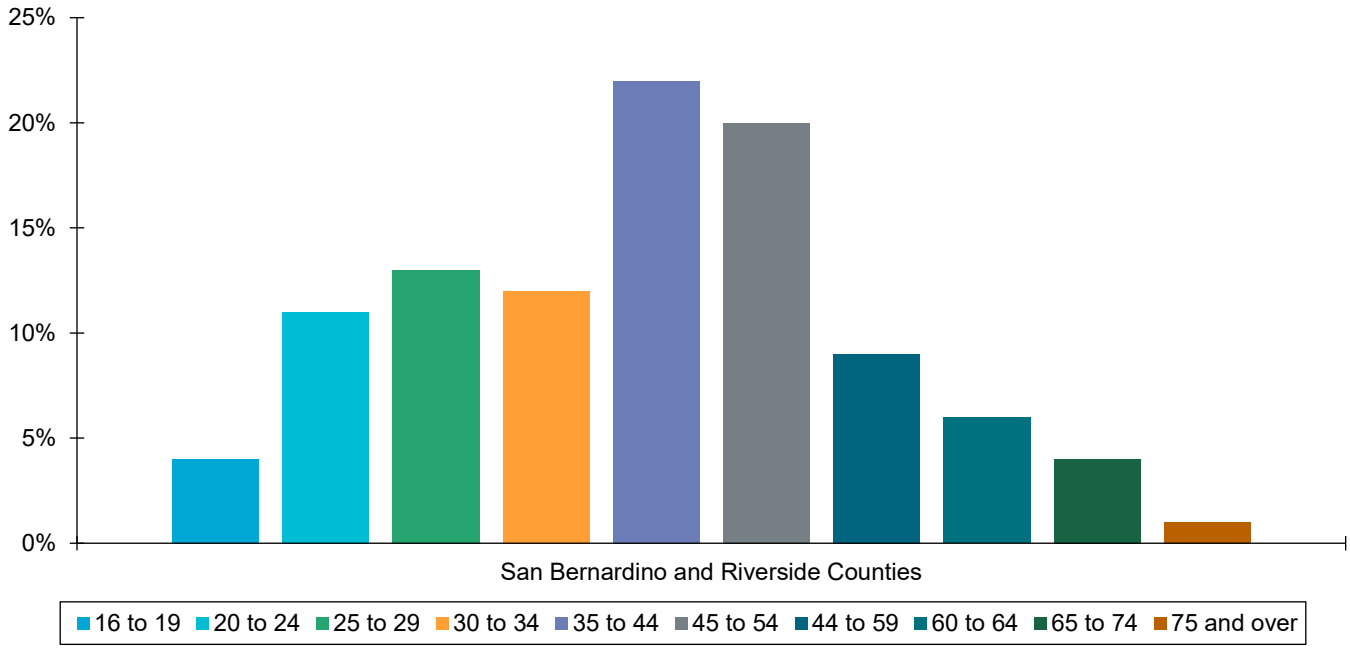


Source: ACS 2018, 5-year estimates.

Labor Force Population

Around 2.1 million people make up the labor force of San Bernardino and Riverside counties. The average age of the labor force is around 40.5 years old. Detailed distribution of labor force by age is shown in Figure 3.3. Breaking the workforce down by race and ethnicicty, approximatly 52 percent—the majority—of the labor force is Hispanic or Latino. The second largest racial group is non-Hispanic white. Other significant population groups are Black (7 percent) and Asian (7 percent).

Figure 3.3 | Labor Force Age Distribution



Source: ACS 2018, 1-year estimates.

Senior and Youth Population Density

Neighborhoods with high senior and youth populations require different transportation solutions compared to the general population. The senior population typically faces greater challenges for getting around due to their fixed income, age, and disabilities. The population under the driving age also has more limited access to mobility due to cost, limited access to vehicles, and restrictions to obtaining a driver's license. The driving age in California is 16. Enhancements to transit and active transportation may be some of the appropriate solutions that help seniors and youths get around independently to meet everyday needs.

Senior Population

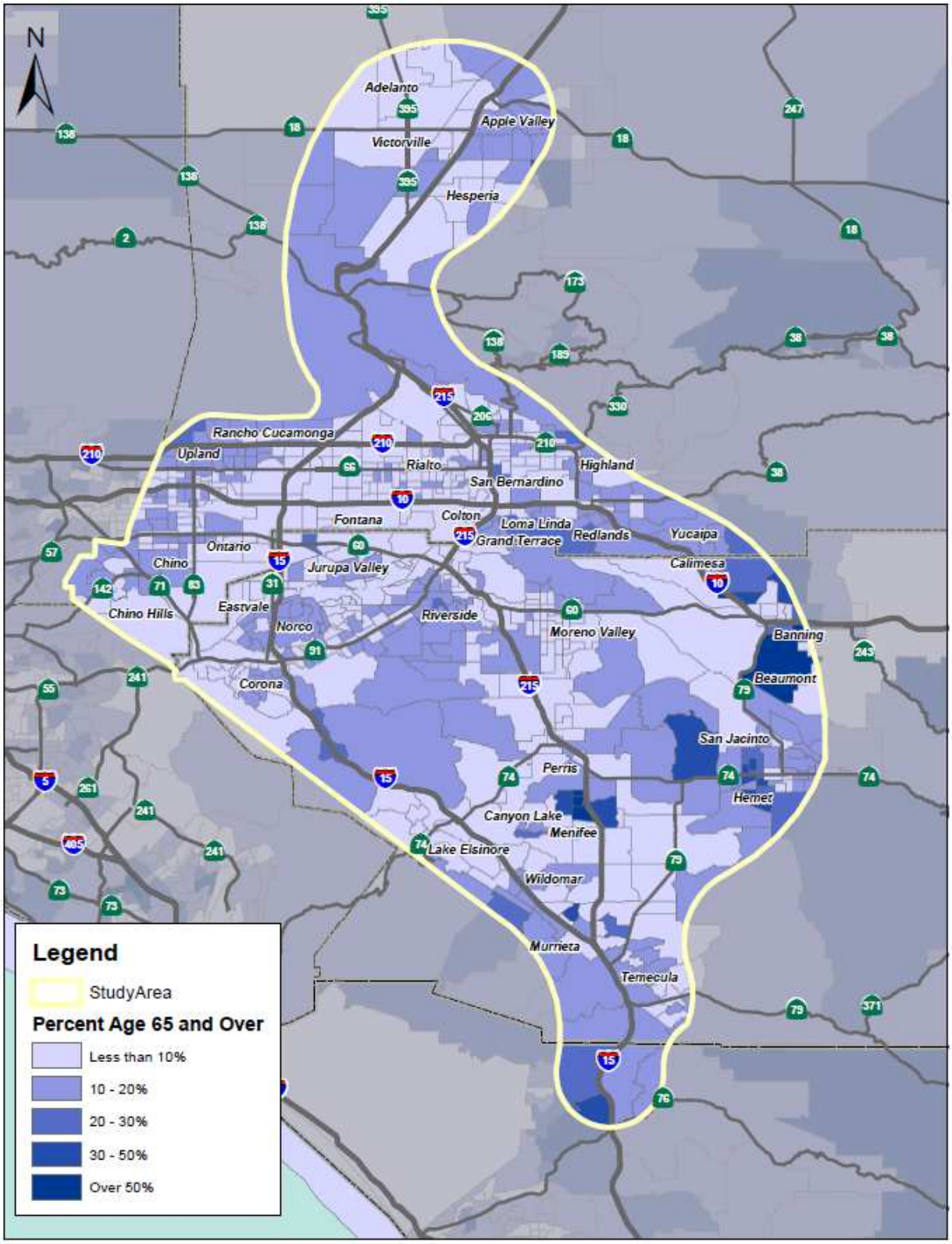
Around 421,000 residents in the Study Area are age 65 and older, representing nearly 11 percent of the population. Figure 3.4 illustrates the population density of the senior population. The neighborhoods with the highest share of senior population are in the eastern edge of the Study Area in Banning/Beaumont and the southern section of the

Study Area in Menifee/Temecula. The Inland Empire, particularly in the eastern and southern portion of the Study Area, is an attractive location for seniors to live in Southern California where housing is more affordable. The highest concentration of seniors can be found in retirement communities in Beaumont and Menifee where there is a 55+ age minimum for residents.

Youth Population

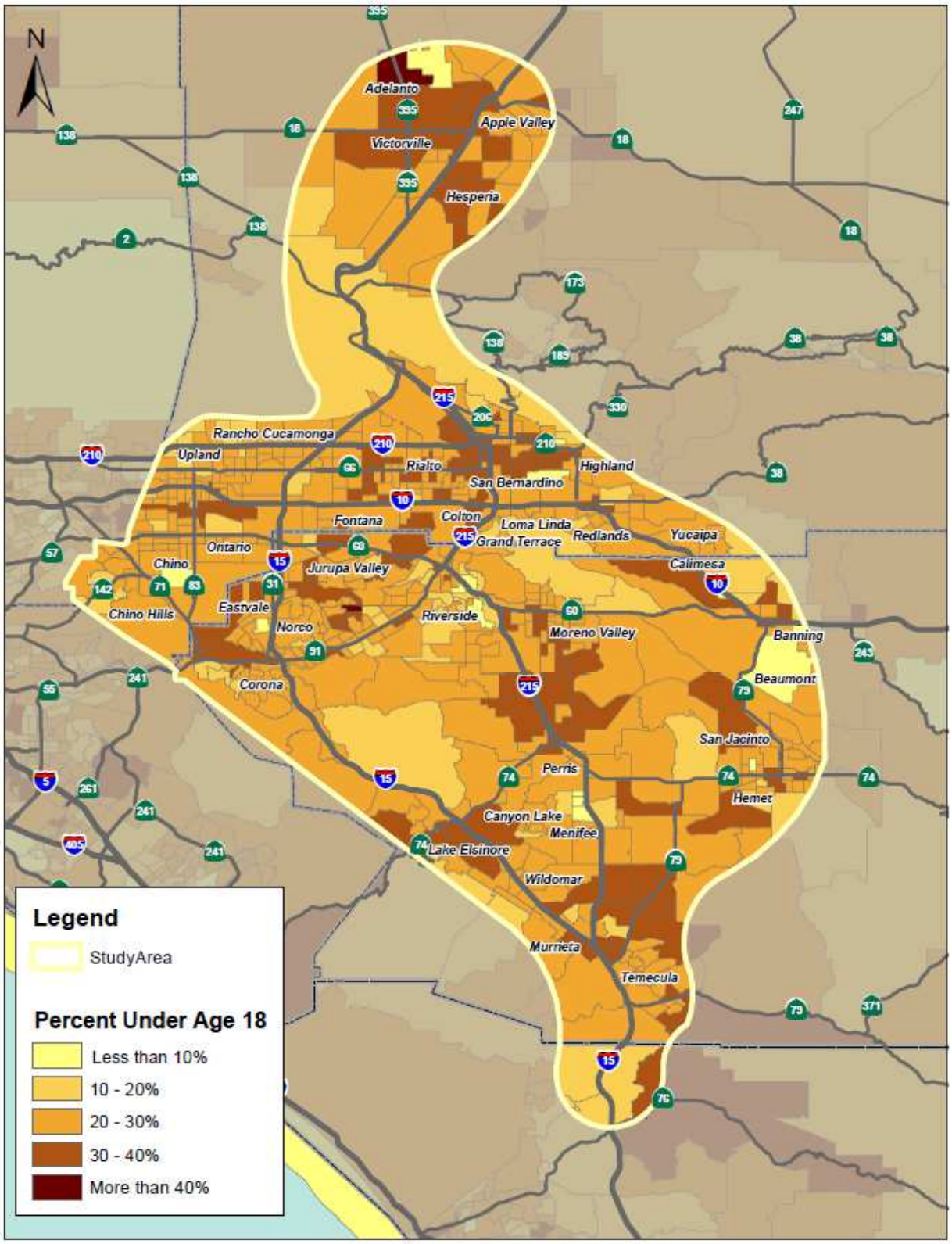
Around 1,044,800 residents in the Study Area are under the age of 18, representing nearly 27 percent of the population. Figure 3.5 illustrates the population density of the youth population. The neighborhoods with the highest shares of population under 18 can be found throughout the Study Area. At the northern edge of the Study Area, some neighborhoods in Adelanto, Victorville, and Hesperia have neighborhoods with one in three residents under 18. Along the I-10/SR-210 corridor, the cities of Rialto and San Bernardino have significant populations under 18. North of SR-91, neighborhoods in Jurupa Valley have high shares of youth residents. In the southern portion of the Study Area, neighborhoods in Murrieta, Lake Elsinore, and Perris have a large share of population under age 18.

Figure 3.4 | Senior Population Density



Source: 2017 5-year ACS.

Figure 3.5 | Youth Population Density



Source: 2017 5-year ACS.

Environmental Justice Measures

Communities of Concern

SCAG maintains a list of "Communities of Concern" (COC), which are Census Designated Places (CDP) that represent the top 33 percent of minority and low-income residents. SCAG tracks changes to the composition of these areas as part of their Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) updates. Out of the 80 COCs in the six-county SCAG region, portions of nine COCs are within the Study Area (see Table 3.1).

Table 3.1 | SCAG Designated Communities of Concern in Study Area

Community of Concern	
Mead Valley	Adelanto
Perris	Bloomington
Muscovy	Colton
Montclair	San Bernardino
Rialto	

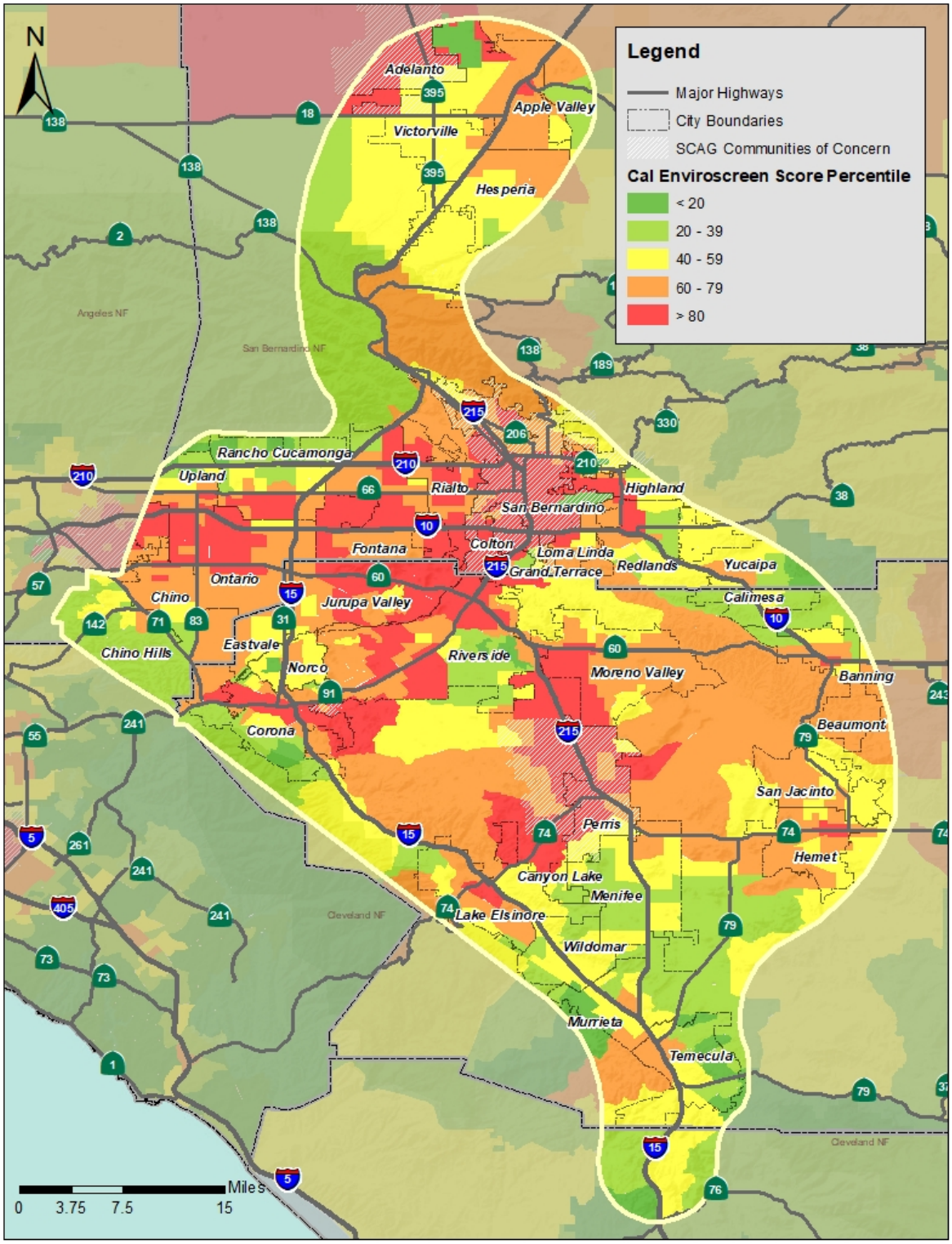
Source: SCAG 2016.

CalEnviroScreen

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen to compare the relative pollution burden for communities across the state. Based on 20 pollution and socioeconomic indicators, the tool ranks each census tract based on the population's vulnerability to environmental pollution. Various statewide funding programs, including the Cap and Trade and Active Transportation Programs, use the CalEnviroScreen definition of "disadvantaged community." This definition includes the Census Tracts with the top 25 percent most disadvantaged scores in the state. Most of these Disadvantaged Communities are represented by the orange and red colored census tracts illustrated in Figure 3.6.

The Study Area's combination of pollution burden and population characteristics give it high CalEnviroScreen scores in some areas, meaning there are many pollution-burdened and vulnerable communities throughout the Study Area. In general, many census tracts in the Study Area are more likely to have a high CalEnviroScreen score compared to the Southern California region as a whole, and the Study Area has comparatively higher concentrations of air pollutants (ozone + particulate matter) and higher poverty rates than the region as a whole. Communities of concern are located along the I-10 corridor, Jurupa Valley, Riverside, Moreno Valley, Perris, Corona, Temescal Valley, and San Jacinto Valley. There are generally no Disadvantaged Communities in the areas south of SR-74 and south of the communities of Lake Elsinore, Perris, and Hemet. This is likely attributed to higher household incomes and lower poverty rates for census tracts in the southern portion of the Study Area which is more proximate to San Diego County.

Figure 3.6 | CalEnviroScreen and SCAG Communities of Concern

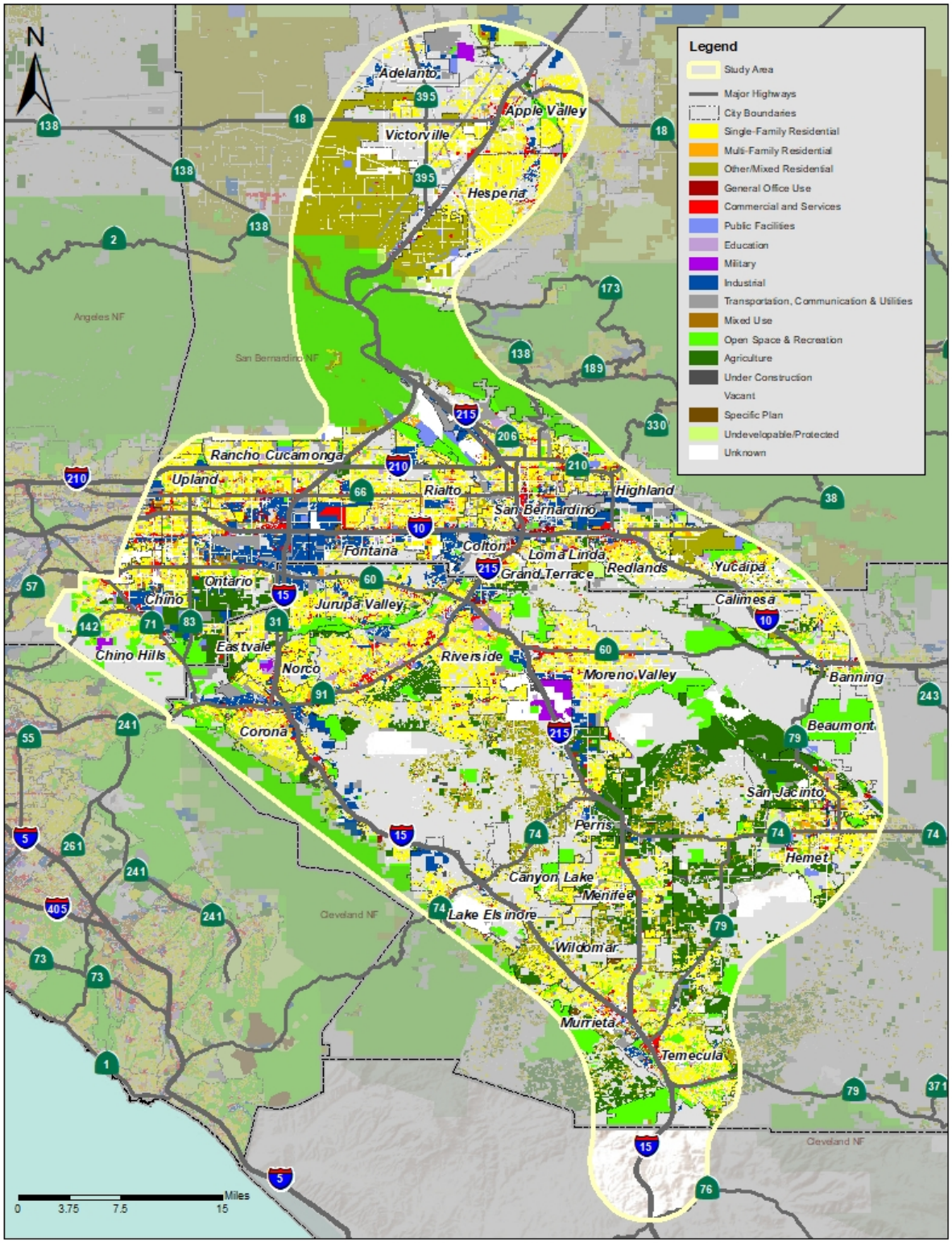


Source: CalEPA CalEnviroScreen 3.0; SCAG 2016 RTP.

3.1.2 Land Use

The Study Area covers over 1.2 million acres of land in the Inland Empire. Development in the Study Area is spread over two dozen jurisdictions and unincorporated areas. In the region's early history, development began as vacant land was converted to agricultural use. Farming plays a less prominent role in the Study Area today, but large swaths of undeveloped, vacant, open space/recreation, and agriculture lands still exist between urbanized areas as presented in Figure 3.7 and Table 3.2. These types of land represent over half (53 percent) of the Study Area. Agriculture land is primarily located in the Temecula Valley, Menifee Valley, Perris Valley, and San Jacinto Valley in the southern portion of the Study Area, as well as in Chino and southern Ontario in the western portion of the Study Area.

Figure 3.7 | Study Area Land Use



Source: SCAG 2012 Land Use.

Table 3.2 | Land Use Type by Share of Study Area

Land Use Type	Acreage	Percent of Study Area
Vacant	367,000	30.3%
Single-Family Residential	208,573	17.2%
Open Space/Recreation	175,702	14.5%
Agriculture	93,439	7.7%
Other/Mixed Residential	86,558	7.1%
Unknown	66,448	5.5%
Industrial	49,630	4.1%
Transportation, Communication, and Utilities	44,411	3.7%
Commercial	22,436	1.9%
Water	17,860	1.5%
Facilities	16,155	1.3%
Education	15,546	1.3%
Multifamily Residential	15,467	1.3%
Undevelopable or Protected Land	9,977	0.8%
Military	8,110	0.7%
Under Construction	6,233	0.5%
Office	5,052	0.4%
Mixed Commercial/Industrial	2,395	0.2%
Specific Plan	418	0.0%
Mixed Residential/Commercial	176	0.0%
Grand Total	**1,211,587**	**100.0%**

Source: SCAG 2012 Land Use.

The region also has a long history of industrial and commercial land use. During World War II, military installations—such as March Air Reserve Base, which is still active today—brought manufacturing and steel production to the region. While the manufacturing industry has declined in the Inland Empire, it has been superseded by a booming logistics industry which is characterized by enormous warehouse and distribution facilities. So much so that Amazon Air currently operates six flights a day out of the March Air Base, in addition to Ontario International Airport. Warehouse and distribution centers have large footprints and require big parcels of land with access to transportation facilities. Abundant and more affordable land adjacent to a strong regional transportation system has made the Inland Empire a particularly attractive location for companies to position their distribution facilities.

Today, industrial and commercial land use represents 6 percent of the land in the Study Area. The greatest concentration of industrial and commercial land use is along the I-10 and I-15 corridors stretching from Ontario to San Bernardino. This land is proximate to trucking corridors that transport goods from the ports of Los Angeles and Long Beach to the rest of the country and Ontario International and San Bernardino International airports, both of which are major cargo hubs. The southern edge of Moreno Valley and northern edge of Perris along the I-215 has another concentration of industrial land use for warehousing. The cities of Corona (along the SR-91), Murrieta (near I-15), and Temecula (near I-15) also have industrial and commercial centers.

Of the remaining land in the Study Area, the vast majority is single-family residential land use representing 17 percent of the Study Area. Rising home and land prices in neighboring coastal zones have brought housing booms

to the region. Developers have converted large vacant or agriculture lands into new single-family residential subdivisions attracting homeowners seeking more affordable housing. Concentrations of single-family subdivisions can be found from the Victor Valley area in the most northern edge of the Study Area, through the SR-210/Foothill Boulevard (SR-66) corridor between Upland and Highland, in Chino and Chino Hills at the western edge of the Study Area, Jurupa Valley, along SR-91 corridor, Moreno Valley, Redlands, and Murrieta/Temecula in the south portions of the Study Area.

The Temecula Valley area in the southern most region of the Study Area is an international resort destination with nearly 3 million visitors each year.[7] Major destinations in Temecula Valley include Wine Country, the Historic Old Town Temecula, and Pechanga Resort & Casino.

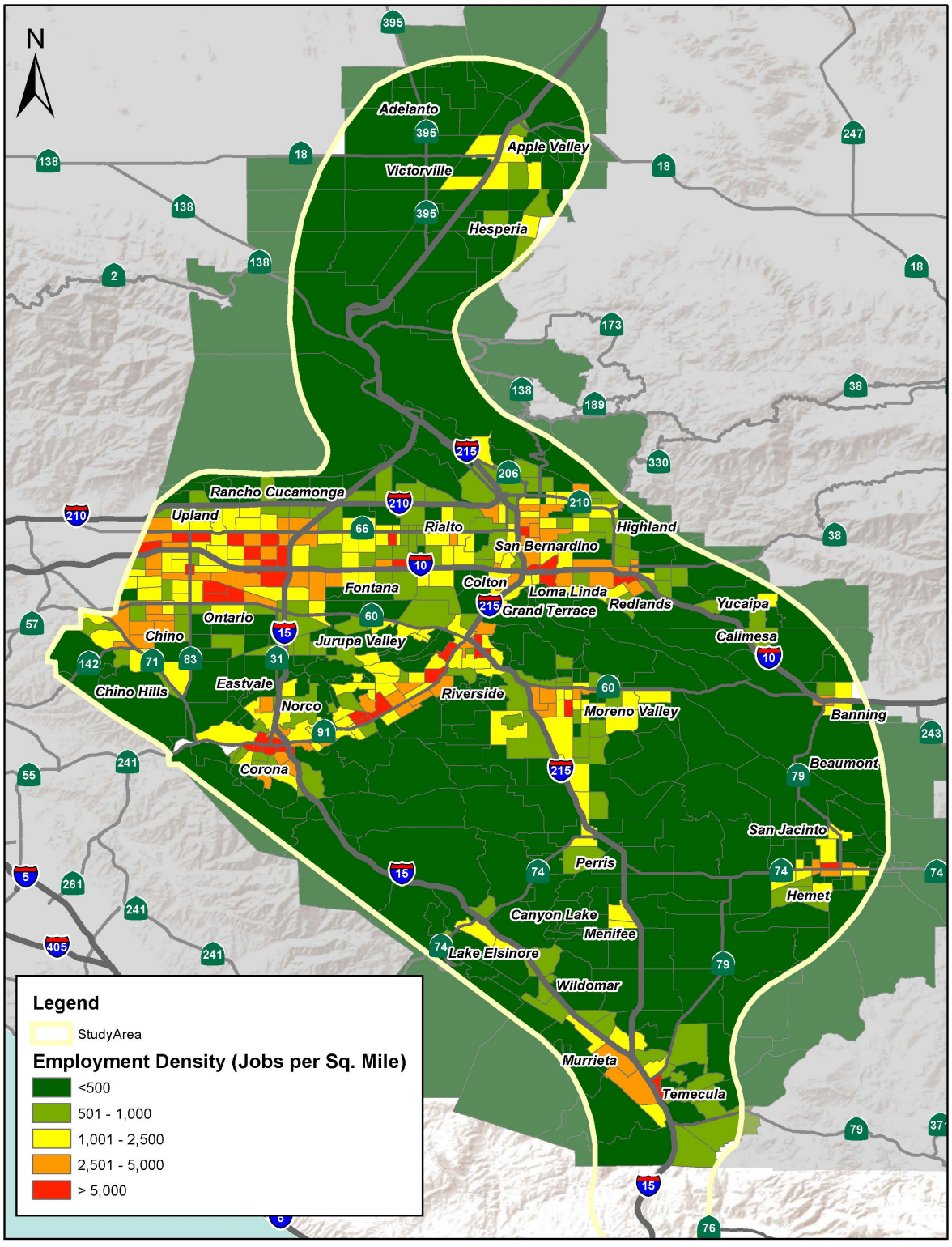
Employment Density

1.2 million workers are employed in the Study Area, representing over 80 percent of the total jobs in San Bernardino and Riverside counties. The industries with the most jobs include: health care and social assistance, retail trade, accommodations, food services, educational services, and transportation and warehousing. Since the end of the Great Recession, the Inland Empire has had one of the fastest growing economies of large metro areas in the country, with job growth in San Bernardino and Riverside counties outpacing the growth statewide. Job growth in the Study Area has been fueled by new transportation and warehousing, construction, health care, accommodation, and food services jobs. Between 2010 and 2019, transportation and warehousing industry added 74,600 jobs (115% growth), construction industry added 43,000 jobs (73% growth), health care and social assistance indutry added 79,900 jobs (55% growth), and accommdation/food service industry added 47,100 jobs (45% growth) in Sanbernardino and Riverside counties.

Existing jobs are dispersed throughout the urbanized areas of the Study Area and, unlike most metropolitan areas, there are no typical dense urban job core areas, as only a handful of census tracts have employment density of greater than 5,000 jobs per square mile as shown in Figure 3.8. The areas with relatively dense concentrations of jobs can be found in the cities of Riverside, San Bernardino, and Ontario, primarily along the I-10, SR-60 and SR-91 corridors.

[7] https://www.visittemeculavalley.com/about/.

Figure 3.8 | Employment Density

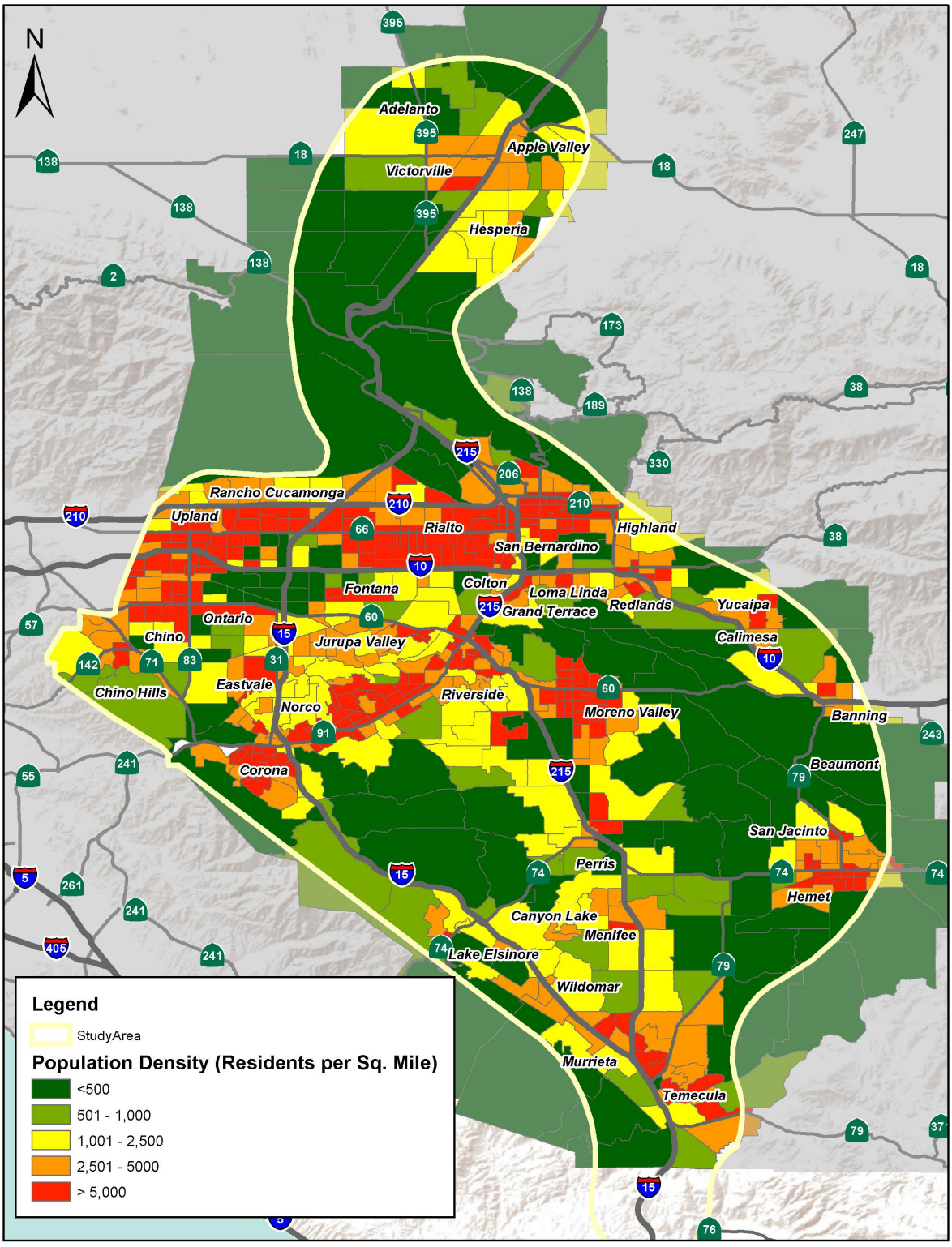


Source: SCAG 2016 RTP/SCS.

Population Density

The areas with the greatest population density generally fall along the SR-210/I-10 and SR-91 corridors in a number of cities, with population density greater than 5,000 persons per square mile, as shown in Figure 3.9. Some additional concentrations of higher population density also occur in the southern area along I-15 in Murrieta and Temecula, as well as in the Hemet/San Jacinto areas. Note that areas of higher population density also generally correlate with areas of higher employment density, with the exception of the southern portion of the Study Area which has higher population density but fewer jobs.

Figure 3.9 | Population Density

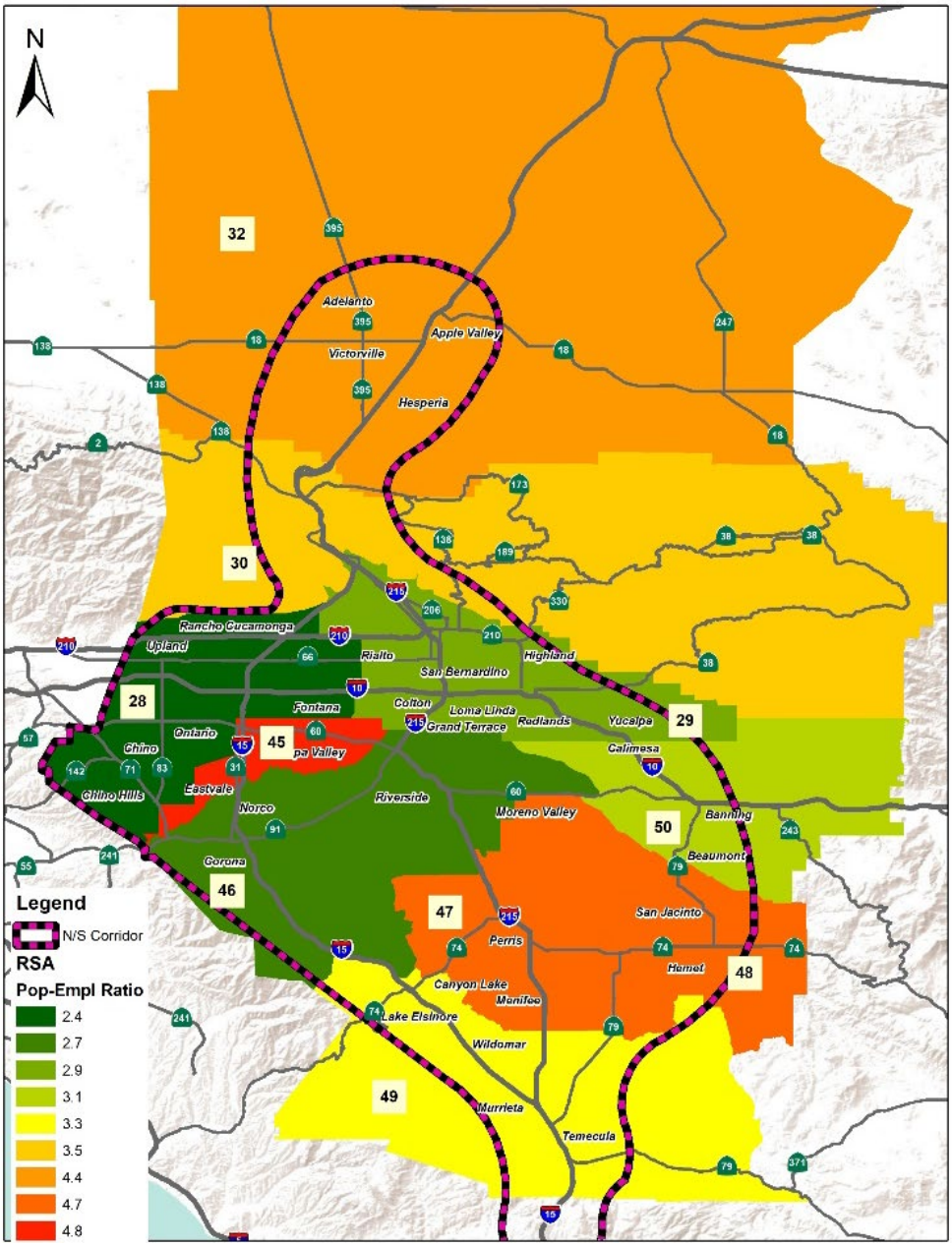


Source: SCAG 2016 RTP/SCS.

Population to Employment Ratio

Recent job growth in the region has helped move the needle in reducing the population to employment ratio imbalance in the Study Area. Overall, there are 3.1 persons per job in the Study Area which is high compared to the SCAG region's 2.3 persons per job. The population to employment ratios are lowest along the I-10 corridor and SR-91 corridors, ranging from 2.4 to 3.1 person per job as shown in Figure 3.10. The Jurupa Valley, SR-74 corridor, and Victor Valley areas have the highest population to employment ratios where there are fewer jobs. This means many residents in these areas must commute long distances to other areas inside or outside the Study Area for work.

Figure 3.10 | Population-Employment Ratio



Source: SCAG 2016 RTP/SCS.

3.2 Corridor Trip Characteristics

This section identifies trip origins and destinations and other trip characteristics in the Study Area to convey an understanding of the nature of travel activities that may be directly addressed by complementarily transportation improvements. The analysis of the origins and destinations of travelers is primarily based on SCAG's regional travel demand model data, as well as American Community Survey census data.

3.2.1 Trip Characteristics

There are over nine million daily auto trips made by residents and employees in the Study Area. These trips represent most of the travel in the Study Area as it is heavily auto-centric with 92 percent of commute activities occurring by car. Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. As illustrated in Table 3.3, about eight out of 10 of those trips are internal-internal trips, meaning they start and end within the Study Area. Internal-internal trips include commute travel for workers who live and work in the Study Area, as well as local trips for daily activities such as grocery shopping, school drop-off/ pick-up, and leisure which are often proximate to home.

The remaining trips travel to or originate from outside of the Study Area (internal-external or external-internal trips). Around one million trips are made between the Study Area and Los Angeles County every day, representing around six percent of all trips. Around 400,000 daily trips are made between the Study Area and Orange County as well as 150,000 daily trips between the Study Area and San Diego County.

Table 3.3 | 2016 Daily Trips by Type

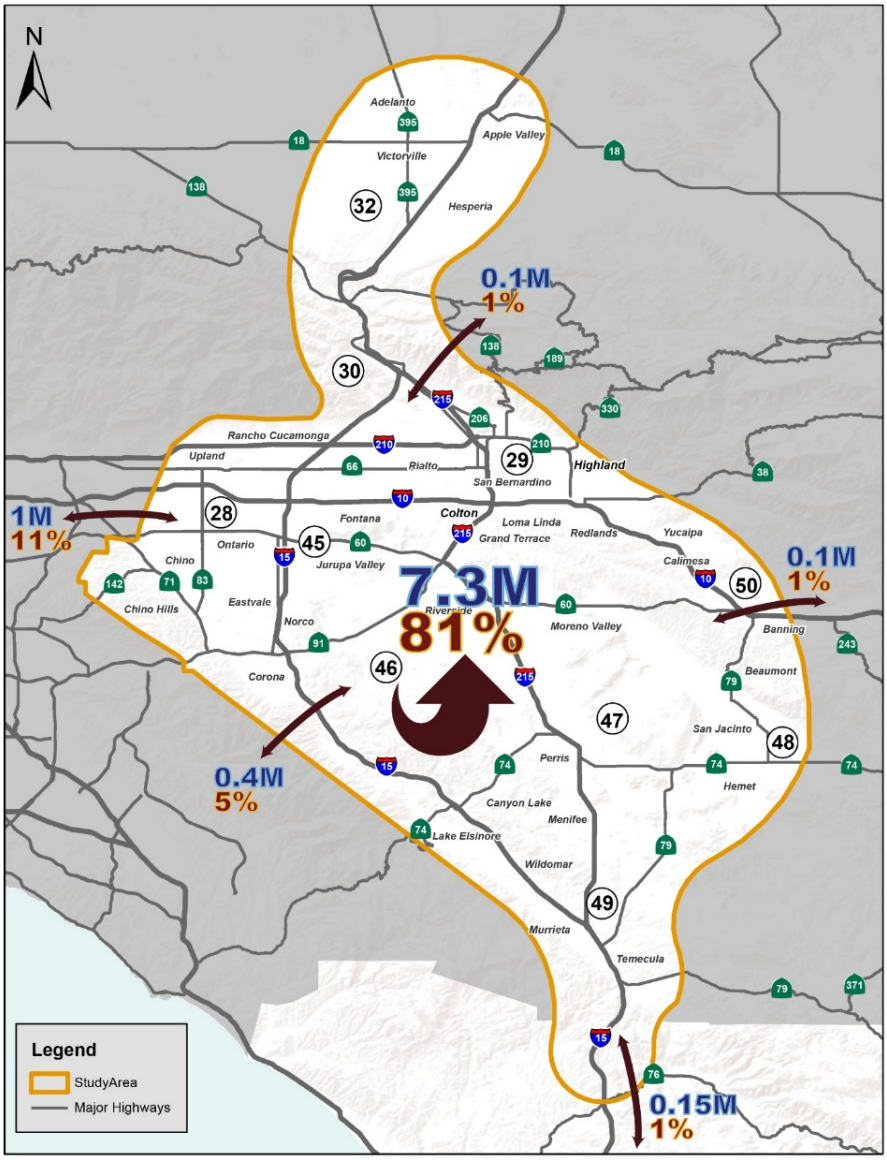
Trip Type	Number of Trips	Percentage
Internal—Internal Trips	7,299,000	81%
Internal—External and External—Internal Trips	1,713,000	19%
Study Area—Los Angeles County Trips	997,000	11%
Study Area—San Bernardino County Trips	55,000	1%
Study Area—Orange County Trips	448,000	5%
Study Area—Riverside/Imperial County Trips	84,000	1%
Study Area—San Diego Trips	129,000	1%
Total Trips	**9,012,000**	**100%**

Source: SCAG Model 2016.

Figure 3.11 shows both internal and external trips. As shown, the following trip patterns are observed for the external trips (19 percent of all trips):

- Eleven percent of the trips or about 1 million daily trips (equaling almost two thirds of the external trips) are to/from the Los Angeles County area to the west.
- Five Percent of the trips or about 400,000 daily trips (equaling about a quarter of the external trips) are to/from Orange County to the southwest.
- Approximately 1 percent of the trips are to/from areas to the south, east and north.

Figure 3.11 | Existing Daily Auto Trips in and to/from Study Area



Source: SCAG Model, 2016.

The study area is divided into areas called Regional Statstical Areas (RSAs) as defined by SCAG. RSAs are based on census blocks and provide a common ground for transportation analysis. Table 3.4 lists the RSA by Study Area cities. The daily distribution of trips at the level of the RSA is illustrated in Figure 3.12. As shown, for trips within the Study Area, many of the internal-external trips originate from places in the Study Area along the I-10 and SR-91 corridors. In those corridors, there is approximately a 50-50 split for trips that stay within their RSA and those that go elsewhere. In the Victor Valley, Temecula Valley/Lake Elsinore, and Hemet RSAs, more trips stay within their RSA. Conversely, in the Jurupa Valley, Perris/Moreno Valley, and Banning RSAs, more trips leave than stay within

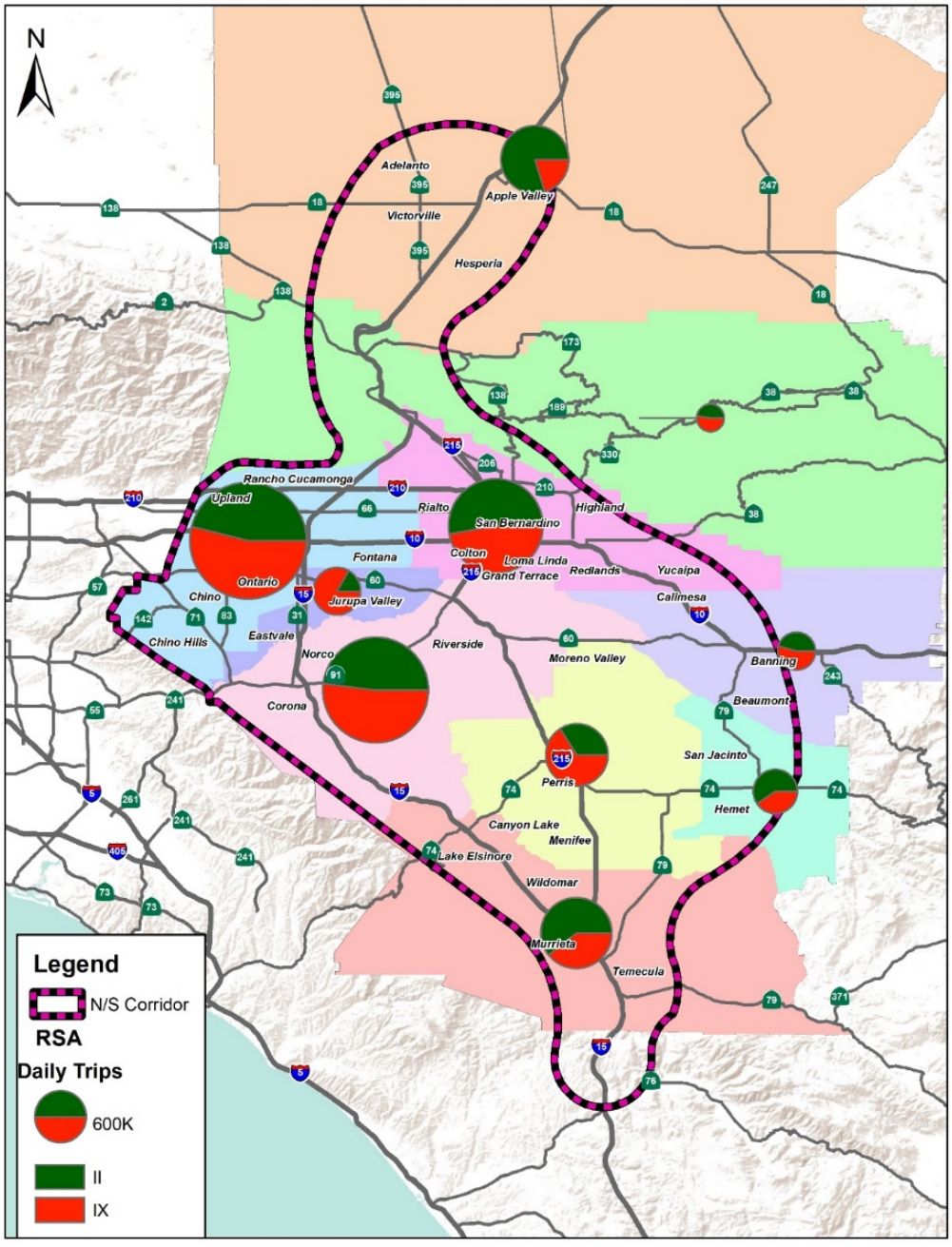
their RSA. Areas which have a higher share of trips that leave the RSA likely have residents that must commute longer distances for work.

Table 3.4 | Regional Statistical Area by Cities

RSA	City
28	Chino
28	Chino Hills
28	Fontana
28	Montclair
28	Ontario
28	Rancho Cucamonga
28	Upland
29	Colton
29	Grand Terrace
29	Highland
29	Loma Linda
29	Redlands
29	Rialto
29	San Bernardino
29	Yucaipa
45	Eastvale
45	Jurupa Valley
46	Corona
46	Norco
46	Riverside
47	Canyon Lake
47	Menifee
47	Moreno Valley
47	Perris
48	Hemet
48	San Jacinto
49	Lake Elsinore
49	Murrieta
49	Temecula
49	Wildomar
50	Banning
50	Beaumont
50	Calimesa

The largest RSA-to-RSA flow of trips is between the Ontario and San Bernardino areas. The second largest RSA-to-RSA flows are between the Ontario and Riverside/Corona areas and the San Bernardino and Riverside/Corona areas. There are also a sizable number of trips from Perris/Moreno Valley to the Murrieta/Temecula areas and the Riverside/Corona areas.

Figure 3.12 | Trip Patterns by Regional Statistical Area



Source: SCAG Model, 2016.

3.2.2 Journey-to-Work

Table 3.5 shows the county-to-county commuting flows and indicate that a fair number of residents in the Study Area work in neighboring counties. 17 percent of workers living in San Bernardino County and 6 percent of workers living in Riverside County commute to jobs in Los Angeles County. Eight percent of workers who live in Riverside

County commute to Orange County and four percent of workers who live in San Bernardino County commute to Orange County. Five percent of workers who live in Riverside County and 0.3 percent of workers who live in San Bernardino County commute to jobs in San Diego. Housing costs in the coastal counties continue to rise and many workers in adjacent counties either choose or are forced to live in the Study Area where housing is more affordable.

Table 3.5 | County-to-County Commuting Flows

County of Residence	Place of Employment	Percentage of Workers
Riverside County	Riverside County	69%
	San Bernardino County	11%
	Orange County	8%
	Los Angeles County	6%
	San Diego County	5%
	Other	1%
San Bernardino County	San Bernardino County	70%
	Los Angeles County	16%
	Riverside County	8%
	Orange County	4%
	San Diego County	0.3%
	Other	1%

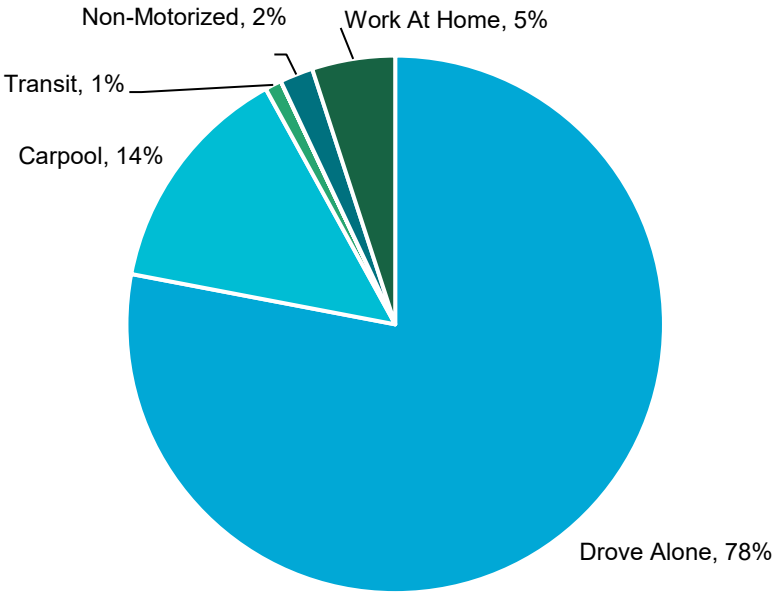
Source: ACS 2012-2016 via CTPP (Census Transportation Planning Products) County to County Flows.
Note: This data includes all Riverside County (including outside of the Study Area).

Journey to work mode share is shown in Figure 3.13. Overall, 92 percent of commute trips in the Study Area are completed by car. High auto use is often found in suburban and rural areas with lower-density land use patterns such as the Inland Empire. Transit accounts for just one percent of commutes, while 5 percent of residents work at home.

Notably, when examining the group that commutes by car, there is a sizeable portion of commuters that carpool. In the Study Area, 78 percent of workers drive alone and 14 percent carpool. The share of commuters that carpool is higher in the Study Area as compared to California as a whole (14 percent in the Study Area compared to 10 percent in California). Carpooling is particularly popular in Hemet/Perris/Moreno Valley areas where 16-17 percent of residents in the Study Area carpool to work.

Work at home is the third most popular option in the Study Area after drive alone and carpool as presented in Table 3.6. Five percent of workers in the Study Area work at home. It is particularly popular in the Murrieta/Temecula area where six percent of workers work from home.

Figure 3.13 | Study Area Journey-to-Work Mode Share for Study Area



Source: ACS 2017, 5-year estimates.

Table 3.6 | Journey-to-Work Model Share by RSA (ACS)

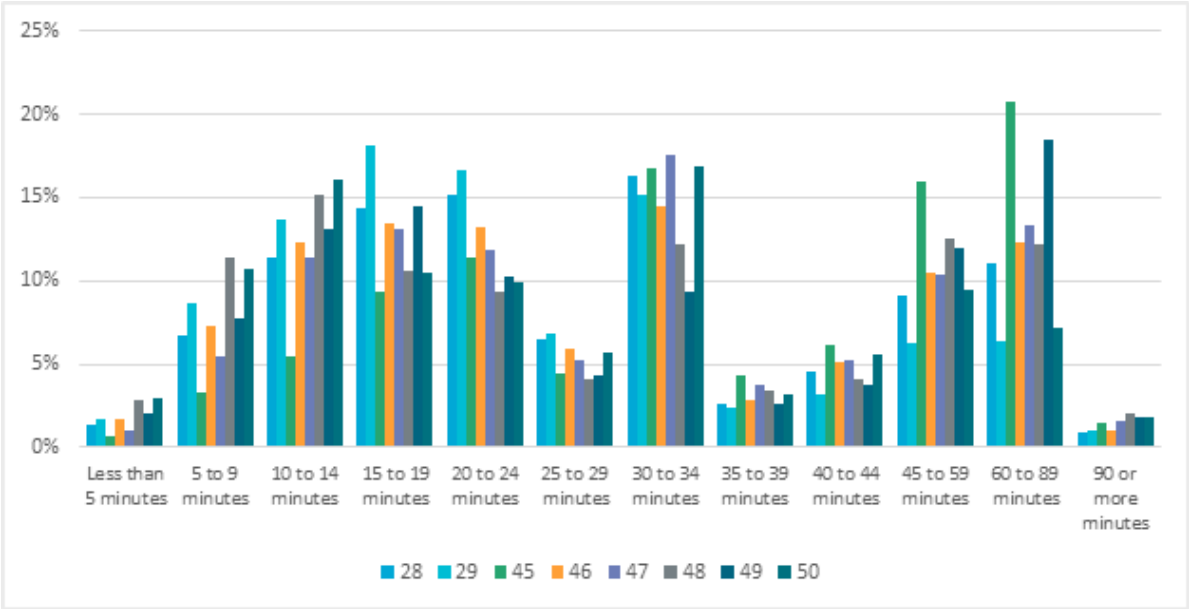
RSA	Drive Alone	Carpool	Transit	Non-Motorized	Work at Home
28—Chino, Chino Hills, Fontana, Montclair, Ontario, Rancho Cucamonga, Upland	79%	13%	2%	1%	5%
29—Colton, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, San Bernardino, Yucipa	78%	14%	2%	2%	4%
45—Eastvale, Jurupa Valley	77%	14%	2%	0%	6%
46—Corona, Norco, Riverside	76%	15%	2%	3%	5%
47—Canyon Lake, Menifee, Moreno Valley, Perris	78%	16%	1%	1%	4%
48—Hemet, San Jacinto	75%	17%	1%	3%	4%
49—Lake Elsinore, Murrieta, Temecula, Wildomar	78%	14%	0%	1%	6%
50—Banning, Beaumont, Calimesa	80%	11%	1%	2%	4%
All	78%	14%	1%	2%	5%

Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 95 percent of workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions is reflected in the commute times for the Study Area as presented in Figure 3.14 and Table 3.7. Nine percent of workers in the Study Area commute less than 10 minutes while nearly half (46 percent) of all workers' commute are between 10 to 30 minutes.. Thirty-two percent have a 30 to 60 minute commute and 13 percent commute over one hour.

Commuting time varies based on place of residence, place of employment, and mode of travel. Typically, in metro areas, commute time distribution skews toward shorter commutes. In the Study Area, however, only RSA 29 (Colton, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, San Bernardino, Yucaipa) for the San Bernardino area has commute time distribution that is skewed toward shorter commutes. The other RSAs have commute times which skew toward long commutes (over 30 minutes). When it comes to long commutes, RSA 45 (Jurupa Valley) stands out for having particularly long commutes with the plurality of commuters traveling over 30 minutes to work and about 25 percent commuting over one hour. Jurupa Valley is primarily a bedroom community with many residents having to travel outside of the RSA for work. In addition to long distances, congestion on highways in the Study Area also lengthens door-to-door commute times.

Figure 3.14 | Journey-to-Work Travel Time Distribution by RSA



Source: ACS 2017, 5-year estimates.

Table 3.7 | Journey-to-Work Travel Time Distribution

RSA	<10 mins	10 to 30 mins	30-60 mins	>60 mins
28—Chino, Chino Hills, Fontana, Montclair, Ontario, Rancho Cucamonga, Upland	8%	47%	33%	12%
29—Colton, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, San Bernardino, Yucipa	10%	55%	27%	7%
45—Eastvale, Jurupa Valley	4%	31%	43%	22%
46—Corona, Norco, Riverside	9%	45%	33%	13%
47—Canyon Lake, Menifee, Moreno Valley, Perris	6%	42%	37%	15%
48—Hemet, San Jacinto	14%	39%	32%	14%
49—Lake Elsinore, Murrieta, Temecula, Wildomar	10%	42%	28%	20%
50—Banning, Beaumont, Calimesa	14%	42%	35%	9%
Average	9%	46%	32%	13%

Source: ACS 2017, 5-year estimates.

3.2.3 Rideshare

Rideshare programs provide the flexibility to improve the overall commuting experience and provide a broad range of benefits by helping to match commuters with similar origins and destinations. These programs encourage commuters to carpool, vanpool, use public transit, cycle, or walk to work by working directly with large and small employers to provide support to commuters that are candidates for using alternative forms of transportation.

RCTC and SBCTA provide rideshare program assistance in the Study Area through the IE Commuter program. The IE Commuter Program assists San Bernardino and Riverside County employers of all sizes with their rideshare programs. IE Commuter also assists employers with development and maintenance of rideshare programs by providing information and support services free of charge to San Bernardino and Riverside County employers.

Based on SCAG model data shown in the prior section, the share of work trips made by carpools is 14 percent. However, the ability to effectively carpool is reduced due to the degradation in speeds and operating conditions throughout much of the freeway system both in general purpose lanes and HOV lanes. An HOV lane is considered degraded if the average traffic speed during the morning or evening weekday peak commute hour is less than 45 miles per hour for more than 10 percent of the time over a consecutive 180-day period.

Based on the “2017 California High-Occupancy Vehicle Lane Degradation Report,” HOV lane degradation in Caltrans District 8 increased from 93 lane-miles to 110 lane-miles between the first and second halves of 2016, respectively. Significant portions of SR-210, I-10, and SR-91 HOV lanes are considered degraded. Only I-215 HOV lanes between SR-60 and SR-210, and SR-91 HOV lanes between I-15 and I-215 are operating well. In reviewing the degradation trend from 2010 to 2016, several locations experienced notable changes in degradation. Most notably, eastbound SR-210 in San Bernardino County (from postmile 0.000 to postmile 4.933) experienced an increase in degradation from slightly degraded to extremely degraded between 2012 and 2013. The changes may be attributable to changes in traffic patterns and increased traffic demand from Los Angeles and the Inland Empire, as well as higher automobile usage overall.

3.3 Safety

This section presents a generalized assessment of transportation system safety for the Study Area. This assessment examines recent trends in collisions involving vehicles, bicycles, pedestrians, and trucks; highlights key statistics; identifies areas of high collision frequency; and highlights areas for improvement throughout the corridor.

This assessment utilizes data from the Statewide Integrated Traffic Records System (SWITRS), obtained from Transportation Injury Mapping System (TIMS), and the Caltrans Performance Measurement System (PeMS).

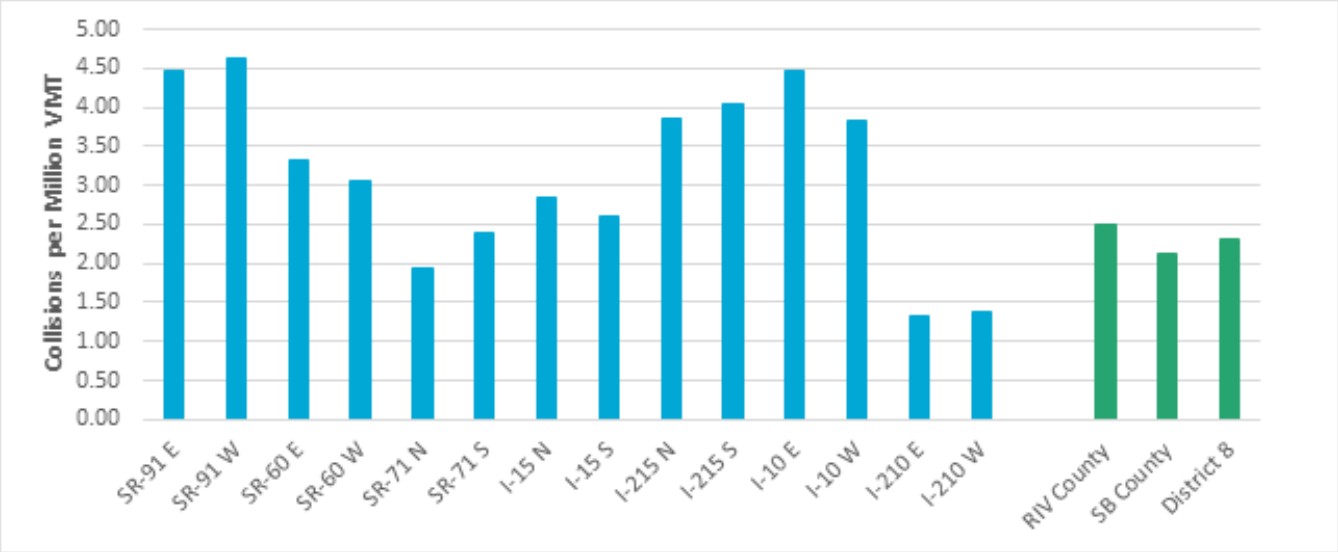
3.3.1 Freeway Safety Assessment

Collision Rates on Freeways and Ramps

Figure 3.15 compares Study Area freeway collision rates to those of other freeways, the Riverside County average, San Bernardino County average, and the Caltrans District 8 average. Data is taken from January 1, 2018 to December 31, 2018 from PeMS. The PeMS system receives incident information from the Traffic Accident and Surveillance Analysis System (TASAS) (i.e., number of collisions and types of collisions) and California Highway Patrol (i.e., incident data from its computer-aided dispatch system).

The average for Riverside County freeway collisions is 2.5 collisions per million VMT, while the average for San Bernardino County is 2.14 collisions per million VMT. Freeways in Caltrans District 8 (Riverside and San Bernardino counties combined) have an average of 2.32 collisions per million VMT. As shown, the highest collision rates by facility occur on SR-91 eastbound, SR-91 westbound, I-215 southbound, and I-10 eastbound, which all have collision rates greater than 4.0 per million VMT.

Figure 3.15 | Freeway Collisions per Million VMT, 2018



Source: Caltrans PeMS.

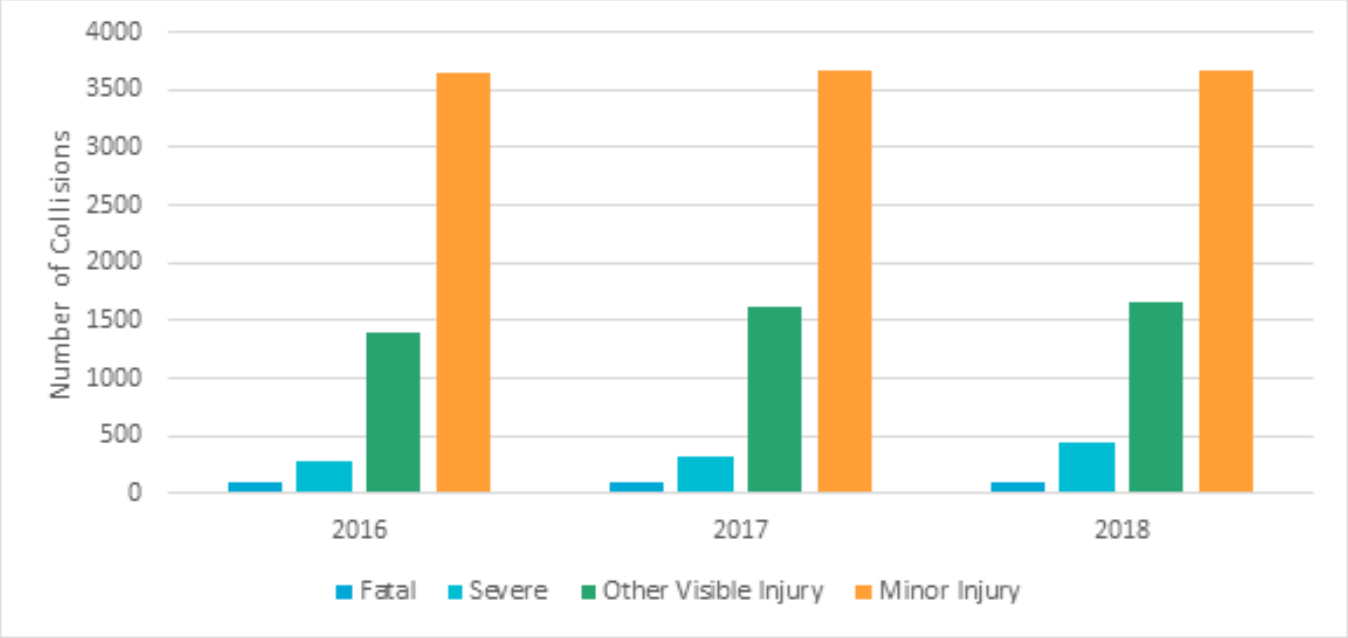
Collision Breakdown by Severity and Mode

Freeway Collisions Involving All Modes

Figure 3.16 shows freeway collisions by severity type: Fatal, Severe, Other Visible Injury, and Minor Injury. In the three-year period between January 1, 2016 and December 31, 2018, there were 17,048 collisions along the Study Area freeway mainline or ramps that resulted in injury. Of these collisions, approximately 2 percent (309 fatal collisions) resulted in fatalities, 6 percent in severe injuries, 27 percent in other visible injuries, and 65 percent in

minor injuries. While fatal collisions remained relatively consistent from year to year, the number of severe injuries has steadily increased. By 2018, severe injury collisions had risen over 50 percent compared to 2016.

Figure 3.16 | Study Area Freeway Collisions by Severity, 2016–2018

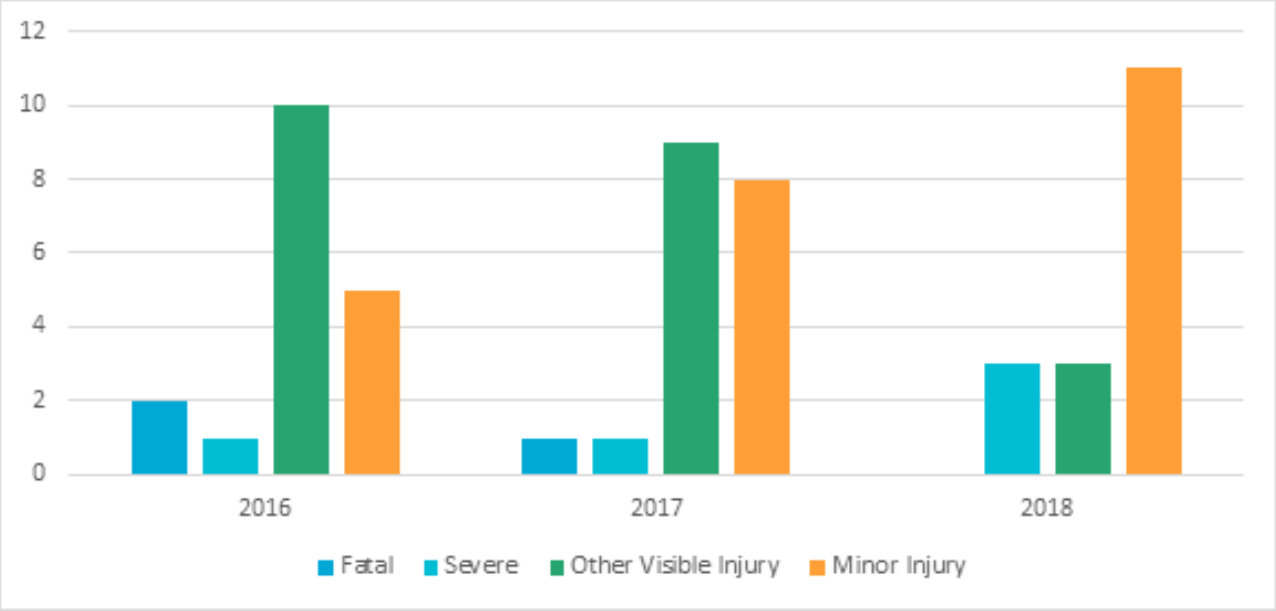


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Bicyclists

Figure 3.17 shows the severity type of freeway collisions involving bicycles. In the three-year period between 2016 and 2018, there were 54 reported collisions along the Study Area freeway mainline or ramps involving bicyclists that resulted in injury. Of these collisions, three resulted in fatalities, five in severe injuries, 22 in other visible injuries, and 27 in minor injuries. Collisions involving bicyclists make up 0.3 percent of all collisions along the Study Area freeways, and 1 percent of fatal collisions along the Study Area freeways.

Figure 3.17 | Study Area Freeway Collisions Involving Bicycles by Severity, 2016–2018

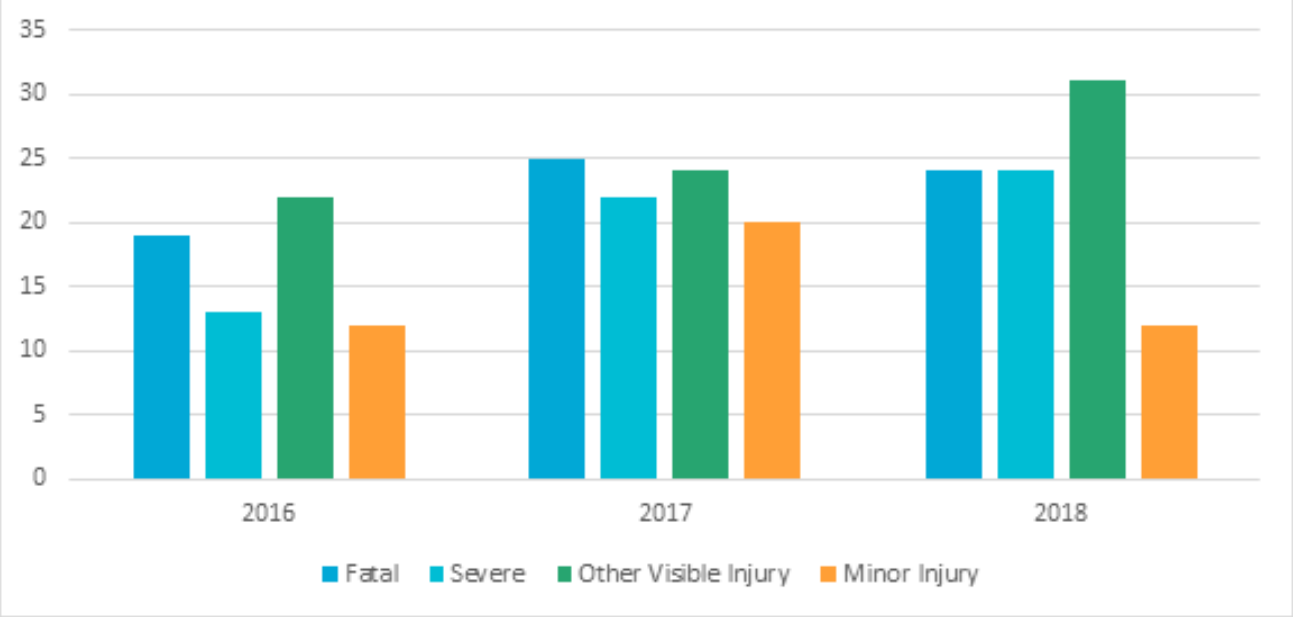


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Pedestrians

Figure 3.18 shows the severity type of freeway collisions involving pedestrians. In the three-year period between 2016 and 2018, there were 248 collisions along the Study Area freeway mainline or ramps involving pedestrians that resulted in injury. Of the injury collisions, approximately 27 percent resulted in fatalities, 24 percent in severe injuries, 31 percent in other visible injuries, and 18 percent in minor injuries. Over the three-year period there were 68 fatal collisions. Fatal collisions involving pedestrians have been on the rise since 2016 and, not surprisingly, represent a disproportionally large percentage of injury collisions. Collisions involving bicyclists make up 1.5 percent of all collisions along the Study Area freeways, and 22 percent of fatal collisions along the Study Area freeways.

Figure 3.18 | Study Area Freeway Collisions Involving Pedestrians by Severity, 2016–2018

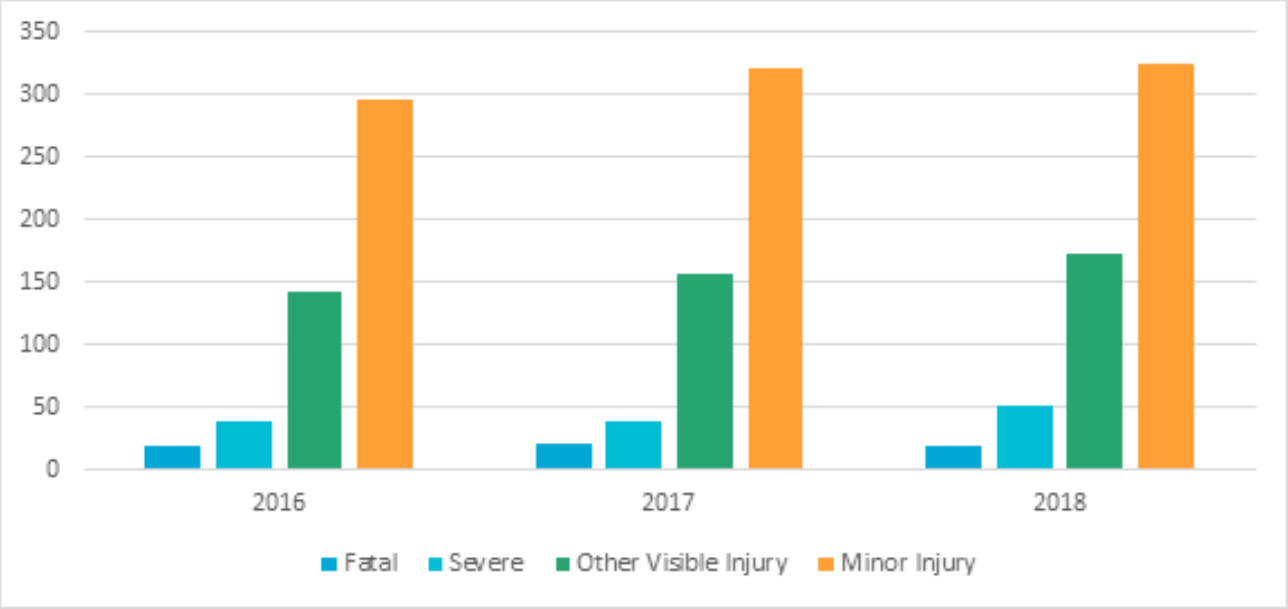


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Trucks

Figure 3.19 shows the severity type of freeway collisions involving trucks. In the three-year period between 2016 and 2018, there were 1,599 collisions along the Study Area freeway mainline or ramps involving trucks that resulted in injury. Of the injury collisions, approximately 4 percent resulted in fatalities, 8 percent in severe injuries, 29 percent in other visible injuries, and 59 percent in minor injuries. Over the three-year period there were 60 fatal collisions. Collisions involving trucks make up 9.4 percent of all collisions along the Study Area freeways, and 19 percent of fatal collisions along the Study Area freeways.

Figure 3.19 | Study Area Freeway Collisions Involving Trucks by Severity, 2016–2018

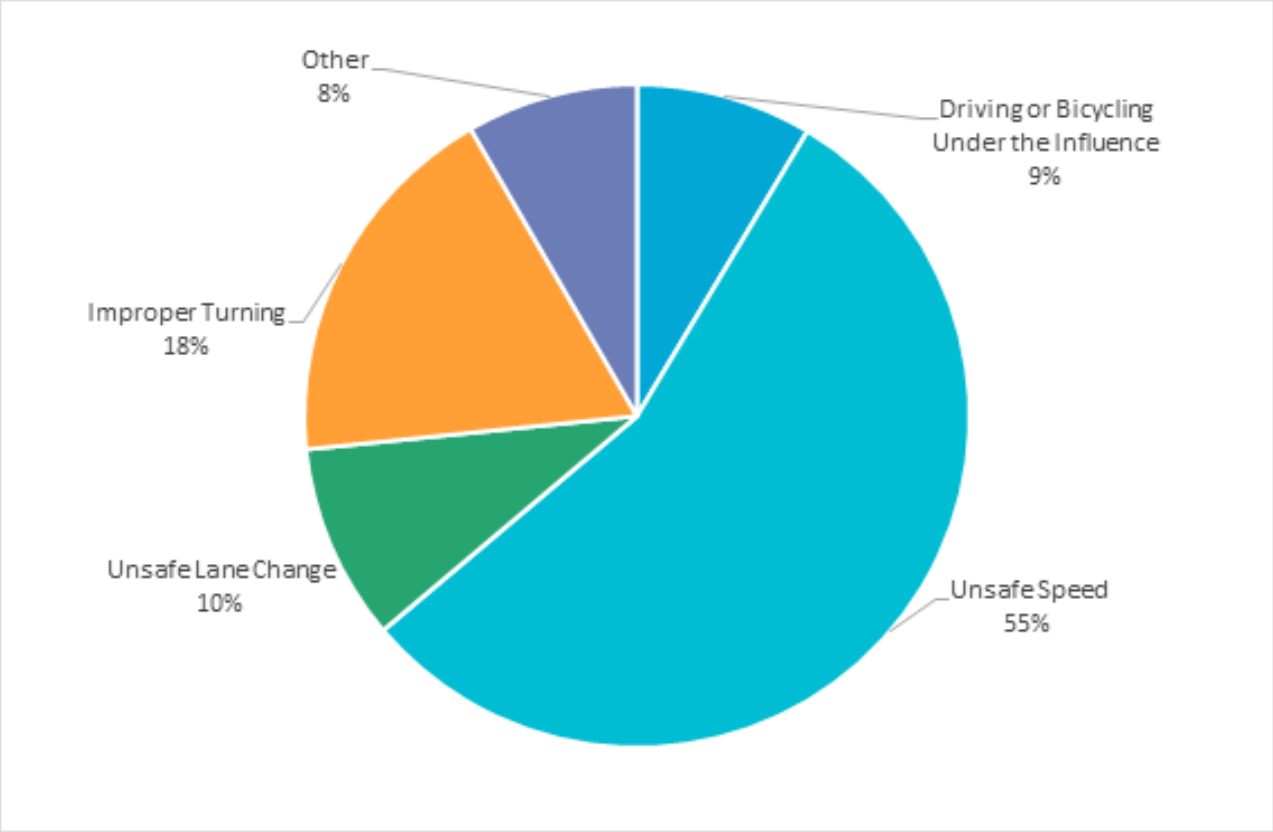


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Factors Influencing Safety on Study Area Freeways

The TIMS database categorizes each injury collision by its Primary Collision Factor (PCF). It should be noted that the PCF is a subjective determination and there are often multiple factors that may lead to a collision. Based on these designations, the most common factors causing injury collisions along the Study Area freeways mainline or ramps are Unsafe Speed (55 percent), Improper Turning (18 percent), Unsafe Lane Change (10 percent), and Driving or Bicycling under the influence (9 percent). Figure 3.20 displays the freeway collision factors.

Figure 3.20 | Primary Collision Factors for Freeway Collisions in the Study Area



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

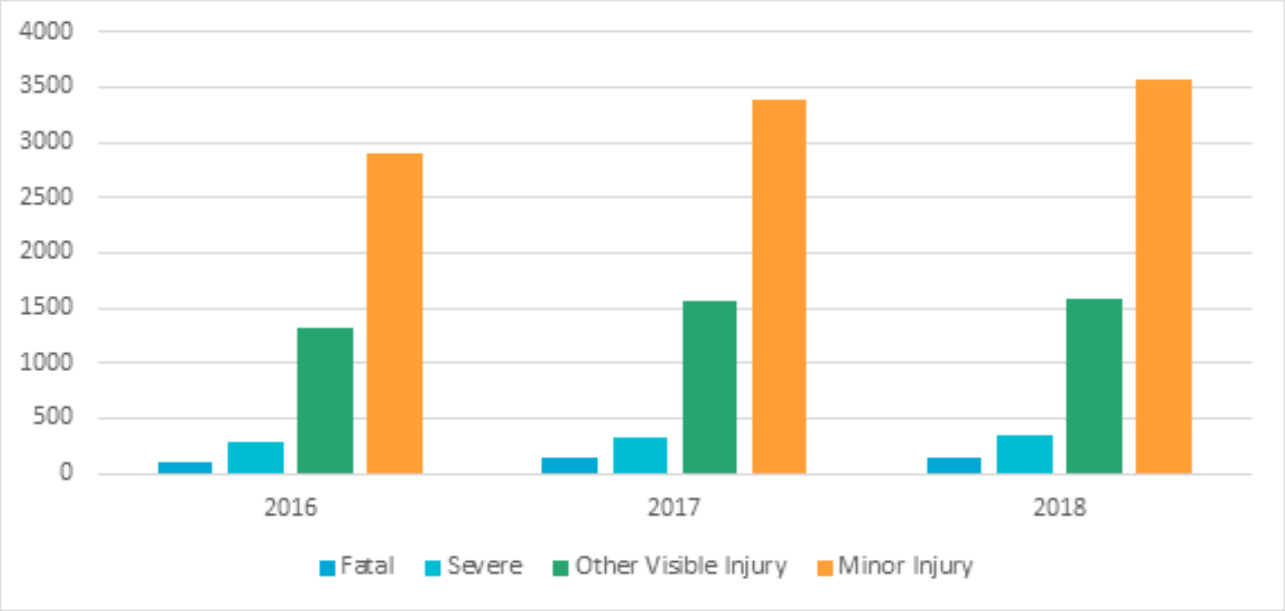
3.3.2 Arterial Safety Assessment

Collision Breakdown by Severity and Mode on Arterial Roadways

Collisions Involving All Modes

Figure 3.21 shows the severity type of arterial collisions involving all modes. In the three-year period between 2016 and 2018, there were 15,684 collisions on arterials in the Study Area which resulted in injury. Of these collisions, approximately 2 percent resulted in fatalities, 6 percent in severe injuries, 28 percent in other visible injuries, and 63 percent in minor injuries. Over the three-year period there were 386 fatal collisions that resulted in deaths. Overall, total injury collisions increased each year between 2016 and 2018, with other visible injuries and minor injuries showing a steady upward trend.

Figure 3.21 | Arterial Collisions by Severity, 2016–2018

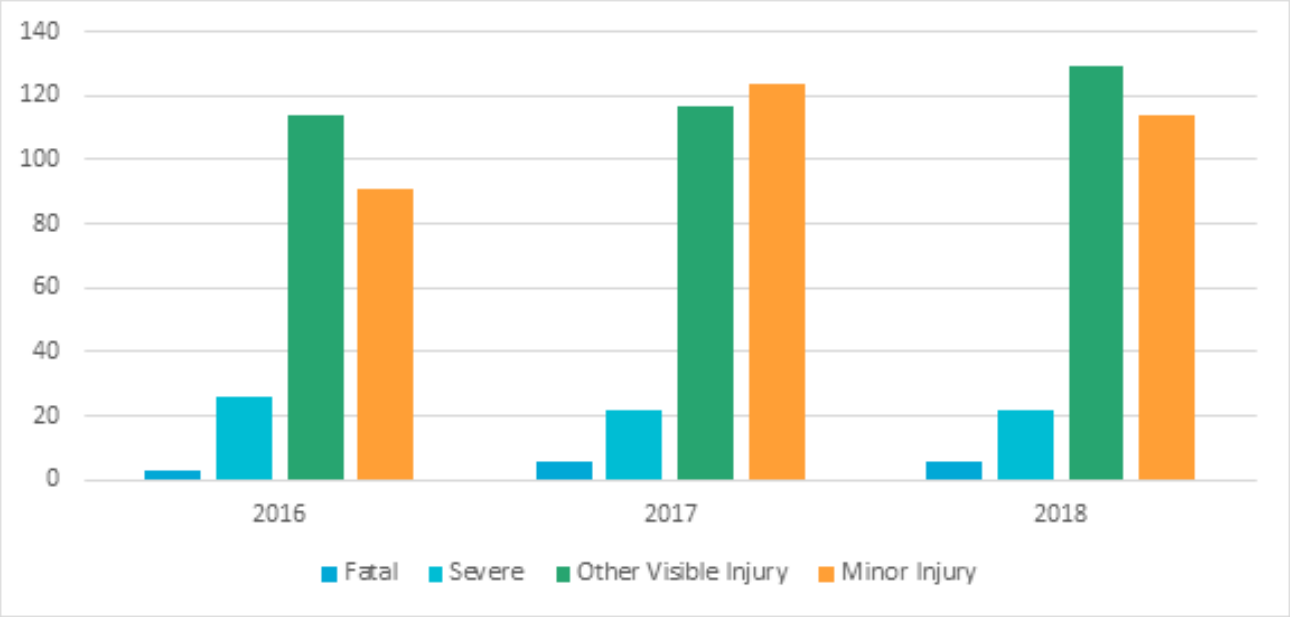


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Bicyclists

Figure 3.22 shows the severity type of arterial collisions involving bicyclists. In the three-year period between 2016 and 2018 on arterials in the Study Area, there were 774 collisions involving bicyclists that resulted in injury. Of the injury collisions, approximately 2 percent resulted in fatalities, 9 percent in severe injuries, 47 percent in other visible injuries, and 43 percent in minor injuries. Collisions involving bicyclists make up 4.9 percent of all collisions along the Study Area arterials, and 4 percent of fatal collisions along the Study Area arterials. Over the three-year period, the number of collisions involving bicyclists increased steadily.

Figure 3.22 | Arterial Collisions Involving Bicyclists by Severity, 2016–2018

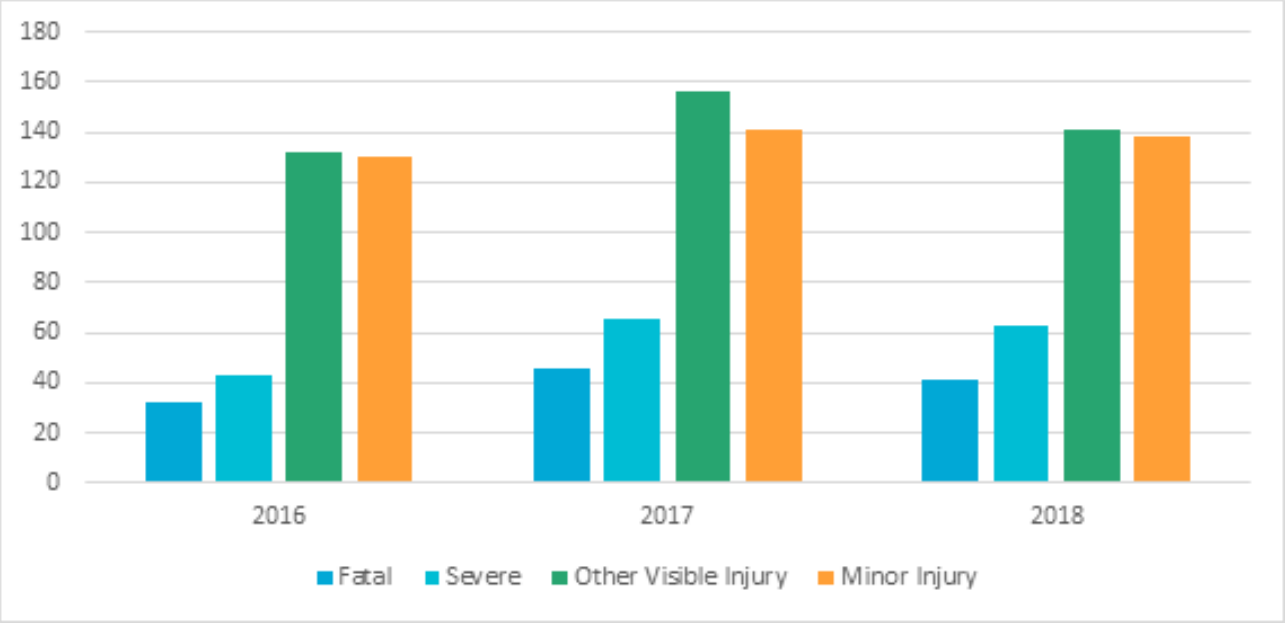


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Pedestrians

Figure 3.23 shows the severity type of arterial collisions involving pedestrians. In the three-year period between 2016 and 2018, there were 1,128 collisions involving pedestrians that resulted in injury. Of the injury collisions, around 11 percent resulted in fatalities, 15 percent in severe injuries, 38 percent in other visible injuries, and 36 percent in minor injuries. Collisions involving pedestrians make up 7.2 percent of all collisions along the Study Area arterials and 31 percent of fatal collisions.

Figure 3.23 | Arterial Collisions Involving Pedestrians by Severity, 2012–2016

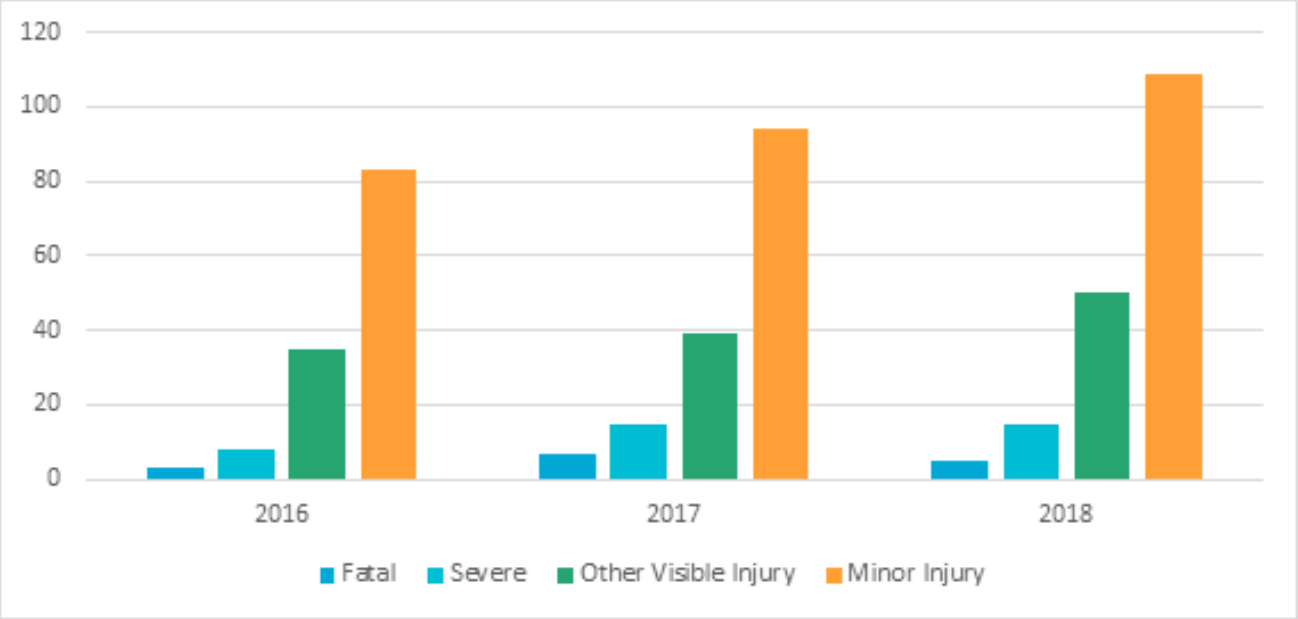


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Collisions Involving Trucks

Figure 3.24 shows the severity type of arterial collisions involving trucks. In the three-year period between 2016 and 2018, there were 463 collisions involving trucks that resulted in injury. Of the injury collisions, around 3 percent resulted in fatalities, 8 percent in severe injuries, 27 percent in other visible injuries, and 62 percent in minor injuries. Collisions involving trucks make up 3 percent of all collisions along the Study Area arterials and 4 percent of fatal collisions.

Figure 3.24 | Arterial Collisions Involving Trucks by Severity, Total 2016–2018

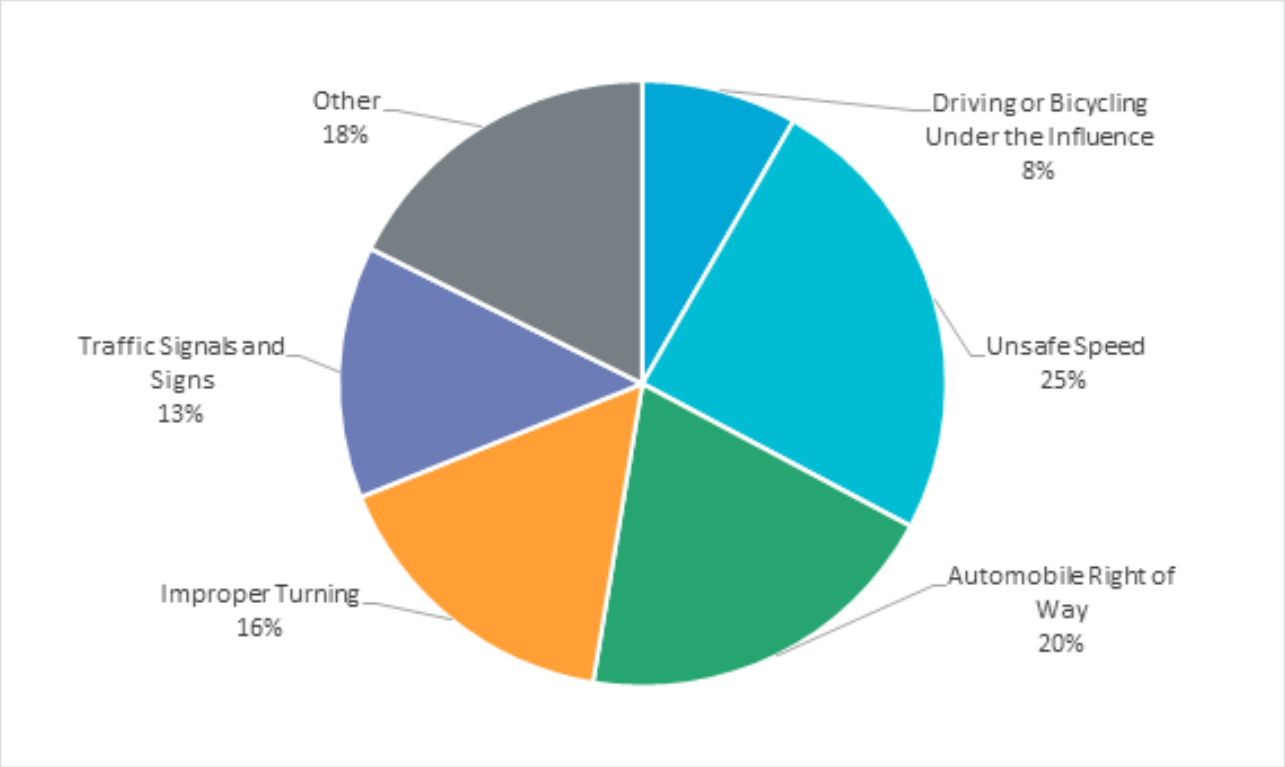


Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Factors Influencing Safety on Study Area Arterials

The TIMS database categorizes each injury collision by its PCF. It should be noted that the PCF is a subjective determination and there are often multiple factors that may lead to a collision. Based on these designations, the most common factors causing injury collisions along the Study Area arterials are Unsafe Speed (25 percent), Automobile Right-of-Way (20 percent), Improper Turning (16 percent), Traffic Signals and Signs (13 percent), and Driving or Bicycling under the influence (8 percent). Figure 3.25 displays the arterial collision factors.

Figure 3.25 | Primary Collision Factors for Arterial Collisions



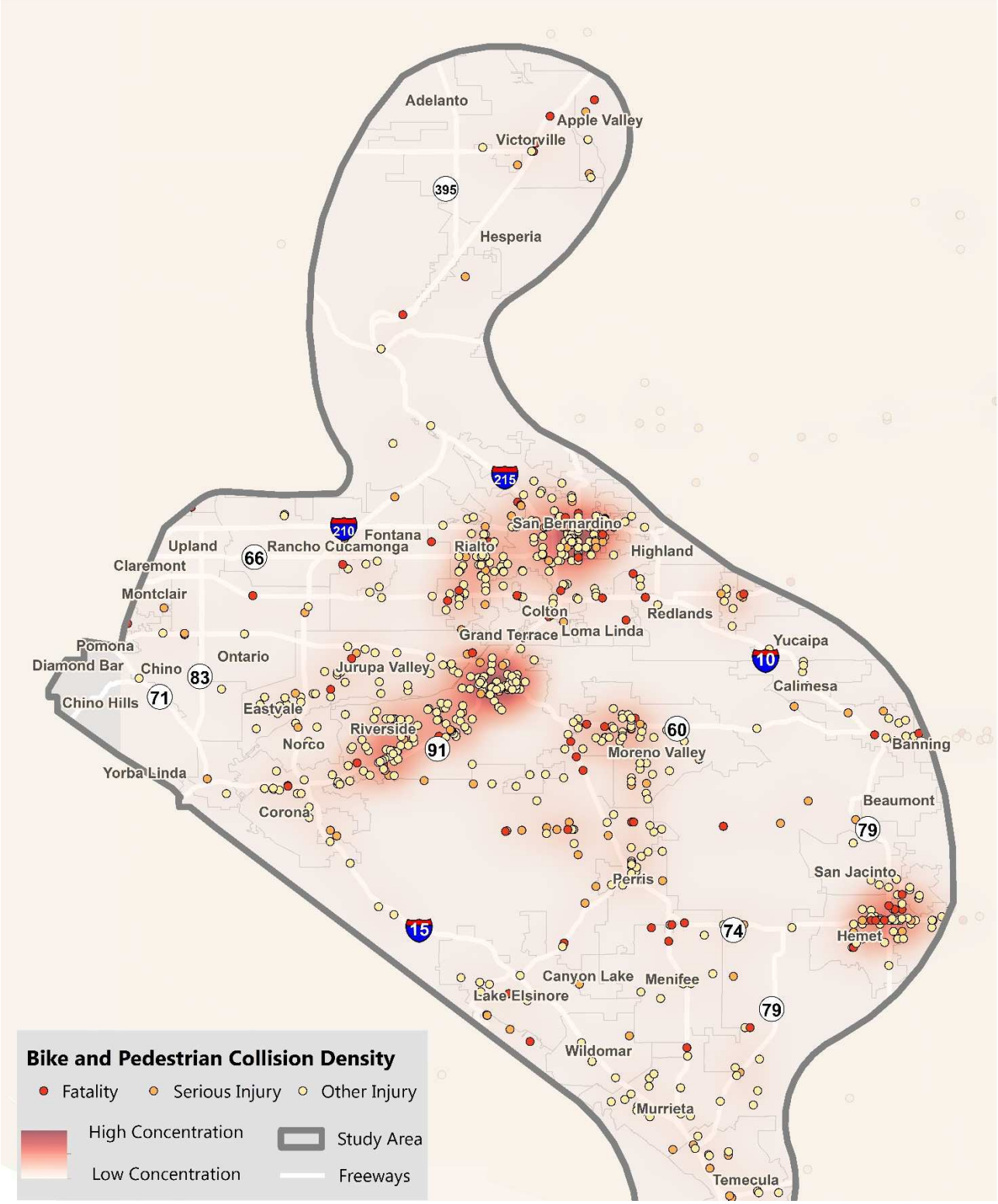
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

3.3.3 High Frequency Collision Locations

Collisions involving bicyclists and pedestrians are spread throughout the Study Area, however, the highest density of collisions in the Study Area generally occur in certain neighborhoods of cities of Riverside, Colton, Rialto, San Bernardino, Moreno Valley, Hemet, and San Jacinto (See Figure 3.26).

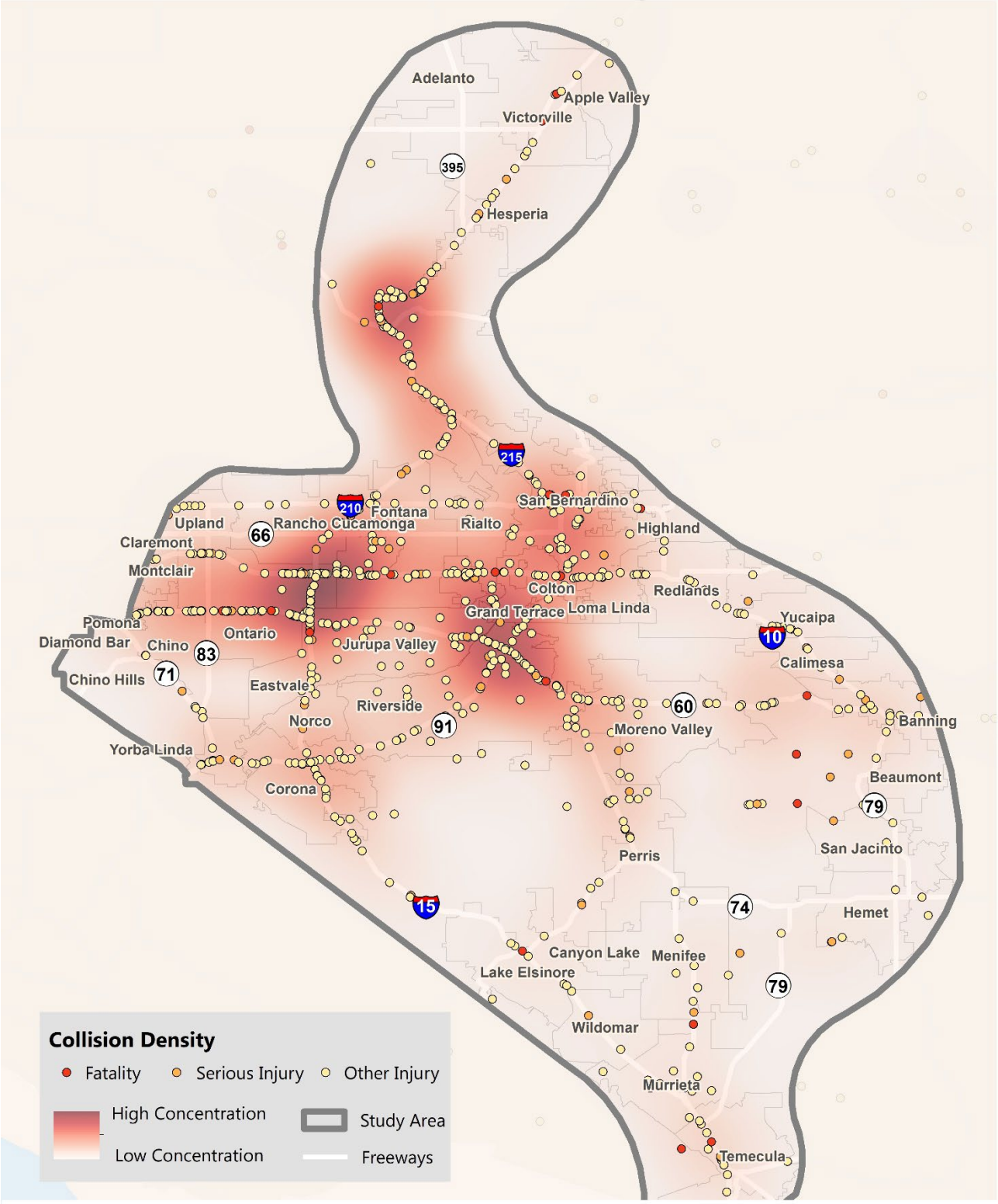
The highest concentration of truck collisions occurs along SR-60 and I-10 near I-15 and I-215 freeway interchanges (See Figure 3.27). Other high concentration areas for truck collisions are I-15 near Cajon Pass and I-215 near City of San Bernardino. (see Figure 3.27)

Figure 3.26 | Location of Bicycle and Pedestrian Collisions, 2016–2018



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

Figure 3.27 | Location of Truck Collisions, 2016–2018



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

3.4 Active Transportation

3.4.1 Active Transportation

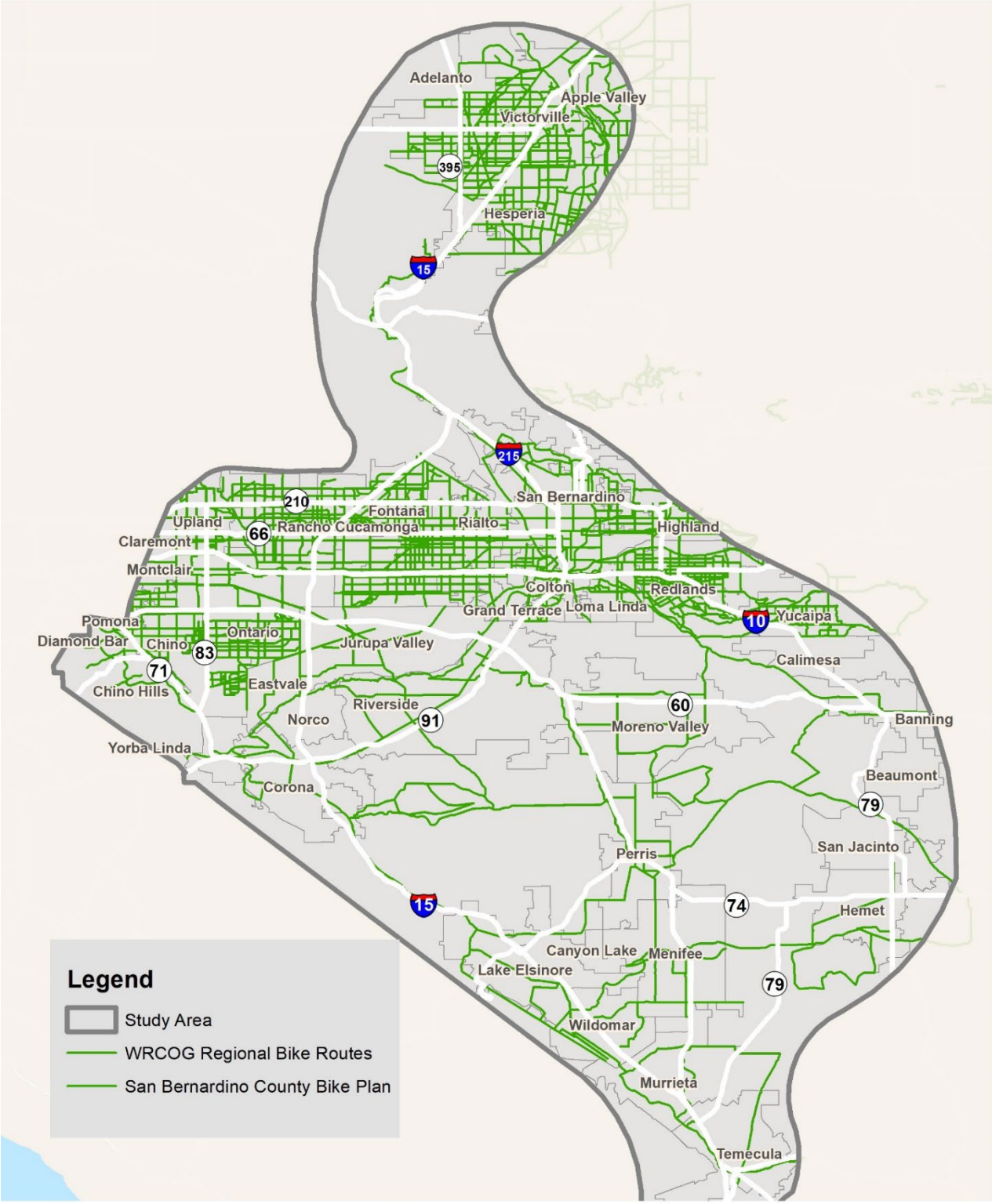
Active transportation generally refers to bicycle and pedestrian transportation but also can include other wheeled devices such as scooters, wheelchairs, and skateboards. Active transportation is an important mode of transportation for short trips as well as connecting to other modes, most notably transit, providing first-mile/last-mile connections. Additionally, bicycle and pedestrian accommodation is often central to complete streets discussions due to the vulnerability of those modes. This section outlines the availability of bicycle and pedestrian facilities and data on active transportation trips in the Study Area.

Bicycle and Pedestrian Facilities

Figure 3.28 illustrates the bicycle routes in the Study Area. In San Bernardino County, the bike plan is part of the County's active transportation network. As of 2011, there were 468 miles of bicycle lanes and trails with an additional 1,282 future miles planned in the overall program (2013 SBCTA Active Transportation Vision Update).

In Riverside County, most jurisdictions have established bikeway and/or trails plans. Due to the rural nature of parts of the County, there are many multi-use trails in addition to an assortment of Class I, Class II, and Class III bike lanes. WRCOG's Western Riverside Active Transportation Plan is a "network of 24 distinct regional routes spanning more than 440 miles" (WRCOG Active Transportation Plan, 2018). The plan includes 24 Class I/II/III regional routes that connect local jurisdictions and provide access to transit stations/centers.

Figure 3.28 | Bicycle Facilities in the Study Area



Source: 2013 SBCTA Active Transportation Vision Update; WRCOG Active Transportation Plan, 2018.

3.5 Transit

The transit assessment examines the public transportation network in the Study Area, including Metrolink commuter trains and regional bus systems. This assessment includes an evaluation of the ridership, and coverage of public transportation in the Study Area.

3.5.1 Metrolink

The Southern California Regional Rail Authority operates the region's commuter rail service, Metrolink, which serves the counties of Los Angeles, Orange, San Bernardino, Riverside, and Ventura. There are 17 Metrolink stations in the Study Area: Corona-North Main, Corona-West, Fontana, Jurupa Valley-Pedley, Montclair, Moreno Valley/March Field, Ontario-East, Perris-South, Perris-Downtown, Rancho Cucamonga, Rialto, Riverside-Downtown, Riverside-Hunter Park/UCR, Riverside-La Sierra, San Bernardino, San Bernardino Downtown, and Upland.

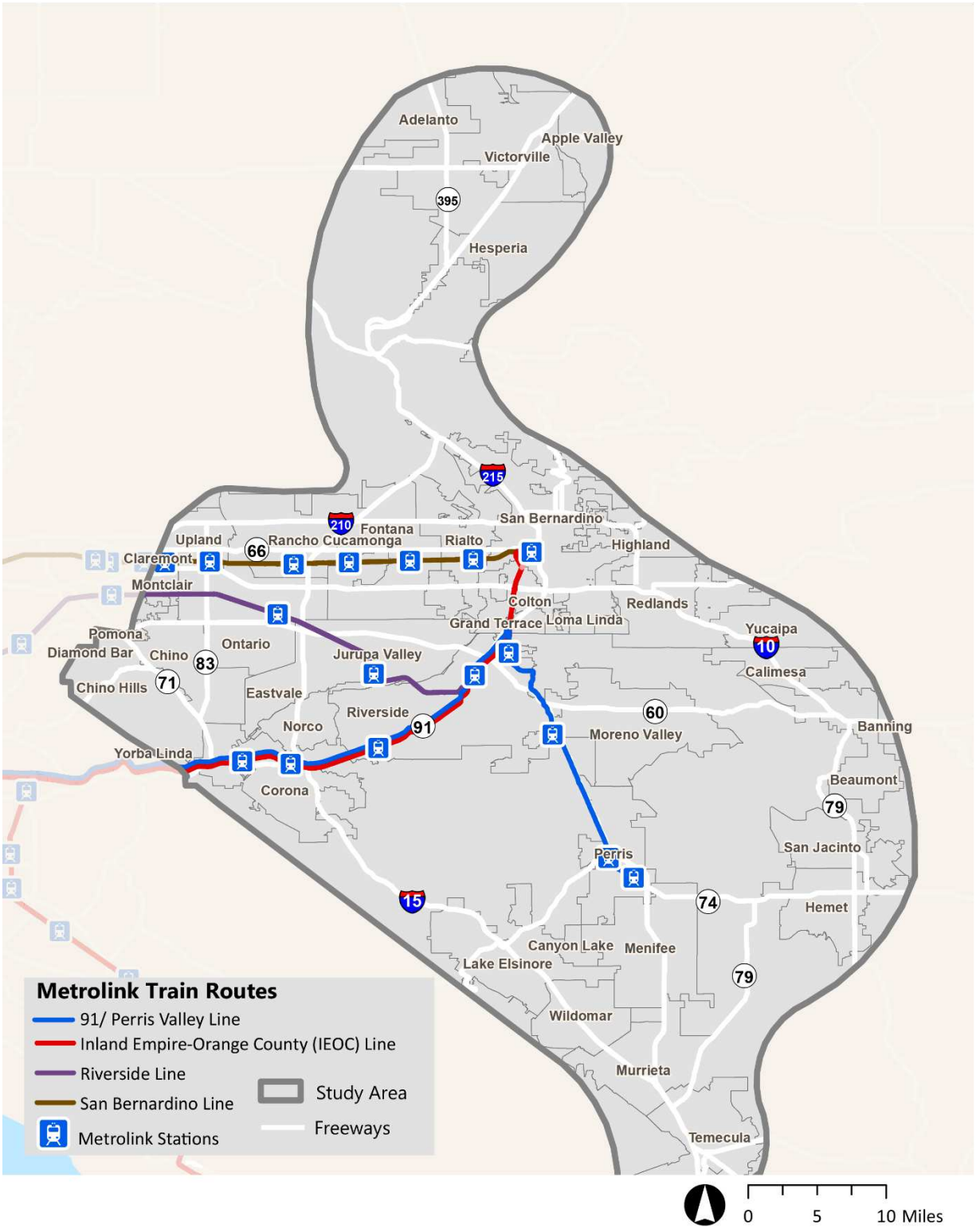
The Study Area is served with four Metrolink lines: Inland Empire-—Orange County, Riverside, San Bernardino, and 91/Perris Valley. The San Bernardino line, serving San Bernardino to LA Union Station, has the highest daily riders of any line in the Metrolink system as shown in Table 3.8. Figure 3.29 illustrates the Metrolink Lines and stations in the Study Area.

Table 3.8 | Metrolink Daily Ridership (2018–19)

Line	Weekday	Saturday	Sunday	Stations
Antelope Valley Line	5,729	2,282	1,818	12
Inland Empire—Orange County Line	4,501	542	373	15
Orange County Line	8,699	2,331	1,794	15
Riverside Line	4,251	n/a	n/a	7
San Bernardino Line	9,736	3,794	2,332	14
Ventura County Line	3,639	n/a	n/a	12
91/Perris Valley Line	2,934	799	548	13

Source: Metrolink Q3 '18-19 Fact Sheet.

Figure 3.29 | Metrolink Service in Study Area



Source: Metrolink

3.5.2 Bus Transit Service

Riverside Transit Agency (RTA) and Omnitrans are the regional bus transit providers in the Study Area

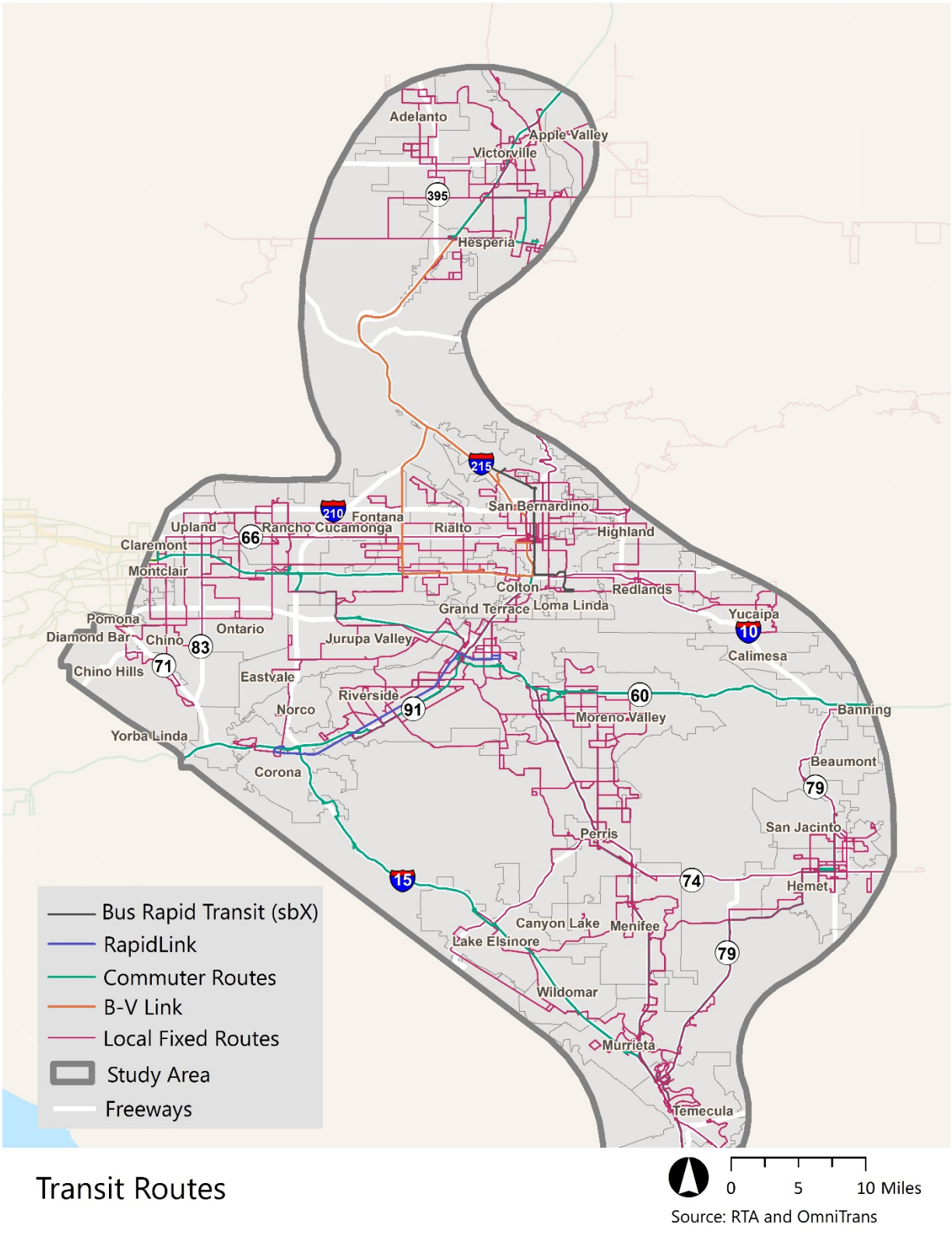
Figure 3.30 shows their transit routes in the Study Area. RTA serves western Riverside County and provides regional connections to Orange, San Bernardino, and San Diego counties. RTA operates 39 fixed-route local services, eight Commuter Link express routes, and on-demand Dial-a-Ride service throughout its 2,500 square mile service area. In fiscal year 2019, RTA had ridership of 8.7 million, with average weekday boardings of 28,900 and average weekend boardings of 12,200.

Omnitrans serves San Bernardino valley with a service area of 480 square miles, covering 15 cities and portions of the unincorporated areas of San Bernardino County. Omnitrans operates 30 local and express bus routes, as well as sbX bus rapid transit service, OmniGo hometown shuttle service, and Access, a paratransit service for the disabled. In fiscal year 2018-2019, Omnitrans had ridership of 11.1 million from fixed routes.

Figure 3.31 shows the bus transit stops in the Study Area. This figure also shows the high ridership bus stops, with more than 300 daily boardings/alightings. Some of the high ridership bus stops are as follows:

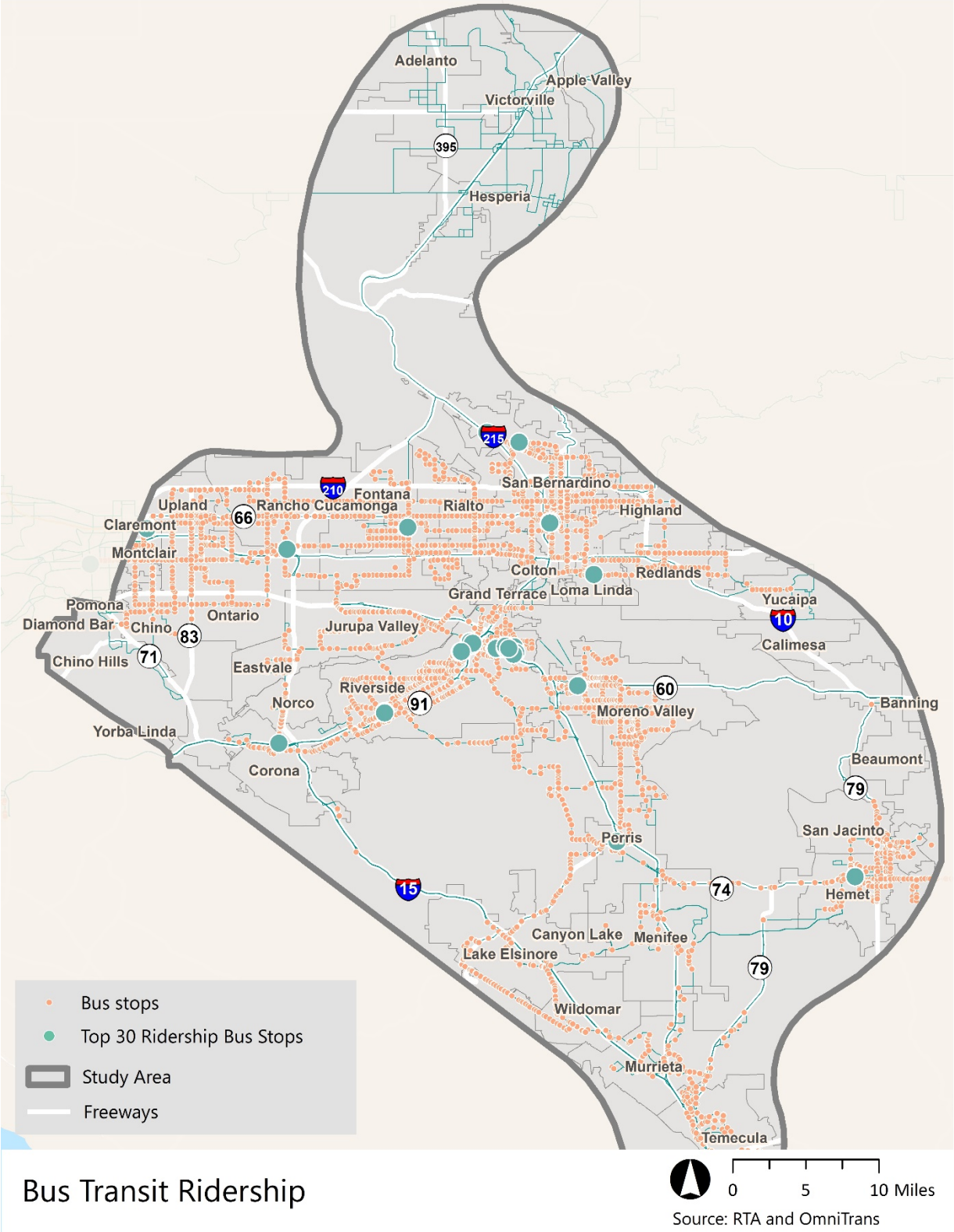
- San Bernardino Transit Center.
- Canyon Crest at Bannockburn Village.
- Moreno Valley Mall.
- Perris Transit Center.
- Galleria @ Tyler.
- University Market.
- Corona Transit Center.

Figure 3.30 | Bus Routes



Source: RTA and Omnitrans.

Figure 3.31 | Bus Transit Ridership



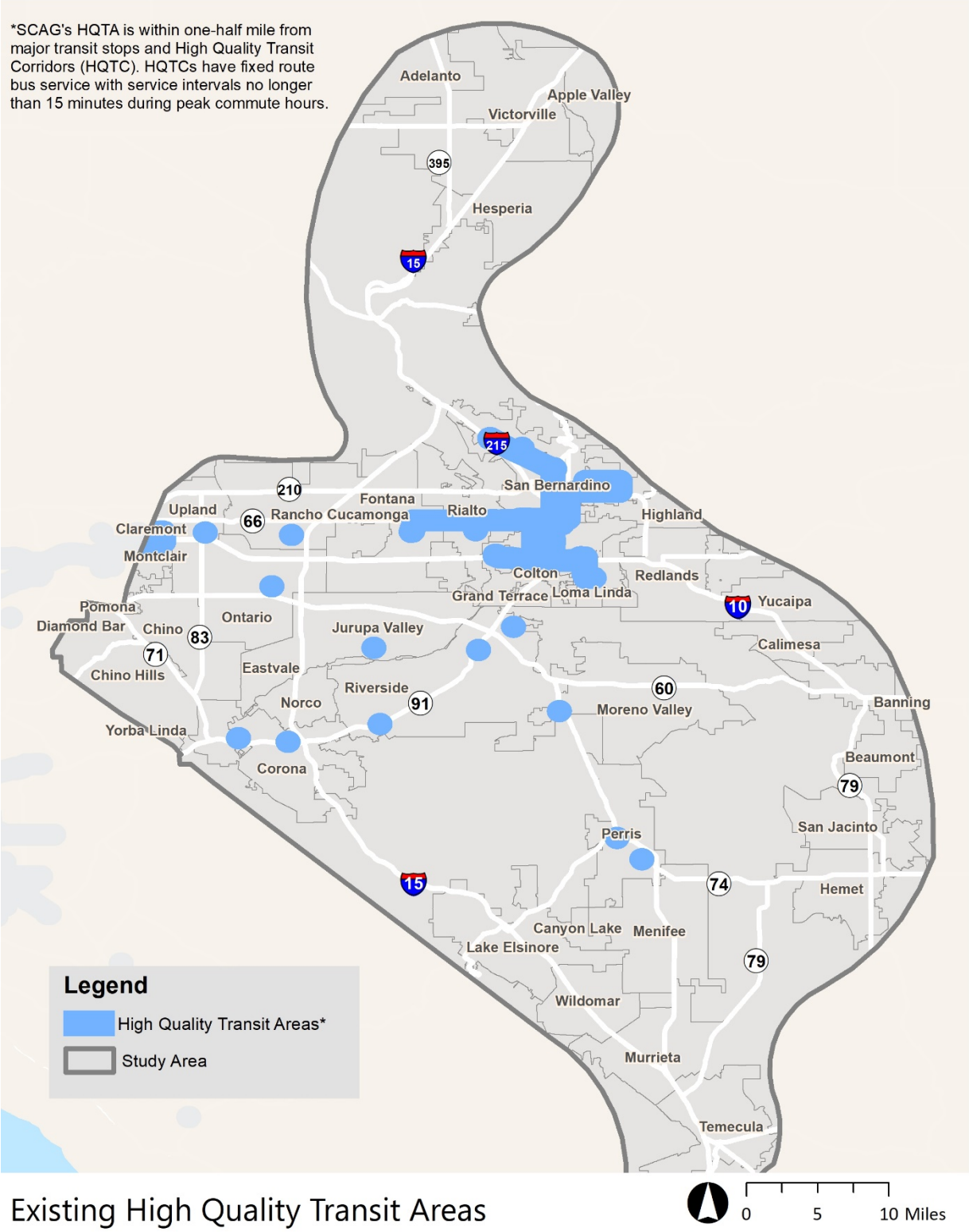
Source: RTA and Omnitrans.

3.5.3 High Quality Transit Area

SCAG defines High Quality Transit Areas (HQTA) as an area within one-half mile from major transit stops and high-quality transit corridors. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 3.32 shows the HQTA in the Study Area. The Study Area has both major transit stops and high-quality transit corridors. The cities of San Bernardino, Fontana, Rialto, Colton, and Loma Linda have high quality transit corridors. Major transit stops are generally located at Metrolink stations.

Figure 3.32 | Existing High-Quality Transit Areas (HQTA)



Source: SCAG.

3.6 Freeway and Arterial Assessment

3.6.1 Freeway Assessment

Figures 6.1 to 6.5 display key characteristics of the freeway system, including number of lanes on the freeway system, PM peak hour traffic volumes, PM peak hour volume to capacity ratios, the managed lane network, and the truck network.

Key findings for the freeway network include:

- Nearly all the freeway system provides 3 to 4 lanes in each direction, with a few higher-volume areas consisting of more than four lanes (particularly along I-10 and SR-91) in each direction and some limited areas with two lanes per direction (SR-60 and portions of I-215 and SR-71).
- Managed lanes, including High Occupancy Vehicle (HOV) lanes and Express lanes cover approximately 211 lane miles, with 178 HOV lane miles and 33 Express lane miles as shown in Table 3.8. Figure 3.34 shows the managed lanes network in the Study Area.

Table 3.9 | Study Area Managed Lane Network—Existing in April 2017

Route	Counties Served	Total Managed Lane Miles	HOV Lane Miles	Express Lane Miles
I-10	San Bernardino	17	17	0
I-15	Riverside, San Bernardino	0	0	0
SR-60	Riverside, San Bernardino	59	59	0
SR-71	San Bernardino	14	14	0
SR-91	Riverside	45	12	33
SR-210	San Bernardino	43	43	0
I-215	Riverside, San Bernardino	33	33	0
Total		**211**	**211**	**33**

Source: District System Management Plan, District 8, June 2017.

- The HOV system covers portions of SR-91, SR-60, SR-71, I-10, and SR-210.
- Much of the freeway system, including the entire Interstate freeway system and portions of the State Highway System is designated as the National Highway Freight Network and several local jurisdictions have designated truck networks, which serve trucks and goods movement.
- During the PM peak hour, the freeways with the highest vehicle throughput (over 6,000 vehicles per hour) include the following: SR-91 between the Orange County line and I-15, I-10 between the Los Angeles County line and I-210, and portions of I-210 and I-215.
- Freeways that carry between 4,000 to 6,000 vehicle throughput during the PM peak hour include much of I-15, SR-60 west of I-215, and SR-91 east of I-15. Relatively lower volume throughput facilities include SR-60 east of I-215, SR-71, portions of I-215, and I-10 on the eastern limits of the Study Area. Figure 3.35 shows the PM peak hour volume in 2018.

- Volume to Capacity (V/C) ratio is one indication of the operating conditions along a freeway or arterial facility. Higher V/C ratios mean that a facility is operating closer to its maximum possible throughput. Very high V/C can sometimes indicate a facility that experiences poor operating conditions, slower speeds, more congestion, and more delay to travelers. In the Study Area, the freeways with the highest V/C ratios generally match the facilities with the highest throughput, and they include SR-91 from the Orange County line to I-15, SR-60 from the Los Angeles County line to I-15, I-10 from the Los Angeles County line to I-15, I-210 through the western edge of the Study Area, I-15 south of SR-91 and SR-60 between SR-91 and I-215. In general, SR-91 and I-215 exhibit the most lengthy and continuous segments with over-capacity conditions. Figure 3.36 illustrates the V/C ratio during PM peak hour.

- In the Study Area, the delay contributed by the top 10 bottlenecks in 2018 was 6,449 vehicle hours. The biggest bottleneck occurs during the peak morning commute on SR-91 westbound near Green River Road, just east of Orange County line. Table 3.10 and Figure 3.37 show the top bottlenecks in 2018 during AM and PM peak period in the Study Area.

Table 3.10 | Top Bottlenecks in the Study Area (2018)

Rank	Freeway Segment	Time Period	# Days Active	Average Extend (miles)	Average Delay (Vehicle-hrs)	Average Duration (hrs)
1	SR-91 WB at Green River Road	AM	260	4.21	2,490	3.6
2	I-15 SB at Cajalco Road	PM	233	3.22	680	2.4
3	SR-71 SB north of SR-91 IC	AM	227	3.13	590	3.3
4	I-15 NB at 4th Street on-ramp	PM	310	1.25	540	3.7
5	I-10 EB east of Cherry Avenue	PM	261	2.33	470	3.1
6	SR-91 WB at Lincoln Avenue	AM	193	0.99	390	2.7
7	I-15 NB south of Cajalco Road	AM	122	2.74	340	2.8
8	I-210 EB at Milliken Avenue on-ramp	PM	203	4.02	340	1.5
9	I-15-SB north of SR-60 IC	PM	131	2.34	310	2.0
10	SR-60 WB west of Main Street	AM	220	3.25	300	2.2

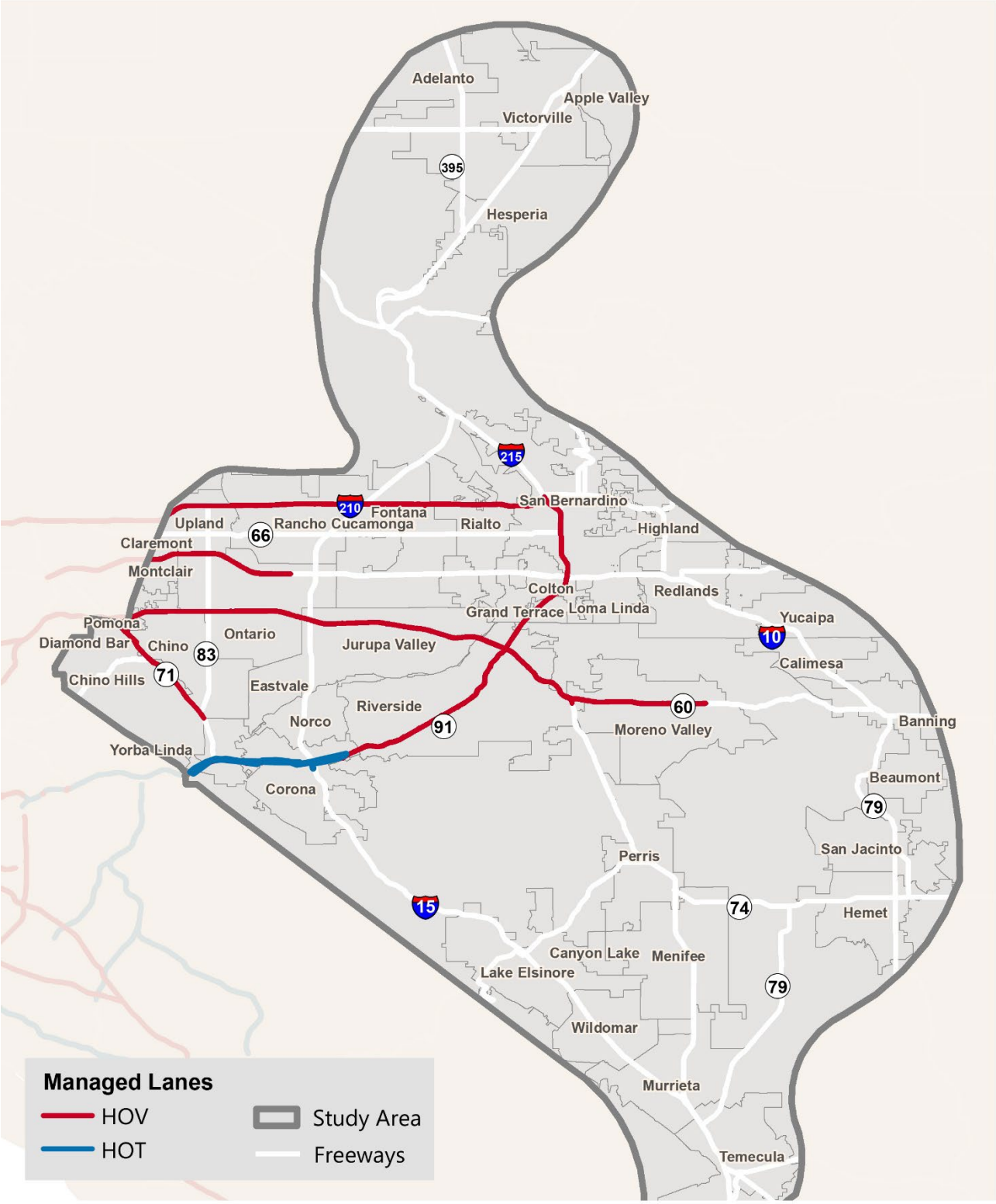
Source: Caltrans PeMS, 2018.

Generally, the freeway segments through the western end of the Study Area are more congested and carry higher volumes than those to the east, correlating with the areas of higher population and employment density, as well as reflecting the abundance of trip connections between the Study Area and points in Los Angeles and Orange counties to the west.

Figure 3.33 | Number of Existing Freeway Mainline Lanes

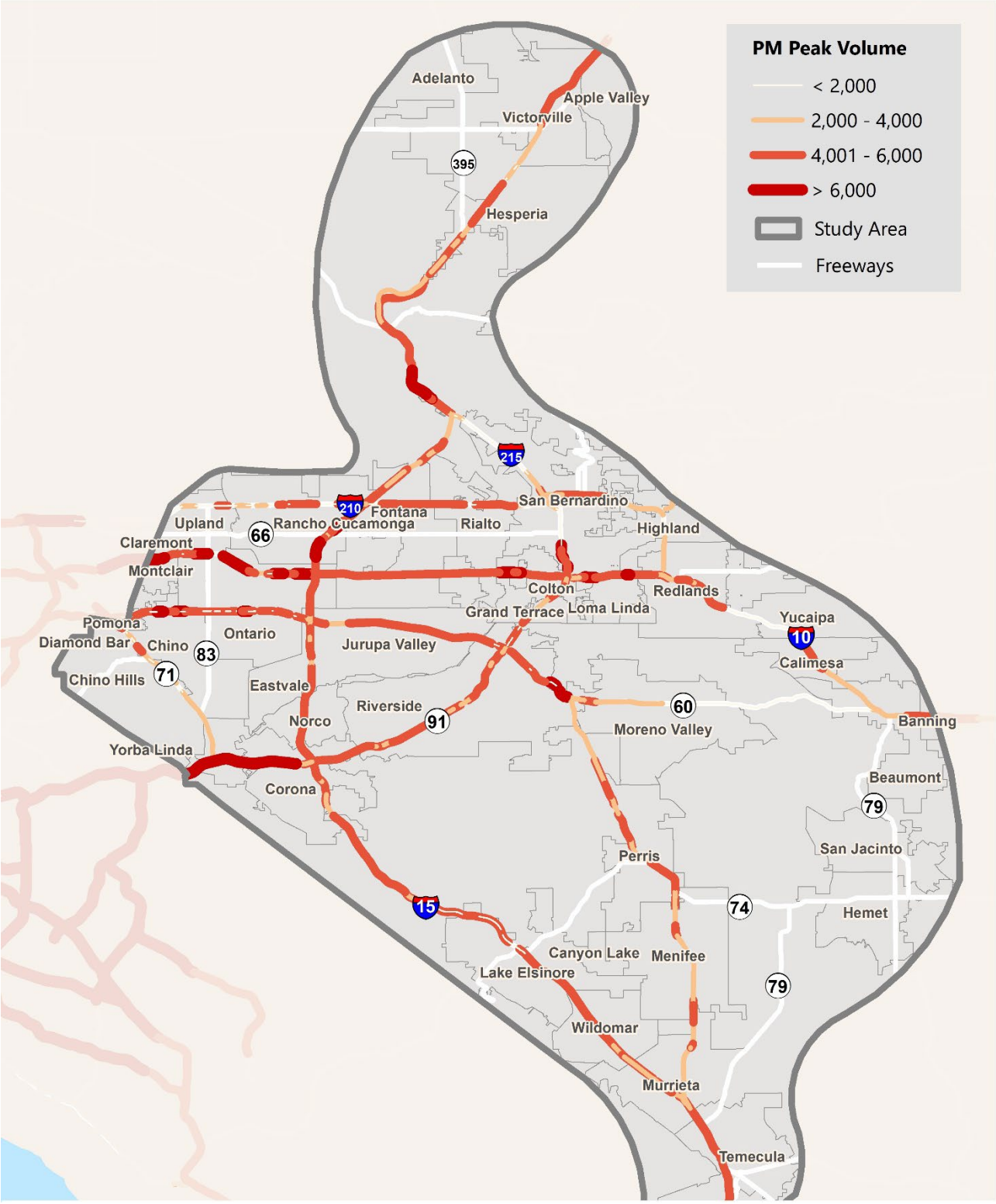
Source: SCAG Model, 2016.

Figure 3.34 | Existing Managed Lane Network



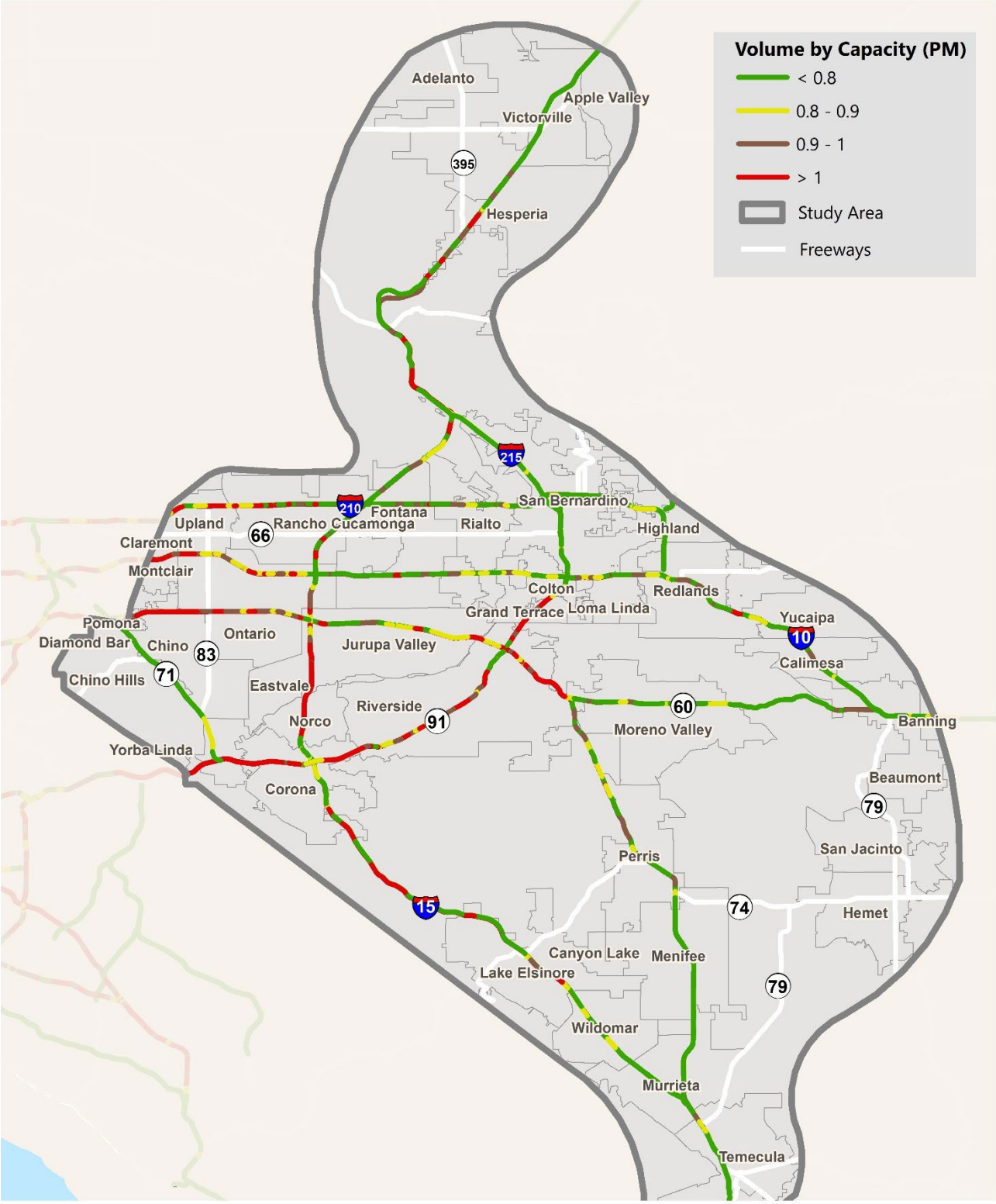
Source: SCAG Model, 2016.

Figure 3.35 | PM Peak Hour Traffic Volumes



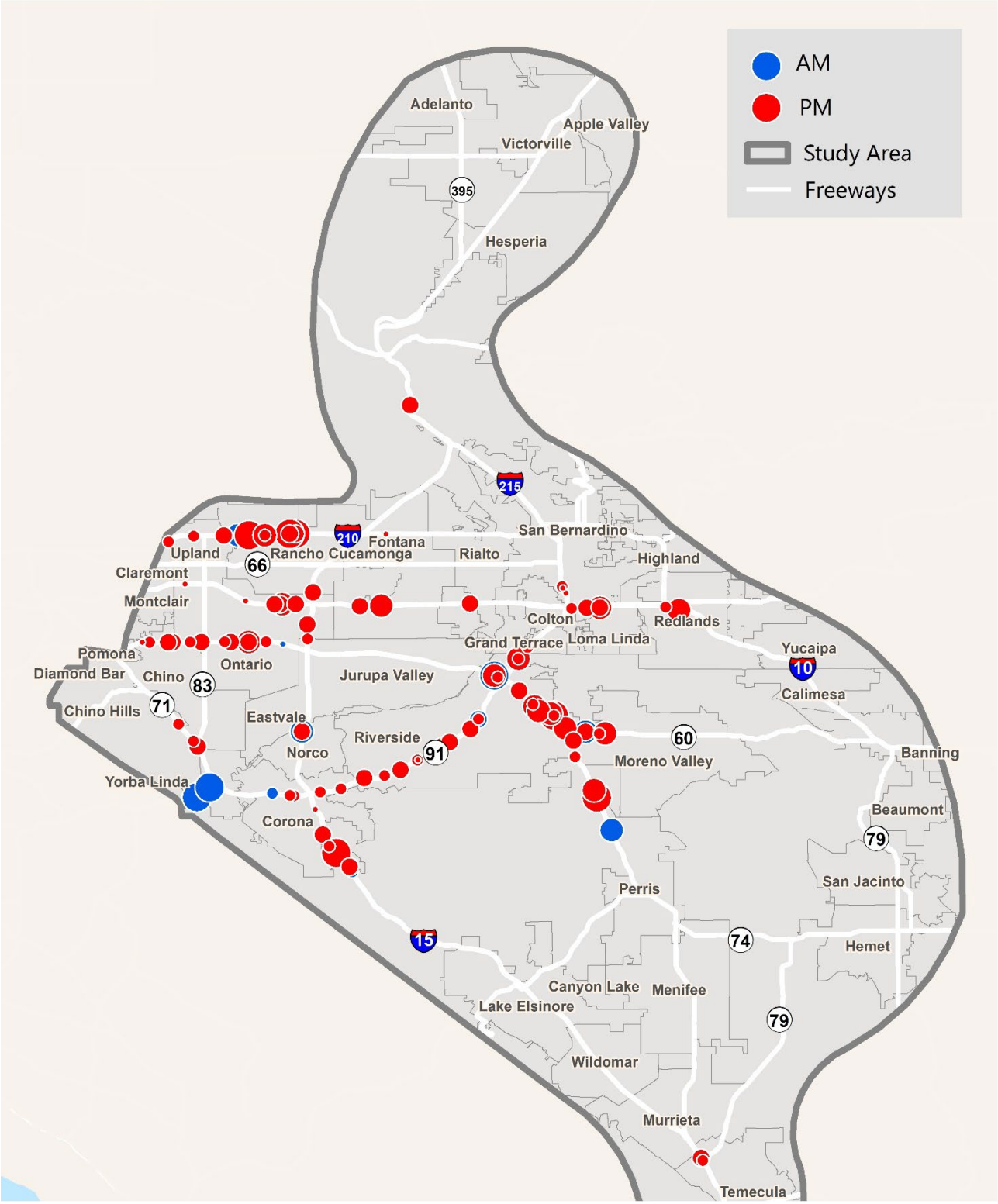
Source: Caltrans PeMS, 2018.

Figure 3.36 | PM Peak Hour Volume/Capacity Ratio



Source: SCAG Model, 2016.

Figure 3.37 | Top Bottlenecks



Source: Caltrans PeMS, 2018.

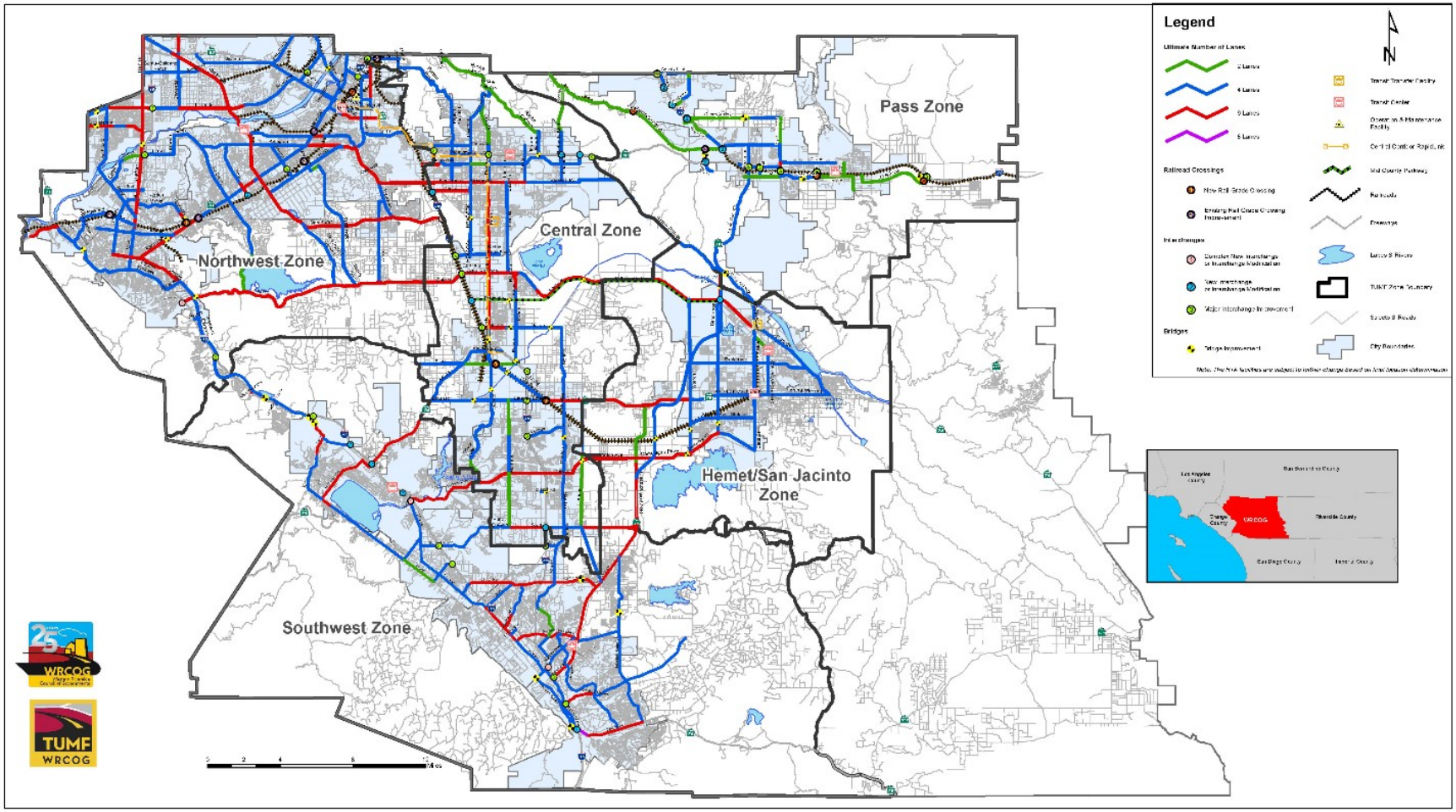
3.6.2 Arterial Assessment

WRCOG, which represents 18 incorporated cities and portions of unincorporated Riverside County, in collaboration with other regional agencies, has developed and administers the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. The TUMF is a funding program for “critical transportation infrastructure to accommodate the traffic created by new population growth and commercial development throughout western Riverside County” (2018 TUMF Program Annual Report, WRCOG). The TUMF program collects fees from new residential and non-residential projects and funds improvements on the Regional System of Highways and Arterials (RSHA).

The RSHA, as illustrated in Figure 3.38, is the set of roads, bridges, interchanges, and railroad grade separations that the member agenciesin Western Riverside County have identified as being impacted by further development. As of 2018, the TUMF program has collected $780 million and has been used to fund 98 projects on the RSHA. There are 58 TUMF-funded projects in the pipeline.

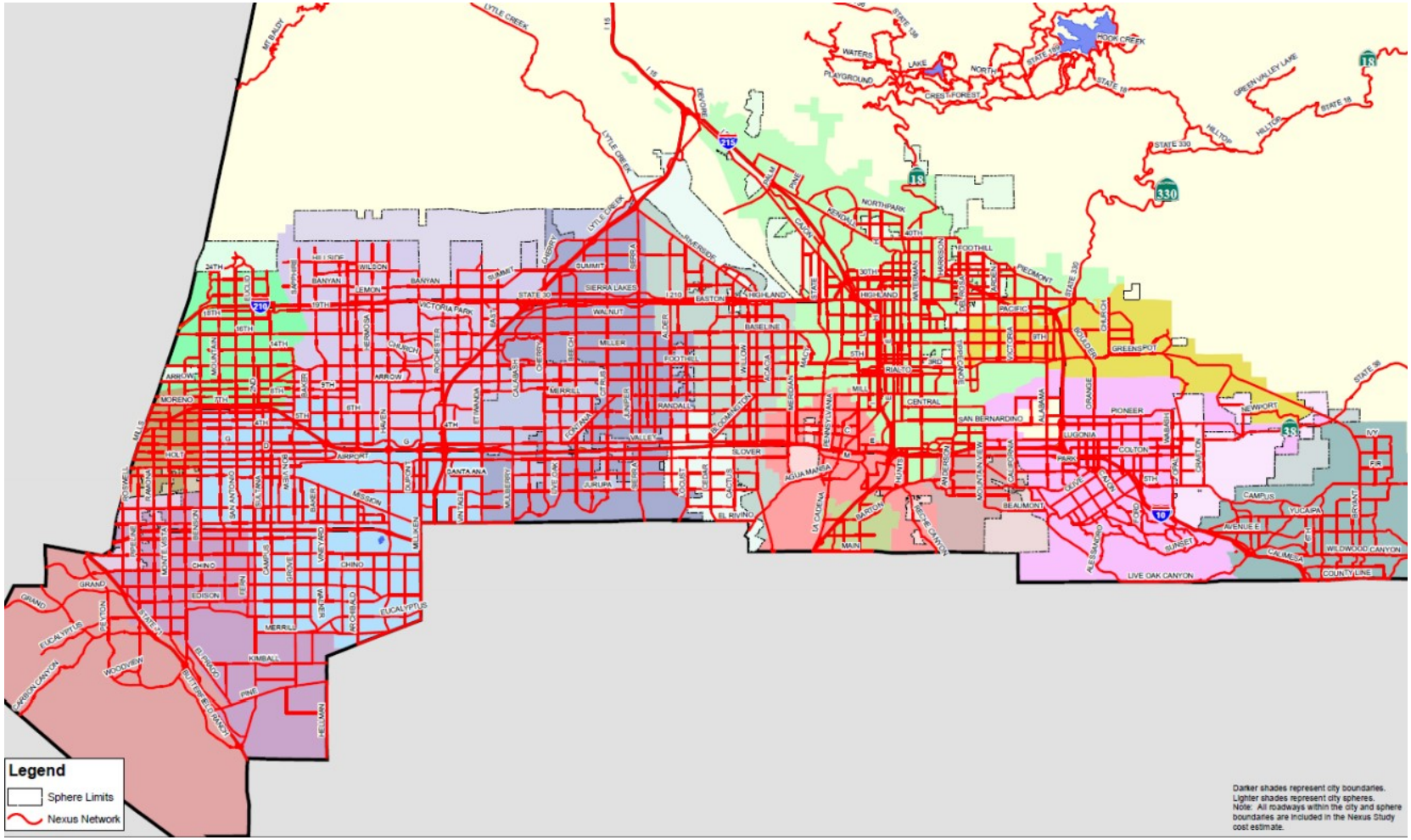
SBCTA, which represents the entirety of San Bernardino County, has developed and administers the Measure I Nexus Study to identify “fair share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and regional arterial highways)” (2018 SBCTA Development Mitigation Nexus Study Appendix G, SBCTA). The Nexus Study identifies a Nexus Study Network as illustrated in Figure 3.39. The Nexus Study network are the arterial roadways that satisfy a set of criteria which involve “functional classification, propensity to carry inter-jurisdictional traffic, connection to freeway system, etc.” Improvement projects in the Nexus Study Network are qualified to receive funds from the Nexus Study, Measure I, 2010-2040 Valley Freeway Interchanges, and Valley Major Streets.

Figure 3.38 | WRCOG Transportation Uniform Mitigation Fee (TUMF) Regional System of Highways and Arterials (RSHA)



Source: WRCOG TUMF.

Figure 3.39 | SBCTA Nexus of Highways and Arterials

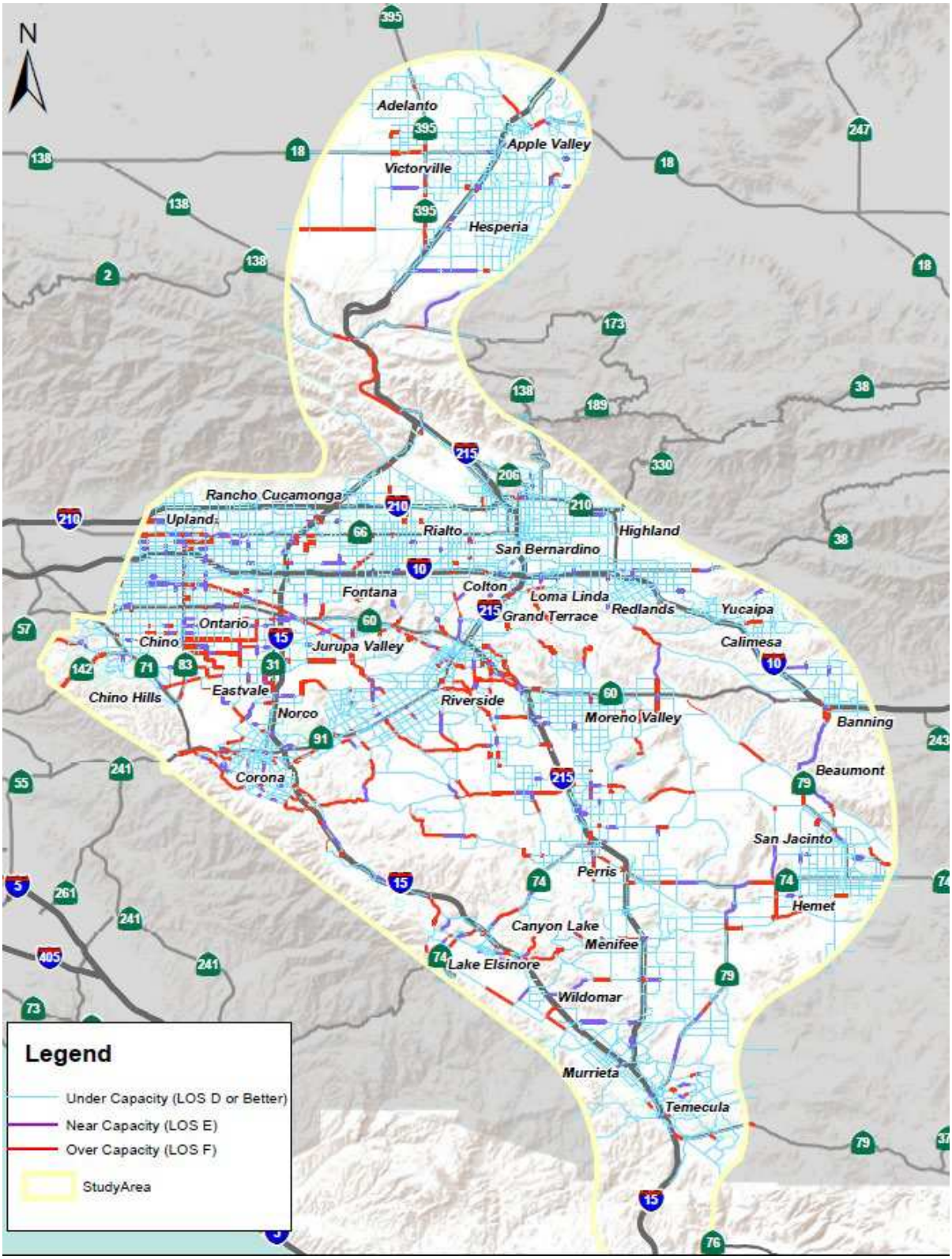


Source: 2018 SBCTA Development Mitigation Nexus Study.

Level of Service Analysis

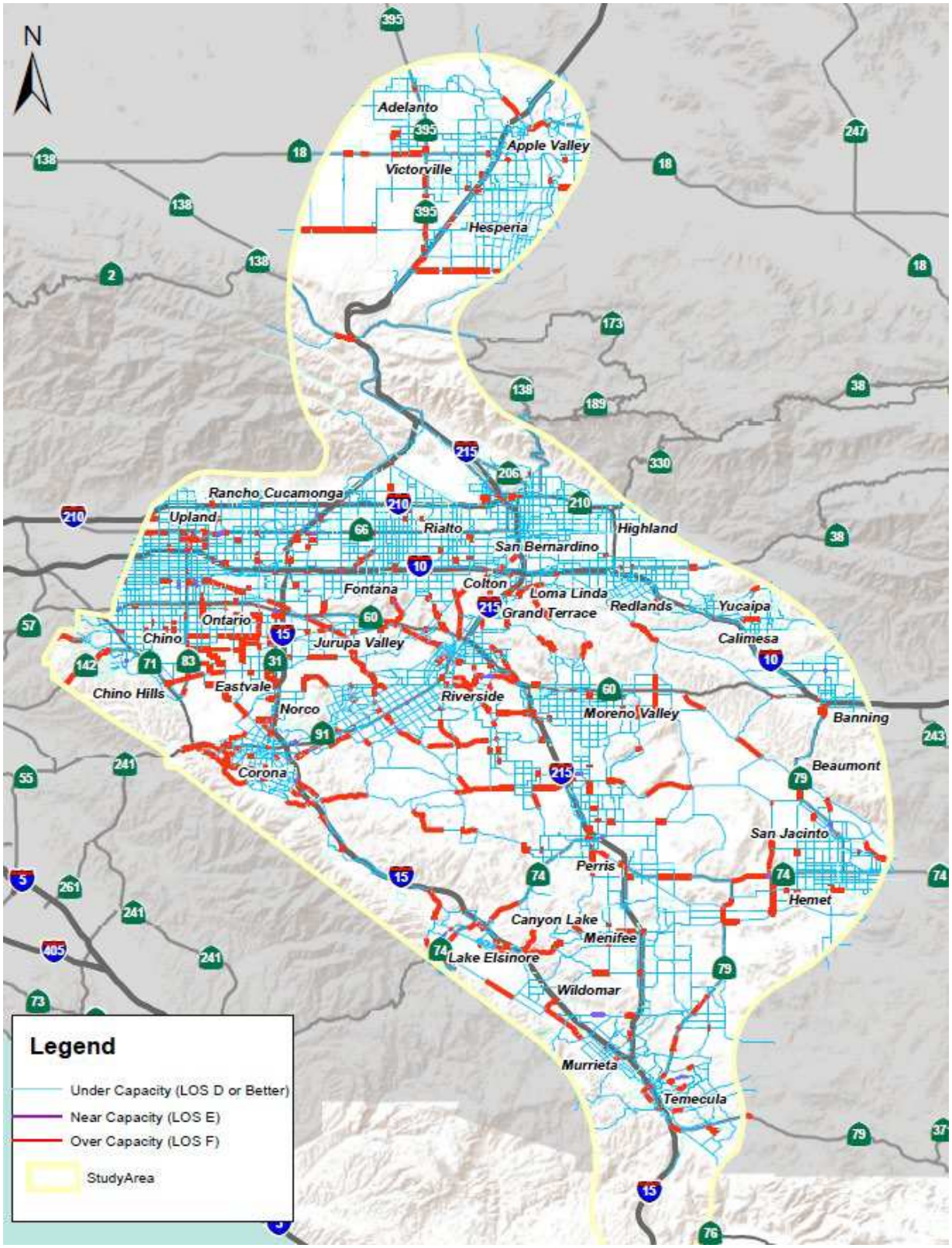
Figure 3.40 and Figure 3.41 illustrate the levels of service on the arterial system for the AM and PM peak hours, respectively, based on the SCAG model. That data shows that the plurality of arterials is operating below capacity (LOS A to LOS D), but there is congestion on arterials throughout the Study Area during AM and PM peak hours in various locations. During the AM Peak Hour, 90 percent of arterials are under capacity, 4 percent are near capacity (LOS E), and 7 percent are over capacity (LOS F). Congestion is slightly worse during the evening peak. During the PM Peak Hour, 88 percent of arterials are under capacity, 4 percent are near capacity, and 8 percent are over capacity. Many of the arterials which are near or over capacity are adjacent to Study Area freeways, parallel the freeways, and act as alternative routes or connect to major freeway interchanges and move traffic to and from the freeway system. Arterials which are at the western side of the Study Area, closer to Los Angeles County and Orange County, are more likely to be over capacity, similar to the patterns shown for the freeway system. Table 3.11 shows the levels of service on the arterial system as well as arterial lane miles under, near, and over capacity on the system.

Figure 3.40 | Arterial AM Peak Hour Level of Service



Source: SCAG Model, 2016.

Figure 3.41 | Arterial PM Peak Hour Level of Service



Source: SCAG Model, 2016.

Table 3.11 | Arterial Level of Service

Table Header	AM Peak Hour (Lane Miles)		PM Peak Hour (Lane Miles)	
< 10 % or more under capacity	5,070	90%	4,970	88%
Near Capacity	220	4%	230	4%
Over Capacity	370	7%	460	8%
Total	5,660	100%	5,660	100%

Source: SCAG Model, 2016.

Vehicle-Miles-Traveled (VMT)

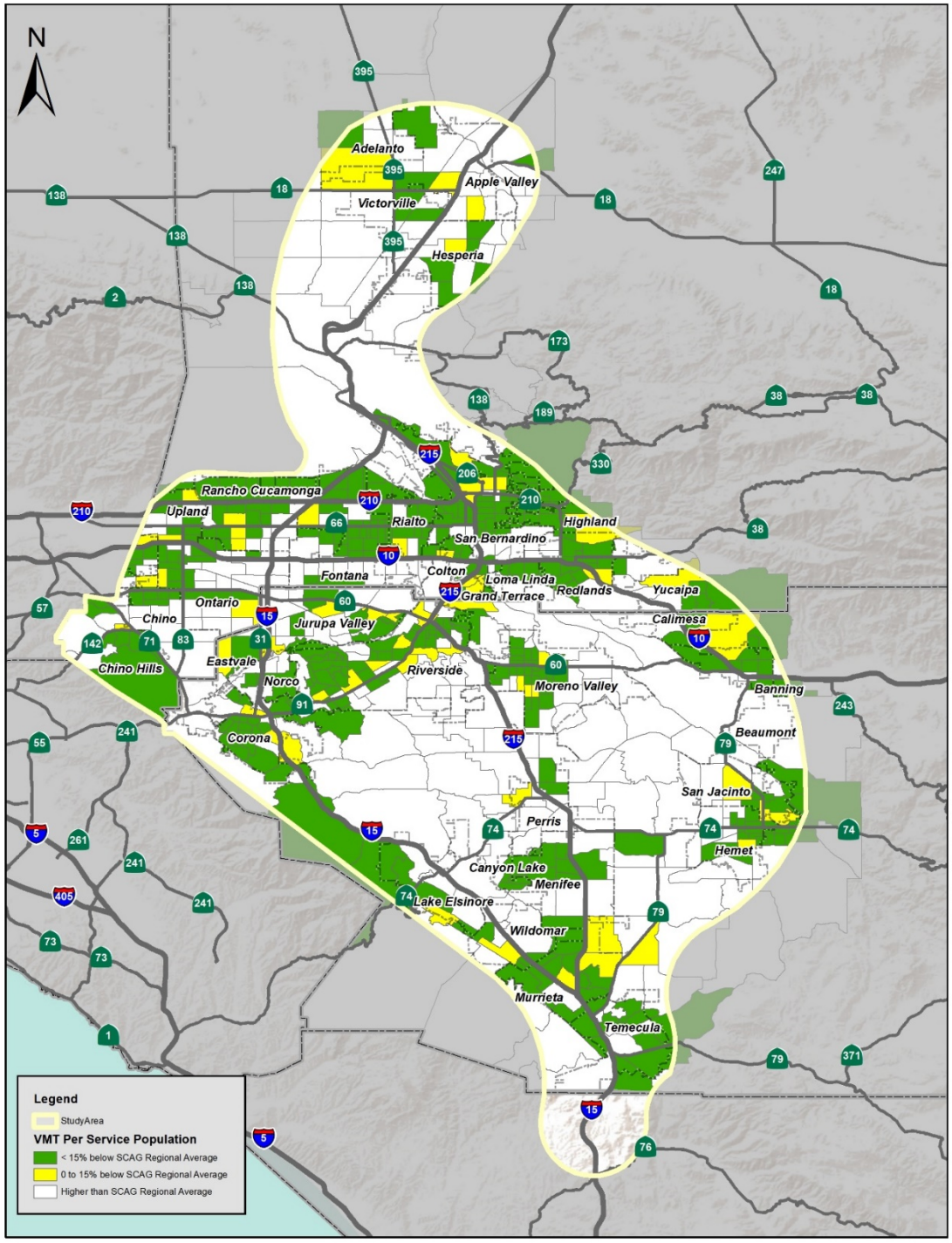
Federal Highway Administration Highway Statistics Series data for 2017 shows that VMT per capita in the Riverside-San Bernardino, CA urbanized area (UZA) which includes areas outside of the Study Area is 24.8 daily VMT per capita. This is slightly higher than the Los Angeles-Long Beach-Anaheim UZA (23.1 daily VMT per capita) and on par with the San Diego UZA (24.7 daily VMT per capita). Within the Study Area, areas with higher than SCAG regional average VMT per service population (residents + employees) are generally in predominantly residential areas such as Jurupa Valley or in industrial/commercial areas such as those south of the I-10 freeway where there is a high concentration of warehousing.

Figure 3.42 illustrates the Existing Daily Arterial VMT per Service Population (Residents + Employees). The graphic displays traffic analysis zones with VMT per service population as follows:

- Higher than the SCAG regional average VMT.
- Zero to 15% below the SCAG regional average VMT.
- Greater than 15% below the SCAG regional average VMT.

The areas with higher than the SCAG regional average VMT are the area's most in need of measures which reduce VMT. As shown, the areas with the highest VMT are predominantly the central, eastern, and northern portions of the Study Area.

Figure 3.42 | Existing Daily Arterial VMT per Service Population (Residents + Employees)



Source: SCAG Model, 2016.

3.7 Freight Network

Goods movement plays an important role in both the circulation network and the economy of a region. Due to the location of the Study Area between the Los Angeles metropolitan area and destinations in the remainder of the country, the Study Area serves as an important path for goods movement via airports, railways, and roadways. Goods movement in the Study Area is accommodated by an extensive rail network and set of designated truck routes.

This section outlines the freight network, including ground, air, and rail in the Study Area.

3.7.1 Ground

Close to 40 percent of the Nation's goods travel through the Inland Empire and . are stored in warehouses.[8] Within the Study Area, there are six primary goods movement routes, which are integral to the distribution of goods to the rest of the state and Nation. The primary goods movement routes are Surface Transportation Assistance Act (STAA) routes and considered the priority freight corridors. The six Primary Goods Movement Routes are I-10, I-15, SR-60, SR-91, SR-210, and I-215. Figure 3.43 shows Study Area truck network and warehouse locations.

Intermodal freight facilities, major freight generators, and warehouse distribution centers are significant contributors to goods movement in the Study Area. Warehousing and logistics facilities are major employment and trip generators, with many facilities located along the State Highway System. Many logistics companies, as well as retail and online vendors, have warehouses in the Inland Empire region. Among the largest facilities throughout the Study Area, Amazon has multiple distribution and fulfillment centers in various cities and uses the March Air Reserve Base, Ontario International Airport, and the San Bernardino International Airport for goods movement.

3.7.2 Air Cargo

The Ontario International Airport currently handles an average of 454,800 tons of air cargo a year, making it the second largest air cargo operation in the state after Los Angeles International and the fifth largest air cargo port in the United States.[9]

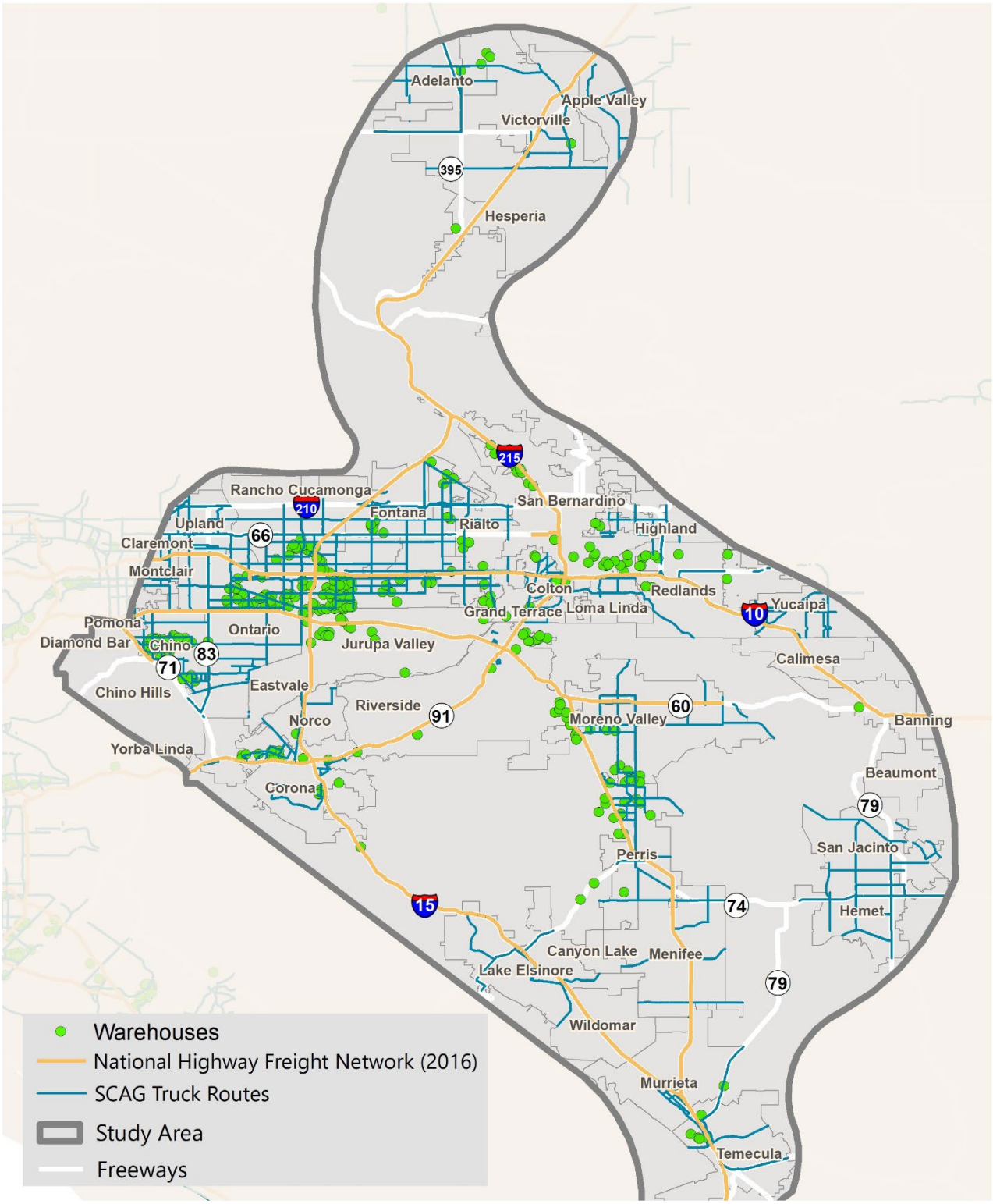
3.7.3 Rail

Rail network terminals in Southern California are mainly located at the Los Angeles and Long Beach ports, with intermodal terminals, freight, and rail maintenance yards located throughout the SCAG region. There are several rail yards owned by both BNSF Railway (BNSF) and Union Pacific Railroad (UP) located primarily in southwestern San Bernardino and western Riverside counties that handle rail-to-truck transfers, vehicle, and cargo shipments. Figure 3.44 shows the freight rail network in the Study Area.

[8] Riverside County Long Range Transportation Study, RCTC, December 2019.

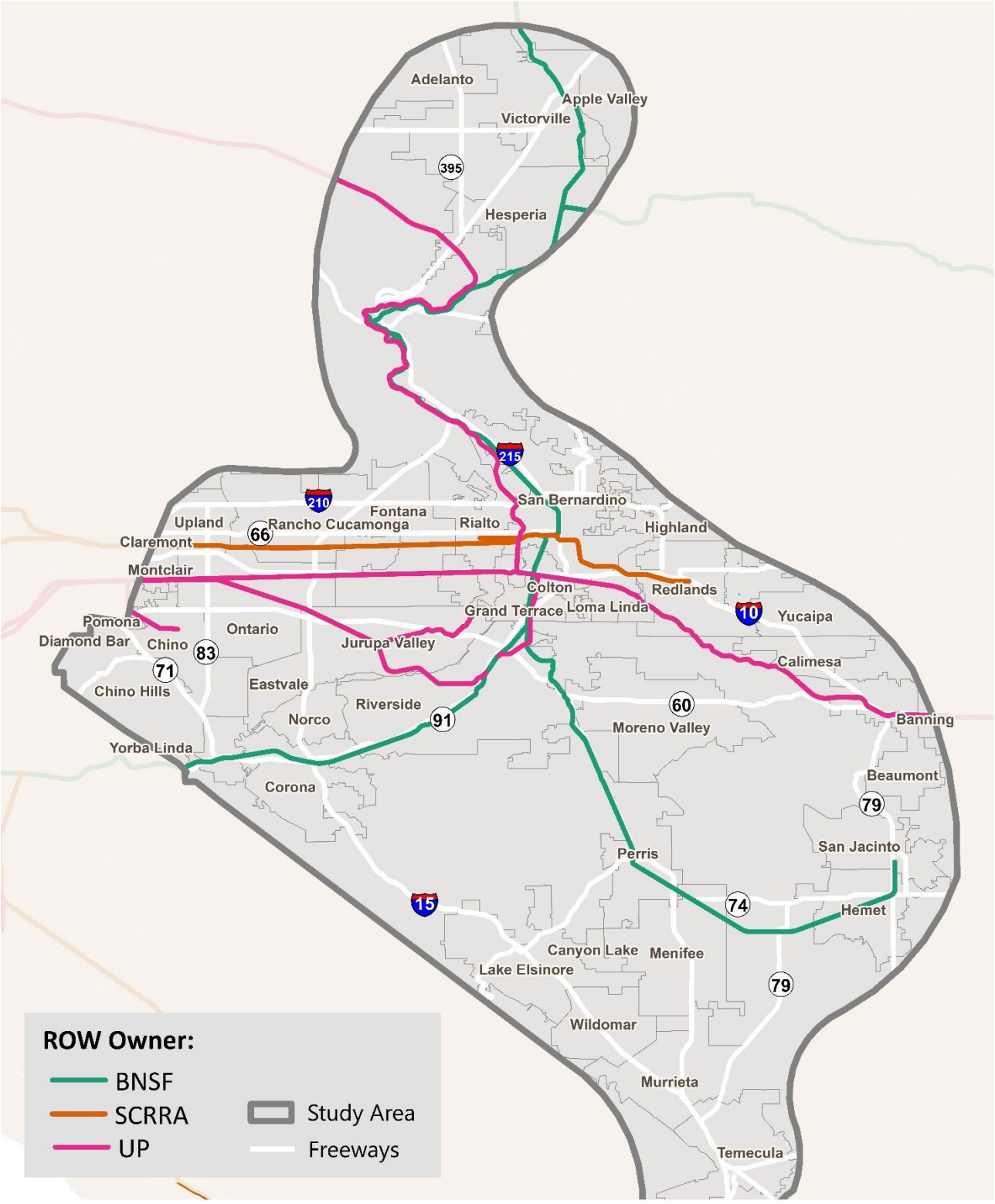
[9] District System Management Plan, Caltrans District 8, June 2017.

Figure 3.43 | Truck Network and Warehouse



Source: SCAG

Figure 3.44 | Freight Rail Network



Source: Caltrans (2013).

3.8 Future Growth and Projected Changes

This section presents the future growth in the Study Area and the projected changes in terms of socioeconomics, trips, and VMT. Future growth projections are calculated from SCAG's 2016 RTP/SCS. The 2016 RTP/SCS has detailed and disaggregated data for the base year (2016) and a horizon year (2040). Data assessed includes growth in population and employment, as well as growth in number of total trips and VMT.

3.8.1 Future Growth

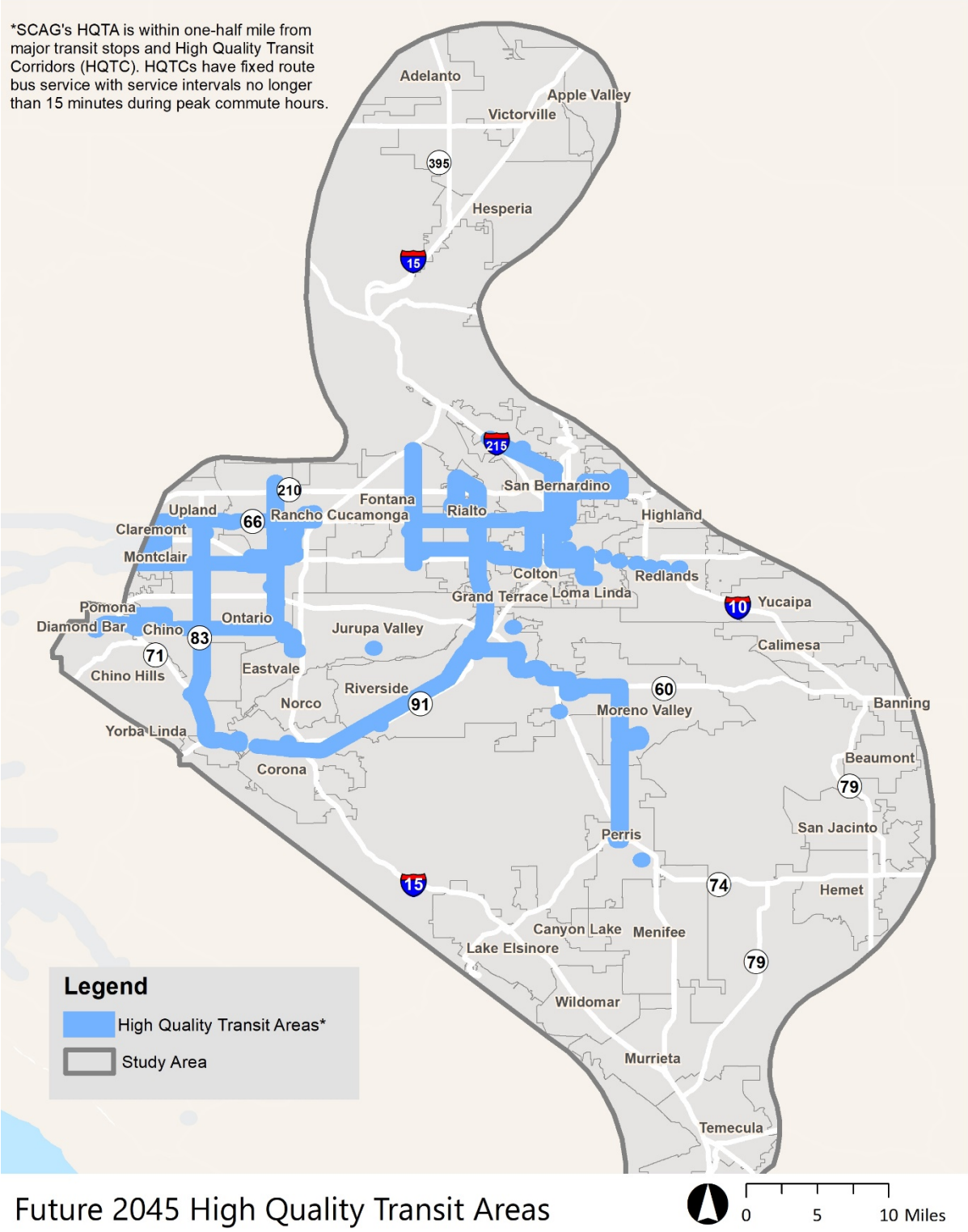
Potential future growth has been assessed using the SCAG regional model data, including projected growth in population, employment, total trips, and VMT.

- **Population:** The overall population growth for the entire Inland Empire Study Area is projected to be 16 percent by 2040, which represents an increase of 647,000 residents. Within the sub-corridors, the increase in population ranges from a low of 13 percent (Riverside/Rialto to LA County Line) to 50 percent (Apple Valley to LA County line).
- **Employment:** The overall employment growth for the entire Inland Empire Study Area is projected to be 35 percent by 2040, which represents an increase of 452,000 jobs. Within the sub-corridors, the increase in employment ranges from a low of 31 percent (Riverside/Rialto to LA County Line) to 42 percent (Beaumont to Temecula).
- **Trips:** the overall trip growth for the entire Inland Empire Study Area is projected to be 33 percent by 2040, which represents an increase of 3 million daily trips. The growth in the sub corridors ranges from a low of 22 percent (Cajon Pass to Eastvale) to a high of 39 percent (Apple Valley to LA County line).
- **Vehicle Miles Traveled:** The overall VMT growth for the entire Inland Empire Study Area is projected to be 17 percent by 2040, which represents an increase in VMT of 17.9 millions. The growth in VMT in the sub-corridors ranges from a low of 10 percent (Riverside/Rialto to LA County Line) to 34 percent (Beaumont to Temecula).

3.8.2 High Quality Transit Area

Figure 3.45 shows the future HQTA in the Study Area. There are several new corridors identified as HQTC in 2045 including Perris Boulevard, Magnolia Avenue, and Main Street in Riverside County, and Euclid Avenue, Holt Boulevard, Foothill Boulevard and Riverside Avenue in San Bernardino County.

Figure 3.45 | Future High-Quality Transit Areas (HQTA)



Source: SCAG.

4.0 Stakeholder Outreach

This chapter provides a summary of outreach efforts conducted for the IE CMCP project, including the Project Management Team (Team) meetings with key stakeholder agencies, other meetings with agencies, separate public surveys conducted in Riverside and San Bernardino counties and attendance at technical meetings conducted in each county. The Team is at the core of the stakeholder outreach and it includes the following key agencies:

- Caltrans, both District 8 and Headquarters representatives
- San Bernardino County Transportation Authority (SBCTA)
- Riverside County Transportation Commission (RCTC)
- Western Riverside Council of Governments (WRCOG)
- Southern California Association of Governments (SCAG)

Project Management Team meetings were an important component of the stakeholder outreach process as they included all of the key agencies involved in transportation planning in the study area. held regularly throughout the IE CMCP development effort. At those meetings, key project tasks were discussed, including, but not limited to, the following:

- Overall project purpose, goals, and objectives;
- Unique goals and objectives of each stakeholder agency;
- Define the basic structure of CMCPs;
- CMCP Study Area and ten sub-corridor areas;
- Corridor characteristics, including travel patterns, socioeconomic data, and facility condition and characteristics;
- Project evaluation framework and performance measures;
- Key project lists for each county;
- Integration of multimodal project needs;
- Outline of CMCP report; and
- Project schedule and progress.

In addition to the Team meetings described above, the Team sought feedback from representatives from the cities and counties and transit operators in the Study Area through the following advisory committees:

:

July 8, 2019

- SBCTA Transportation Technical Advisory Committee Meeting

August 8, 2019

- Western Riverside Council of Governments (WRCOG)—Planning Directors Committee

August 8, 2019

- Western Riverside Council of Governments (WRCOG)—Public Works Directors Committee

October 8, 2019

- San Bernardino County Transportation Authority (SBCTA)—Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

April 1, 2020

- Caltrans Headquarters and District briefing

May 4, 2020

- SBCTA Transportation Technical Advisory Committee Meeting

May 18, 2020

- RCTC Technical Advisory Committee Meeting

At these meetings, the Team provided an overview of the IE CMCP and requested comments. Most comments were related to specific projects to ensure that they were included. These comments were then incorporated into the project list.

Another key part of the stakeholder outreach effort was to obtain opinions and information from residents, workers, and commuters that use the transportation system. Separate public outreach efforts for the two counties were conducted, as described in the following sections. The public comments have been used to help assess the current conditions assessment as well as during the process of developing the recommended improvement projects. In general, the public concerns and comments about existing transportation problems and future solutions correlate with the results of the analysis in the CMCP and the recommended projects address many of the congested locations to the extent feasible given funding, environemental and other constraints.

4.1 RCTC Reboot My Commute Campaign Summary

In Riverside County, public feedback was received through RCTC's Reboot My Commute Campaign (#RebootMyCommute). #RebootMyCommute enabled residents, workers, and commuters to provide open-ended ideas and feedback on how to create a better transportation system in Riverside County. The program offered opportunities for the public to tell their stories and to recommend how and where RCTC's limited transportation dollars should be spent. Using the theme, "We are Listening," #RebootMyCommute acknowledged the public's desire to address issues such as traffic congestion, late trains, potholed streets, and how long it takes for improvements to happen. RCTC accepted comments from March 6 to June 3, 2019, a 90-day period.

For Riverside County, public feeback on transportion issues and solutions was recently received through the County's #RebootMyCommute campaign. The County's #RebootMyCommute outreach effort included opportunity for residents and users of the transportatoin system to provide their opinions on transportatoin issues, challenges and solutions. As that effort was recently completed, it was used as a key compnent of the public comment and input for the CMCP for Riverside County. Multiple channels were available for residents and commuters to learn about #RebootMyCommute and share feedback, as follows:

5. RebootMyCommute.org website: the site had 19,556 unique visitors; nearly half of comments received were submitted via the site.
6. Social media advertising with videos.
7. Tele-townhall meetings on March 19 and 20 attracted 7,539 participants.
8. Community booths at six community events publicized the effort.
9. News media: ten news stories featured the #RebootMyCommute program; advertisements were placed with several news outlets.
10. The Point (RCTC's monthly newsletter) promoted the effort.
11. Helpline: a toll-free number was provided for residents who wished to express their views by telephone.
12. Presentations were made to several agencies and City Councils.
13. Text messaging was offered to subscribers of The Point.
14. Brochures and postcards: More than 5,500 brochures in English and Spanish were distributed.

RCTC received comments from 948 individuals via the website, social media, and other sources. Since some commenters addressed more than one topic, a total of 1,150 comments were tallied. Following is a summary of comments received, as organized by RCTC staff under seven topics.

1. **Active Transportation—53 Comments Received:** Most of these comments focused on the need to complete the Santa Ana River Trail between Riverside County and Orange County and improvements to CV Link, the

transportation route and recreational pathway in the Coachella Valley. A number of comments noted the need for more bike lanes, walkable communities, sidewalk improvements, ADA signs for pedestrians, and motorized scooters.

2. **Economy and Jobs—81 Comments Received:** Many comments noted the need to bring higher-paying jobs to Riverside County to reduce the need to commute to other counties, to offer incentives to businesses or employees who work from home, to provide more incentives for ridesharing, and to allow tax breaks for employers who hire local. A number of people were concerned about the high volume of residential and commercial development in Riverside County and the impact to traffic. Several individuals voiced concerns about any possible new taxes and suggested that gas tax revenue should fund only freeway and roadway improvements.

3. **Highways and Traffic—383 Comments Received:** The Commission received wide-ranging comments about increasing traffic congestion on highways throughout Riverside County. Frequently mentioned were the need to improve the State Route 91 corridor, including the area between Green River Road and SR-241, the 71/91 interchange, 91 Express Lanes access, and the need for an alternate route between Riverside County and Orange County. A large number of residents voiced the need to widen and improve I-15 between Riverside County and San Diego County, particularly near the 15/215 split. The number of comments increased greatly following an "I-15 Traffic Crisis" video posted on Facebook by the City of Temecula in mid-May. Other residents mentioned the need for traffic congestion relief along I-10 through the San Gorgonio Pass. Residents also expressed concerns about increasing congestion along I-215 in Perris and Moreno Valley. Some motorists suggested removing express lanes, expanding carpool lanes, using reversible lanes, building double-decked highways, and limiting travel times for big-rig vehicles.

4. **Streets and Local Issues—207 Comments Received:** Many comments in the category focused on the need to fix potholes, repave roads, improve timing and coordination of traffic signals, add left-turn phases to traffic signals, and add left-turn lanes. Other comments addressed the need for more sidewalks, the effectiveness of roundabouts, the need to install more stop signs, and the need for red-light cameras for traffic enforcement. A number of comments noted specific streets that require repair, widening, and extension.

5. **Public Transportation and Specialized Services—318 Comments Received:** Comments centered on the need for more rail and bus options throughout Riverside County, although some comments noted that public transit is ineffective in Southern California. Many comments supported establishing daily train service to and from the Coachella Valley. A number of residents requested the Metrolink or a light rail service for southwestern Riverside County and into San Diego County, to the San Gorgonio Pass, and to the Hemet-San Jacinto area. Others asked for greater train frequency, free weekend rides for families, discounted train tickets, weekend service on the 91/Perris Valley Line (PVL), and extending the 91/PVL to San Bernardino. Residents asked for more bus options between the Coachella Valley and Riverside, greater bus frequency, 24-hour bus systems, more station amenities, improved bus stop safety, bus-only lanes, more compressed natural gas buses, and greater

assistance for veterans, seniors, and riders with disabilities. Riders also voiced the need for better on-time performance for trains and buses and additional ridesharing/vanpooling incentives.

6. **Safety—38 Comments Received:** Comments noted the need for more police presence on roadways with larger fines for texting and driving, more stop signs, diagonal parking spaces, buses to enhance safety during the Coachella festivals, Park & Ride lot security, and the removal of homeless individuals from bus shelters. Other comments noted the need for improvements to the I-15/Railroad Canyon Road/Diamond Drive interchange, Alessandro Boulevard, and Columbia Avenue, and the need to reopen Pigeon Pass Road, San Timoteo Canyon Road, and the connector between Watkins Drive and Poarch Road. Residents also questioned the effectiveness of a planned raised median on Florida Avenue in Hemet.

7. **Express Lanes—70 Comments Received:** A significant number of comments suggested removing the 91 Express Lanes or stopping construction of new express lanes. Some suggested replacing the express lanes with general-purpose lanes, carpool lanes, or a light rail system. Others noted the high cost of using the express lanes, accused RCTC of profiteering, questioned various design features of the 91 Express Lanes, expressed concerns about using taxpayer funds to pay for express lanes, and advocated for an additional lane on westbound 91 between Green River Road and SR-241. Additional comments noted the need to extend the 15 Express Lanes past Lake Elsinore, the lack of access to the 91 Express Lanes from mid-city Corona, improving the 71/91 Interchange, and adding highways below ground.

The campaign successfully collected more public feedback from the general public than ever before. The volume and variety of feedback received was significant, as well as the overall constructive nature of the comments. Moreover, the extensive outreach channels improved RCTC's rapport and standing with its stakeholders and provided a platform for name recognition. Overall, the outreach effort revealed that the public has a good understanding of where transportation investment is needed and is willing to recommend potential solutions.

4.2 San Bernardino County CMCP Survey

In San Bernardino County, a new public survey was designed and conducted specifically for the IE CMCP project. The survey was conducted using Survey Monkey software, and it was advertised to people on SANBAG's contact list through email with a link to the survey included in the email, and further circulated via links on various city and community websites as well as through Facebook and other social media. SBCTA advertised the survey using its email database comprised of members of the public who have signed up at various times to be informed of SBCTA activities. Because the survey was conducted on a public website, there were a few non-residents of San Bernardino County who participated and provided responses.

The survey for this effort was completed in fall 2019. Questions and responses included in the survey are provided below. A total of 337 responses to all questions were received as part of the San Bernardino County IE CMCP survey.

Question 1: Please identify the community where you live.

The respondents lived in the following areas:

- 18 different San Bernardino County cities.
- 12 different San Bernardino County unincorporated communities.

Question 1: Freeway Congestion

- Critical Problem: 36%
- Definite Problem: 36%
- Moderate Problem: 19%
- Slight Problem: 7%
- No Problem: 2%

Question 2: Surface Street Congestion

- Critical Problem: 12%
- Definite Problem: 29%
- Moderate Problem: 36%
- Slight Problem: 16%
- No Problem: 7%

Question 2: Lack of Bus/Train Service

- Critical Problem: 40%
- Definite Problem: 14%
- Moderate Problem: 15%
- Slight Problem: 14%
- No Problem: 17%

Question 2: Lack of Bike Lanes

- Critical Problem: 27%
- Definite Problem: 13%
- Moderate Problem: 17%
- Slight Problem: 17%
- No Problem: 26%

Question 2: Inadequate Sidewalks

- Critical Problem: 25%
- Definite Problem: 16%
- Moderate Problem: 16%
- Slight Problem: 17%
- No Problem: 16%

Question 3: Rate Improvements (% who rated the improvements extremely important)

- Freeway Lanes: 48%
- Transit: 45%
- Freeway Interchanges/Ramps: 39%
- Sidewalks: 35%
- Bike Routes: 29%
- Surface Street Lanes: 21%

Question 4: Most significant transportation problem in San Bernardino County?

- Traffic Congestion—125
- Lack of bus/train service—70
- Other (including truck traffic, road conditions, emissions, construction, more carpools)—60
- No Answer—10
- Enforcement—5
- People who work too far from where they live—5

Question 5: Most significant transportation problem in your community?

- Traffic Congestion—104
- Lack of bus/train service—73
- Other (including truck traffic, road conditions, emissions, construction, more carpools)—67
- No Answer—25
- Enforcement—10

Question 6: What specific improvements would you like to see?

- Freeway Lanes—51
- Increased Transit /Mass Transit—45
- Light Rail/Metrol Link—37
- Road Conditions—27
- Bicycle Lanes—17
- Pothole Repair—16
- Express Lanes—15
- Transit Service Times—13
- Sidewalks—13
- Surface Street Lanes—13
- Van Pools/Commuter Buses—5
- Better Signal Timing/Synchronization—5
- Better/Cleaner Buses—3
- Toll Roads—3
- Traffic Enforcement—3
- Bus System Safety—2
- More Ramps—2
- Crosswalks—2
- Flying Cars—1
- Pick-up Passenger Lane Parking—1
- Traffic Calming—1
- Second Story Freeway—1
- Sound Walls—1

Question 7: Do you have anything else to suggest?

- Similar answers to previous questions.
- Other various responses.

The following transportation issues were identified by the respondents.

Priority Transportation Issues

- Reducing highway traffic congestion.
- Maintaining local roads and filling potholes.
- Expanding Metrolink and Amtrak rail services.
- Expanding local bus services.

High Priority Types of Transportation Improvements

- Widen congested highways and roadways.
- Increase transit lines and frequency.
- Fix potholes, resurface roads, and road maintenance.
- More light rail and Metrolink options.
- Adding bike lanes and bike paths.

Key needs and desires identified include:

- More freeway and roadway lanes.
- Improved accessibility to public transit, including extended hours of service, more routes and improved frequency, better/easier connections, and improved access to schedules and availability information.
- Safer sidewalks, Americans with Disabilities Act (ADA) accessible curb ramps, and first and last mile access, including access for seniors.
- Ensure better connectivity between rural and urban area.

Active Transportation

- Add bike lanes.
- Create more walkable communities.
- Improve sidewalks and ADA signs for pedestrians.

Economy and Jobs

- Reduce the need to commute, bring higher-paying jobs to the county.
- Provide more incentives for ridesharing.
- Allow tax breaks for employers who hire local.
- Concerns about the high volume of residential and commercial development and the impact to traffic.

Express Lanes

- Add new express lanes.
- Replace express lanes with general-purpose lanes, carpool lanes, or a light rail system.

Highways and Traffic

- Widen and improve freeways.
- Additional suggestions included:
  - Remove express lanes.
  - Expand carpool lanes.
  - Build double-decked highways.
  - Limit travel times for big-rig vehicles.

Safety

- More police presence.
- Larger fines for texting and driving.
- More signals.
- Park and Ride lot security.
- Remove homeless individuals from bus shelters.

Streets and Local Issues

- Fix potholes.
- Repave, widen, and extend roads.
- Improve timing and coordination of traffic signals.

- Add left-turn lanes and left-turn phases to traffic signals.
- More sidewalks.
- Install more stop signs.
- More enforcement.

Public Transportation

- More rail and bus options.
- Establish daily train service to and from the Coachella Valley.
- Provide more Metrolink or light rail service.
- Greater train frequency.
- Build the Gold Line to Montclair.
- Greater bus frequency.
- Improved bus stop safety.
- Bus-only lanes.
- Better on-time performance for trains and buses.
- Additional ridesharing/vanpooling incentives.
- Regional highway/local streets network connectivity, maintenance, and operations.
- Transit and paratransit system and service providers' connectivity, maintenance, and operations.

In general, the respondents indicated a heavy focus on traffic congestion and better transit service as key issues, along with a number of other responses that point to the need for a multimodal transportation network.

4.3 Comparison of Riverside and San Bernardino County Outreach Responses

Although they were two separate efforts to solicit outreach from the residents and system users in each county, the questions asked were closely correlated and the public responses also reflected similar and shared visions of both exisiting transportation system problems as well as recommended solutions.

Under Highways, common themes of the responses in both counties included frustration with significant congestion. In terms of improvements, in both counties there were suggestions to widen and improve freeways, expand carpool lanes, double deck freeways, limit times for large trucks and limit express lane expansion were mentioned. While all of these may not all be feaasible due to funding constraints, environmental impacts or other reasons, all have

been noted as resposnes from the public. For streets and local issues, common themes included fixing potholes, improving signal timing and coordination and adding left turn lanes at key locations. For public transportation, comment themes included adding more bus and rail services, greater bus frequency in key areas, adding rail service to the Coachella Valley, adding bus-only lanes and improving bus stop safety. For active transportation (bike and pedestrian), common themes included adding bike lanes/routes, improving walkable communities and improving ADA signs for pedestrians. For the economy and jobs, common themes included bringing higher paying jobs to both counties to reduce the need for commuting and providing more incentives for employers to encourage employee ridesharing.

5.0 Sub-Corridor Definitions and Strategic Approaches

5.1 Sub-Corridor Analysis Summary

The purpose of this section is to present a review of the characteristics, future growth potential, problems, opportunities, strategic issues, and approaches that may apply to each of the ten identified sub-corridors in the IE CMCP. Each sub-corridor may have features in common with other sub-corridors, as well as features that are unique to that sub-corridor. The intent is to capture the themes or strategies that define "where each sub-corridor is headed," in terms of how we should invest in its multimodal improvement and be responsive to its environmental and community characteristics. For each corridor discussion, there is an introduction to each corridor and a brief bullet list of "Problems to be Addressed," followed by a listing of strategies that may be appropriate to guide the overall development of the sub-corridor. This is followed by a more detailed review of the demographic and land use characteristics of each sub-corridor, various attributes of the transportation system, and forecasts of what the sub-corridor may look like in the future. At the end of each sub-corridor discussion, a listing is presented of proposed multimodal improvements, with an emphasis on the near-term (generally the next 10 years), and with some longer-term projects identified, as well.

In developing the strategic approach for each sub-corridor, the classes of strategies considered are highly multimodal in nature, and they also consider the types of "customers" that will be served: 1) passenger travel and freight; 2) trips by purpose: for work, school, business, shopping, recreation, social interaction; and 3) specific activity centers: airports, downtowns, hospitals, educational institutions, commercial clusters, mixed-use clusters, and transit hubs.

Overlaying the strategies are the statewide and regional goals to: reduce VMT, criteria pollutants, and GHG emissions; improve mobility and accessibility; enhance the quality of life in our local communities; and protect habitat and aquatic resources. This requires integrated, multi-pronged approaches that consider all modes of transportation and complementary strategies for land use, environment, and protection of community character.

The transportation modes reflect an emphasis on public transportation, non-motorized travel, shared-ride (carpool/vanpool), and virtual travel (i.e., work-at-home, web-based business, teleconferencing, etc.); a highway network focused on effective management and operations (e.g., through HOV/managed lanes, traveler information, and signal coordination); as well as accommodation of freight and logistics through strategic access improvements.

There is a large pool of existing and emerging multimodal options to draw from and build on in the Inland Empire: **commuter rail (Metrolink IEOC, 91/Perris Valley, Riverside, and San Bernardino lines), light rail (with the Gold Line extension to Pomona by 2025), regional Diesel Multiple Unit (DMU) rail (with self-powered zero-emission trainsets), and high speed rail (California High-Speed Rail Phase 2, Virgin Rail from Apple Valley to Las Vegas)**. Efficient and frequent **local bus, express bus, and BRT** options also exist and are being expanded with the forthcoming **West Valley Connector BRT**. Lyft is now providing an important **connection to Ontario**

International Airport from the Riverside and San Bernardino Metrolink lines, and **first/last mile connections** are being advanced linking transit and key destinations. **Regional bike networks** are creating a backbone that provides the regional connectivity needed to service those who can take these modes for daily commutes. **Land use and housing** are intertwined with the regional transportation network in a way that, because of much higher costs in coastal counties, has historically produced longer commutes and travel times for inland residents. The challenge before us now is to encourage better balance in jobs and housing regionally for the sake of livability, cost, and VMT/GHG reduction.

5.2 Victorville to San Bernardino

The Victorville to San Bernardino sub-corridor is one of five north/south oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.1 illustrates the boundaries of the sub-corridor Study Area.

5.2.1 Sub-Corridor Definition

This important north/south sub-corridor is entirely within San Bernardino County and is a key connection between the County's High Desert, Mountain, and Valley subregions, passing through the Cajon Pass. This sub-corridor also is an important link connecting points north and east in the U.S., including Las Vegas, to other parts of Southern California. The corridor addresses flows of people and freight within and through portions of unincorporated San Bernardino County and the cities of Adelanto, Apple Valley, Victorville, Hesperia, San Bernardino, Rialto, and Fontana. This sub-corridor includes parts of RSAs 32, 30, 28, and 29, all within San Bernardino County. The sub-corridor is generally 40 miles in length north to south and between 5 to 20 miles wide east to west.

Key Transportation Facilities

Key north/south oriented transportation facilities within the sub-corridor include:

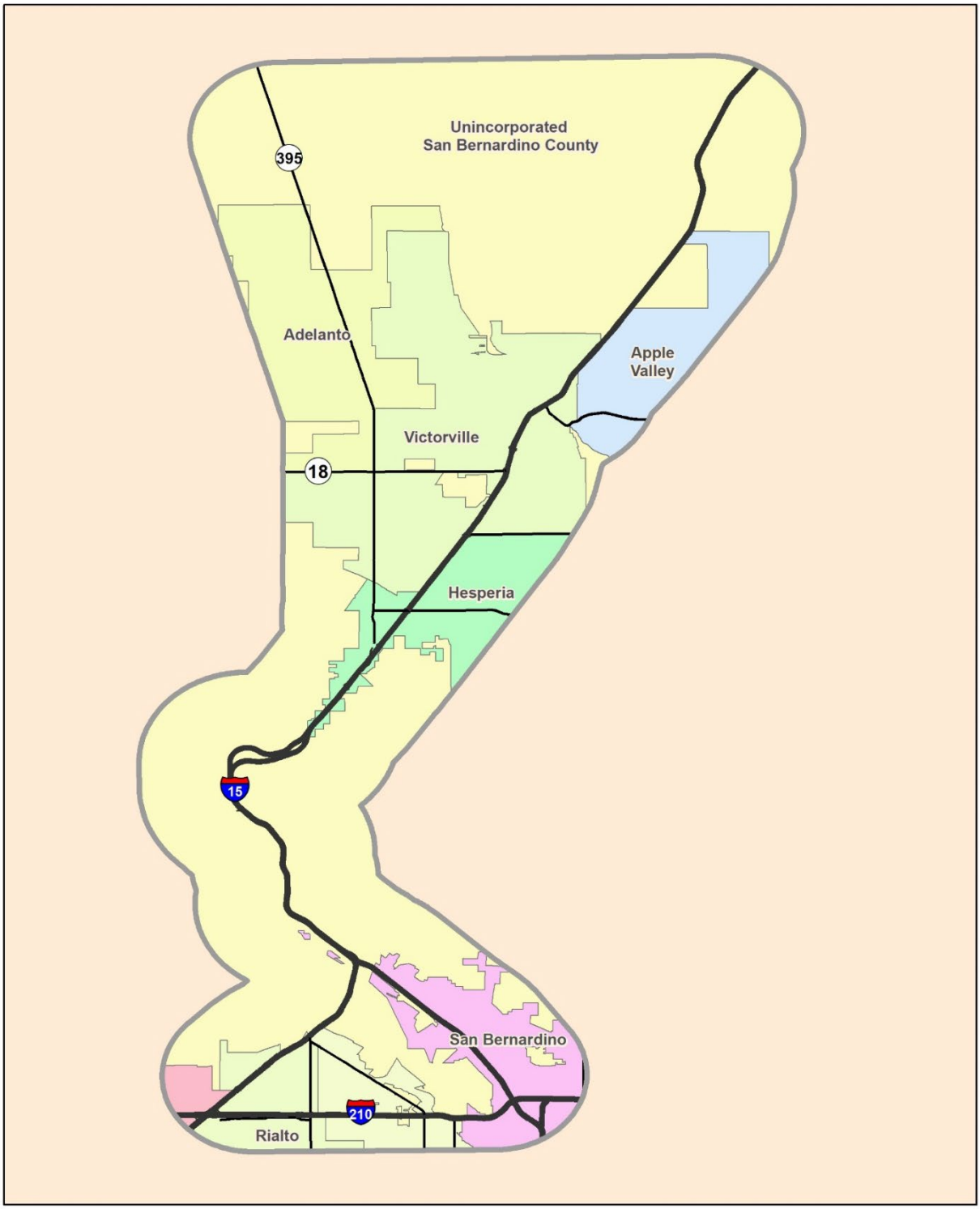
Freeways: I-15, SR-395, SR-138, I-215, and SR-259.

Arterials: Key north/south arterial facilities that run through significant portions of the sub-corridor include: Citrus Avenue, Sierra Avenue, Ayala Drive, Riverside Avenue, Pepper Avenue, State Street, Medical Center Drive, Mt. Vernon Avenue, Escondido Avenue, Cottonwood Avenue, Amethyst Road, Arrowhead Drive, Hesperia Road, El Evado Road, Amargosa Road, Adelanto Road, and Bellflower Street.

Freight: I-15 is a major goods movement corridor. Union Pacific Railroad and BNSF pass through the sub-corridor, carrying significant volumes of freight between Southern California and the U.S. There are many warehousing and distribution facilities in the sub-corridor in the cities of San Bernardino, Rialto, and Victorville.

Transit: There are only a limited number of bus routes in this sub-corridor, which are operated by Victor Valley Transit Authority and Omnitrans. There is no north/south SCRRA (Metrolink) service in this sub-corridor.

Figure 5.1 | Sub-Corridor Study Area
Victorville to San Bernardino Sub-Corridor



Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities.

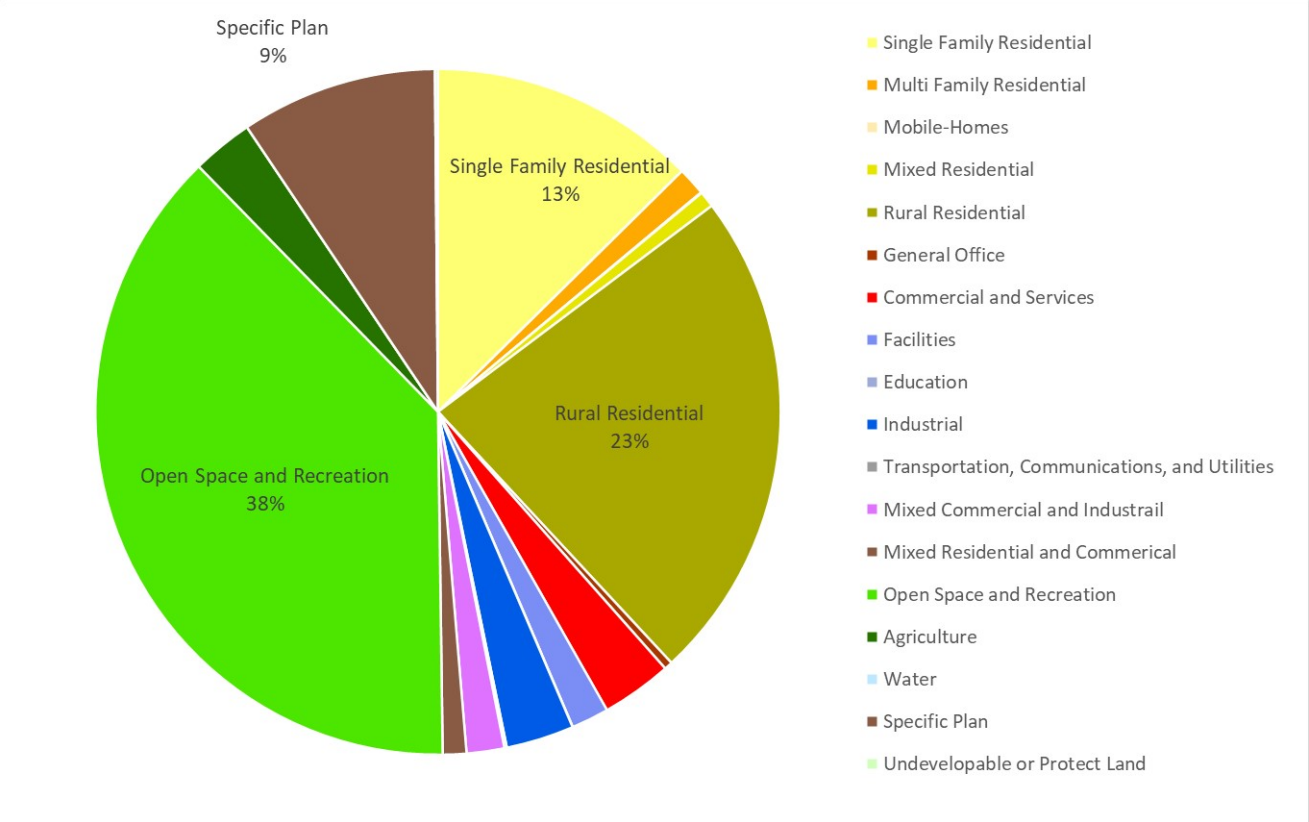
Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.2 illustrates the land use types and Figure 5.3 shows the land use patterns in the sub-corridor. As illustrated in these figures, the subarea includes large portions of National Forest, open space, and recreational land, at 38 percent of the total land area. Other predominant land uses in the sub-corridor are residential, including single family residential at 13 percent of the area and rural residential at 23 percent. In terms of employment-generating land uses, the area has 3 percent industrial, 3 percent commercial and services, and over 2 percent mixed-use designated zones.

The CalEnviroScreen scores for this sub-corridor include higher scores in the southern (Valley) portion of the sub-corridor in San Bernardino, Rialto, and Fontana and the northern (High Desert) portion in Adelanto, Victorville, and Hesperia. Most portions of Apple Valley have lower scores. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG “Communities of Concern” also occur in the community of Muscoy and cities of San Bernardino and Adelanto in the sub-corridor.

Figure 5.2 | Land Use Types

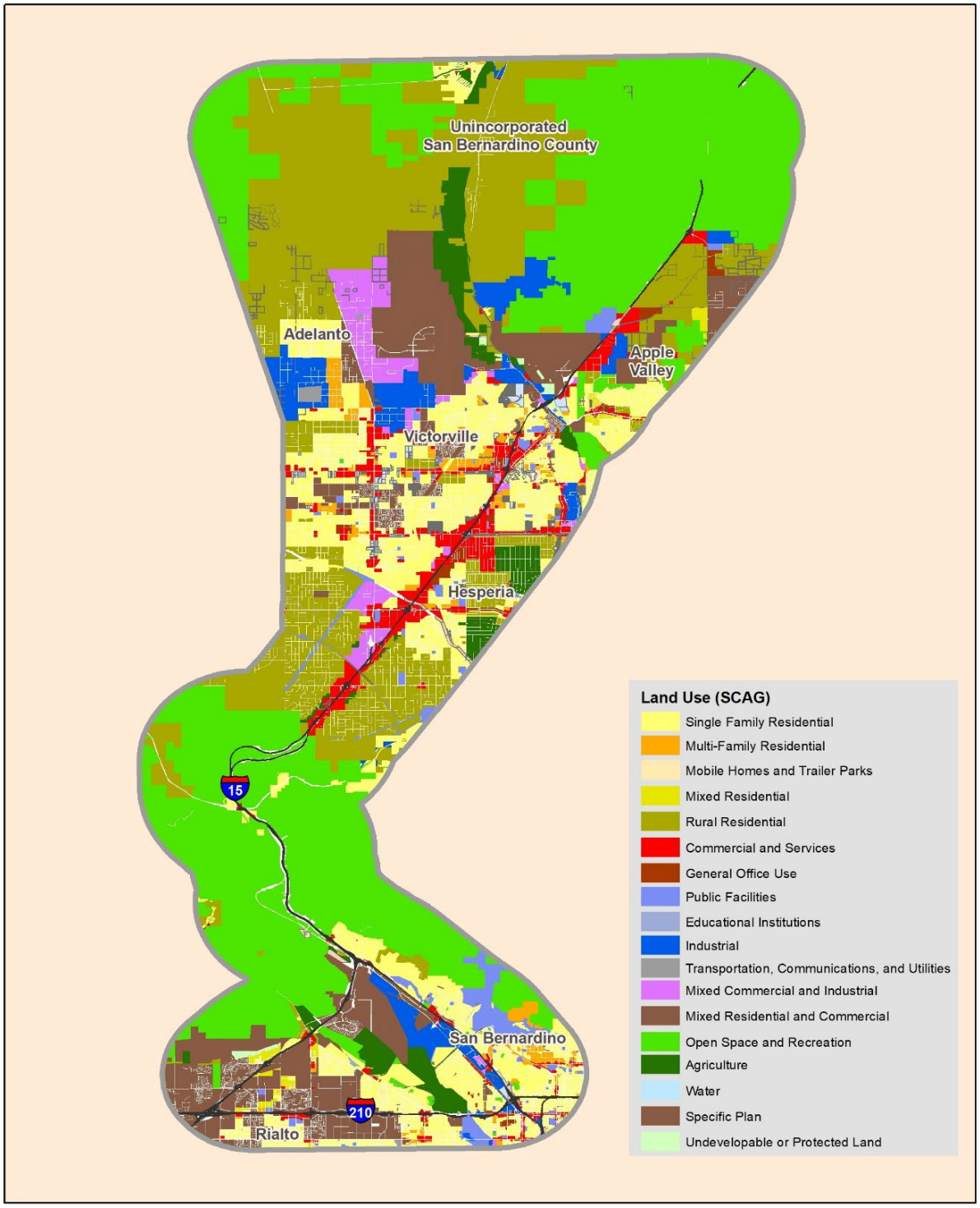
Victorville to San Bernardino Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.3 | Land Use Map

Victorville to San Bernardino Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively low in much of the sub-corridor, especially in the Cajon Pass and in unincorporated parts of the High Desert. Employment density is highest in the Valley cities, south of the Cajon Pass and on parcels directly adjacent to I-15, SR-395, and SR-18 in the High Desert. There is little employment density outside of these areas. Population is spread across single-family residential and rural residential lands that is primarily in the cities of San Bernardino, Victorville, Hesperia, and Apple Valley, and Unincorporated San Bernardino County. Given the predominance of residential land uses, the the sub-corridor has a population-to-employment statistical ratio of 4.6, which is relatively high compared to some of the other areas of the overall IE CMCP Study Area, indicating a need for residents to commute longer distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.1 displays the magnitude and average sizes of trips within and external to the subarea. There are nearly 1.3 million daily auto trips made by residents and employees in the sub-corridor. As illustrated in Table 5.1, 39 percent of those trips are internal-internal trips, meaning they start and end within the sub-corridor. These sub-corridor internal trips include commute travel for workers who live and work in the sub-corridor as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. Around half of the trips have one end in the sub-corridor and the other end either inside or outside the IE CMCP area and 14 percent are to or from outside the IE CMCP area. The average trip lengths for trips with one end in the Study Area and the other either inside or outside of IE CMCP area are 2.6 and 7.4 times the length of the internal-internal trips, respectively.

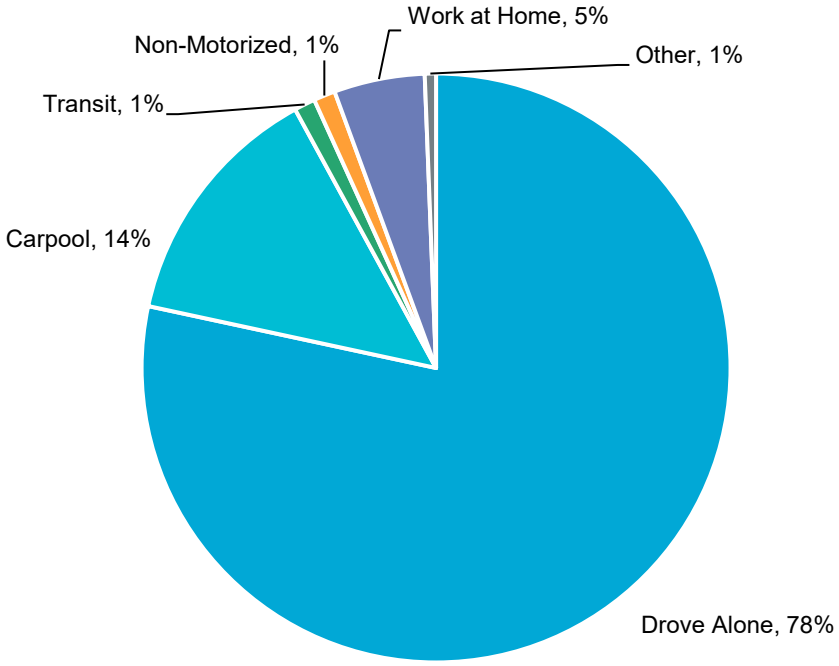
Table 5.1 | Internal and External Trips
Victorville to San Bernardino Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/ from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	501,000	593,000	182,000
	39%	46%	14%
Average Trip Length (Miles)	4.8	12.6	35.4

Source: SCAG Model 2016

Commute trips were examined to better understand the peak period travel patterns. Figure 5.4 illustrates the journey to work mode share for the sub-corridor. Overall, 92 percent of commute trips in the sub-corridor are made by automobile. Notably, when examining the group that commutes by car, 14 percent of workers carpooled. The share of carpoolers is higher in this sub-corridor compared to California as a whole (10 percent). This is reflective of the relatively longer commute trips from the sub-corridor either to other job locations in San Bernardino or Southern California and lack of Metrolink services in this sub-corridor. Transit accounts for just one percent of commute trips, while five percent of residents work at home. Non-motorized trips account for just one percent of commute trips.

Figure 5.4 | Journey to Work Mode Share
Victorville to San Bernardino Sub-Corridor

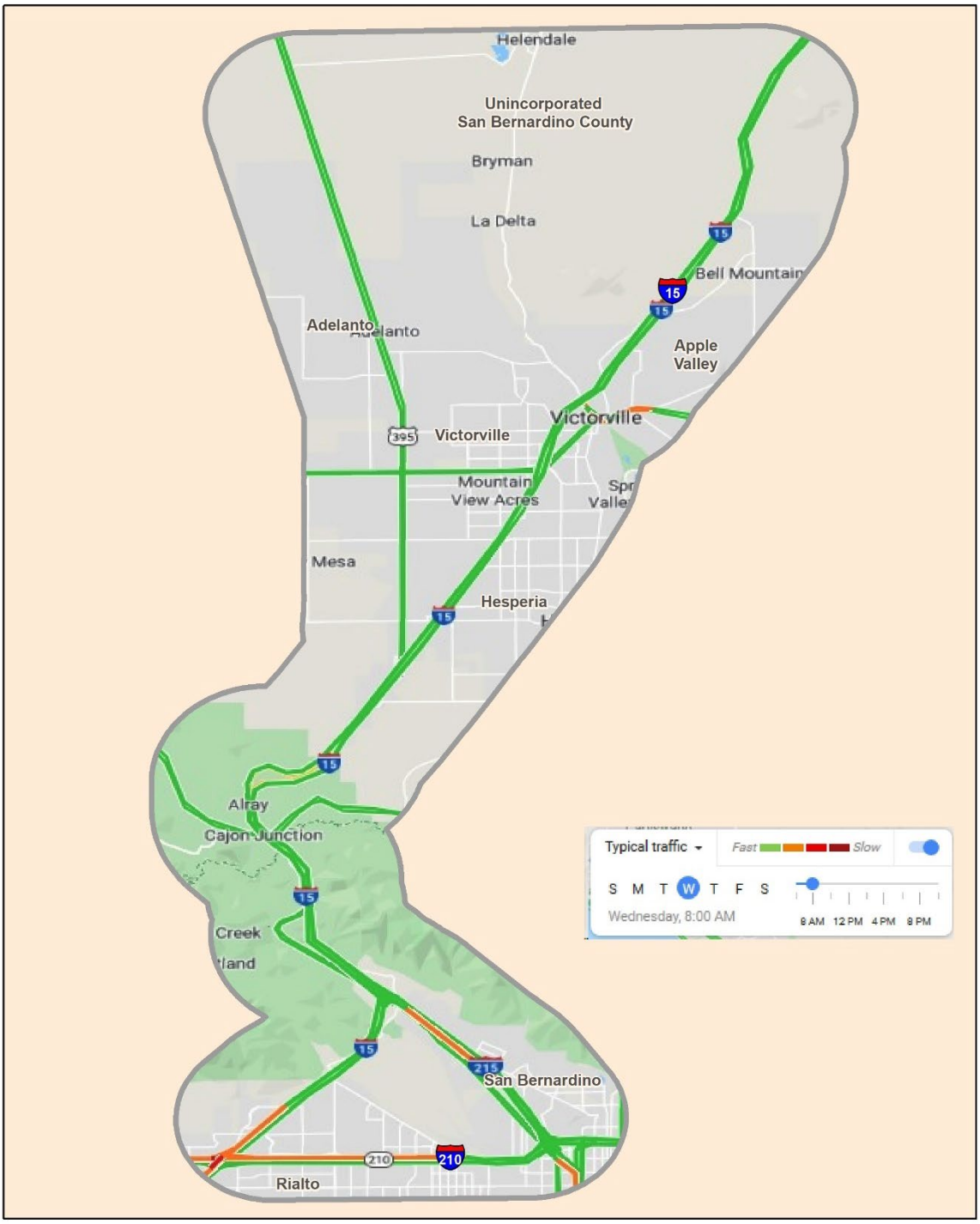


Source: ACS 2017, 5-year estimates

Except for individuals who work at home, nearly 95 percent of the workers in the sub-corridor must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions is reflected in the commute times for the sub-corridor. Nearly 54 percent of all workers commute less than 30 minutes to work. 28 percent commute 30 to 60 minutes, 18 percent commute over one hour.

Congestion, Delay, and Vehicle Miles Traveled: Figure 5.5 and Figure 5.6 illustrate the AM and PM peak hour conditions, respectively, on the freeway system from Google traffic data. The most significant recurring congestion and delay on the freeway system occurs on the I-15/SR-210 junction, I-15 in the Cajon Pass, and SR-395 between I-15 and SR-18. At the I-15/SR-210 area during the AM peak, westbound SR-210 and southbound I-15 are congested and during the PM peak, eastbound SR-210 is heavily congested. I-15 in the Cajon Pass is congested during the PM peak in both directions. SR-395 is congested during the PM peak. Other small segments that are congested are around the SR-210/I-215 interchange and the I-15/SR-18 interchange.

Figure 5.5 | Existing AM Peak Hour Freeway Conditions
Victorville to San Bernardino Sub-Corridor

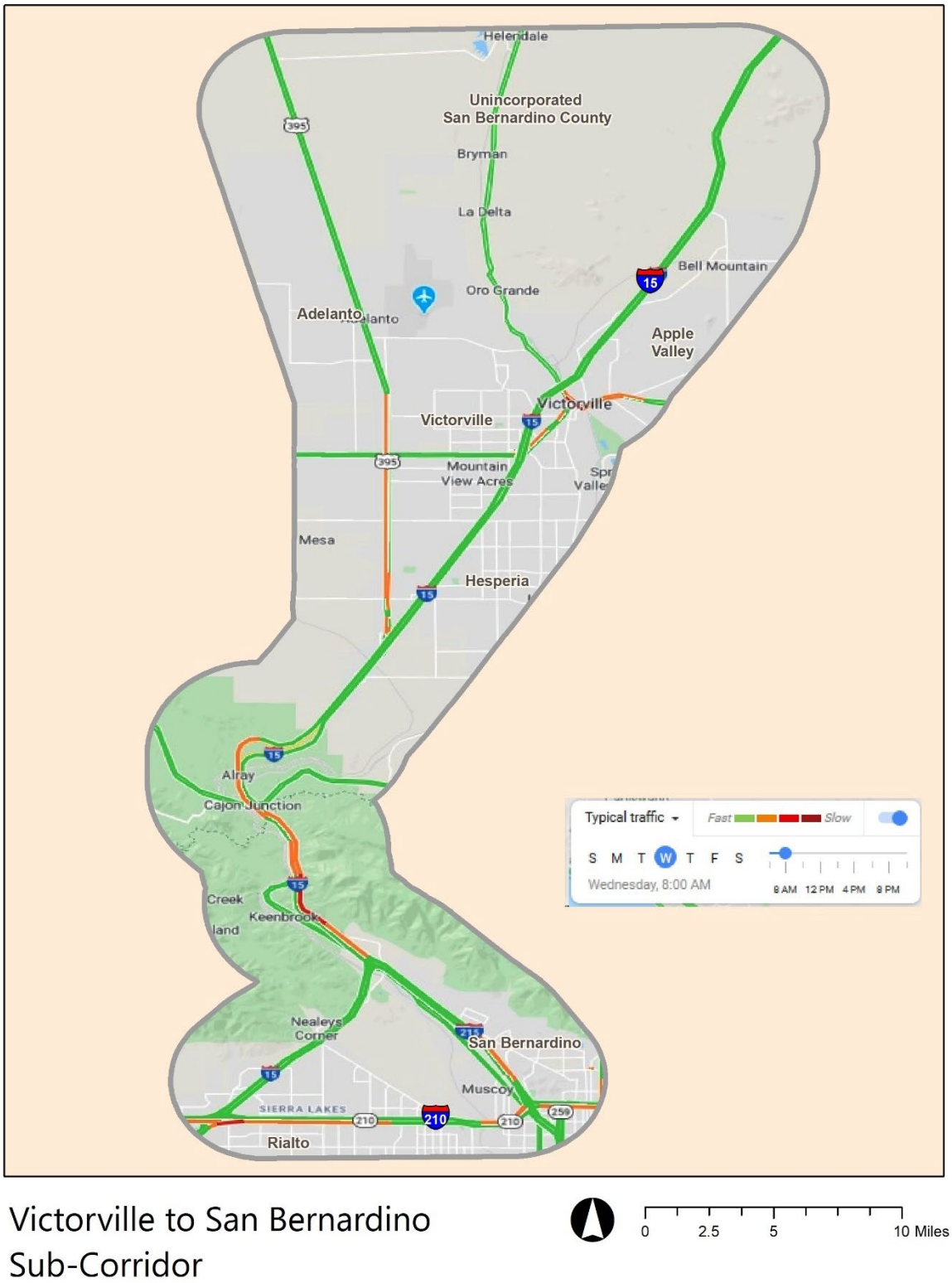


Victorville to San Bernardino
Sub-Corridor

0 2.5 5 10 Miles

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.6 | Existing PM Peak hour Freeway Congestion
Victorville to San Bernardino Sub-Corridor



Victorville to San Bernardino Sub-Corridor

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the sub-corridor, are mainly carried on freeways and major arterial roadways. Table 5.2 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 30 percent of the daily VMT. Daily VHT is nearly split 60/40 between freeways and arterial network. Average speeds on arterials are nearly as a fast as speeds on freeways. As compared to the other sub-corridors, this area has relatively more VMT per service population and it ranks fourth out of the ten sub-corridors for highest VMT per service population.

Table 5.2 | Vehicle Miles of Travel by Facility Type
Victorville to San Bernardino Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	10,424,000	69%	189,000	62%
HOV	79,000	1%	1,000	0%
Arterials	4,505,000	30%	113,000	37%
Total	15,008,000	100%	303 000	100%

Source: SCAG Model 2016.

Transit Usage: In this sub-corridor 1 percent of commute trips use transit. This sub-corridor does not have high quality transit corridors or stops.

Safety: Figure 5.7 illustrates the report crashes by type for 2018. In terms of safety, the collision rates for I-15 are higher than the County average and Caltrans District 8 averages. There is a relatively high concentration of bicycle and pedestrian collisions in the southern portion of the sub-corridor in San Bernardino and Rialto, possibly reflecting higher rates of walking and bicycling in the Valley area. Truck collisions occur throughout the Study Area but mostly along I-15 with the largest concentrations along portions between I-215 and the Cajon Pass.

Future Conditions

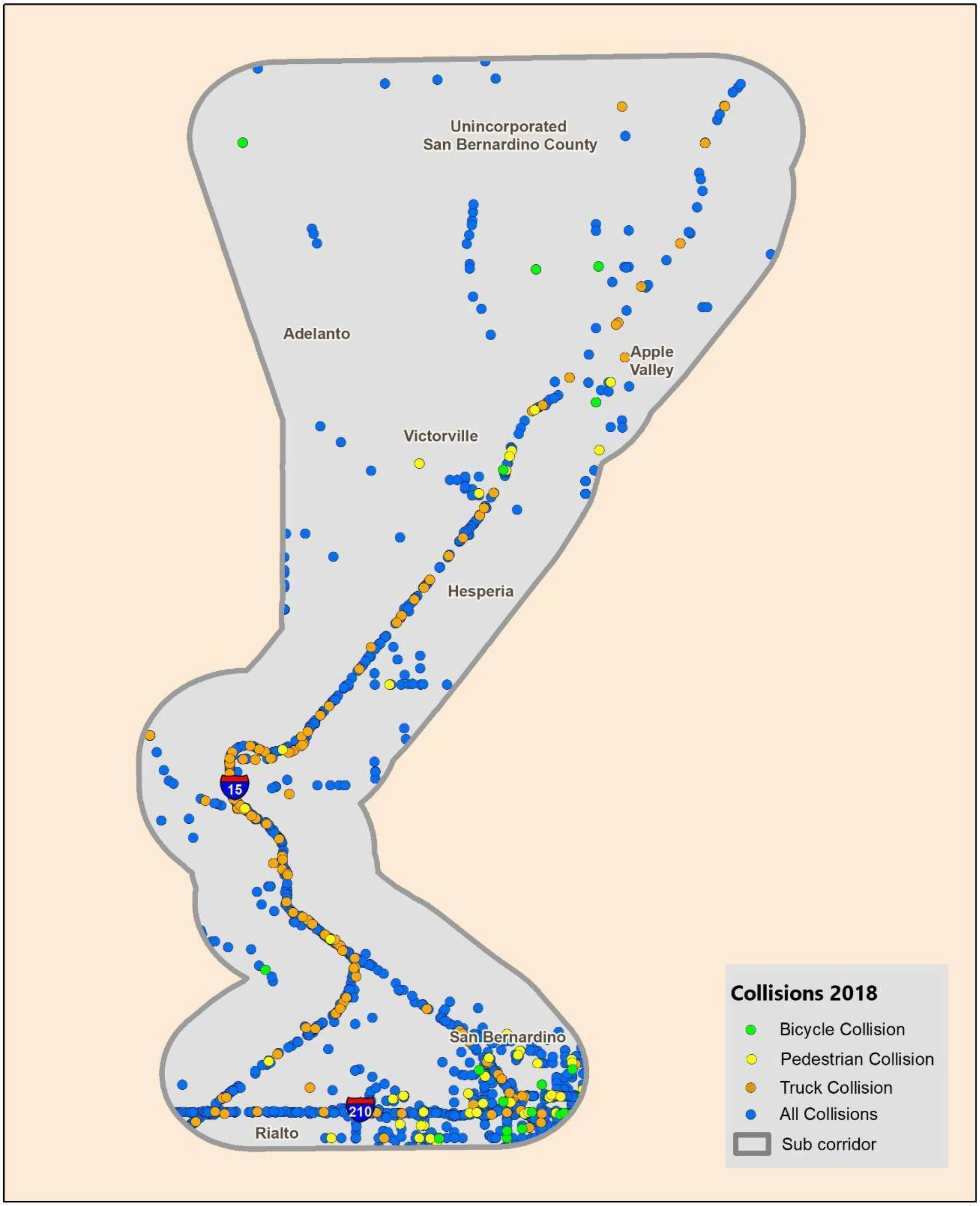
The sub-corridor is expected to experience the following growth rates by 2040 according to SCAG projections:

- Population—43 percent increase.
- Employment—40 percent increase.

Commensurate with these projected relatively high rates of growth for the area's demographics, total trip making in the sub-corridor is expected to increase by 436,000 daily trips, representing a 34 percent increase. VMT are expected to increase by 18 percent and VHT are projected to increase by 65 percent. The disproportionate increase in VHT over VMT indicate increasing delay and congestion in the future due to the projected relatively high growth rates for this sub-corridor.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.8 and Figure 5.9 illustrate the AM and PM peak hour conditions, respectively, on the freeway system based on SCAG 2040 model.

Figure 5.7 | Collisions
Victorville to San Bernardino Sub-Corridor



Victorville to San Bernardino
Sub-Corridor

0 2.5 5 10 Miles

Figure 5.8 | Future 2040 Traffic Conditions—AM
Victorville to San Bernardino Sub-Corridor

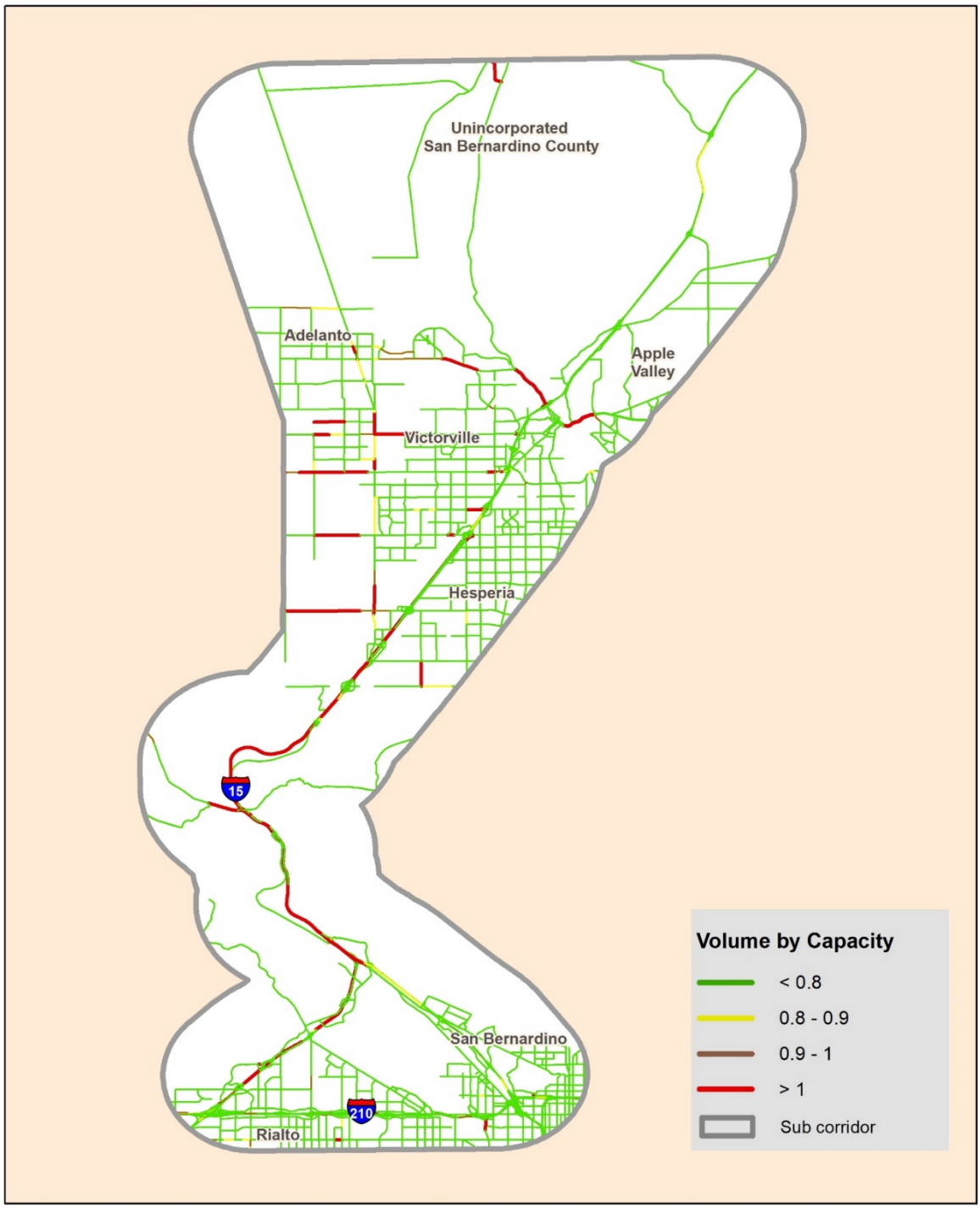
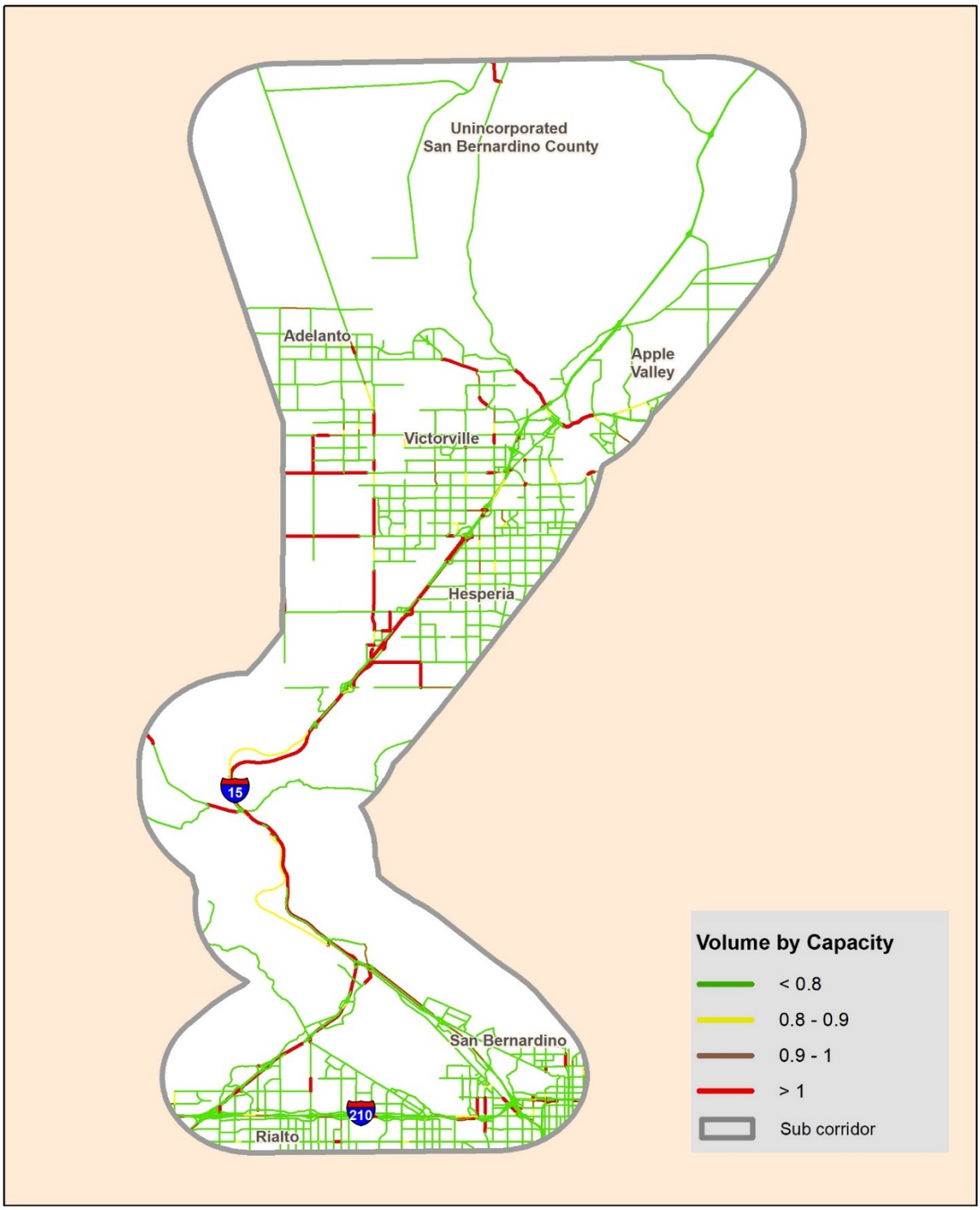


Figure 5.9 | Future 2040 Traffic Conditions—PM
Victorville to San Bernardino Sub-Corridor



Victorville to San Bernardino
Sub-Corridor

0 2.5 5 10 Miles

5.2.2 Strategic Approach for Victorville to San Bernardino Sub-Corridor

Strategic Approach for Victorville to San Bernardino Sub-Corridor

Problems to Be Addressed

- Substantial “down-the-hill” commuting from the Victor Valley to San Bernardino, Riverside, and LA, with residents motivated to endure the commutes as a result of more affordable housing in the High Desert.
- I-15 is a nationally significant freight corridor, but travel through the Cajon Pass is congested and unreliable.
- High number of serious traffic accidents and incidents on State Routes: I-15 in Cajon Pass, U.S.-395, and SR-138.
- Significant weekend congestion, not just weekday.
- Lack of adequate alternate routes when the regionally significant corridor shuts down as a result of incidents.

Strategies

1. Enhance the ease and reliability of freight and passenger travel in the Cajon Pass and High Desert through the addition of express lanes on I-15, consistent with the SCAG Regional Express Lane Network in the RTP/SCS, with toll discounts/exemptions for transit, vanpools, and 3+ carpools.
2. Conduct operational studies on I-15 in the Cajon Pass geared toward improving safety and reducing the frequency and severity of traffic incidents. Also conduct operational studies on alternate routes to I-15 for use in the event of extended I-15 closures. Program operational improvements into the Caltrans SHOPP. If crashes are associated to the long routes, weather, and fatigue, perhaps rest areas could also be added to allow drivers to take a break before continuing their destination.
3. Pursue multimodal solutions. Continue growth of vanpool and carpool formation from the High Desert to employment centers in the Valley and greater LA Basin and monitor express bus operation from Victorville to San Bernardino for evidence of expansion opportunity. Pursue the extension of Brightline West down the Cajon Pass to Rancho Cucamonga to provide an additional privately funded solution to peak hour and weekend congestion.
4. Through economic development and other strategies, increase employment opportunities in the High Desert for High Desert residents to reduce jobs-to-housing imbalance and reduce long commutes from the High Desert to San Bernardino / Los Angeles / Riverside.
5. Complete Mojave Riverwalk, the principal north/south Class I trail in the High Desert.
6. Consider developing a comprehensive signal synchronization network for the High Desert and prioritize arterial corridors for early implementation.
7. Complete the widening of 2-lane segments on SR-138 west of I-15 for safety purposes.

8. Complete widening of U.S. 395 for safety and operational purposes and as a significant north/south freight and recreational route connecting to the Tehachapi Mountains via SR-58 and to the eastern Sierra Mountains.
9. Implement policies and methods to increase work at home to decrease commute trips.

5.3 San Bernardino to Riverside Sub-Corridor

The San Bernardino to Riverside sub-corridor is one of five north/south oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.10 illustrates the boundaries of the sub-corridor Study Area.

5.3.1 Sub-Corridor Definition

This sub-corridor is primarily centered on I-215 and SR-91, serving as a key north/south link (on the eastern side of the urbanized valley), between San Bernardino and Riverside counties connecting their respective urban centers. This sub-corridor addresses north/south flows of people and freight within and through portions of the cities of San Bernardino, Colton, Loma Linda, Grand Terrace, Riverside, and portions of unincorporated San Bernardino and Riverside counties. This sub-corridor encompasses parts of RSAs 46, 45, 29, and 30. The sub-corridor is approximately 25 miles in length north to south and six miles wide east to west.

Key Transportation Facilities

Key north/south-oriented transportation facilities within the sub-corridor include:

Freeways: I-215 is the primary north/south freeway facility, with its extension/connection to SR-91 in the south and I-15 in the north.

Arterials: Key north/south arterial facilities that run through significant portions of the Study Area include: Pepper Avenue, La Cadena Drive, Main Street, Chicago Avenue, Iowa Avenue, Mt. Vernon Avenue, Reche Canyon Road, E Street, Waterman Avenue, Tippecanoe Avenue, Route 66, and Kendal Drive.

Freight: I-215 is a major goods movement corridor. UP Railroad, BNSF and SCRRA pass through the sub-corridor. There are major warehousing facilities in the sub-corridor along I-215 in the cities of Riverside, Colton, and San Bernardino.

Transit: This sub-corridor includes portions of Metrolink's Inland Empire/Orange County line and San Bernardino line. The San Bernardino line terminates in Downtown San Bernardino within this sub-corridor. The Redlands extension will provide additional service to the east from Downtown San Bernardino. The OmniTrans sbX Green Line, a bus rapid transit route, runs primarily within the area serving major north/south movements. This key BRT facility is the first service with exclusive bus lanes in the Inland Empire. The RTA Commuterlink route 200 and Omnitrans connect Riverside and San Bernardino.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities.

Figure 5.10 | Sub-Corridor Study Area
San Bernardino to Riverside Sub-Corridor

San Bernardino to Riverside Sub-Corridor

0 2.5 5 10 Miles

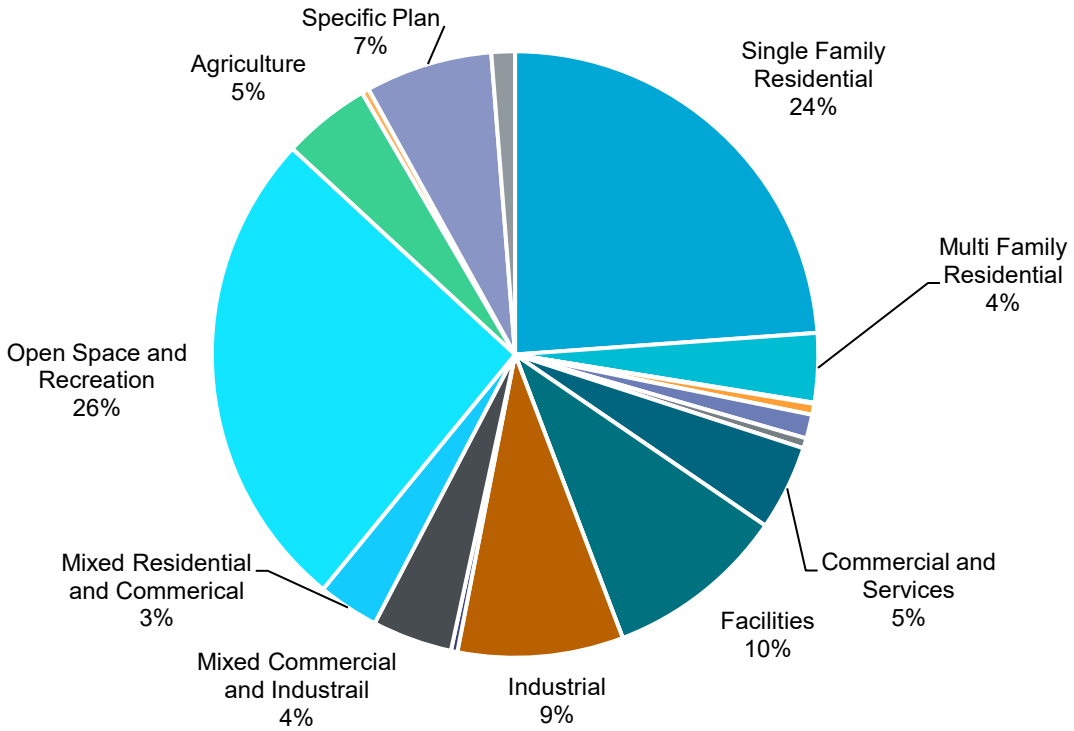
Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.11 illustrates the land use type in the sub-corridor and Figure 5.12 shows the land use patterns. As illustrated in these figures, this sub-corridor includes a wide variety of land uses depending on location, with significant amounts of open space at the northern end, while urban land uses are most prevalent in the middle and southern portions. Predominant land uses in the sub-corridor include single family residential at 24 percent, followed by open space and recreation at 26 percent, facilities at 10 percent, and industrial at 9 percent. Where is the 31% oF land use?In terms of employment-generating land uses, the Study Area has 9 percent industrial, 5 percent commercial and services, and some mixed-use designated zones. This sub-corridor includes important Government centers for both San Bernardinoo and Riverside counties, including county halls of administrations, courts, transportation agencies, State agencies, and world-class high education institutions UC-Riverside and CSU–San Bernardino.

The CalEnviroScreen scores for this sub-corridor are high in the central portion of the area in downtown San Bernardino and Colton areas with some areas of higher scores also located in Riverside and Jurupa Valley. The farthest north, south, and eastern portions of the corridor have much lower CalEnviroScreen scores indicating better overall economic and environmental conditions in those areas. A significant portion of the sub-corridor area is designated as a SCAG "Community of Concern," including portions of San Bernardino, Colton, Grand Terrace, and Riverside.

Figure 5.11 | Land Use Types

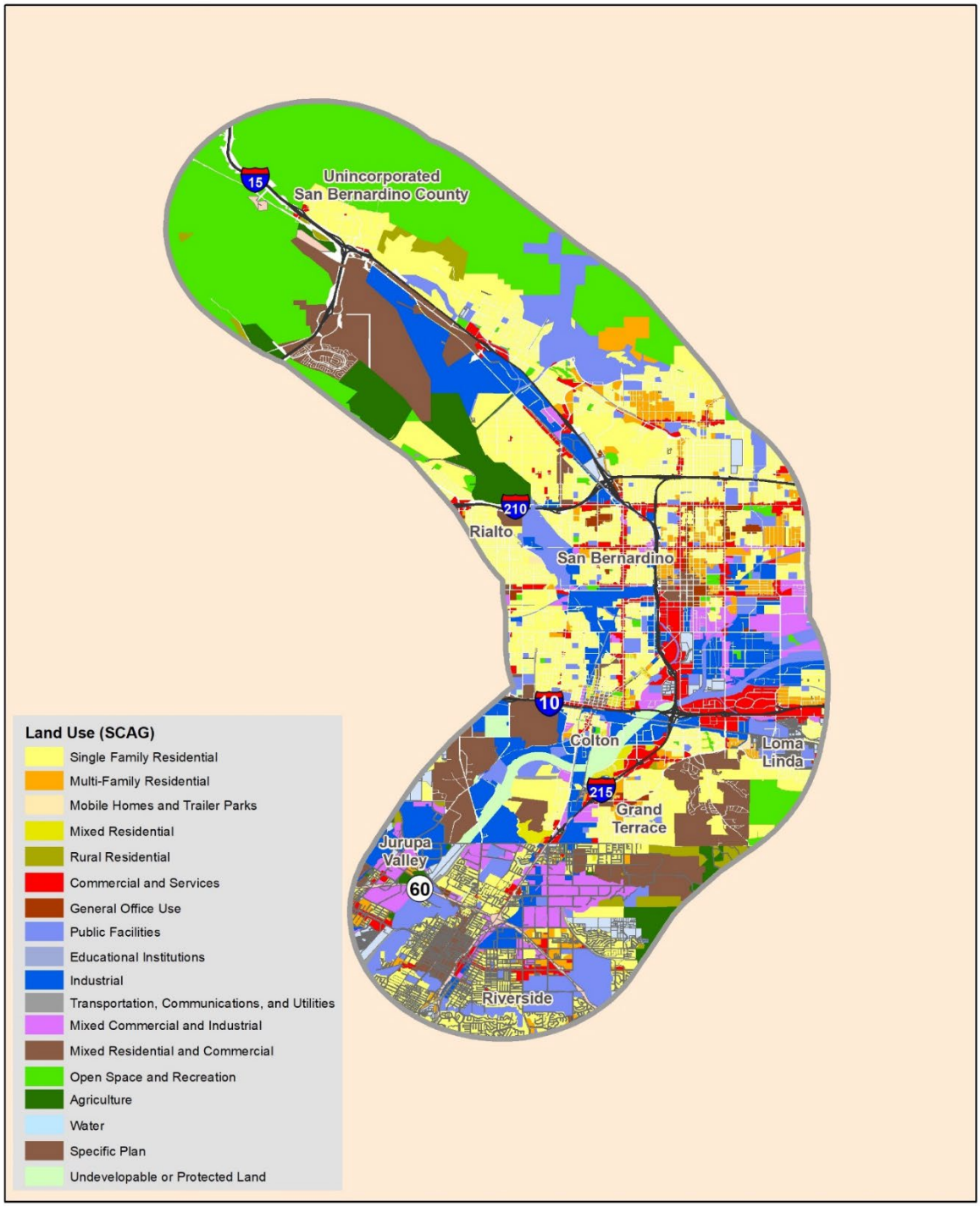
San Bernardino to Riverside Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.12 | Land Use Map

San Bernardino to Riverside Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively high in the middle and southern portion of this subarea which include downtown San Bernardino and Riverside, respectively, while density is much lower in the northern portion of the Study Area. Overall employment density for the sub-corridor is 2.48 employees per acre. Population density follows a similar pattern to employment density, with relatively high densities throughout much of the middle portion of the sub-corridor. Overall population density for the sub-corridor is 5.71 residents per acre. Given the higher employment opportunities, the the sub-corridor has a population-to-employment statistical ratio of 2.3, which is relatively low compared to some of the other areas of the overall IE CMCP Study Area, indicating a relatively better balance of jobs and population.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.3 displays the magnitude and average length of trips within and external to the subarea. There are nearly 1.5 million daily auto trips made by residents and employees in the corridor Study Area. As illustrated, in the table below, just over a third of the trips stay within the sub-corridor and well over half of the trips are to and from outside of the sub-corridor but within the overall Inland Empire Study Area. Less than ten percent of the trips go outside of the Inland Empire Study Area, emphasizing the attractiveness and importance of this sub-corridor's travel destinations in serving trip origins within the Inland Empire in general. The average trip lengths for trips with one end in the study and the other either inside or outside of IE CMCP area are more than three times and ten times the length of the internal-internal trips, respectively. The relatively shorter length (12.8 miles) of the large volume of sub-corridor to IE CMCP trips is again an indication of a good jobs/housing balance within the sub-corridor.

Table 5.3 | Internal and External Trips
San Bernardino to Riverside Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	535,000	837,000	121,000
	35%	57%	8%
Average Trip Length (Miles)	3.9	12.8	43.7

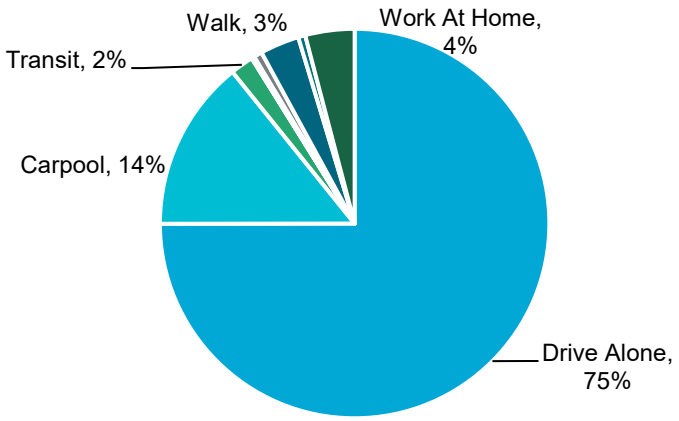
Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.13 illustrates the journey to work mode share for the sub-corridor. Overall, 89 percent of commute trips in the Study Area are made by automobile. Transit accounts for just two percent of commute trips, while four percent of residents work at home. Notably, when examining the group that commutes by car, 14 percent carpooled. The share of commuters who carpool is higher in the sub-corridor compared to California as a whole (10 percent). Non-motorized trips account for four percent of commute trips.

Except for individuals who work at home, nearly 96 percent of the workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected

in the commute times for the Study Area. Over 60 percent of all workers commute less than 30 minutes to work, while 25 percent commute 30 to 60 minutes, 11 percent commute over one hour. Again, these figures reflect a better jobs/housing balance in this sub-corridor, which result in relatively shorter commute times compared to others.

Figure 5.13 | Journey to Work Mode Share
San Bernardino to Riverside Sub-Corridor



Source: ACS 2017, 5-year estimates.

Congestion, Delay, and VMT: Figure 5.14 and Figure 5.15 illustrate the AM and PM peak hour conditions, respectiveley, on the freeway system for 2018 from Google traffic data. In general, the most consistent congestion patterns occur on the I-215 segment between I-10 and SR-60 in both peak periods. More specifically, the traffic data indicate that during the AM peak, there is congestion on I-215 on the entire segment from I-10 to SR-60. The level of congestion is approximately the same in both directions in this area. There also is congestion on I-215 southbound south of SR-210 as well as I-215 southbound south of the I-15/I-215 interchange. During the PM peak, the southbound direction of the segment between I-10 and SR-60 is significantly congested and a portion of the same segment is congested in the northbound direction. Also the segment of I-215 north of I-10 up to 5th Street in San Bernardino is congested. There also is congestion along I-215 north of SR-210 in the northbound direction during the PM peak as well as north of the I-15/I-215 interchange, again in the northbound direction.

Daily VMT, including local trips and through traffic in the Study Area are mainly carried on freeways and major arterial roadways. Table 5.4 shows the VMT in the sub-corridor by facility type. As shown, the freeway system carries 71 percent and the arterial network carries 29 percent of the daily VMT. The significantly higher share of freeway VMT is a reflection of the importance of the freeways in mobility and county-to-county connectivity in this sub-corridor. The proportion of VHT is somewhat different than VMT, with freeways (including HOV lanes) carrying 60 percent of the VHT and arterial network carrying 40 percent of the VHT, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively more VMT per service population and it ranks number five highest VMT out of the ten sub-corridors.

Figure 5.14 | Existing AM Peak Hour Freeway Conditions

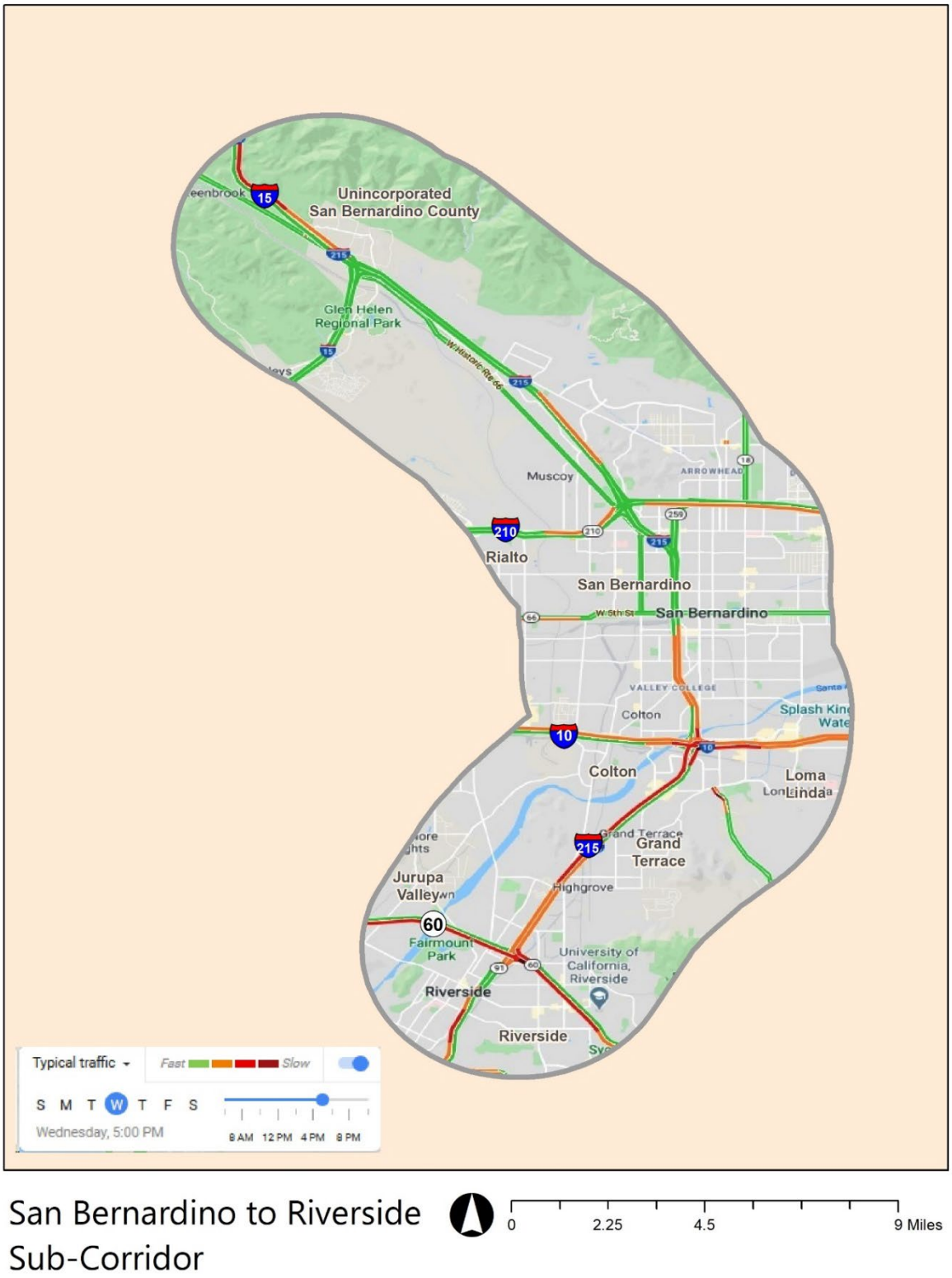
San Bernardino to Riverside Sub-Corridor

San Bernardino to Riverside Sub-Corridor

0 2.25 4.5 9 Miles

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.15 | Existing PM Peak Hour Freeway Congestion
San Bernardino to Riverside Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Table 5.4 | Vehicle Miles of Travel by Facility Type
San Bernardino to Riverside Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	8,053,242	68%	151,538	57%
HOV	397,166	3%	6,737	3%
Arterials	3,451,905	29%	104,039	40%
Total	11,902,313	100%	262,314	100%

Source: SCAG Model 2016.

Transit Usage: This sub-corridor has several high-quality transit services, including the Metrolink Commuter Rail as well as other transit services, including bus rapid transit (BRT) sbX between CSU-San Bernardino and Loma Linda University and Medical Center. This sub-corridor also includes portions of the Inland Empire-Orange County Metrolink stations providing north/south service.

Safety: Figure 5.16 illustrates the reported crashes by type for 2018. In terms of safety, I-215 experiences some of the highest collision rates for the IE CMCP Study Area's freeways. There is a relatively high concentration of bicycle and pedestrian collisions in the southern portion of the sub-corridor in and around University of California at Riverside (UCR) and in the central portion near the city of San Bernardino. This possibly reflects relatively higher rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along freeways with the largest concentration along I-215 between SR-60 and SR-210.

Future Conditions

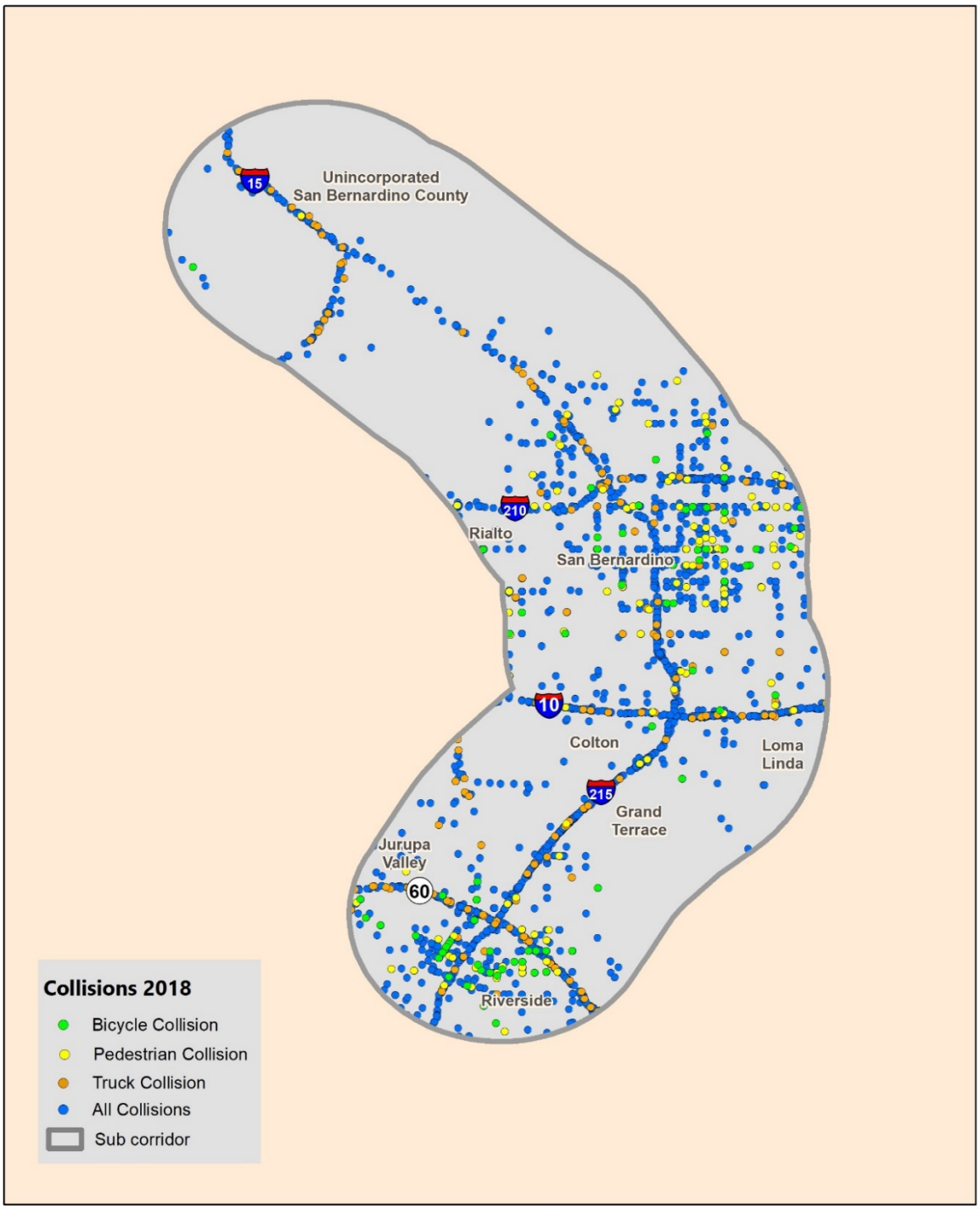
The sub-corridor is expected to experience the following growth rates by 2040:

- Population—16 percent increase.
- Employment—37 percent increase.

This subcorridor will experience the lowest level of population increase compared to the other nine sub-corridors, likely reflecting the built out nature of much of the Study Area. However, the higher rate of employment to population growth suggests a further improvement to future jobs/housing ratios. Total trip making in the sub-corridor is projected to increase by 362,000 daily trips, representing a 24 percent increase. VMT is expected to increase by 22 percent and VHT is projected to increase by 51 percent. The disproportionate increase in VHT over VMT suggest increasing delay and congestion in the future due to the projected growth rates and increased congestion.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.17 and Figure 5.18 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

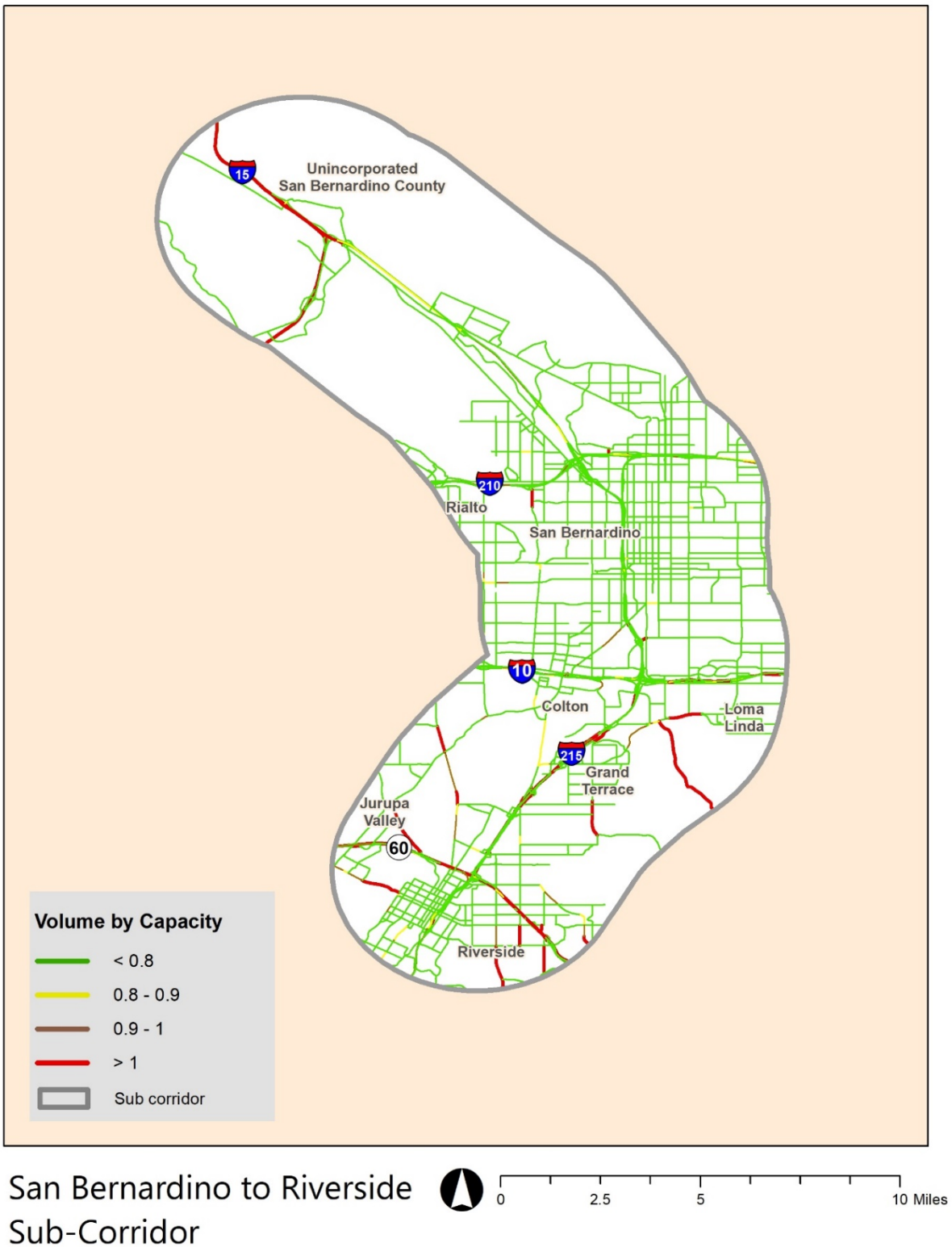
Figure 5.16 | Collisions
San Bernardino to Riverside Sub-Corridor



San Bernardino to Riverside Sub-Corridor

0 2.5 5 10 Miles

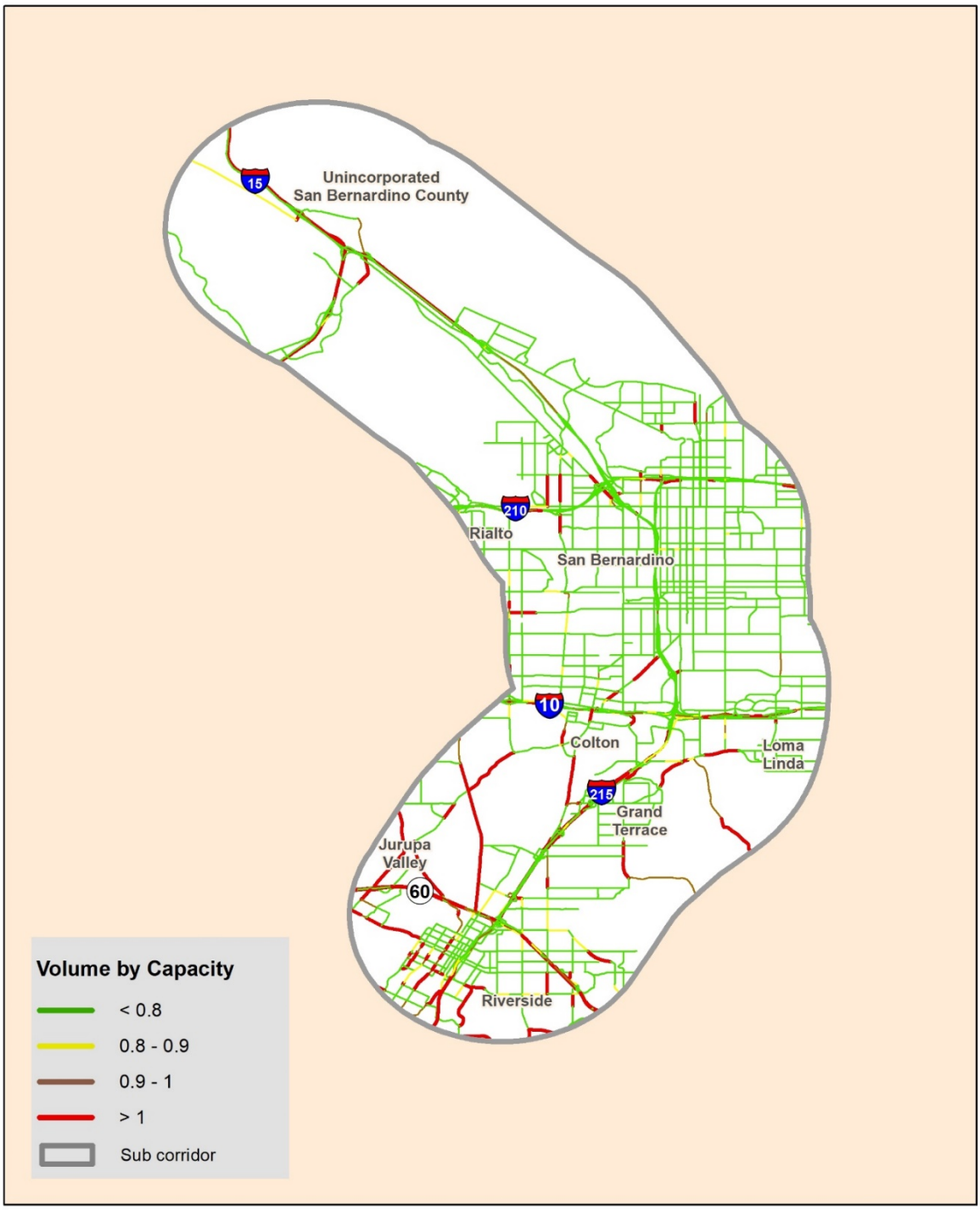
Figure 5.17 | Future 2040 Traffic Conditions—AM
San Bernardino to Riverside Sub-Corridor



San Bernardino to Riverside Sub-Corridor

0 2.5 5 10 Miles

Figure 5.18 | Future 2040 Traffic Conditions—PM
San Bernardino to Riverside Sub-Corridor



San Bernardino to Riverside Sub-Corridor

0 2.5 5 10 Miles

5.3.2 Strategic Approach for San Bernardino to Riverside Sub-Corridor

Strategic Approach for San Bernardino to Riverside Sub-Corridor

Problems to Be Addressed

- Large off-campus university student and employee populations that make daily commutes to and from schools, creating congestion at entry points to universities.
- Specific bottleneck locations: (southbound I-215 at Orange Show Road, southbound I-215 at SR-60 junction, northbound I-215 at merge with SR-60 on-ramps).
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Antiquated interchange designs.
- Large concentration of bike and pedestrian collisions in the Riverside and San Bernardino urban centers.
- Generally difficult environment for walking and cycling
- Truck congestion and air quality challenges in San Bernardino and Riverside with convergence of rail lines and intermodal freight facilities.

Strategies

1. Build on existing multimodal strategy to enhance rail, transit and shared-ride access to and from California State University San Bernardino (CSUSB) and UCR.
2. Coordinate express transit/rail service between San Bernardino and Riverside County cities.
3. Focus on north/south arterial operations and safety improvements for parallel facilities such as Riverside Avenue, Mt. Vernon Avenue, and Reche Canyon Road.
4. Complete Divergent Diamond Interchange (DDI) at the I-215/University Avenue interchange to accommodate continued CSUSB growth.
5. Make strategic operational improvements to and/or reconstruct interchanges on I-215 between SR-60 and Orange Show Road to address bottlenecks.
6. Implement managed-lane system on SR-91 in downtown Riverside.
7. Build on substantial existing transit assets (e.g., move forward with SCORE program on multiple Metrolink lines—increasing frequency and improving service).
8. Implement first/last mile transit connections (particularly from major destinations to Metrolink stations).

9. Work with South Coast Air Quality Management District (SCAQMD) and California Air Resources Board (CARB) to provide incentives for accelerating turnover of the truck fleets.
10. Explore policies and methods to increase work at home to decrease commute trips.

5.4 Cajon Pass to Eastvale Sub-Corridor

The Cajon Pass to Eastvale sub-corridor is one of five north/south oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.19 illustrates the boundaries of the sub-corridor Study Area.

5.4.1 Sub-Corridor Definition

This sub-corridor is primarily centered on I-15, serving as a key north/south link (on the western side of the urbanized valley), between San Bernardino and Riverside counties. This sub-corridor addresses north/south flows of people and freight within and through portions of the cities of San Bernardino, Rialto, Fontana, Rancho Cucamonga, Ontario, Eastvale and Norco, and portions of county unincorporated areas. This sub-corridor encompasses portions of both Riverside and San Bernardino counties and includes parts of RSAs 28, 45, 29, and 30. The sub-corridor is approximately 26 miles in length north to south and six miles wide east to west.

Key Transportation Facilities

Key north/south oriented transportation facilities within the sub-corridor include:

Freeways: I-15 is the primary north/south freeway facility.

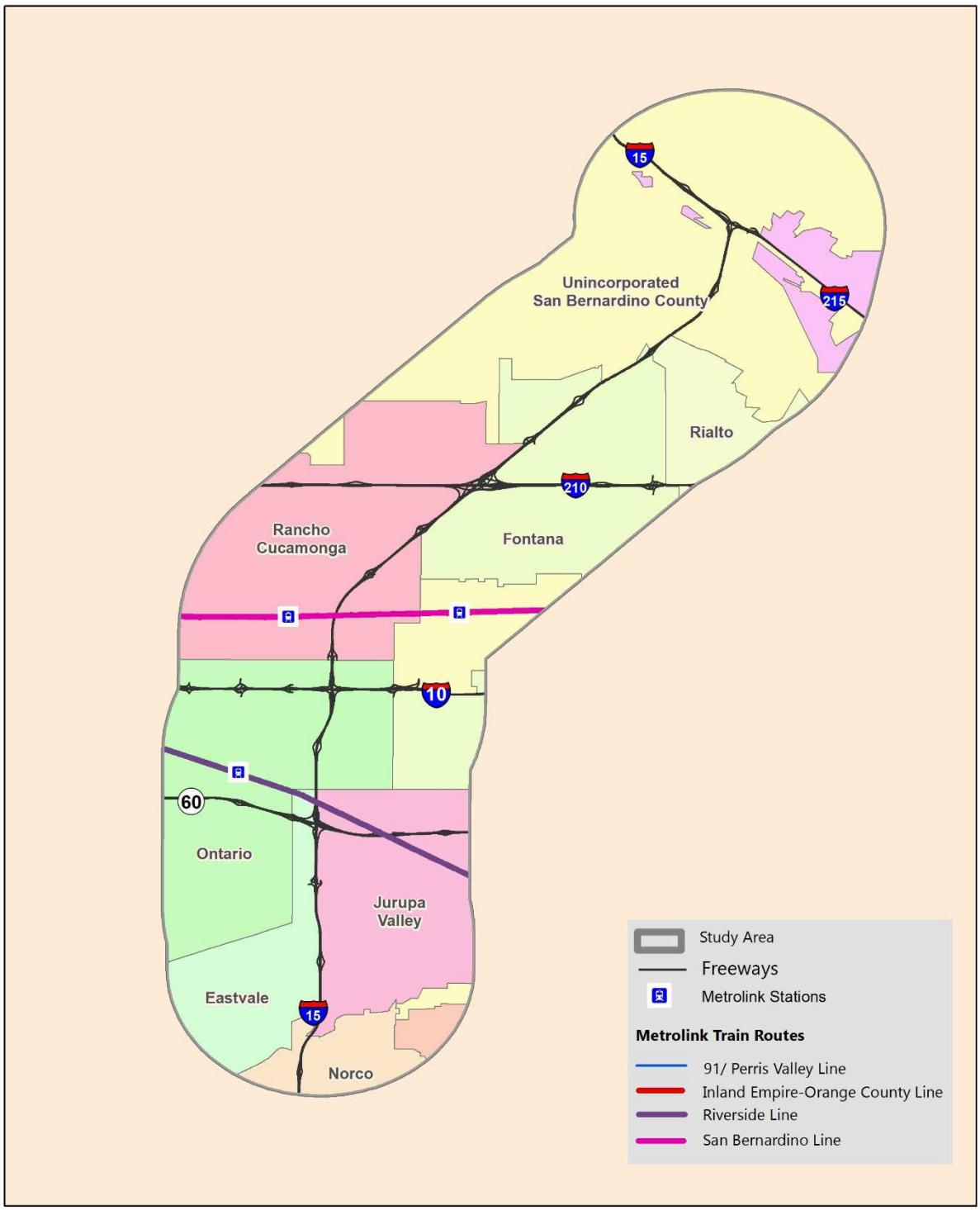
Arterials: Key north/south arterial facilities that run through significant portions of the Study Area include Glen Hellen Parkway, Sierra Avenue, Etiwanda Avenue, Hamner Avenue and Milliken Avenue.

Freight: I-15 is a major goods movement corridor. UP Railroad, BNSF, and SCRRA pass through the sub-corridor. Some of the most significant warehousing facilities in the Inland Empire are in this sub-corridor along I-15 in the cities of Ontario, Rancho Cucamonga, Fontana, and Eastvale.

Transit: There is no transit connectivity along I-15 in this sub-corridor.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities.

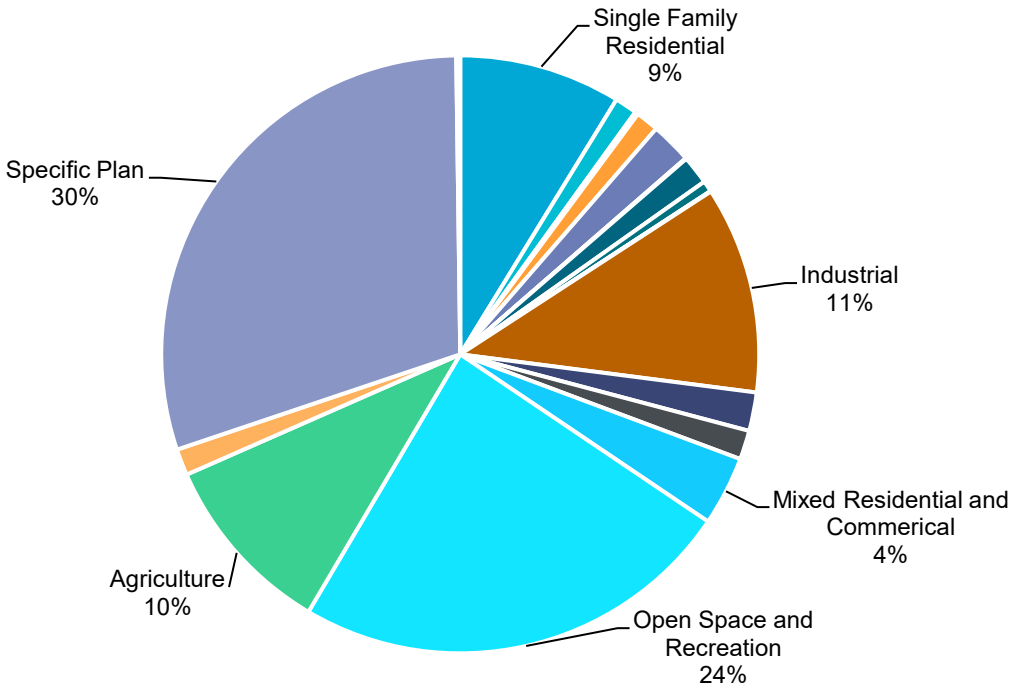
Figure 5.19 | Sub-corridor Study Area
Cajon Pass to Eastvale Sub-Corridor



Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.20 illustrates the land use types in the sub-corridor and Figure 5.21 shows the land use patterns. As illustrated in these figures, this sub-corridor includes a wide variety of land uses depending on location, with significant amounts of open space at the northern end, while urban land uses are most prevalent in the middle and southern portions. A significant distinguishing characteristic of this sub-corridor is the predominance of specific plans (mostly in Fontana, Rancho Cucamonga, and Ontario) at 30 percent of the total land area. Other predominant land uses include open space at 24 percent, Iindustrial at 11 percent, agriculture at 10 percent, and relatively lower single family residential at 9 percent. The CalEnviroScreen scores are high in the central portion of the sub-corridor, including parts of Rialto and Ontario. Overall CalEnviroScreen scores for this sub-corridor are among the highest of the ten sub-corridors.

Figure 5.20 | Land Use Types
Cajon Pass to Eastvale Sub-Corridor

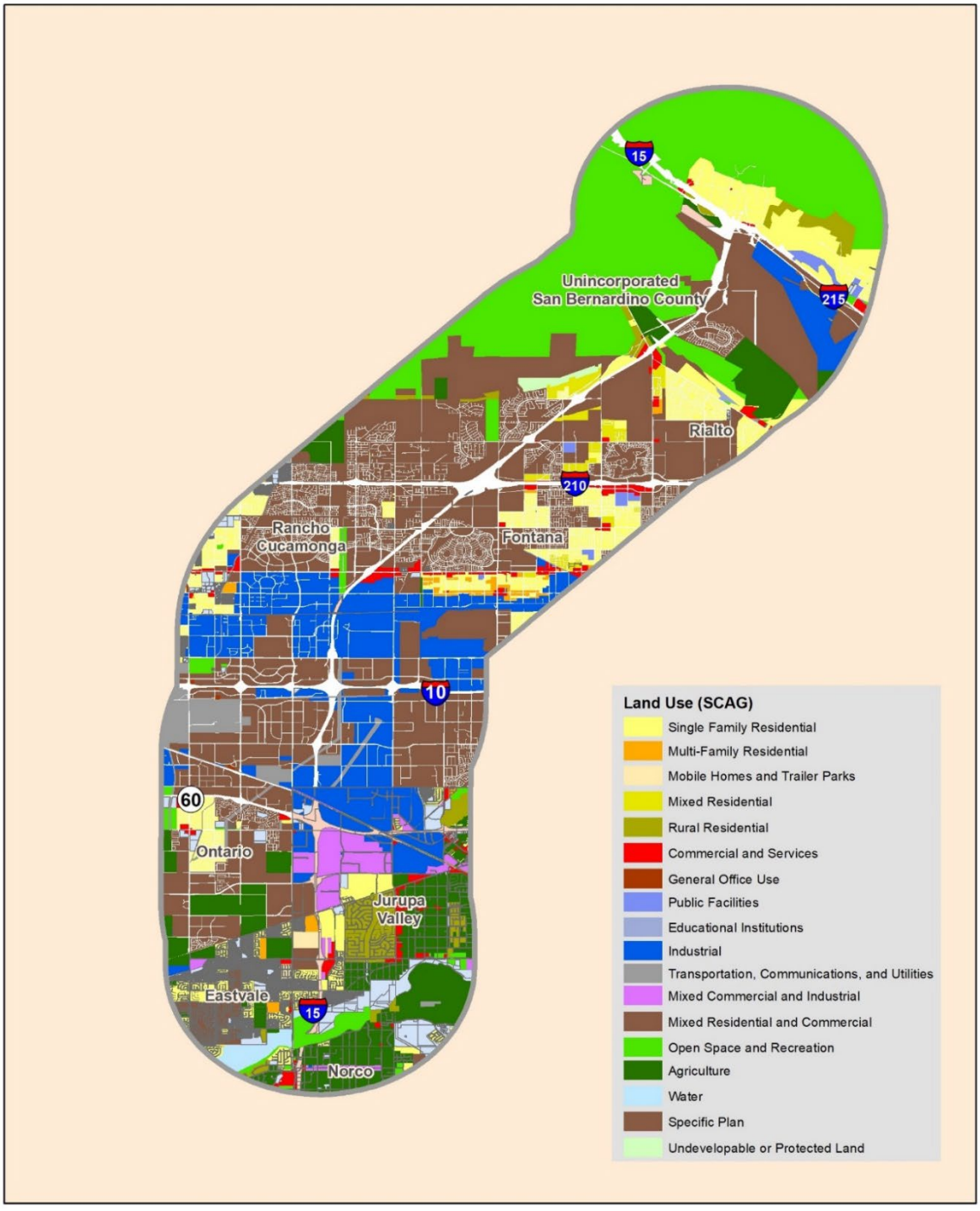


Source: SCAG 2012 Land Use

Employment density is relatively low in the northern and southern portion of the sub-corridor and moderate to high employment density in portions between SR-210 and SR-60. The population/employment ratio is mixed with high ratios in the northern and southern portion and a low ratio in middle of the sub-corridor between SR-210 and SR-60. Overall, the sub-corridor has a relatively lower population-to-employment statistical ratio of 1.8 compared to some of the other areas of the overall IE CMCP sStudy Area, indicating a need for residents to commute shorter distances to work.

Figure 5.21 | Land Use Map

Cajon Pass to Eastvale Sub-Corridor



Source: SCAG 2012 Land Use

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.5 displays the magnitude and average length of trips within and external to the subarea. There are over 1.3 million daily auto trips made by residents and employees in the Study Area. As illustrated in the table below, just over a quarter of those trips are internal-internal trips, meaning they start and end within the sub-corridor Study Area. These sub-corridor internal trips include commute travel for workers who live and work in the Study Area, as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. The remaining trips are evenly split between having one end in the Study Area and the other end either inside or outside the IE CMCP area. Approximately 60 percent of the trips have one end in the sub-corridor and other end in the IE CMCP Study Area. The remaining trips end outside the IE CMCP sStudy Area. With 85 percent of the trips within the IE CMCP area, this reflects the attractiveness and importance of this sub-corridor's travel destinations in serving trip origins within the Inland Empire in general.

The average trip lengths for trips with one end in the Study Area and the other either inside or outside of IE CMCP area are three times and eight times the length of the internal-internal trips, respectively. The relatively shorter length (almost 12 miles) of the large volume of sub-corridor to IE CMCP trips is again an indication of a good jobs/housing balance within the sub-corridor.

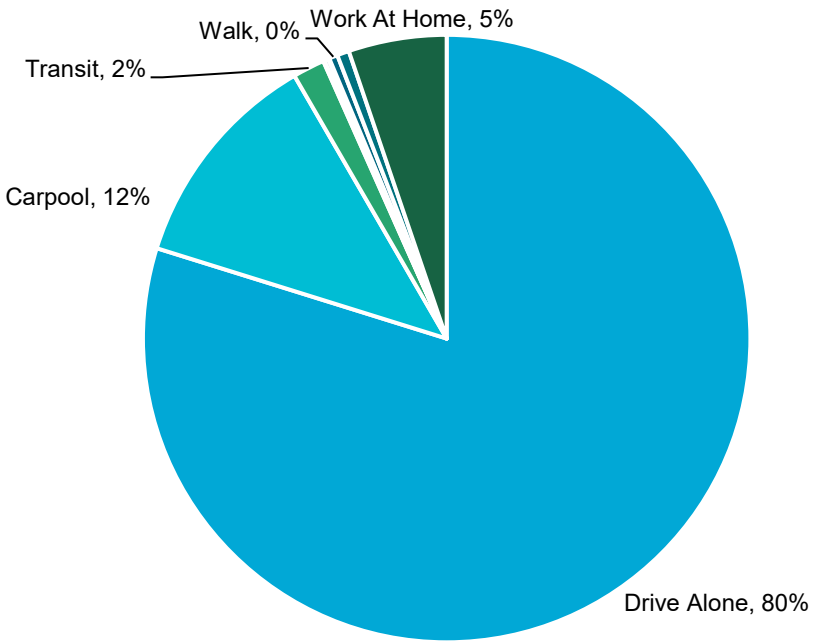
Table 5.5 | Internal and External Trips
Cajon Pass to Eastvale Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	361,000	787,000	203,000
	27%	58%	15%
Average Trip Length (Miles)	4.1	11.9	32.5

Source: SCAG Model 2016

Commute trips were examined to better understand the peak period travel patterns. Figure 5.22 illustrates the journey to work mode share for the sub-corridor. Overall, 92 percent of commute trips in the Study Area are made by automobile. Transit accounts for just two percent of commute trips, while five percent of residents work at home. Notably, when examining the group that commutes by car, 12 percent carpooled. The share of commuters who carpool is higher in the sub-corridor compared to California as a whole (10 percent). Non-motorized trips account for less than one percent of commute trips.

Figure 5.22 | Journey to Work Mode Share
Cajon Pass to Eastvale Sub-Corridor

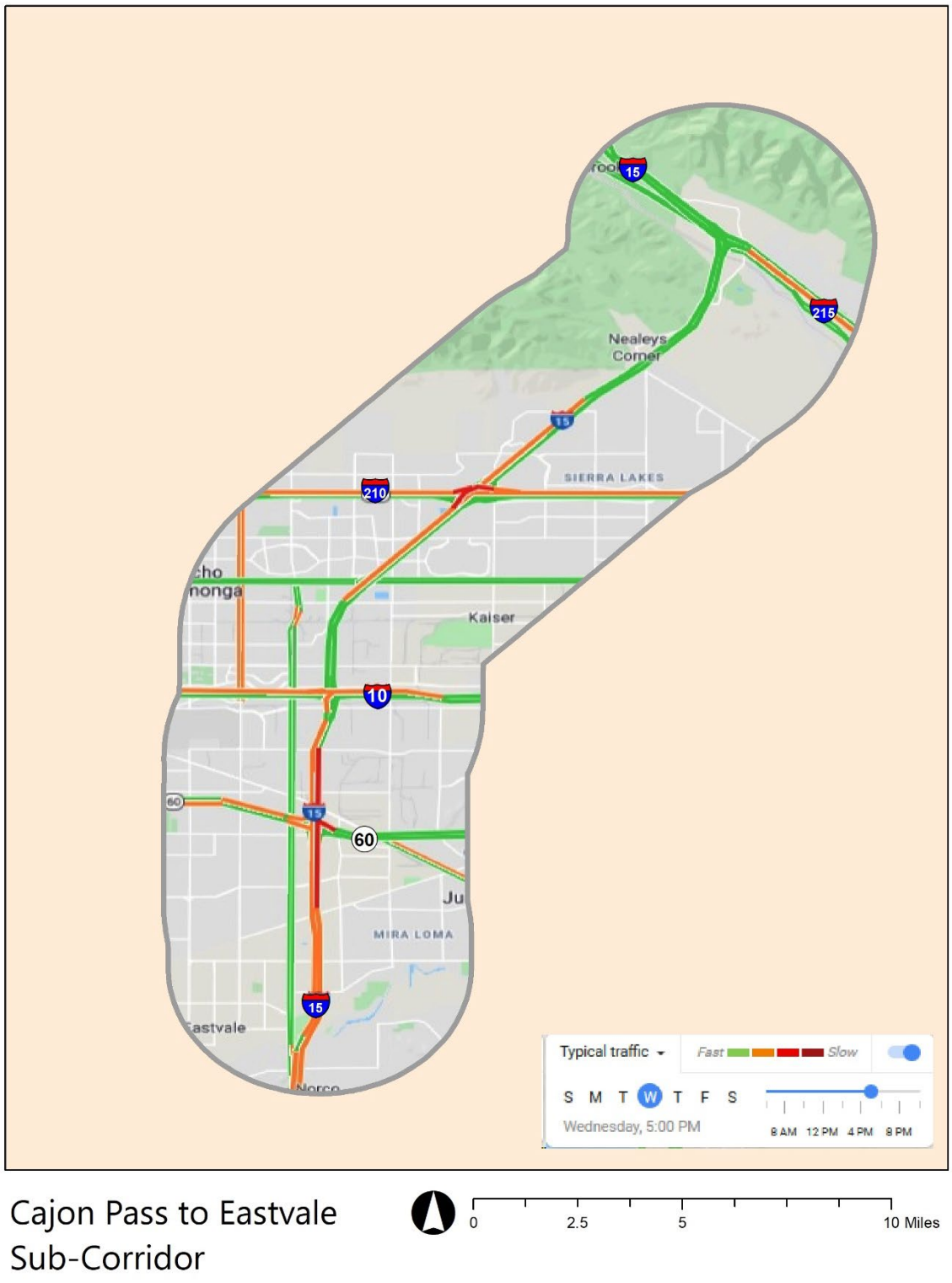


Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 95 percent of the workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the Study Area. Nearly half of all workers commute less than 30 minutes to work, 31 percent commute 30 to 60 minutes, and 19 percent commute over one hour. These are a reflection of relatively high availability of jobs to serve the population in this sub-corridor.

Congestion, Delay, and VMT: Figure 5.23 and Figure 5.24 show the snapshot of Google traffic conditions during a typical Wednesday AM and PM peak hour, respectively. In general, the most consistent congestion patterns occur on the I-15 segment from I-10 to the southern end of the sub-corridor in both peak periods. More specifically, the traffic data indicate that during the AM peak hour there is significant congestion on I-15 in both directions south of I-10 to the southern edge of the sub-corridor and it is the heaviest in the northbound direction during the morning period. On I-15, both north and south of I-10, there is significant congestion in the northbound direction during the AM peak hour. There also is congestion at the I-10/SR-210 interchange. The PM peak hour experiences similar patterns along I-15 but the congestion extends further north of I-10 and again extends all the way to the southern boundary of the sub-corridor.

Figure 5.23 | Existing AM Peak Hour Freeway Conditions
Cajon Pass to Eastvale Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.24 | Existing PM Peak hour Freeway Congestion
Cajon Pass to Eastvale Sub-Corridor

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the Study Area are mainly carried on freeways and major arterial roadways. Table 5.6 shows the VMT in the sub-corridor by facility type. As shown, the freeways carry 70 percent of the daily VMT and the arterials 30 percent. The significantly higher share of freeway VMT is a reflection of the importance of the freeways in mobility and county-to-county connectivity in this sub-corridor. However, daily VHT is about 60/40 between freeways (including HOV lanes) and arterial network, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has the highest VMT per service population and it ranks number one out of the ten sub-corridors.

Table 5.6 | Vehicle Miles of Travel by Facility Type
Cajon Pass to Eastvale Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	9,089,517	68%	172,414	60%
HOV	245,953	2%	3,935	1%
Arterials	3,984,639	30%	487,000	39%
Total	**13,320,109**	**100%**	**663,349**	**100%**

Source: SCAG Model 2016.

Transit Usage: This sub-corridor also has some high-quality transit stops at Metrolink stations in Rancho Cucamonga and Ontario. In this sub-corridor, only 2 percent of commute trips use transit.

Safety: Figure 5.25 illustrates the reported crashes by type for 2018. In terms of safety, I-15 has higher collision rates than the County average and Caltrans District 8 averages. Bicycle and pedestrian collisions are sparsely spread across the sub-corridor, possibly reflecting lower rates of bicycling and walking in these areas. Truck collisions occur throughout the Study Area but mostly along freeways with the largest concentrations along portions of I-15 between SR-210 and SR-60.

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—17 percent increase.
- Employment—33 percent increase.

These are among the lowest levels of projected increase in population of all ten sub-corridors, likely reflecting the built out nature of much of the Study aArea. However, the higher rate of employment to population growth suggests a further improvement to future jobs/housing ratios. Total trip making in the sub-corridor is projected to increase by 293,000 daily trips, representing a 22 percent increase. VMT is projected to increase by 17 percent and VHT is projected to increase by 39 percent. The disproportionate increase in VHT over VMT indicate increasing delay and congestion in the future due to the relatively high growth rates that are projected.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.26 and Figure 5.27 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

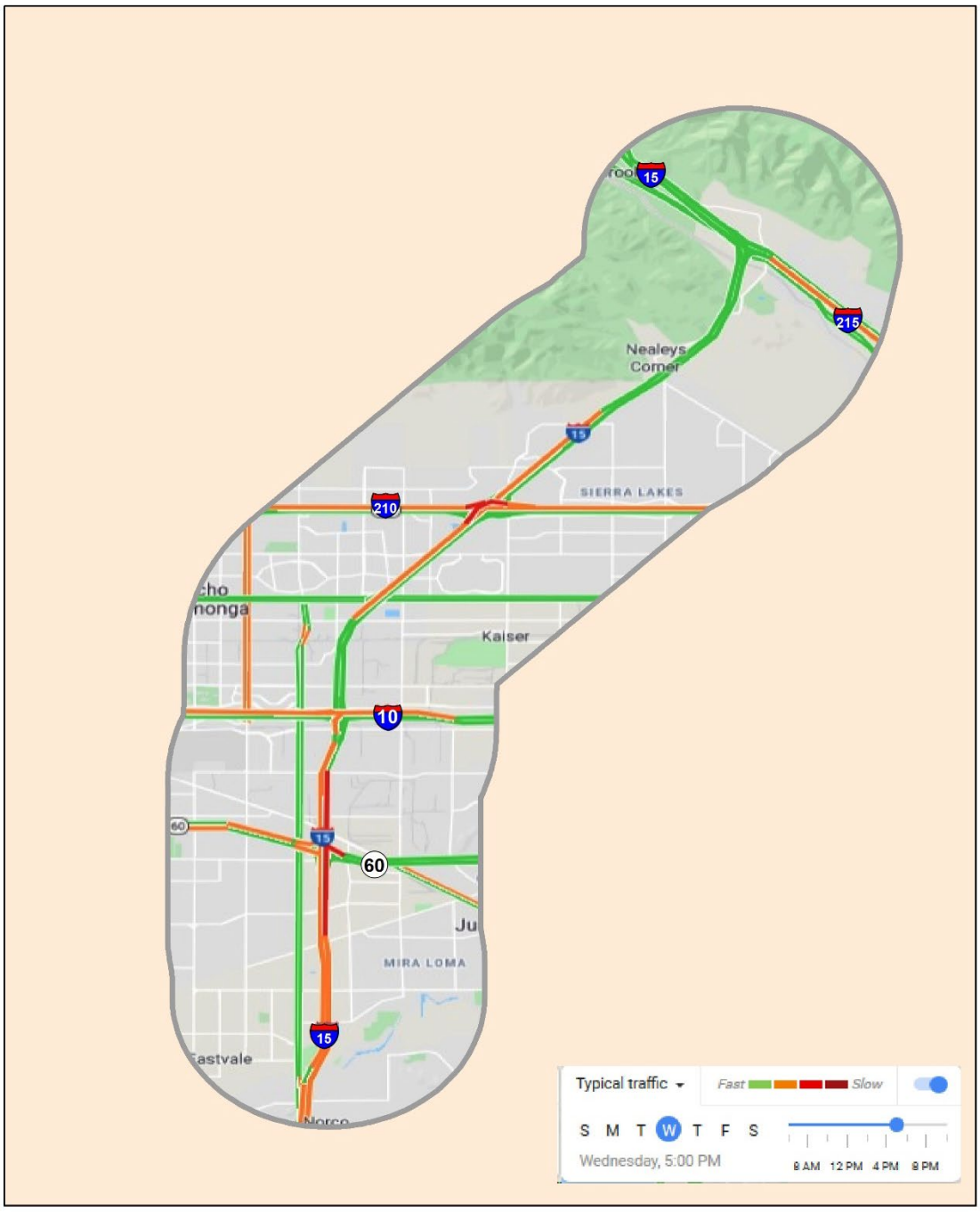
Figure 5.25 | Collisions

Cajon Pass to Eastvale Sub-Corridor

Cajon Pass to Eastvale Sub-Corridor

0 2.5 5 10 Miles

Figure 5.26 | Future 2040 Traffic Conditions—AM
Cajon Pass to Eastvale Sub-Corridor



Cajon Pass to Eastvale
Sub-Corridor

0 2.5 5 10 Miles

Figure 5.27 | Future 2040 Traffic Conditions—PM
Cajon Pass to Eastvale Sub-Corridor

Cajon Pass to Eastvale Sub-Corridor

0 2.5 5 10 Miles

5.4.2 Strategic Approach for Cajon Pass to Eastvale Sub-Corridor

Strategic Approach for Cajon Pass to Eastvale Sub-Corridor

Problems to Be Addressed

- I-10/I-15 interchange is 12th on American Transportation Research Institute (ATRI)'s national list of the top 100 truck bottlenecks.
- Nationally significant freight corridor, with heavy congestion on I-15 between SR-60 and SR-210.
- Southern end of the corridor houses some of the largest and most intense logistics activities in the Nation, with attendant local traffic and environmental impacts.
- Lack of north/south transit service and need for improved transit service to Ontario International Airport.
- Large population and housing growth with a large number of master planned communities.

Strategies

1. Implement managed-lane system on I-15, with toll discounts or exemptions for transit, vanpools, and 3+ carpools.
2. Complete the West Valley Connector BRT, Phase 1. The north/south portion parallels I-15 from Victoria Gardens to Rancho Cucamonga Metrolink Station, through Ontario employment centers, to Ontario International Airport (ONT). Integrate with potential new zero-emission tunnel connection from Metrolink San Bernardino Line to ONT.
3. Pursue the extension of Brightline West down the Cajon Pass to Rancho Cucamonga to provide an additional privately funded solution to peak hour and weekend congestion.
4. Coordinate operational strategies for managed lanes between Riverside and San Bernardino counties.
5. Grow vanpool and carpool formation from the High Desert to employment centers in the Valley, Riverside County, and greater LA Basin.
6. Implement "Healthy Communities and Healthy Economies Toolkit for Goods Movement" (given continued warehouse/distribution facility development).
7. Work with SCAQMD and CARB to provide incentives for accelerating turnover of truck fleets.
8. Implement San Sevaine Class I Trail System, running north/south along I-15.
9. Explore policies and methods to increase work at home to decrease commute trips.

5.5 Riverside to Temecula Sub-Corridor

The Riverside to Temecula sub-corridor is one of five north/south oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.28 illustrates the boundaries of the sub-corridor Study Area.

5.5.1 Sub-Corridor Definition

This sub-corridor is located entirely within Riverside County, covering a significant portion of the Western Riverside County subregion. This is an important intercounty corridor traversing through Riverside County and linking San Bernardino County to San Diego County via I-15 and I-215 and other connecting routes. This sub-corridor addresses north/south flows of people and freight within and through portions of unincorporated Riverside County and the cities of Eastvale, Jurupa Valley, Norco, Riverside, Corona, Moreno Valley, Perris, Menifee, Canyon Lake, Lake Elsinore, Wildomar, Murrieta, and Temecula. This sub-corridor includes parts of RSAs 29, 45, 46, 47, and 49. It is generally 45 miles in length north to south and 20 miles wide east to west at the northern edge of the sub-corridor narrowing to about five miles wide east to west at the southern edge of the sub-corridor, as I-15 and I-215 merge.

Key Transportation Facilities

Key north/south oriented transportation facilities within the sub-corridor include:

Freeways: I-15, I-215, SR-91and SR-79.

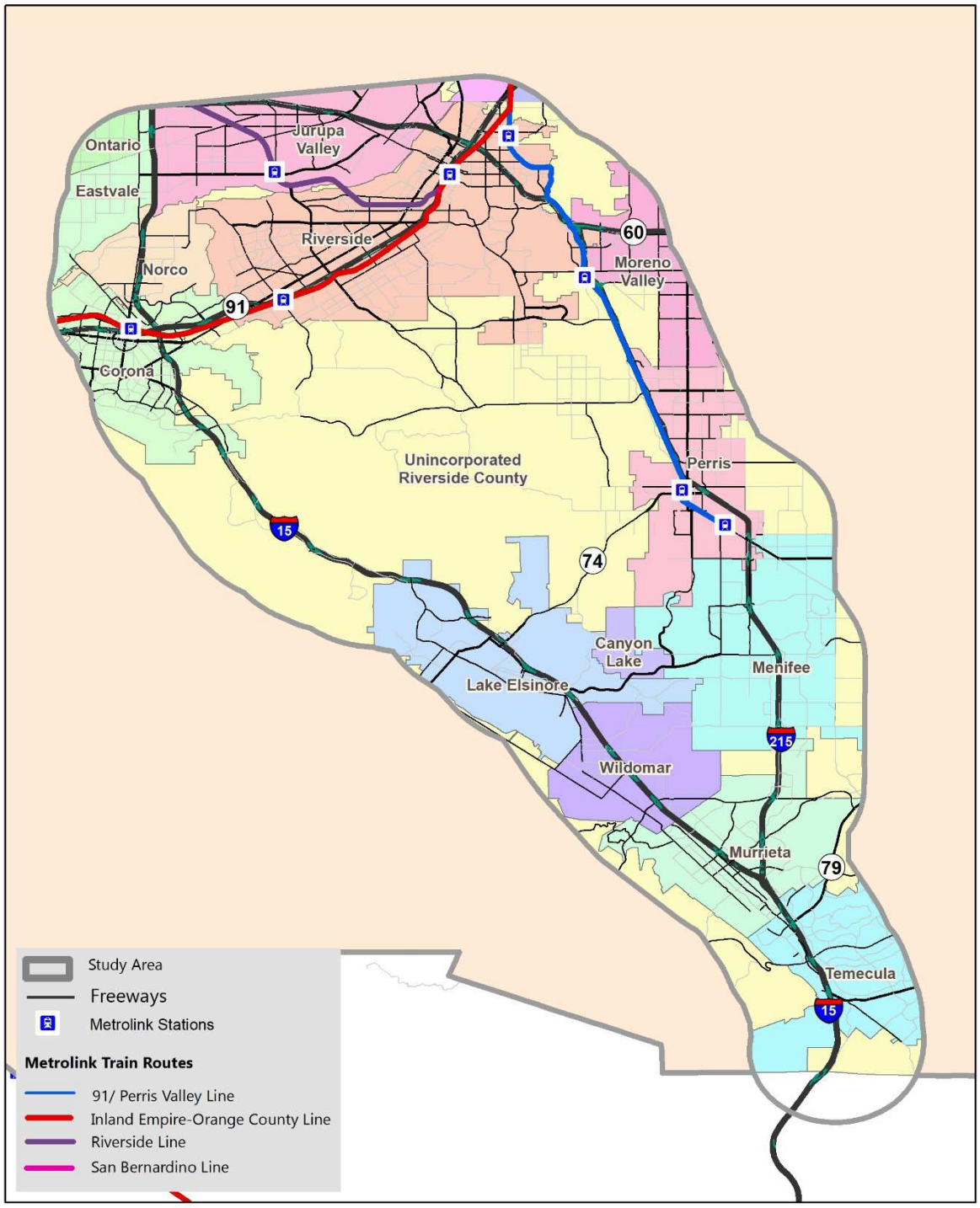
Arterials: Key north/south arterial facilities that run through significant portions of the sub-corridor include: Ynez Road, Margarita Road/Redhawk Parkway, Meadows Parkway, Whitewood Road/Menifee Road, California Oaks Road, Clinton Keith Road, Grand Avenue, Temescal Canyon Road/Ontario Avenue, Foothill Parkway, Hamner Avenue/Main Street, La Sierra Avenue, Van Buren Boulevard, Sycamore Canyon Boulevard, Central Avenue/Alessandro Boulevard, and Perris Boulevard.

Freight: I-15 and I-215 SR-91are major goods movement corridors. UP Railroad, BNSF Railway, and SCRRA pass through the sub-corridor. There are many warehousing and distribution centers in the sub-corridor in the cities of Corona, Jurupa Valley, Riverside, Moreno Valley, Perris, and Temecula.

Transit: This sub-corridor includes portions of Metrolink route 91/Perris Valley line, which runs through a portion of the area and it transitions from an east/west route to a north/south route. There are several bus routes in this sub-corridor operated by RTA, including communter link service 208 connecting Temecula, Murrieta, Perris, Moreno Valley and Downtown Riverside.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities. In addition, there are several proposed Regional Routes. These routes would cross multiple jurisdictions and consist of different types of facilities and classes.

Figure 5.28 | Sub-Corridor Study Area
Riverside to Temecula Sub-Corridor



Riverside to Temecula Sub-Corridor

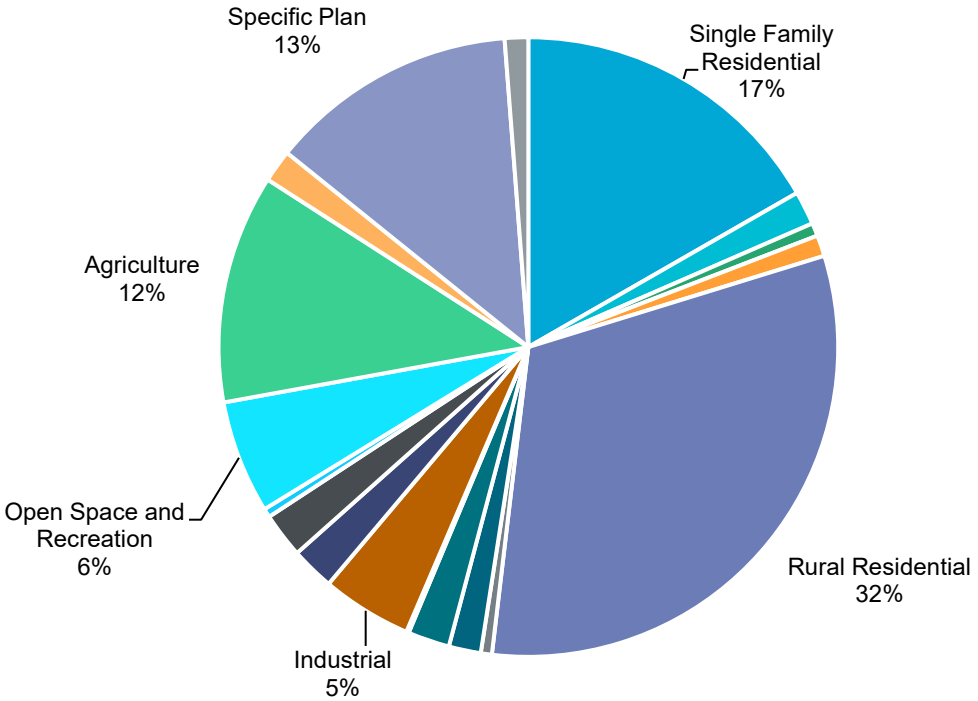
0 3.75 7.5 15 Miles

Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.29 illustrates the land use by type in the sub-corridor and Figure 5.30 shows the land use patterns. As illustrated in these figures, the predominant land use in the sub-corridor is residential at 49 percent of the total land area, comprised of single family residential at 17 percent, and rural residential at 32 percent. Other key land uses include agriculture at 12 percent, and open space and recreational at 38 percent. In terms of employment-generating land uses, the area has five percent industrial, two percent commercial and services, and over two percent mixed-use designated zones.

The CalEnviroScreen scores for this sub-corridor include higher scores in the eastern portion of the area in Moreno Valley, Perris, Canyon Lake, northern portion of Menifee, and north-west edge of Lake Elsinore. There also are higher scores along SR-91 in Riverside and Corona. There are moderate scores in western Lake Elsinore, small portions of Murrieta, and western Temecula. The sub-corridor has lower scores outside of those areas. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG "Communities of Concern" also occur in the sub-corridor in the county unincorporated communities of Home Gardens, Mead Valley, and Good Hope and city of Perris.

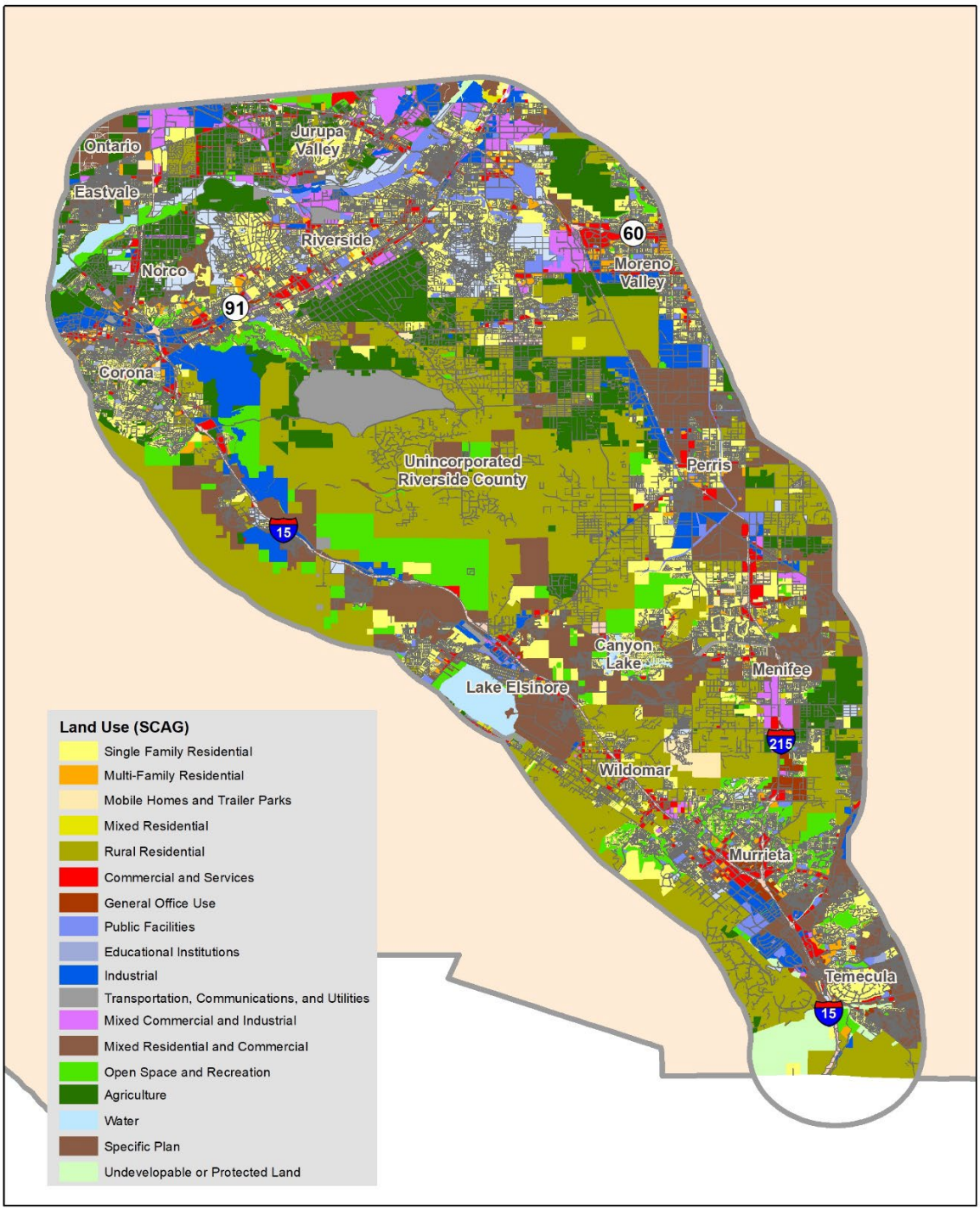
Figure 5.29 | Land Use Types
Riverside to Temecula Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.30 | Land Use Map

Riverside to Temecula Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is concentrated along freeways in the incorporated areas of the sub-corridor. The highest employment density is along SR-91 in the cities of Corona and Riverside. Other pockets of higher density employment are in Moreno Valley, Perris, Menifee, Murrieta, and Temecula. Population is spread across single-family residential and rural residential land. Single-family residential neighborhoods are along SR-91 in the cities of Corona and Riverside; north of the Santa Ana River in the cities of Eastvale and Jurupa Valley; and in the southern portion of the sub-corridor in the cities of Perris, Menifee, Canyon Lake, Murrieta, and Temecula. Given the predominance of residential land uses, the sub-corridor has a population-to-employment statistical ratio of 2.9, which is relatively low compared to some of the other areas of the overall IE CMCP Study Area, indicating a need for fewer residents to commute longer distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.7 displays the magnitude and average length of trips within and external to the sub-corridor area. Due to the large size of the sub-corridor area, there are high volumes of travel, at nearly 3.7 million daily auto trips made by residents and employees. As illustrated in the table below, the majority of these trips, or 60 percent, are internal-internal trips, meaning they start and end within the sub-corridor. These sub-corridor internal trips include commute travel for workers who live and work in the sub-corridor as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. Twenty-eight percent of trips have one end in the sub-corridor and the other end inside the IE CMCP area and 12 percent of trips have one end in the sub-corridor and the other end outside the sub-corridor. The average trip lengths for trips with one end in the Study Area and the other either inside or outside of the IE CMCP area are 2.6 and 6.8 times the length of the internal-internal trips, respectively.

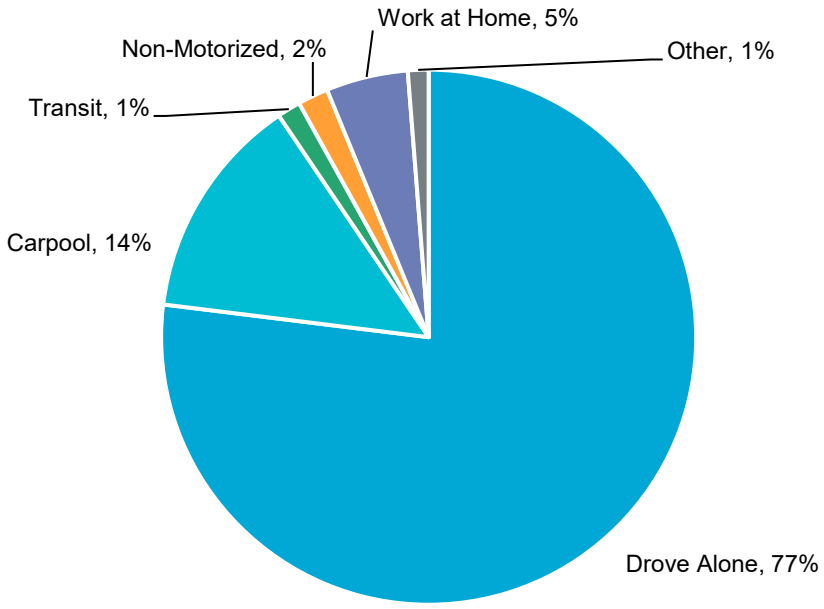
Table 5.7 | Internal and External Trips
Riverside to Temecula Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	2,247,000	1,038,000	447,000
	60%	28%	12%
Average Trip Length (Miles)	6.1	16.1	41.5

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.31 illustrates the journey to work mode share for the sub-corridor. Overall, 91 percent of commute trips in the sub-corridor are made by automobile. Notably, when examining the group that commutes by car, 14 percent of workers carpooled. The share of carpoolers is higher in the sub-corridor compared to California as a whole (10 percent). This is reflective of the relatively longer commute trips from the sub-corridor either to other job locations in San Bernardino and San Diego and general lack of north/south commuter rail services in this sub-corridor. Transit accounts for just one percent of commute trips, while five percent of residents work at home. Non-motorized trips account for just two percent of commute trips.

Figure 5.31 | Journey to Work Mode Share
Riverside to Temecula Sub-Corridor



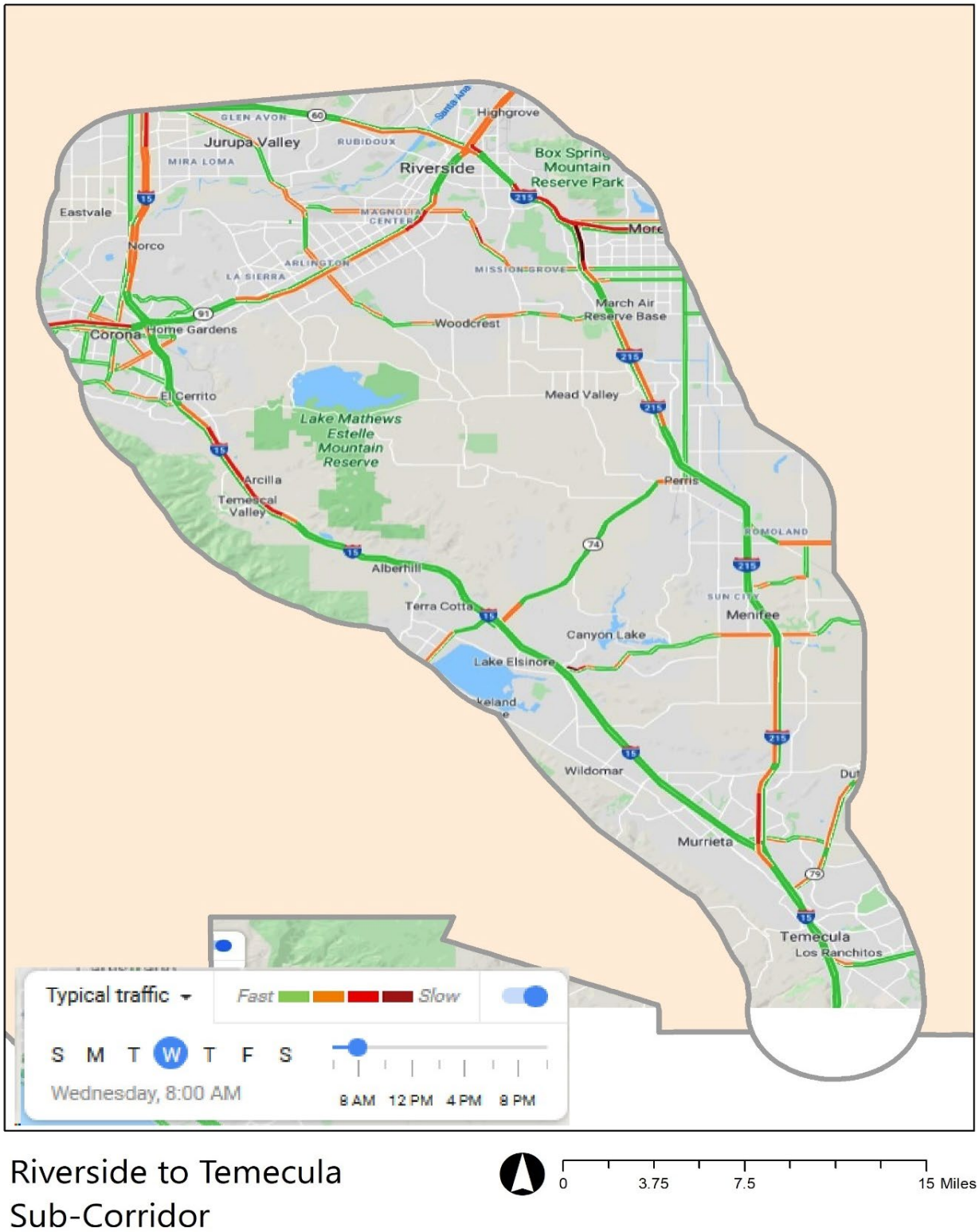
Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 95 percent of the workers in the sub-corridor must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the sub-corridor. Forty-nine percent of all workers commute less than 30 minutes to work, 30 percent commute 30 to 60 minutes, and 21 percent commute over one hour.

Congestion, Delay, and VMT: Figure 5.32 and Figure 5.33 show the snapshot of Google traffic conditions during a typical Wednesday AM and PM peak hour, respectively. The most significant recurring congestion and delay on the freeway system occurs around the I-15/SR-91 junction, SR-91I-215/SR-60 junction, and I-215/I-15 south of Menifee. The most congested portions of I-15 are between SR-91 and I-215 during both AM and PM peaks, northbound during the AM peak at Temescal Valley, southbound during the PM peak south of SR-91, and northbound during the PM peak in Temecula. The most congested portions of I-215 are northbound north of I-15 during the PM peak, southbound north of I-15 during the AM peak, and near the SR-60 junction during AM and PM peaks.

Figure 5.32 | Existing AM Peak Hour Freeway Conditions

Riverside to Temecula Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020

Figure 5.33 | Existing PM Peak Hour Freeway Congestion
Riverside to Temecula Sub-Corridor

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the sub-corridor, are mainly carried on freeways and major arterial roadways. Table 5.8 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 58 percent of the daily VMT. Daily VHT is nearly split 50/50 between freeways (including HOV lanes) and arterial network. Average speeds on the freeway and arterials are similar. As compared to the other sub-corridors, this area has relatively more VMT per service population and ranks seventh out of the ten sub-corridors for most VMT per service population.

Table 5.8 | Vehicle Miles of Travel by Facility Type
Riverside to Temecula Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	19,883,000	58%	388,000	49%
HOV	800,000	2%	15,000	2%
Arterials	13,613,000	40%	396,000	50%
Total	**34,296,000**	**100%**	**799,000**	**101?%**

Source: SCAG Model 2016.

Transit Usage: This sub-corridor has several high-quality transit stops along Metrolink lines at Corona, Riverside, Jurupa Valley, Moreno Valley, and Perris. It also has some of the highest ridership bus stops in the overall IE CMCP Study Area, which are located at Corona Transit Center, Galleria at Tyler, Moreno Valley Mall, University Market (UCR), UCR Campus, and Perris Transit Center. In this sub-corridor, one percent of commute trips use transit.

Safety: Figure 5.34 illustrates the reported crashes by type for 2018. In terms of safety, SR-91 and I-215 experience some of the highest collision rates for the IE CMCP Study Area freeways. The collision rates for I-15 are higher than the County average and Caltrans District 8 averages, but less than the rates for I-215 and SR-91, in general. There is a relatively high concentration of bicycle and pedestrian collisions in the northern portion of the sub-corridor, possibly reflecting higher rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along freeways with the largest concentrations near I-215/SR-91/SR-60 interchange.

Future Conditions

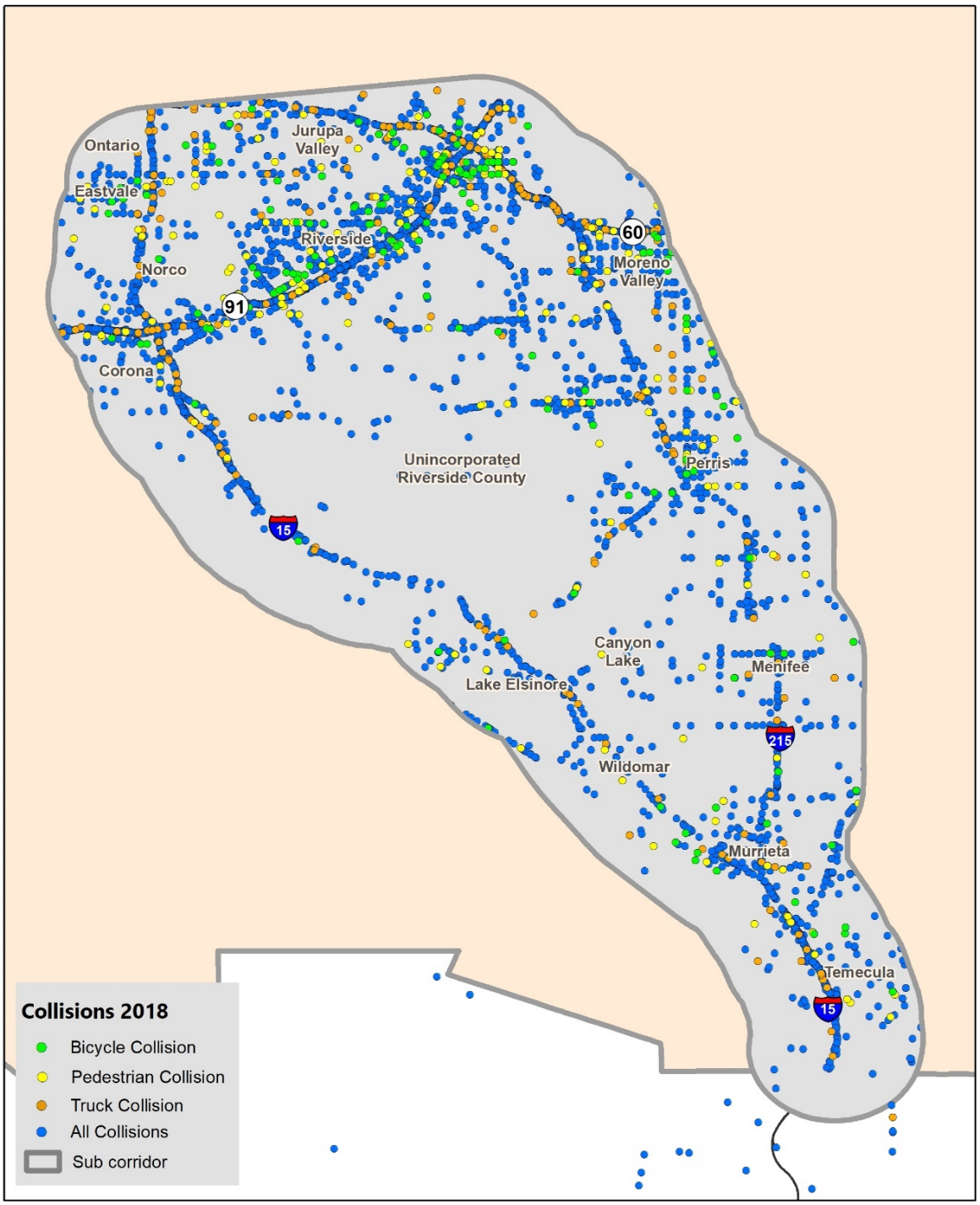
The sub-corridor is expected to experience the following growth rates by 2040:

- Population—22 percent increase.
- Employment—49 percent increase.

As seen, population growth is expected to be lower than employment growth, suggesting better jobs/housing balance and possibly shorter trips in the future. Total trip making in the sub-corridor is projected to increase by 1.0 million daily trips, representing a 28 percent increase. VMT are projected to increase by 25 percent and VHT are projected to increase by 55 percent. The disproportionate increase in VHT over VMT indicate increasing delay and congestion in the future due to the projected relatively high growth rates for this sub-corridor.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.35 and Figure 5.36 illustrate the AM and PM peak hour conditions on the freeway system projected for 2040 from the SCAG model.

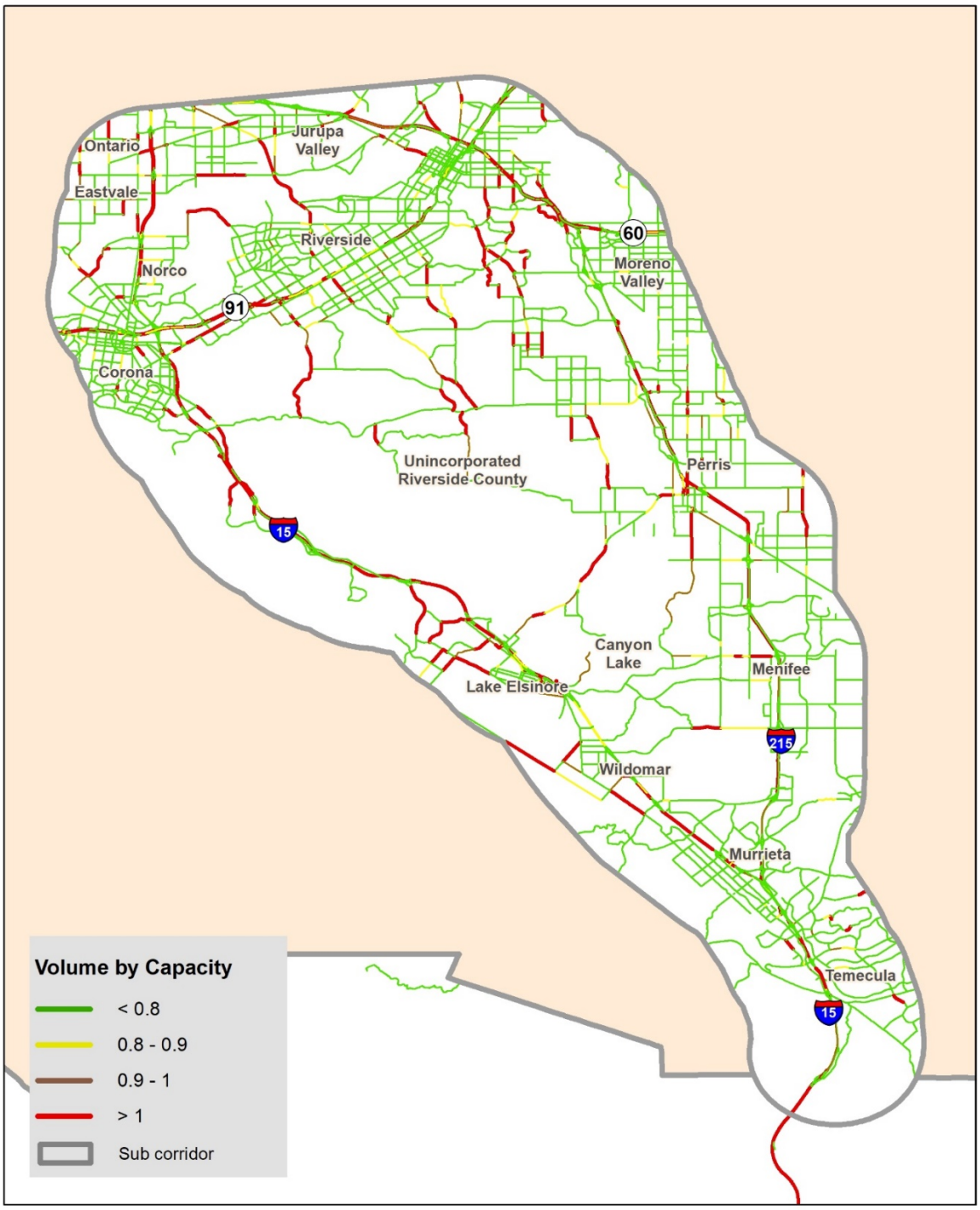
Figure 5.34 | Collisions
Riverside to Temecula Sub-Corridor



Riverside to Temecula Sub-Corridor

0 3.75 7.5 15 Miles

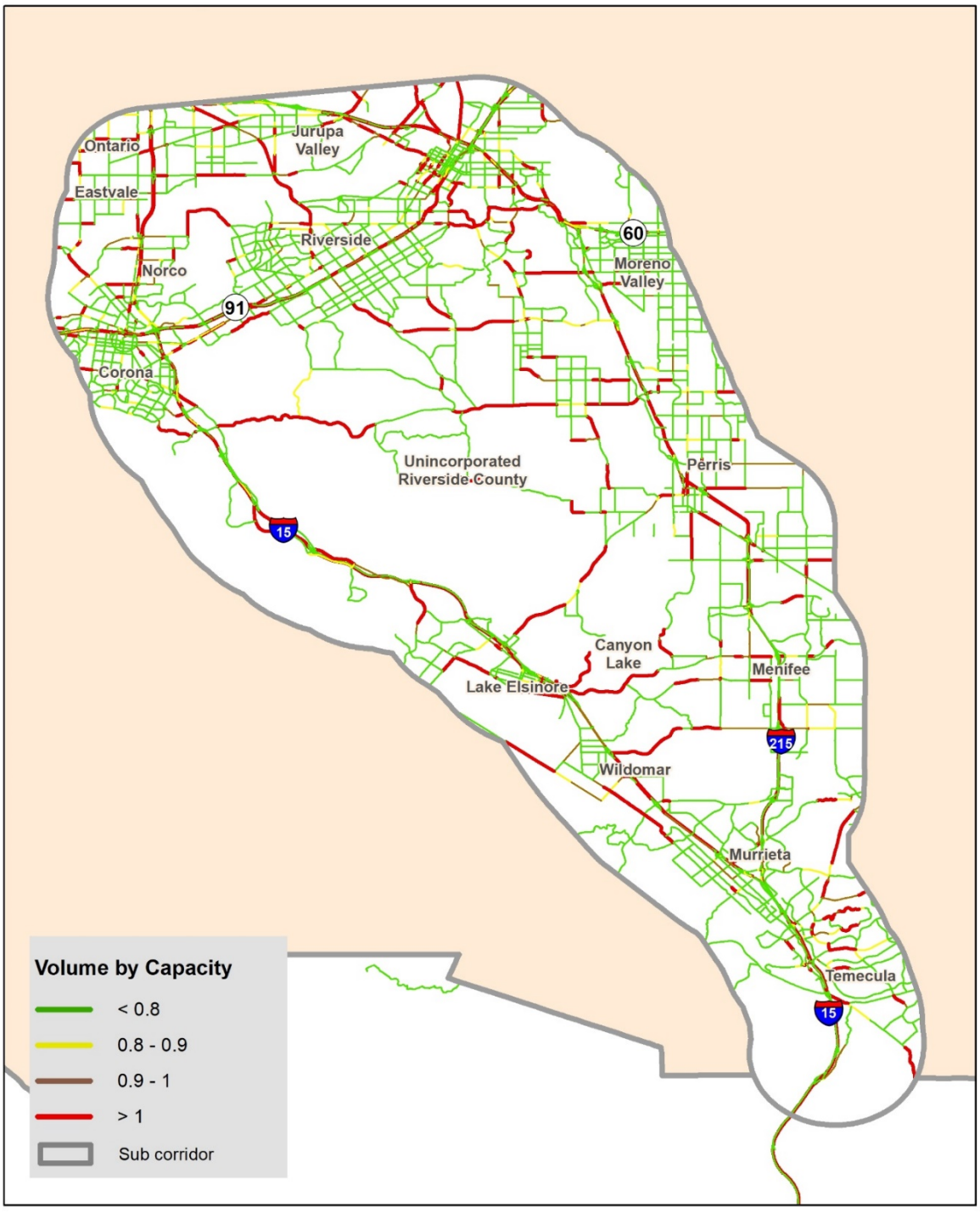
Figure 5.35 | Future 2040 Traffic Conditions—AM
Riverside to Temecula Sub-Corridor



Riverside to Temecula
Sub-Corridor

0 3.75 7.5 15 Miles

Figure 5.36 | Future 2040 Traffic Conditions—PM
Riverside to Temecula Sub-Corridor



Riverside to Temecula Sub-Corridor

0 3.75 7.5 15 Miles

5.5.2 Strategic Approach for Riverside to Temecula Sub-Corridor

Strategic Approach for Riverside to Temecula Sub-Corridor

Problems to Be Addressed

- Significant and growing congestion in both directions at the I-215/SR-60 junction in Riverside.
- Significant and growing congestion at the I-15/I-215 merge/diverge in Temecula and on I-15 northbound and southbound in Corona.
- Congestion at critical interchanges on I-15 and I-215 (e.g., Newport Road, Railroad Canyon Road, SR-74, etc.).
- Lack of parallel facilities to I-15 and I-215 throughout the corridor (due largely to topography).
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Large amount of housing development concentrated along the corridor; exacerbating the job-housing imbalance.

Strategies

1. Extend the managed-lane system on I-15 southerly from Cajalco Road in Corona to SR-74 (Central Avenue) in Lake Elsinore (underway), with toll discounts for transit, vanpools, and 3+ carpools.
2. Continue commuter bus operations on I-15 and I-215 to Metrolink stations and continue express bus service utilizing managed lanes.
3. Make strategic operational improvements to and/or reconstruct interchanges on I-15 and I-215, such as Franklin Street and French Valley Parkway.
4. Improve the north/south arterial network along I-15 and I-215, where possible, to better accommodate local short-distance trips that are now occurring on the freeway system, such as Temescal Canyon Road.
5. Enhance marketing and incentives for ridership on the Perris Valley Line to Riverside.
6. Grow vanpool and carpool formation from southwest Riverside County to employment centers in Riverside, Corona, and San Bernardino County.
7. Deploy new technologies to proactively manage traffic and improve roadway conditions.
8. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line, construct accessibility improvements to existing 91/Perris Valley Metrolink stations.
9. Work with SCAQMD and CARB to provide incentives for accelerating turnover of truck fleets.

10. Invest in grade separation projects to improve goods movement efficiency and passenger rail movement.
11. Provide an additional east west regional arterial extending east from the City of Perris that will run parallel to SR-74, serving as an alternative route to better connect the cities within the region.
12. Explore policies and methods to increase work at home to decrease commute trips.

5.6 Beaumont to Temecula Sub-Corridor

The Beaumont to Temecula sub-corridor is one of five north/south oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.37 illustrates the boundaries of the sub-corridor Study Area.

5.6.1 Sub-Corridor Definition

This sub-corridor is located entirely within Riverside County, is generally centered along the conventional SR-79, which provides a vital link in absence of north/south freeways in the area. Although the sub-corridor does not have a freeway that covers its entire length, it includes a portion of I-215 between SR-74 and I-15 that parallels SR-79 in the southern area and I-10. This sub-corridor addresses north/south flows of people and freight within and through portions of the cities of Temecula, Murrieta, Menifee, Hemet, San Jacinto, and Beaumont. This sub-corridor encompasses portions of Riverside County and includes parts of RSAs 49, 47, 48, and 50. The sub-corridor is generally 30-35 miles in length north to south and about 15-20 miles wide east to west in Riverside County.

Key Transportation Facilities

Key north/south oriented transportation facilities within the sub-corridor include:

Freeways / Highways: SR-79, section of I-15 and I-215.

Arterials: Key north/south arterial facilities that run through significant portions of the Study Area include: Sanderson Avenue, Whitewood Road and Warren Road.

Freight: I-215 is s major goods movement corridor. This sub-corridor has some warehouses in the southern portion near Temecula.

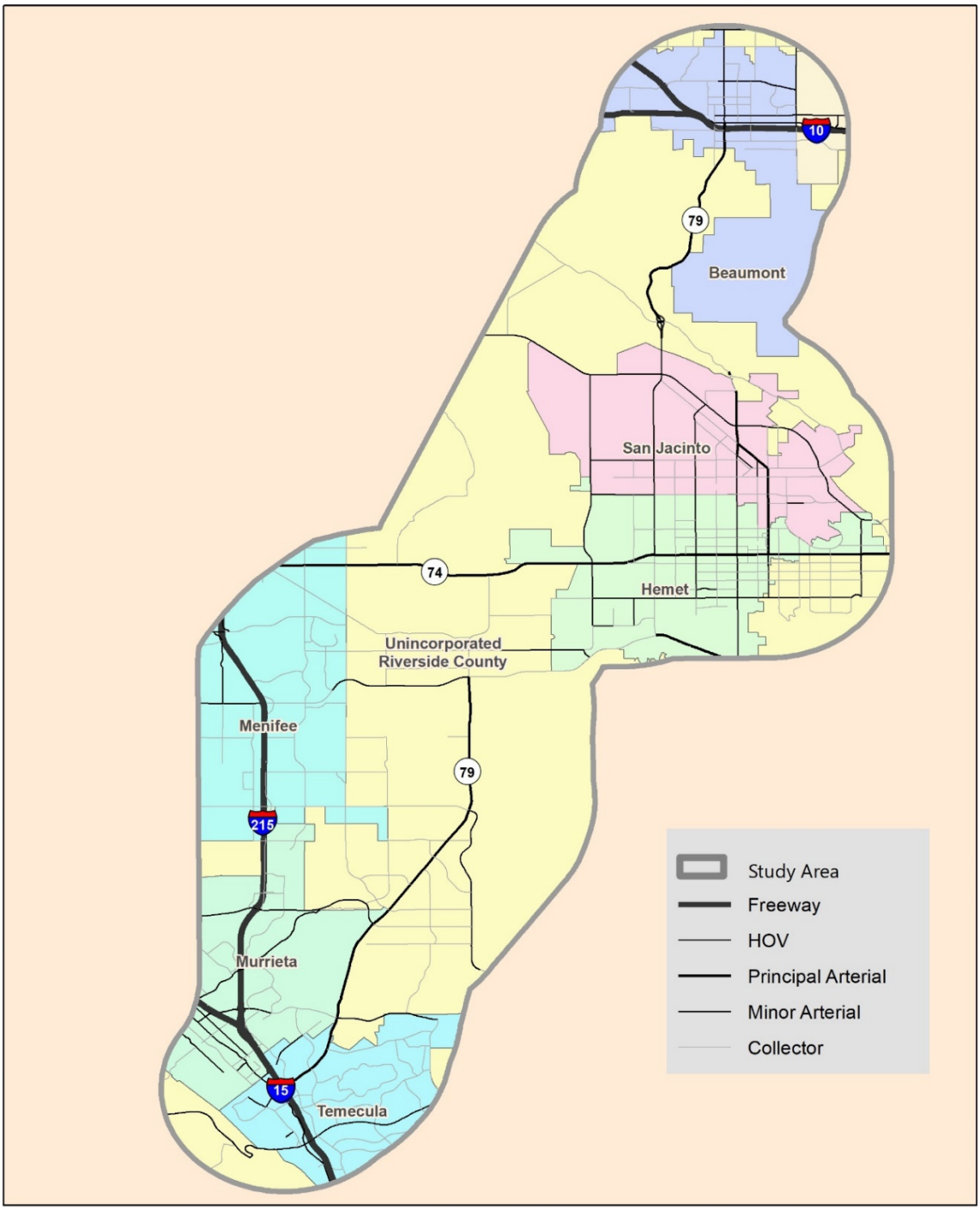
Transit: There are few bus routes in the sub-corridor including RTA commuter link service 217 connecting San Jacinto, Hemet and Temecula. There is no Metrolink service in this sub-corridor.

Active Transportation: There are many municipal bicycle routes within the sub-corridor including Class I, II, III, and IV facilities. In addition, there are several proposed Regional Routes. These routes would cross multiple jurisdictions and consist of different types of facilities and classes.

Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.38 illustrates the land use by type in the sub-corridor and Figure 5.39 shows the land use pattern. As illustrated in these figures, due to the generally rural nature of this sub-corridor, the predominant land use in the sub-corridor includes rural residential at 23 percent and agriculture at 22 percent. However, there is a sizeable percentage of specific plan at 17 percent, as well as single family residential at 13 percent. Despite the mostly rural nature, open space and recreational uses are only 6 percent. In terms of employment-generating land uses, the area has seven percent industrial, 2 percent commercial and services, and some mixed-use designated zones.

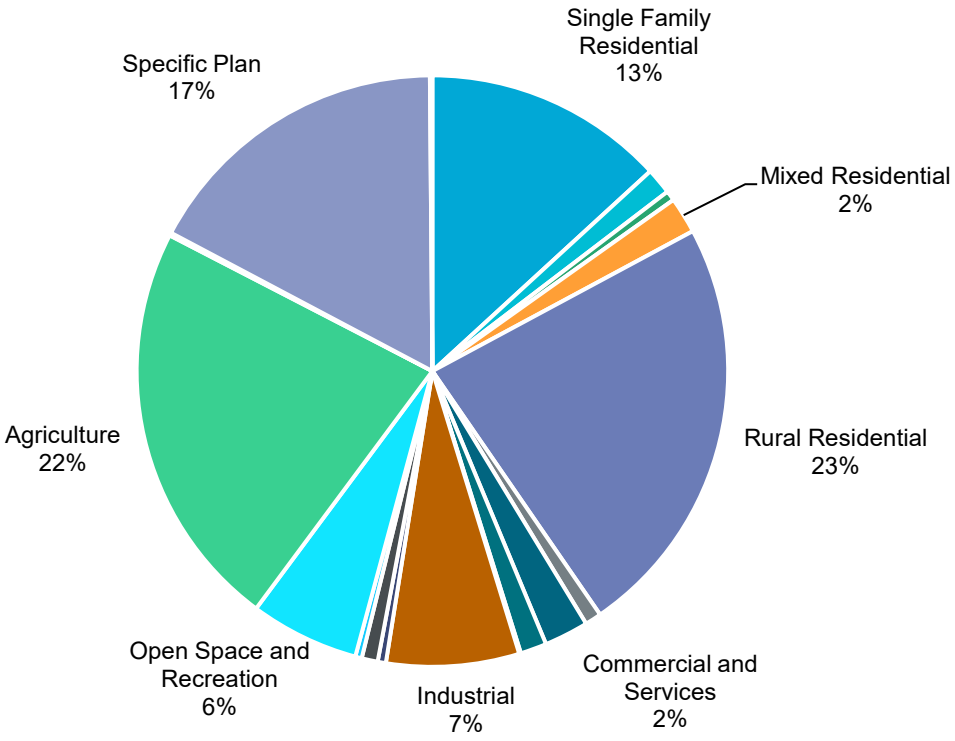
Figure 5.37 | Sub-Corridor Study Area
Beaumont to Temecula Sub-Corridor



The CalEnviroScreen scores for this sub-corridor are generally low, with a moderate score in the San Jacinto area. Low score areas include Temecula, Murrieta, Menifee, and Hemet.

Low scores indicate less exposure indicators, less environmental effects indicators, less sensitive population indicators, less socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. There are no SCAG "Communities of Concern" in this sub-corridor.

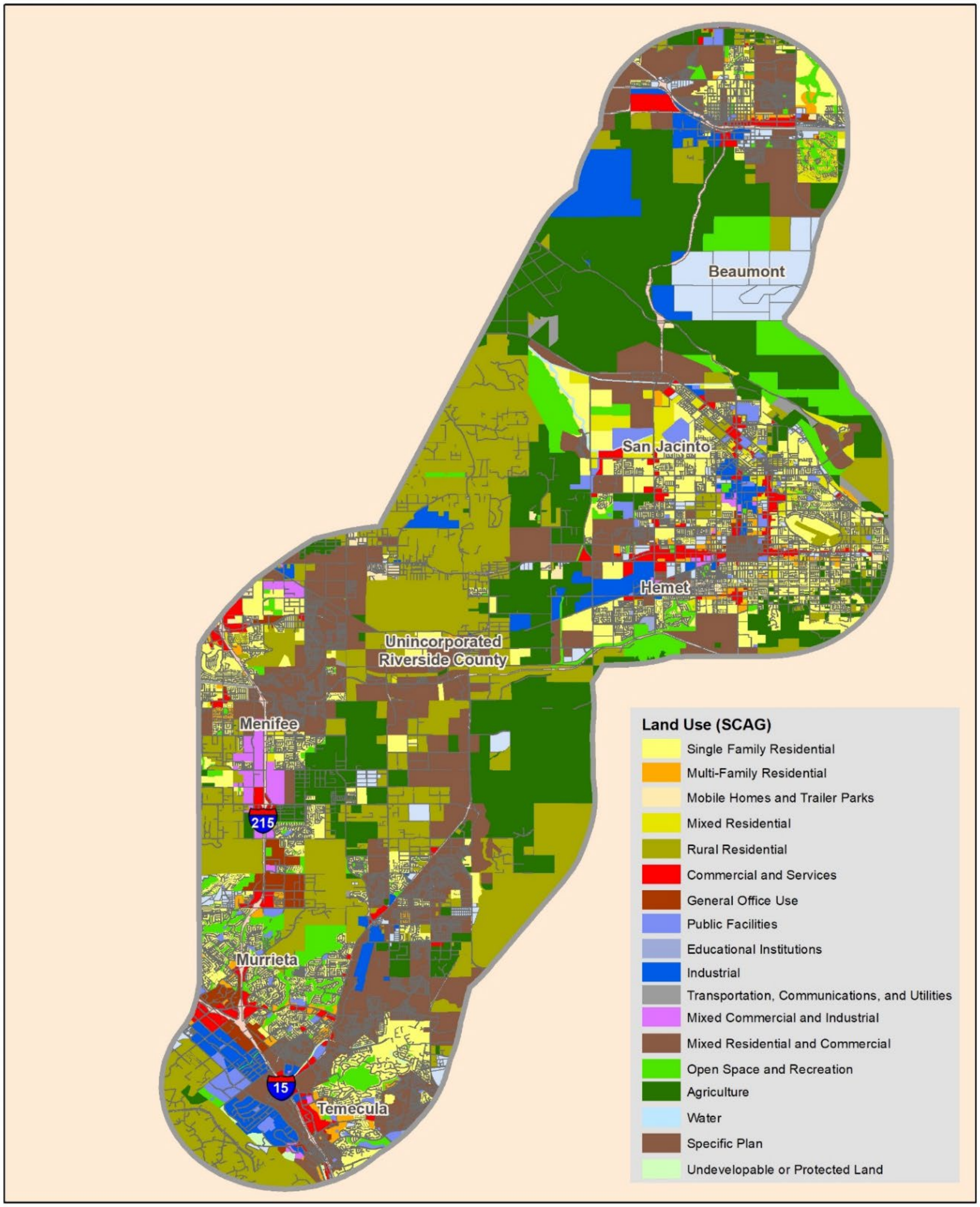
Figure 5.38 | Land Use Types
Beaumont to Temecula Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively low in much of the sub-corridor. Employment density is highest in the southern portion, near Temecula and Murrieta, and in the central portion, near Hemet and San Jacinto. Population density follows a similar pattern to employment density, with relatively lower densities throughout the sub-corridor and higher densities along the southern and central portion of the sub-corridor. The population-to-employment statistical ratio of the sub-corridor is 3.3, which is relatively low compared to some of the other areas of the overall IE CMCP Study Area, reflecting the rural nature and indicating a need for residents to commute longer distances to work.

Figure 5.39 | Land Use Map
Beaumont to Temecula Sub-Corridor



Source: SCAG 2012 Land Use.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.9 displays the magnitude and average length of trips within and external to the subarea. There are over 1.2 million daily auto trips made by residents and employees in the Study Area. As illustrated, in the table below, slightly over half of those trips are internal-internal trips, meaning they start and end within the sub-corridor Study Area. These sub-corridor internal trips include commute travel for workers who live and work in the Study Area as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. Just over one-third of trips are between the sub-corridor and the rest of the IE CMCP area. The remaining low 10 percent of the trips are between the sub-corridor area and outside the IE CMCP area, indicating the relative lower density and remoteness of this area. The average trip lengths for trips with one end in the Study Area and the other either inside or outside the IE CMCP area are, intuitively, more than three times and eight times the length of the internal-internal trips, respectively.

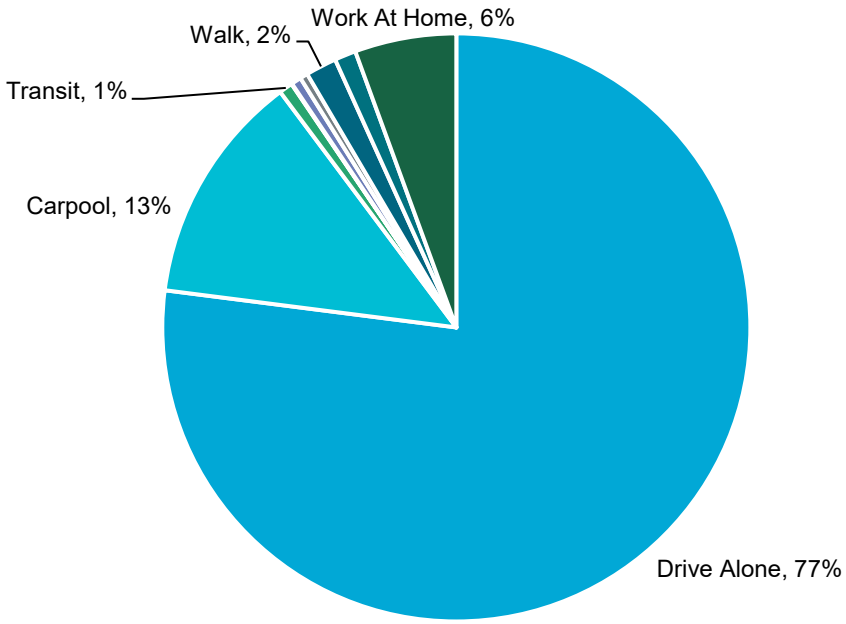
Table 5.9 | Internal and External Trips
Beaumont to Temecula Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	683,000	446,000	120,000
	55%	36%	10%
Average Trip Length (Miles)	4.6	16.5	41.8

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.40 illustrates the journey to work mode share for the sub-corridor. Overall, 90 percent of commute trips in the Study Area are made by automobile. Transit accounts for just one percent of commute trips, while a relatively high six percent of residents work at home, which is likely an indication of the more rural and remote nature of the area. Notably, when examining the group that commutes by car, 13 percent carpool. The share of commuters who carpool is higher in the sub-corridor compared to California as a whole (10 percent). Non-motorized trips account for just two percent of commute trips.

Figure 5.40 | Journey to Work Mode Share
Beaumont to Temecula Sub-Corridor

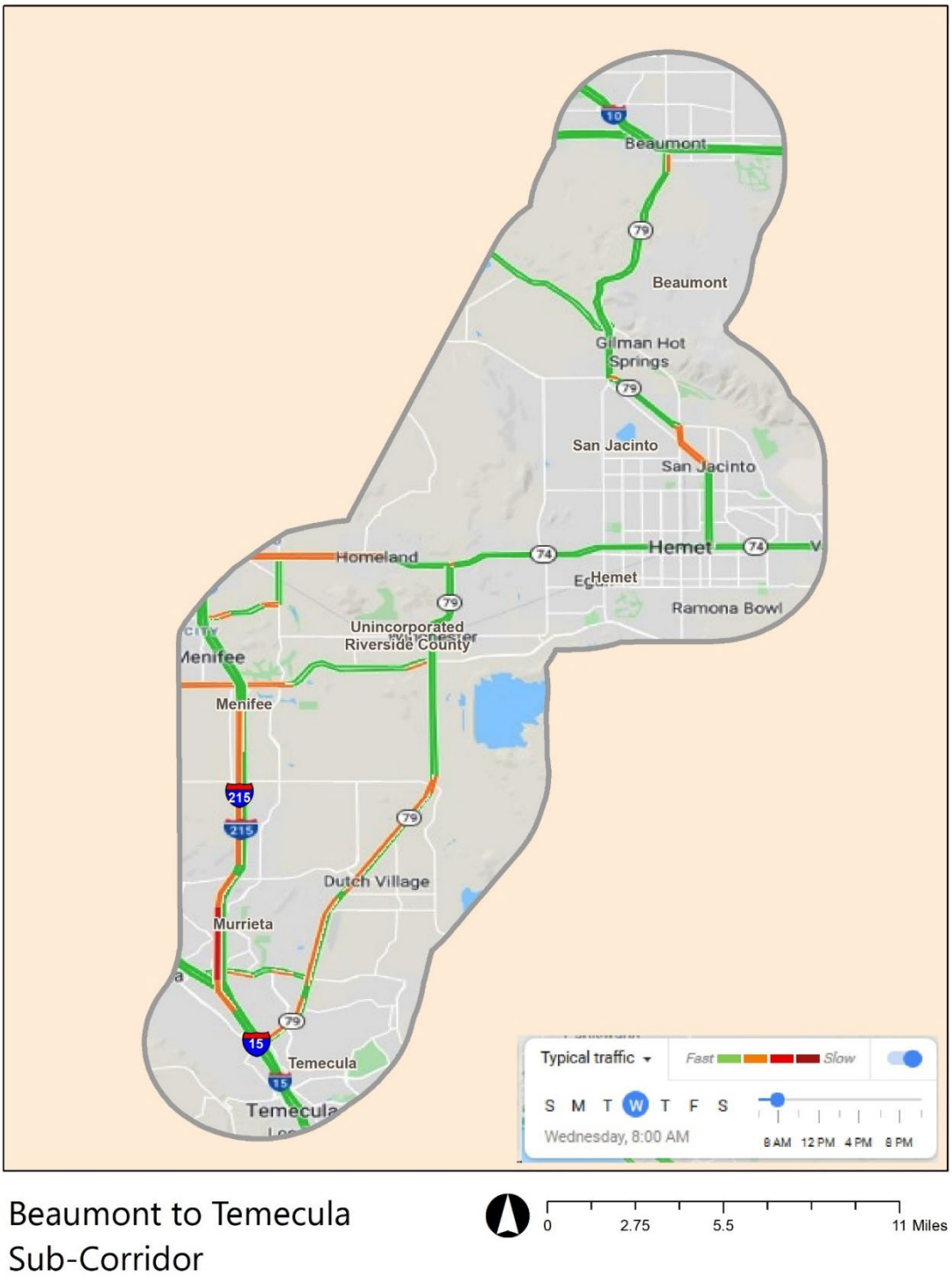


Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 94 percent of the workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the Study Area. Nearly half of all workers commute less than 30 minutes to work, 28 percent commute 30 to 60 minutes, and 24 percent commute over one hour.

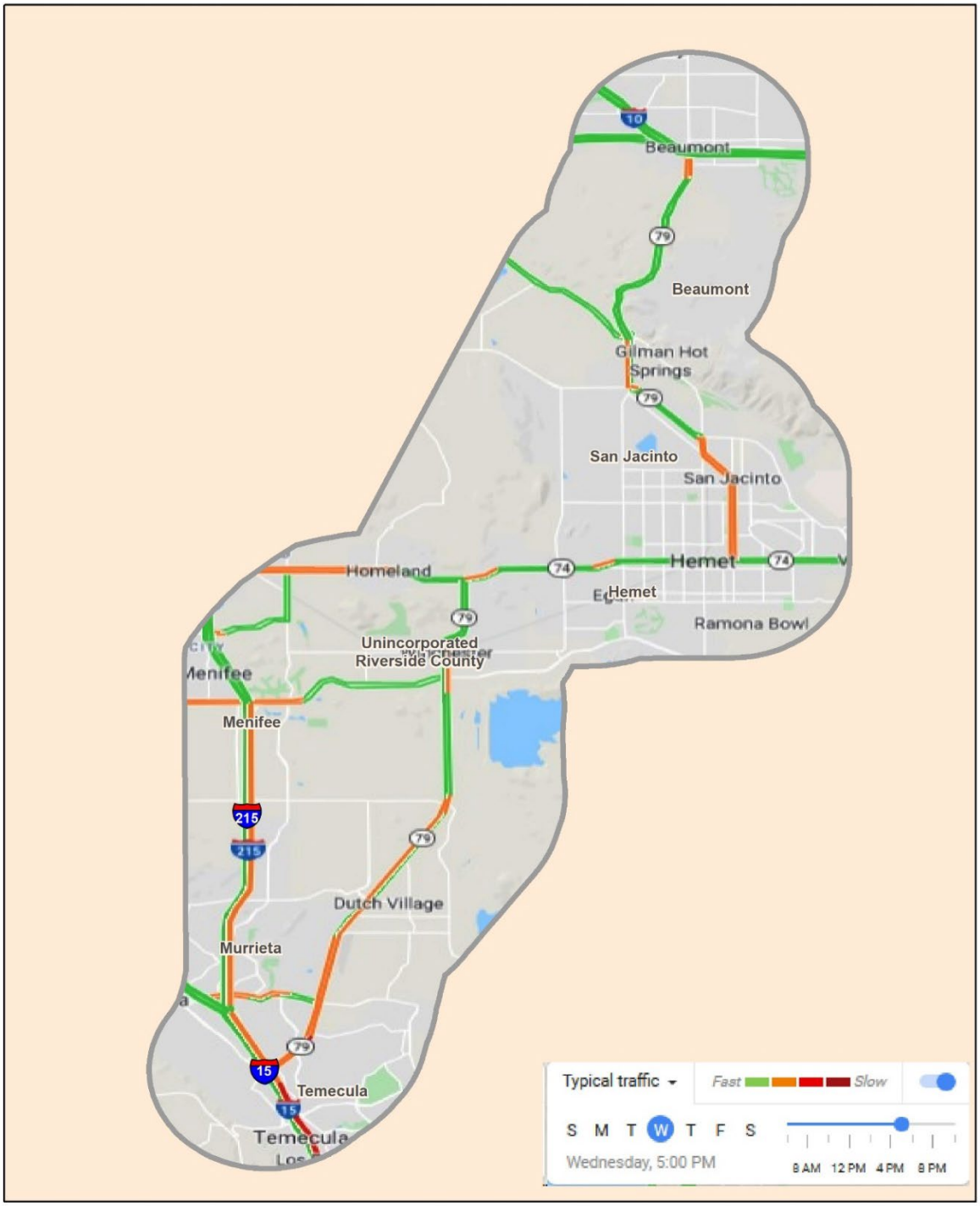
Congestion, Delay, and VMT: The most significant recurring congestion and delay on the freeway system occurs on I-215 in the southern portion of the sub-corridor, between Menifee and I-15. Much of this segment of I-215 is congested with level of service F conditions and high delay during AM peak hour in the southbound direction and during PM peak hour in the northbound direction. The segments of SR-79 between I-215 and Scott Road in the south of the sub-corridor and between SR-74 and Ramona Expressway experience poor operating conditions. Figure 5.41 and Figure 5.42 show a snapshot of Google traffic conditions during a typical Wednesday AM and PM peak hour, respectively.

Figure 5.41 | Existing AM Peak Hour Freeway Conditions
Beaumont to Temecula Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.42 | Existing PM Peak hour Freeway Congestion
Beaumont to Temecula Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

DailyVMT), including local trips and through traffic in the Study Area are mostly carried on major arterial roadways and a relatively smaller part on the freeways. This is a reflection of the previously mentioned lack of major freeway facilities in the sub-corridor. Table 5.10 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 59 percent of the daily VMT. However, daily VHT is nearly split 30/70 between freeways (including HOV lanes) and arterial network, reflecting lower speeds on the arterials and further underscoring the lack of freeways in the sub-corridor. As compared to the other sub-corridors, this area has relatively less VMT per service population and it ranks seven out of the ten sub-corridors.

Table 5.10 | VMT by Facility Type
Beaumont to Temecula Sub-Corridor

	Vehicle Miles Traveled		Vehicle Hours Traveled	
Freeway	3,509,000	41%	57,263	30%
HOV	-	-	-	-
Arterials	5,095,231	59%	131,740	70%
Total	**8,604,231**	**100%**	**189,003**	**100%**

Source: SCAG Model 2016.

Transit Usage: Due to its mostly rural nature, this sub-corridor has very little transit services. There is limited RTA bus service but no rail service.

Safety: Figure 5.43 illustrates the reported crashes by type for 2018. Collisions involving bicyclists and pedestrians are spread throughout the Study Area, however, some of the highest density of collisions in the Study Area occur in certain neighborhoods of Hemet and San Jacinto.

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—33 percent increase.
- Employment—42 percent increase.

The relatively comparable rate of employment to population growth suggests that the jobs/housing ratio of this sub-corridor is expected to remain similar to the current conditions, reflecting the mostly rural nature of the sub-corridor.

Total trip making in the sub-corridor is projected to increase by 421,000 daily trips, representing a 34 percent increase, commensurate with the expected increase in population. VMT is projected to increase by 34 percent and VHT is projected to increase by 54 percent. The higher increase in VHT over VMT indicates increasing delay and congestion and likely and increase in congestion on arterials and conventional State routes (SR-79 and SR-74) due to the lack of major freeways through this sub-corridor.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.44 and Figure 5.45 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

Figure 5.43 | Collisions
Beaumont to Temecula Sub-Corridor

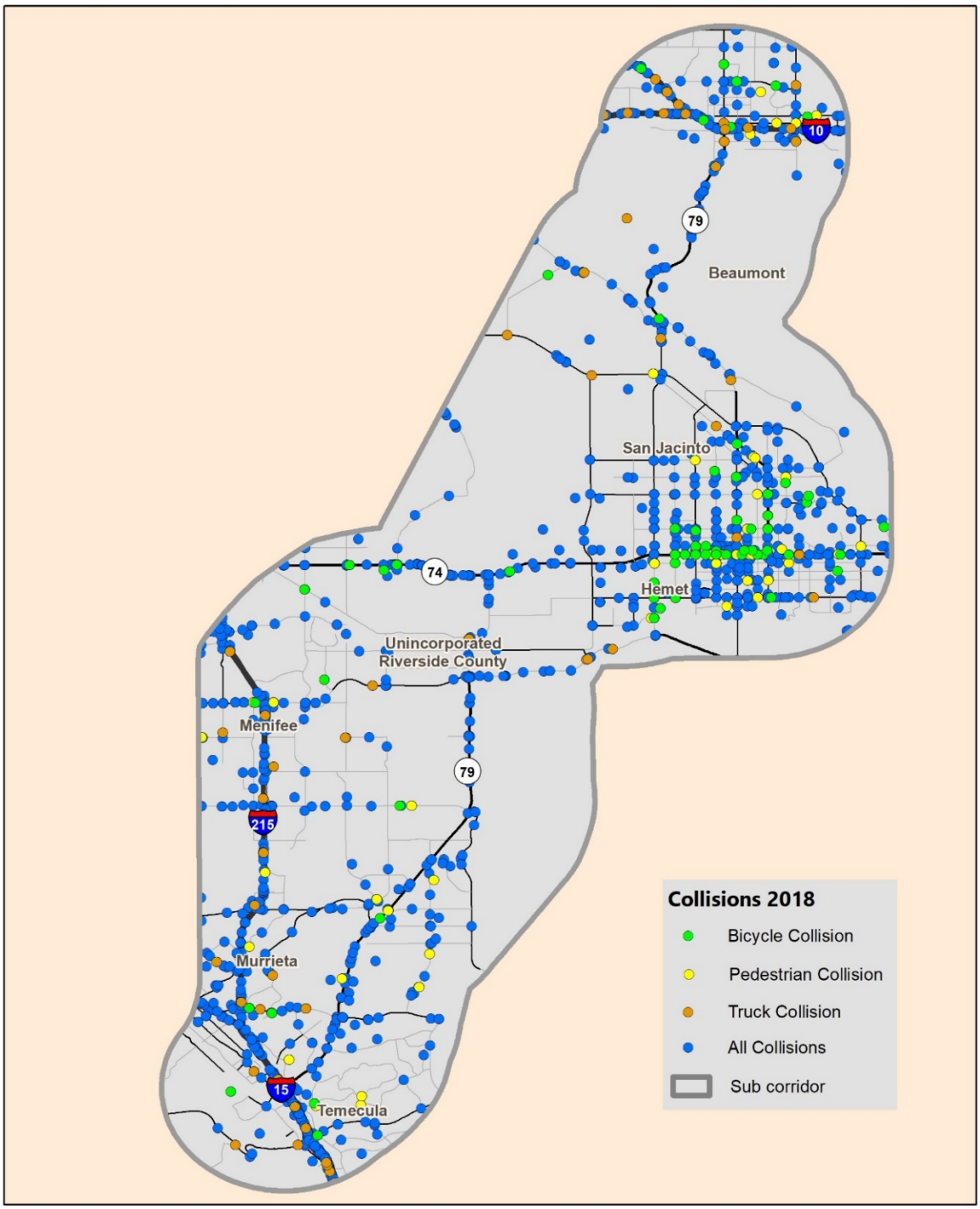
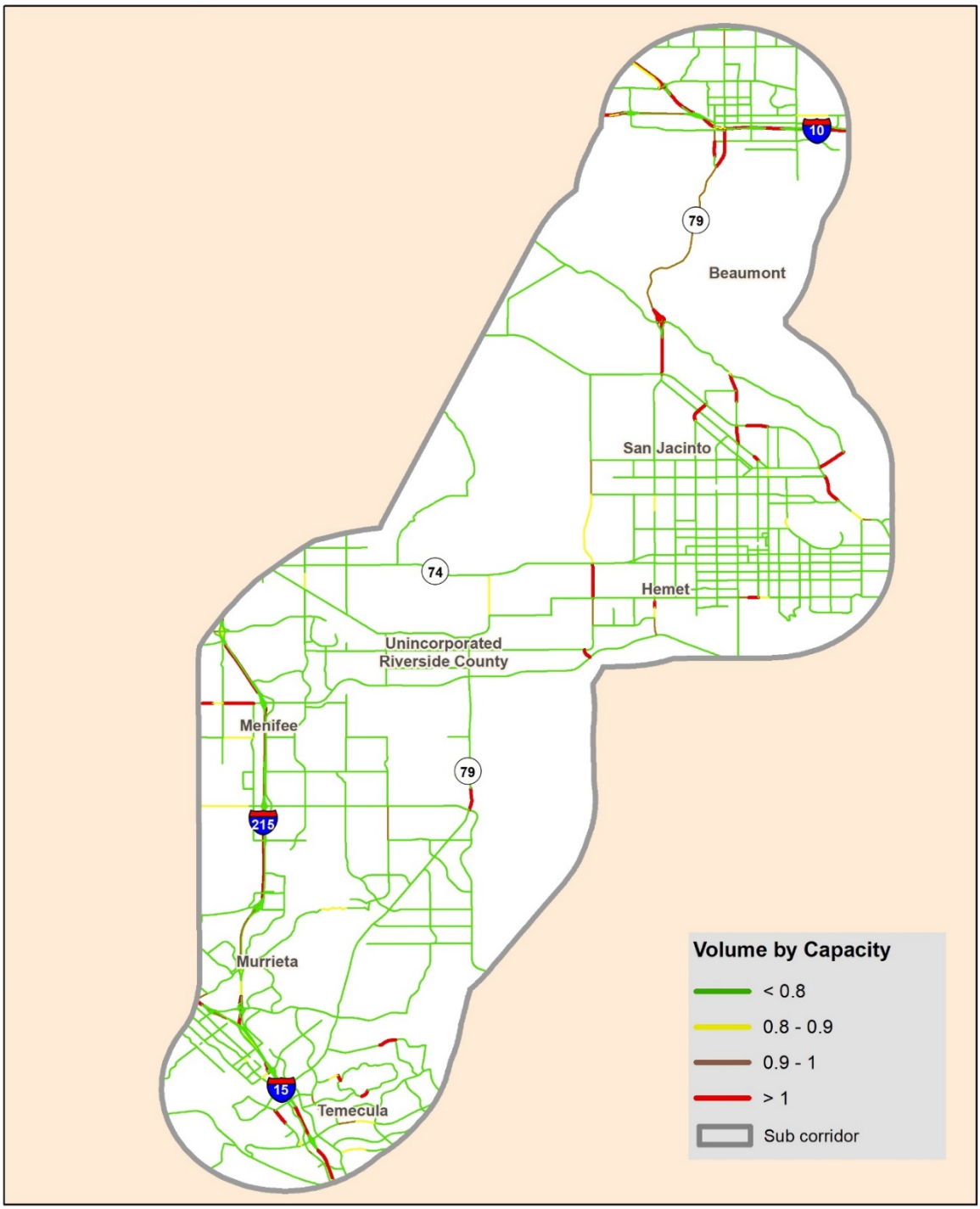


Figure 5.44 | Future 2040 Traffic Conditions—AM
Beaumont to Temecula Sub-Corridor



Beaumont to Temecula
Sub-Corridor

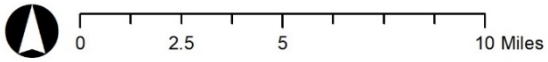
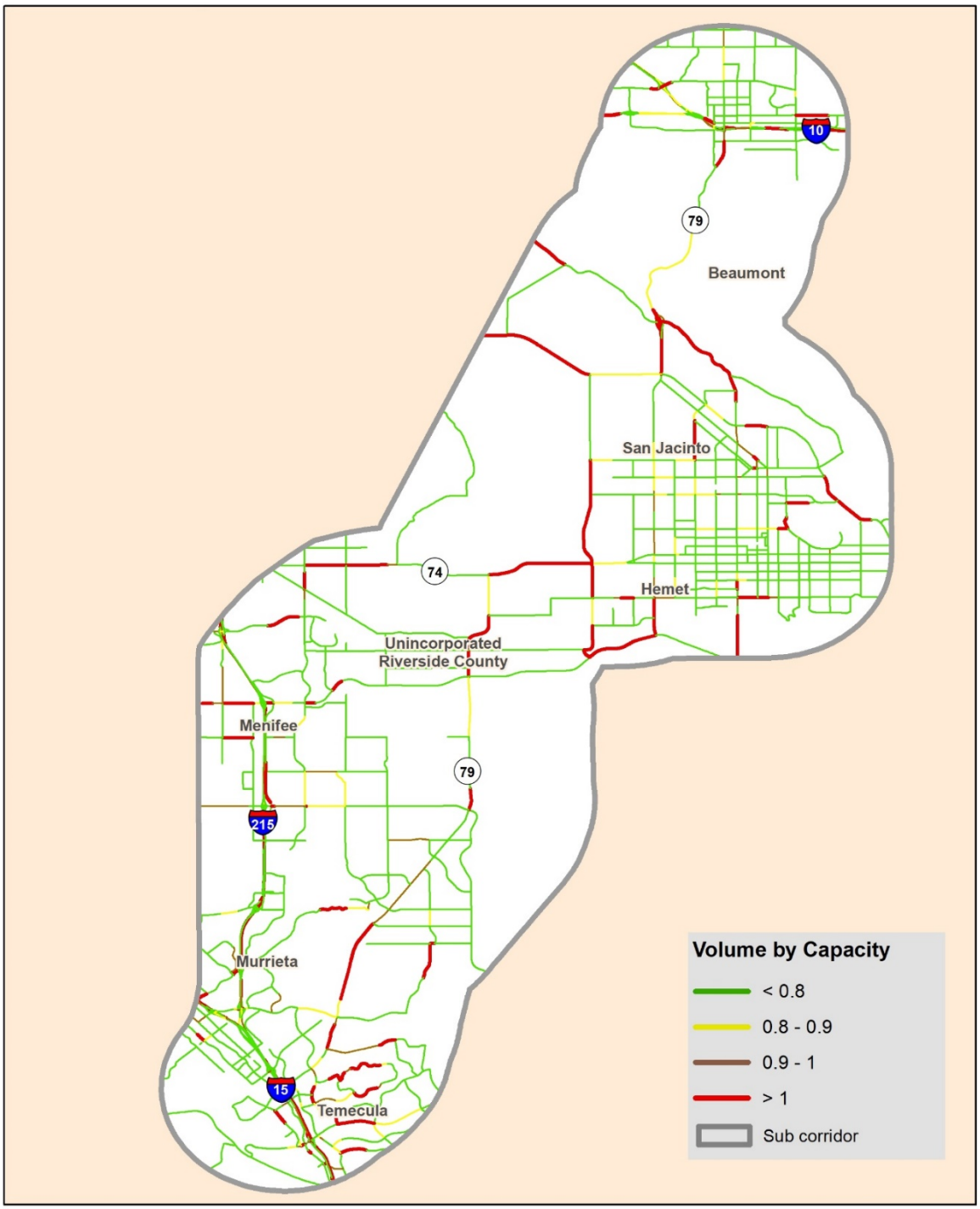


Figure 5.45 | Future 2040 Traffic Conditions—PM
Beaumont to Temecula Sub-Corridor



5.6.2 Strategic Approach for Beaumont to Temecula Sub-corridor:

Strategic Approach for Beaumont to Temecula Sub-corridor

Problems to Be Addressed

- Overall lack of north/south mobility, particularly in the Hemet/San Jacinto Area. Local traffic gets mixed with regional traffic.
- Major bottlenecks at the I-10/SR-79 interchange and the northbound I-15/SR-79 interchange.
- Lack of north/south transit service.
- Major tourism destinations result in travel at all times and on all days.

Strategies

1. Fund and implement the SR-79 realignment project.
2. Make operational improvements on existing north/south arterials from San Jacinto to Temecula.
3. Grow vanpool and carpool formation to reduce vehicle flows connecting Beaumont, San Jacinto, Hemet, and Temecula.
4. Examine ways to improve north/south transit connectivity.
5. Deploy new technologies to proactively manage traffic and improve roadway conditions.
6. Make strategic operational improvements to and/or reconstruct interchanges on the I-10/Highland Springs, I-215/Keller Road, and Garbani Road interchanges.
7. Investment in grade separation projects to improve goods movement efficiency.
8. Work with Tribal governments to facilitate employee commute options and explore funding opportunities for regional improvements.
9. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line, and construct accessibility improvements and station improvements at existing Metrolink stations. Additionally, support rapid bus services between Hemet to San Jacinto and Perris to Moreno Valley/Riverside.
10. Explore policies and methods to increase work at home to decrease commute trips.

5.7 Apple Valley to Los Angeles County Line Sub-Corridor

The Apple Valley to Los Angeles County Line sub-corridor is one of five east/west oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.46 illustrates the boundaries of the sub-corridor Study Area.

5.7.1 Sub-Corridor Definition

This sub-corridor is located entirely within the High Desert subregion of San Bernardino County, but provides intercounty connection to Los Angeles County. There are no east-west freeways in the sub-corridor; however, the High Desert Corridor (located at the northern edge of the sub-corridor) through its Draft EIR, is considering alternatives for the construction of a high capacity multimodal facility between SR-14 in Los Angeles County and I-15 in San Bernardino County. This sub-corridor addresses east/west flows of people and freight within and through portions of unincorporated San Bernardino County and the cities of Adelanto, Apple Valley, Victorville, and Hesperia. This sub-corridor encompasses portions of San Bernardino County and includes parts of RSAs 32 and 30. The sub-corridor is generally 30 miles wide east to west and 20 miles long north to south.

Key Transportation Facilities

Key east/west oriented transportation facilities within the sub-corridor include:

Freeways: There are no freeways.

Arterials: Key east-west arterial facilities that run through significant portions of the sub-corridor include: Bear Valley Road, Palmdale Road, Main Street, Eucalyptus Street, Ranchero Road, and Mesquite Street.

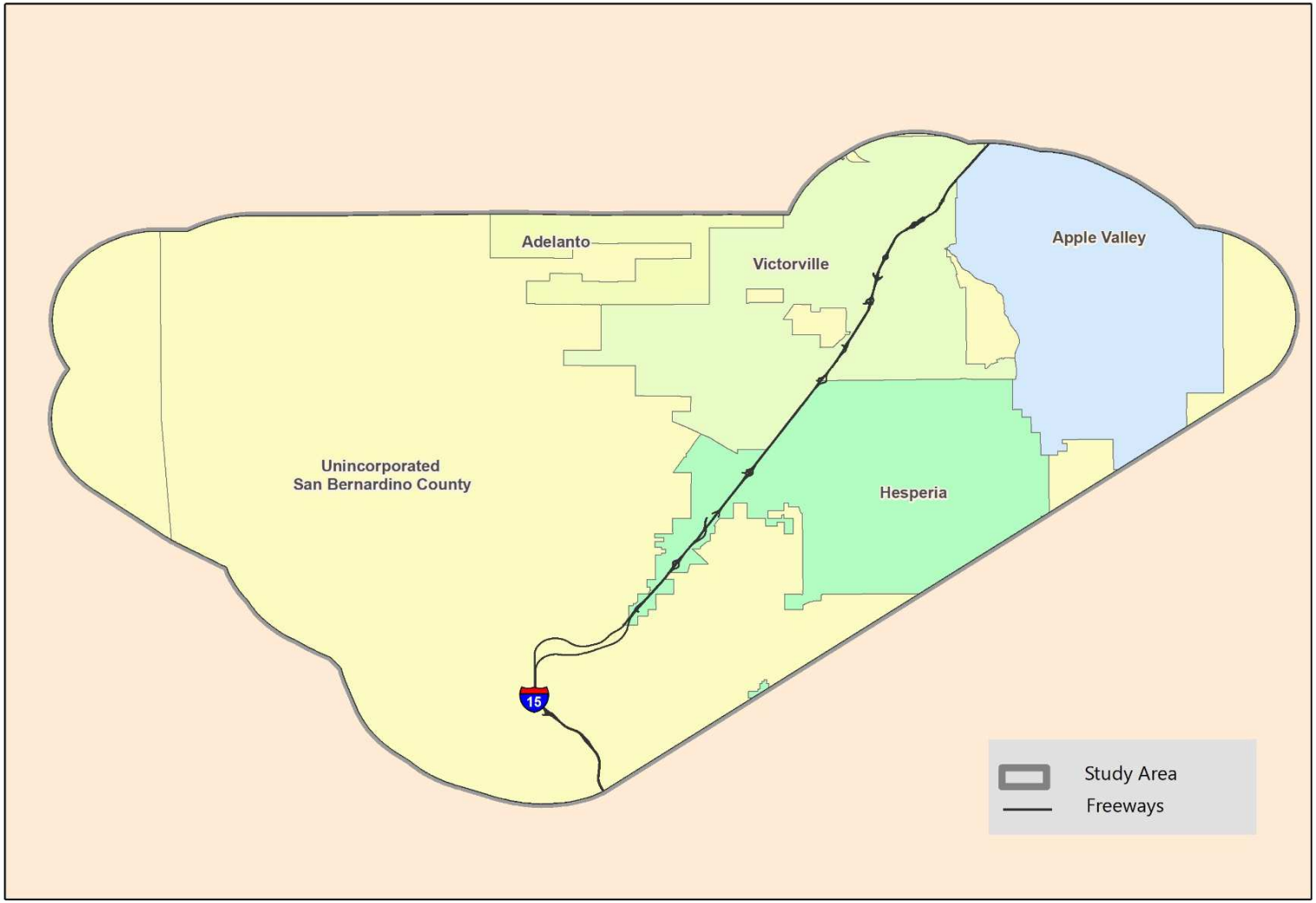
Freight: I-15 is a major goods movement corridor. UP Railroad and BNSF Railway pass through the sub-corridor.

Transit: There are some bus routes in this sub-corridor operated by Victor Valley Transit Authority. There is no Metrolink service in this sub-corridor.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities.

Figure 5.46 | Sub-Corridor Study Area

Apple Valley to Los Angeles County Line Sub-Corridor



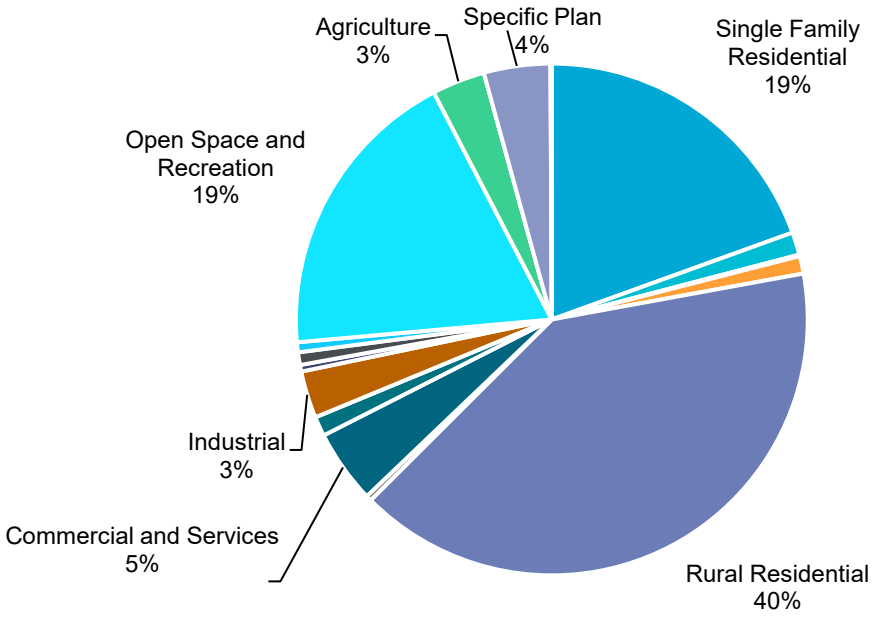
Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.47 illustrates the land use by type in the sub-corridor and Figure 5.48 shows the land use pattern. As illustrated in these figures, the predominant land use in the sub-corridor is residential at 59 percent of the total, comprised of single family residential at 19 percent and rural residential at 40 percent. Other significant land uses include open space and recreational at 19 percent. In terms of employment-generating land uses, the area has three percent industrial, five percent commercial and services, and over three percent agricultural.

The CalEnviroScreen scores for this sub-corridor include high scores in portions of Adelanto, Victorville, and Hesperia. The southern portion of Hesperia, Apple Valley, and most unincorporated areas have lower scores. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG "Communities of Concern" also occur in the city of Adelanto.

Figure 5.47 | Land Use Types in Sub-Corridor

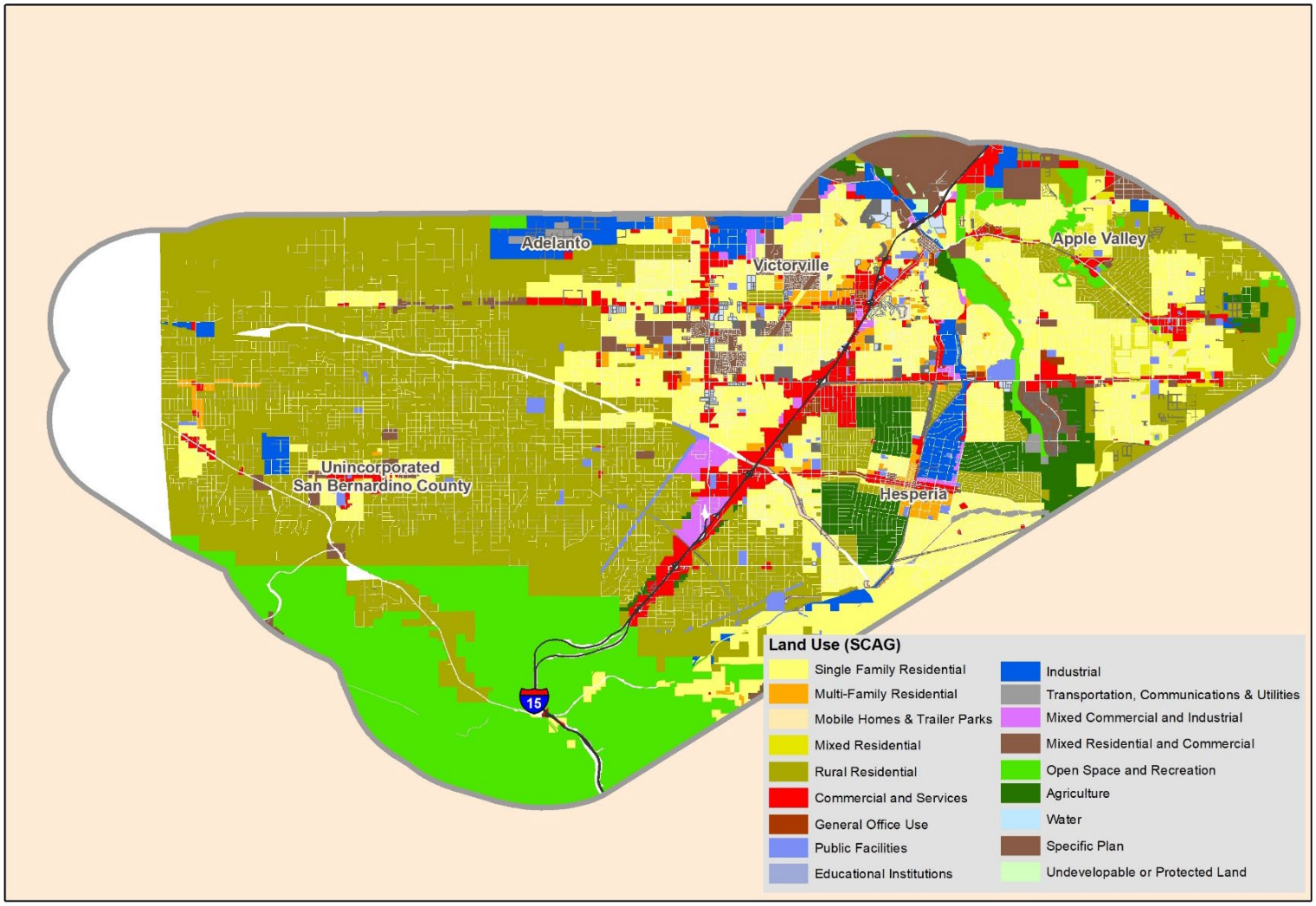
Apple Valley to Los Angeles County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.48 | Land Use Map

Apple Valley to Los Angeles County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively low in much of the sub-corridor especially in the Cajon Pass and in unincorporated parts of the county. Employment density is highest in cities south of the Cajon Pass and on parcels directly adjacent to I-15, U.S.-395, SR-18, Main Street, and Bear Valley Road. There is little employment density outside of these areas. Population is spread across single-family residential and rural residential lands that are primarily in the cities of San Bernardino, Victorville, Hesperia, Adelanto, and Apple Valley, and unincorporated San Bernardino County. Given the predominance of residential land uses,, the population-to-employment statistical ratio of the sub-corridor is 4.8, which is high compared compared to some of the other areas of the overall Inland Empire CMCP Study Area, indicating a need for residents to commute very long distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.11 displays the magnitude and average size of trips within and external to the sub-corridor area. There are nearly 800,000 daily auto trips made by residents and employees in the sub-corridor. As illustrated, in the table below, 75 percent of those trips are internal-internal trips, meaning they start and end within the sub-corridor. These sub-corridor internal trips include commute travel for workers who live and work in the sub-corridor, as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. The relatively high number of internal trip-making is a reflection of the relative remoteness and separation of the sub-corridor area from more urbanized parts of the Inland Empire. Around 12 percent of the trips have one end in the sub-corridor and the other end either inside or outside the IE CMCP area and 14 percent are to or from outside the IE CMCP area. The average trip lengths for trips with one end in the Study Area and the other either inside or outside of IE CMCP area are 6.2 and 8.2 times the length of the internal-internal trips, respectively.

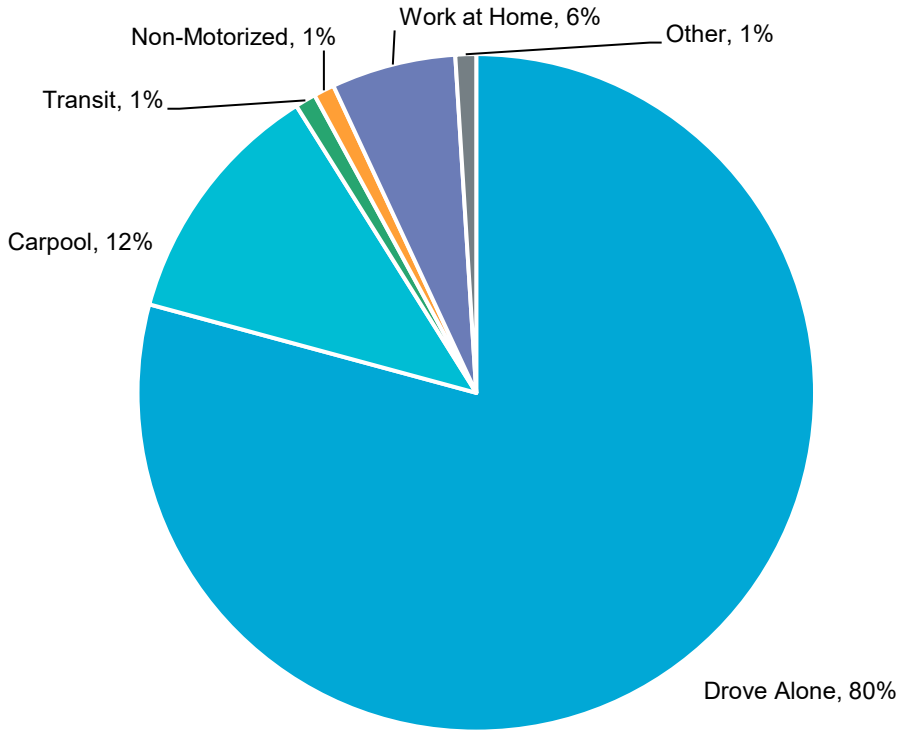
Table 5.11 | Internal and External Trips
Apple Valley to Los Angeles County Line Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	594,000	93,000	108,000
	75%	12%	14%
Average Trip Length (Miles)	5.4	33.5	44.4

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.49 illustrates the journey to work mode share for the sub-corridor. Overall, 92 percent of commute trips in the sub-corridor are made by automobile. Notably, when examining the group that commutes by car, 12 percent of workers carpooled. The share of carpoolers is higher in the sub-corridor compared to California as a whole (10 percent), but less than other areas in the IE CMCP area, perhaps reflective of a lack of HOV facilities. Transit accounts for just one percent of commute trips, while six percent of residents work at home. Non-motorized trips account for just one percent of commute trips.

Figure 5.49 | Journey to Work Mode Share
Apple Valley to Los Angeles County Line Sub-Corridor

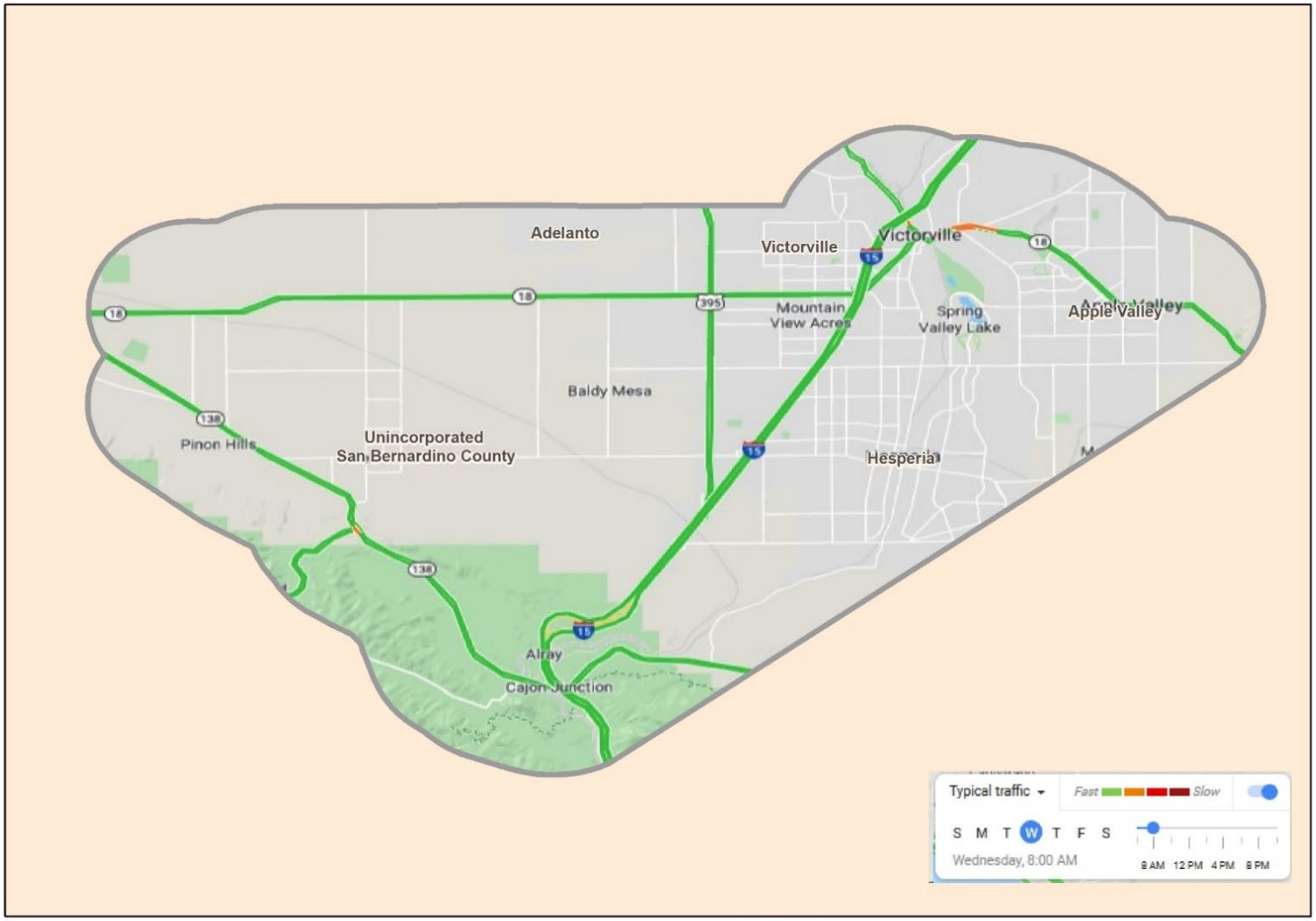


Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 94 percent of the workers in the sub-corridor must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the sub-corridor. Nearly 51 percent of all workers commute less than 30 minutes to work, 27 percent commute 30 to 60 minutes, and 22 percent commute over one hour.

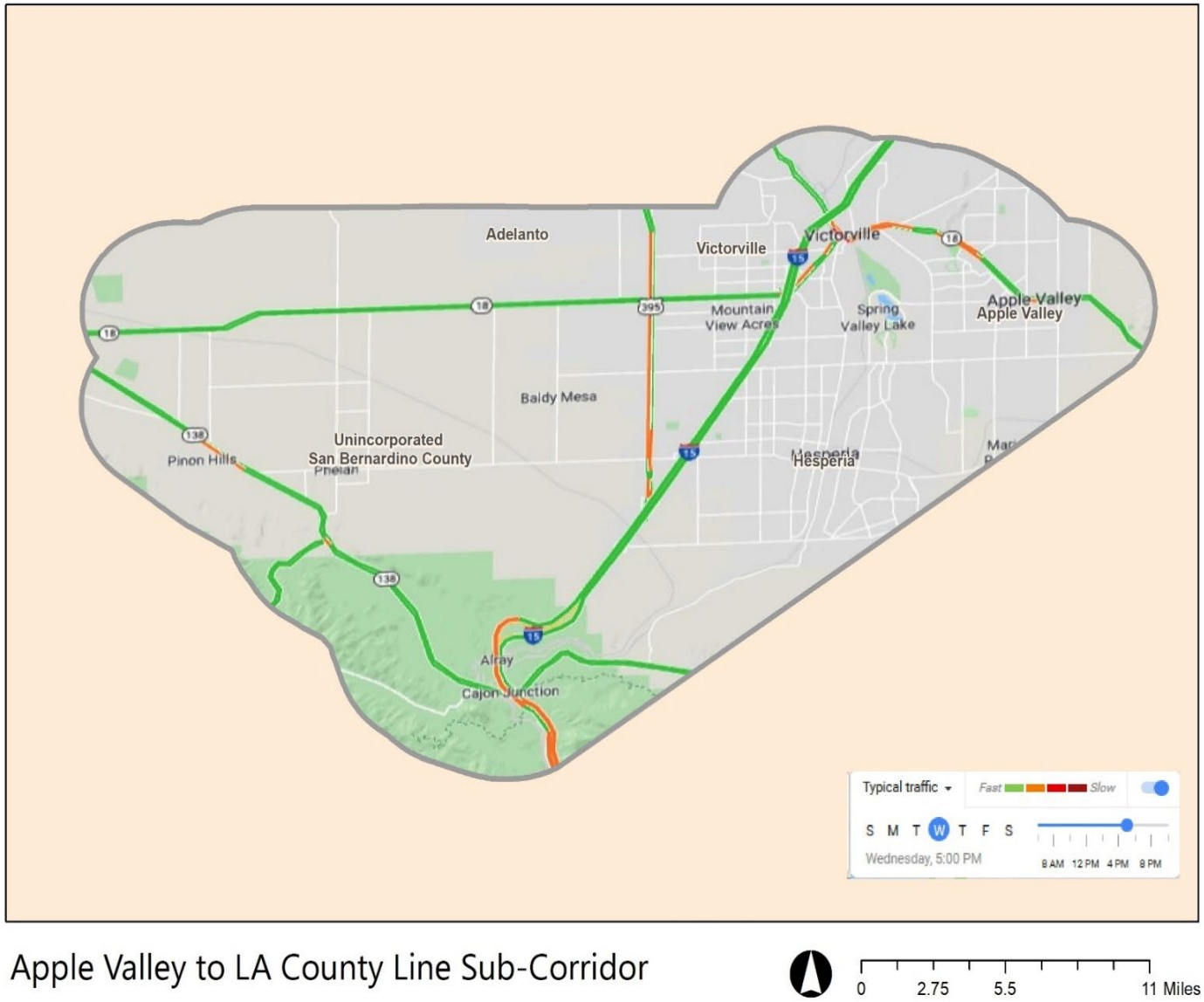
Congestion, Delay, VMT: The most significant recurring congestion and delay on the freeway system occurs on I-15 in the Cajon Pass, U.S.-395 between I-15 and SR-18, and SR-14 east of I-15. I-15 in the Cajon Pass is congested during the PM peak is both directions. U.S.-395 is congested during the PM peak. SR-18 at the I-15/SR-18 interchange is congested during both the AM and PM peaks. Figure 5.50 and Figure 5.51 show a snapshot of Google traffic conditions during a typical Wednesday AM and PM peak hour, respectively.

Figure 5.50 | Existing AM Peak Hour Freeway Conditions
Apple Valley to Los Angeles County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020

Figure 5.51 | Existing PM Peak Hour Freeway Congestion
Apple Valley to Los Angeles County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020

Daily VMT, including local trips and through traffic in the sub-corridor, are mainly carried on freeways and major arterial roadways. Table 5.12 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 51 percent of the daily VMT. Daily VHT is nearly split 45/55 between freeways and the arterial network, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively less VMT per service population compared to other sub-corridors and ranks sixth out of the ten sub-corridors for highest VMT per service population.

Table 5.12 | VMT by Facility Type
Apple Valley to Los Angeles County Line Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	4,363,000	49%	90,000	45%
HOV				
Arterials	4,468,000	51%	109,000	55%
Total	8,831,000	100%	199,000	100%

Source: SCAG Model 2016

Transit Usage: In this sub-corridor, one percent of commute trips use transit. This sub-corridor does not have high quality transit corridor or stops.

Safety: Figure 5.52 illustrates the reported crashes by type for 2018. In terms of safety, the collision rates for I-15 are higher than the County average and Caltrans District 8 averages. Bicycle and pedestrian collisions are sparsely spread out in the sub-corridor, possibly reflecting low rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along I-15.

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—50 percent increase.
- Employment—33 percent increase.

The higher rate of population to employment growth suggests that the jobs/housing ratio of this sub-corridor is expected to worsen, resulting in longer commute trips in the future.

Commensurate with these projected relatively high rates of growth for the area's demographics, total trip-making in the sub-corridor is projected to increase by 309,000 daily trips, representing a 39 percent increase. VMT is expected to increase by 23 percent and VHT is projected to increase by 72 percent. The disproportionate increase in VHT over VMT indicate increasing delay and congestion in the future due to the projected relatively high growth rates.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.53 and Figure 5.54 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

5.7.2 Strategic Approach for Apple Valley to LA County Line Sub-corridor:

Strategic Approach for Apple Valley to LA County Line Sub-corridor

Problems to Be Addressed

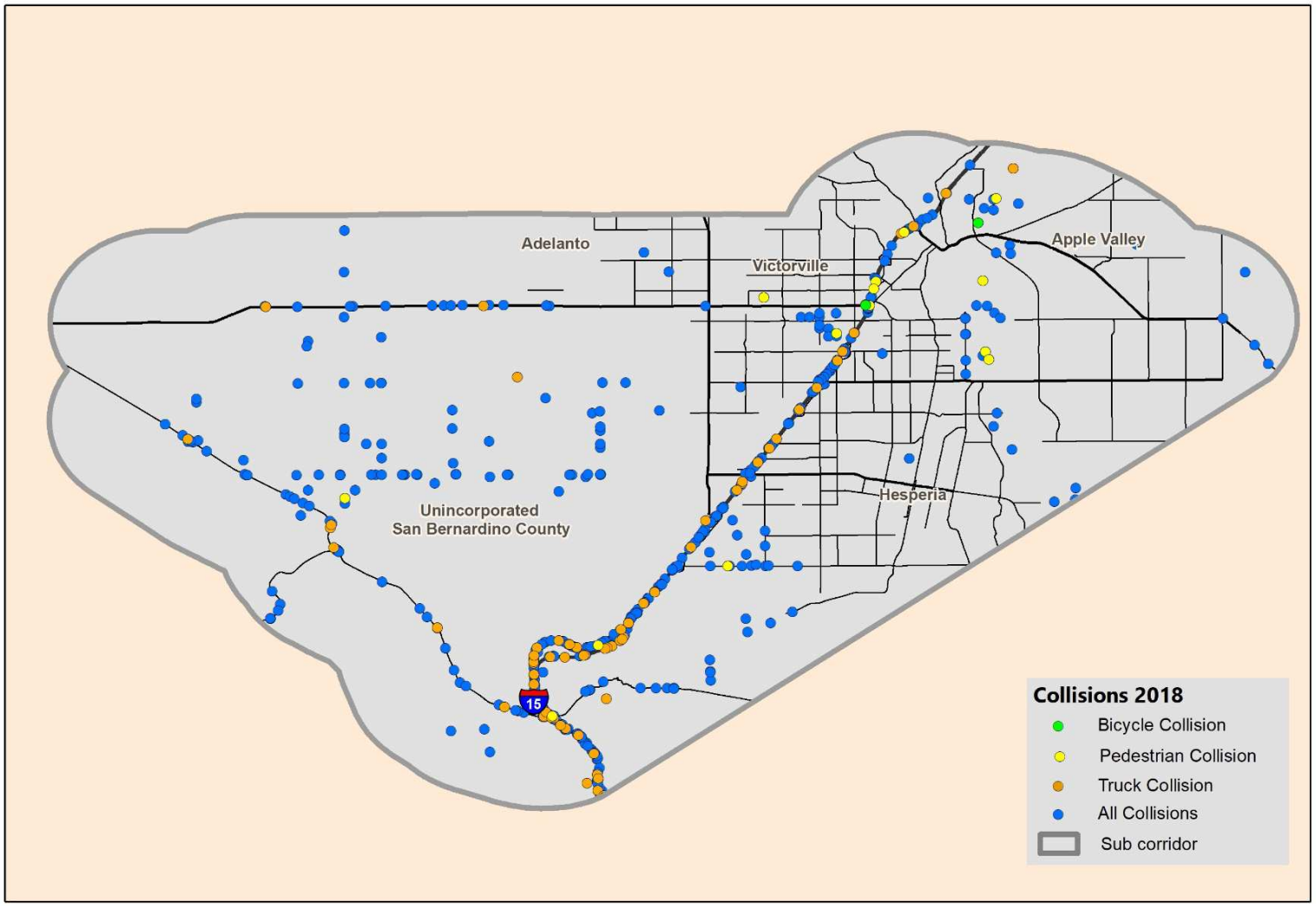
- Lack of east/west connectivity between the High Desert and Antelope Valley.
- Lack of east/west connectivity within the High Desert, constrained by limited crossings of the Mojave River and the BNSF Railway rights-of-way.
- Congestion at arterial junctions with I-15 interchanges.

Strategies

1. Enhance east/west access by completing improvements in the Greentree Corridor, linking Apple Valley, Victorville, and I-15.
2. Work with Brightline West and the State to facilitate future High Speed Rail connection to the Antelope Valley Metrolink line.
3. Conduct necessary studies to improve the operations and safety of SR-18 from U.S.-395 to SR-138 and potentially program its widening.
4. Look for opportunities to fund the High Desert Corridor but recognize SR-18 widening as a partial solution to improve east/west mobility between the Antelope Valley and High Desert.
5. Fund and implement strategic I-15 interchange improvements as identified in the Measure I Strategic Plan.
6. Fund and implement other improvements identified in the Victor Valley portion of the SBCTA 10-Year Delivery Plan.
7. Continue growth of vanpool and carpool formation from the High Desert to employment centers in the San Bernardino Valley and Antelope Valley. Explore policies and methods to increase work at home to decrease commute trips.

Figure 5.52 | Collisions

Apple Valley to Los Angeles County Line Sub-Corridor



Apple Valley to LA County Line Sub-Corridor

0 2.5 5 10 Miles

Figure 5.53 | Future 2040 Traffic Conditions—AM
Apple Valley to Los Angeles County Line Sub-Corridor

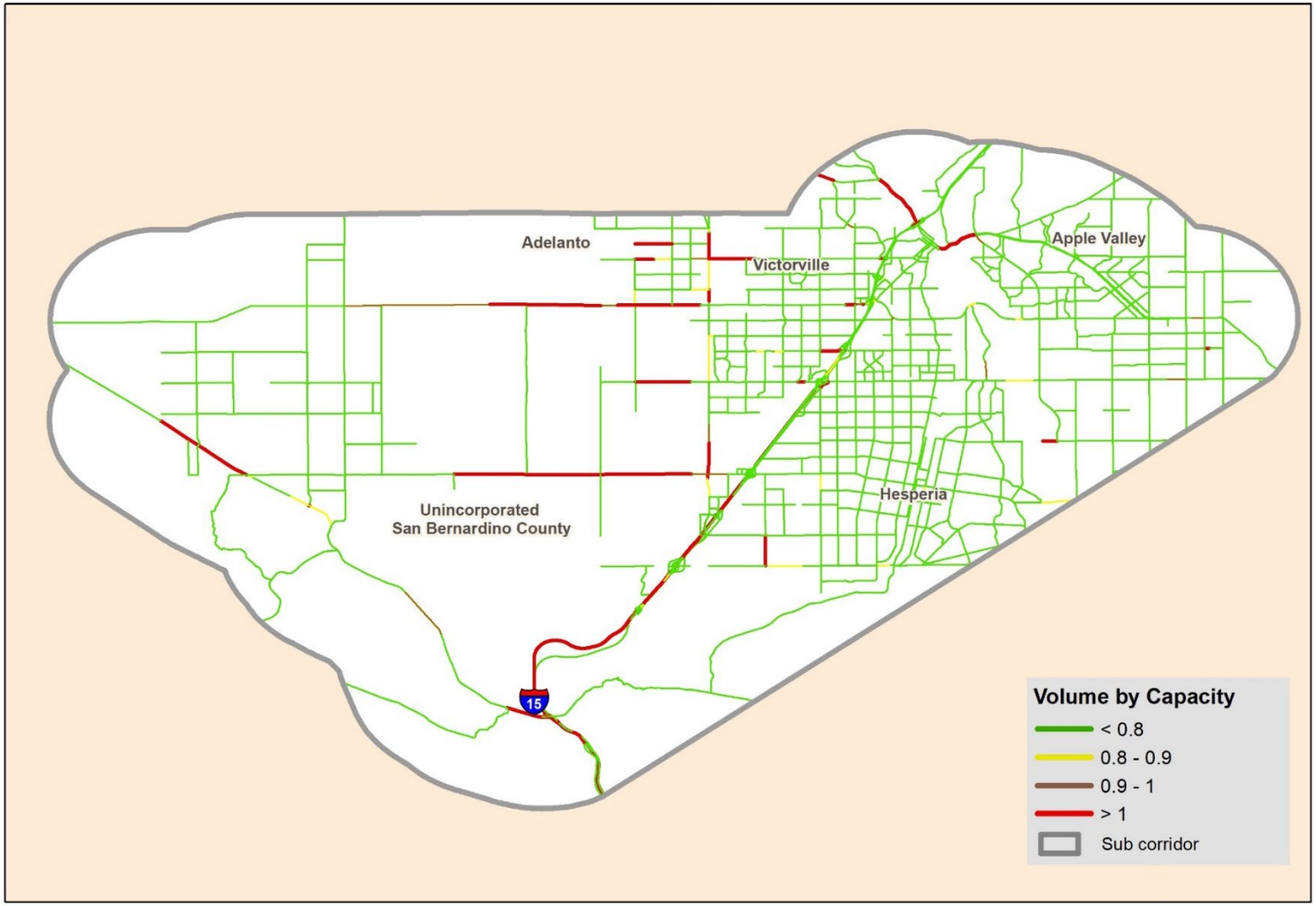
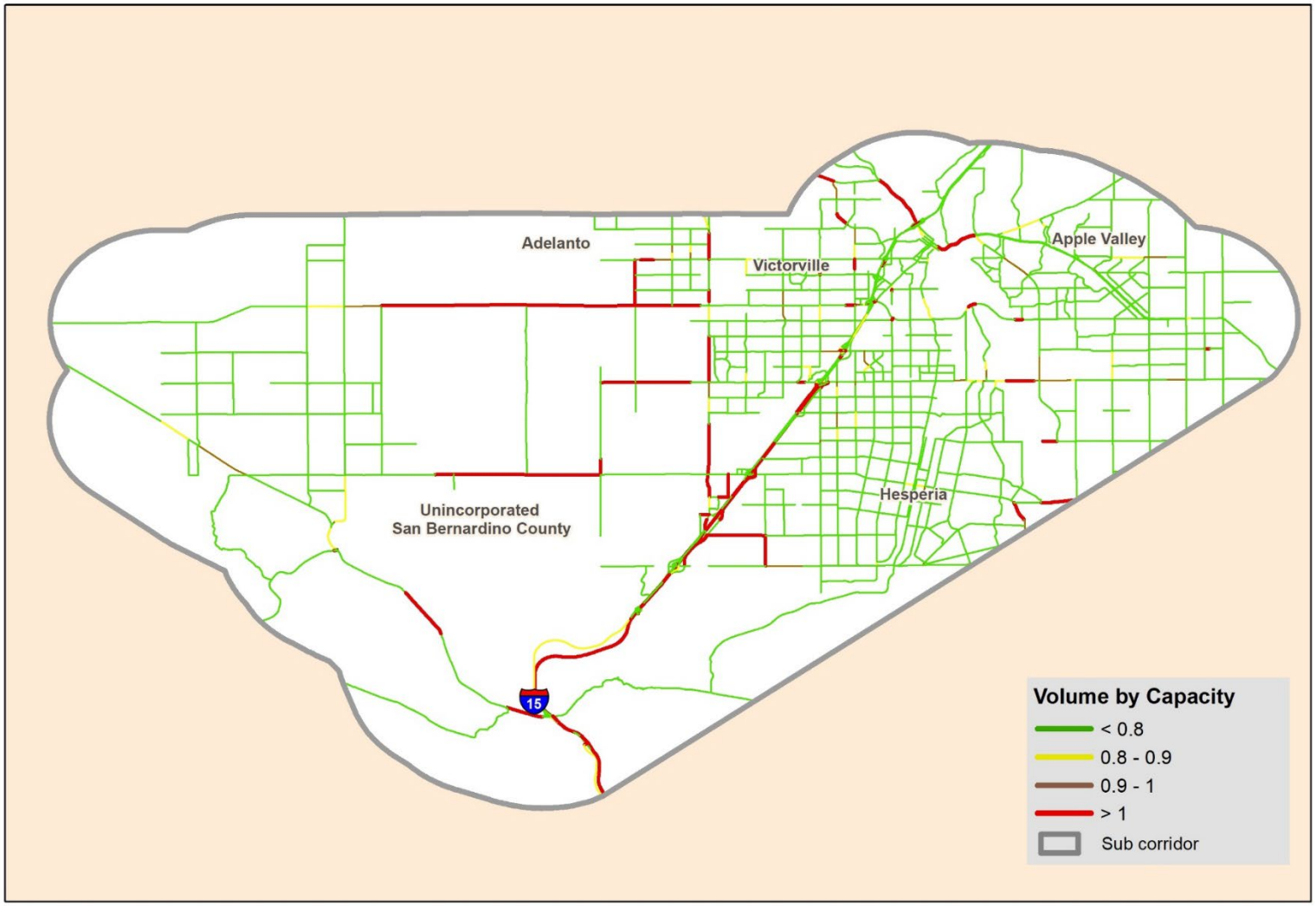


Figure 5.54 | Future 2040 Traffic Conditions—PM
Apple Valley to Los Angeles County Line Sub-Corridor



Apple Valley to LA County Line Sub-Corridor

0 2.5 5 10 Miles

5.8 Banning to Rialto Sub-Corridor

The Banning to Rialto sub-corridor is one of five east/west oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.55 illustrates the boundaries of the sub-corridor Study Area.

5.8.1 Sub-Corridor Definition

This sub-corridor is located in both San Bernardino and Riverside counties and generally connects the eastern and central parts of the urbanized areas of the Inland Empire, acting essentially as the eastern extension of the Riverside/Rialto to LA County Line sub-corridor (#6), with a small overlap. It is worth noting that this sub-corridor has three major generally parallel freeway corridors (SR-60, I-10 and SR-210) that frequently serve as effective alternate routes for east/west travel within the Inland Empire and to and from Los Angeles County. This sub-corridor addresses east/west flows of people and freight within and through portions of the cities of Riverside, Fontana, Rialto, San Bernardino, Loma Linda, Colton, Moreno Valley, Beaumont, Jurupa Valley, Rancho Cucamonga, Calimesa, Yucaipa, Banning and Beaumont. The sub-corridor includes parts of RSAs 29, 45, 46, 47 and 50. The sub-corridor is generally 30-40 miles in length east to west and 20 miles wide north to south in San Bernardino County, narrowing to about 5 miles wide in Riverside County.

Key Transportation Facilities

Key east/west-oriented transportation facilities within the sub-corridor include:

Freeways: SR-60, I-10, and SR-210

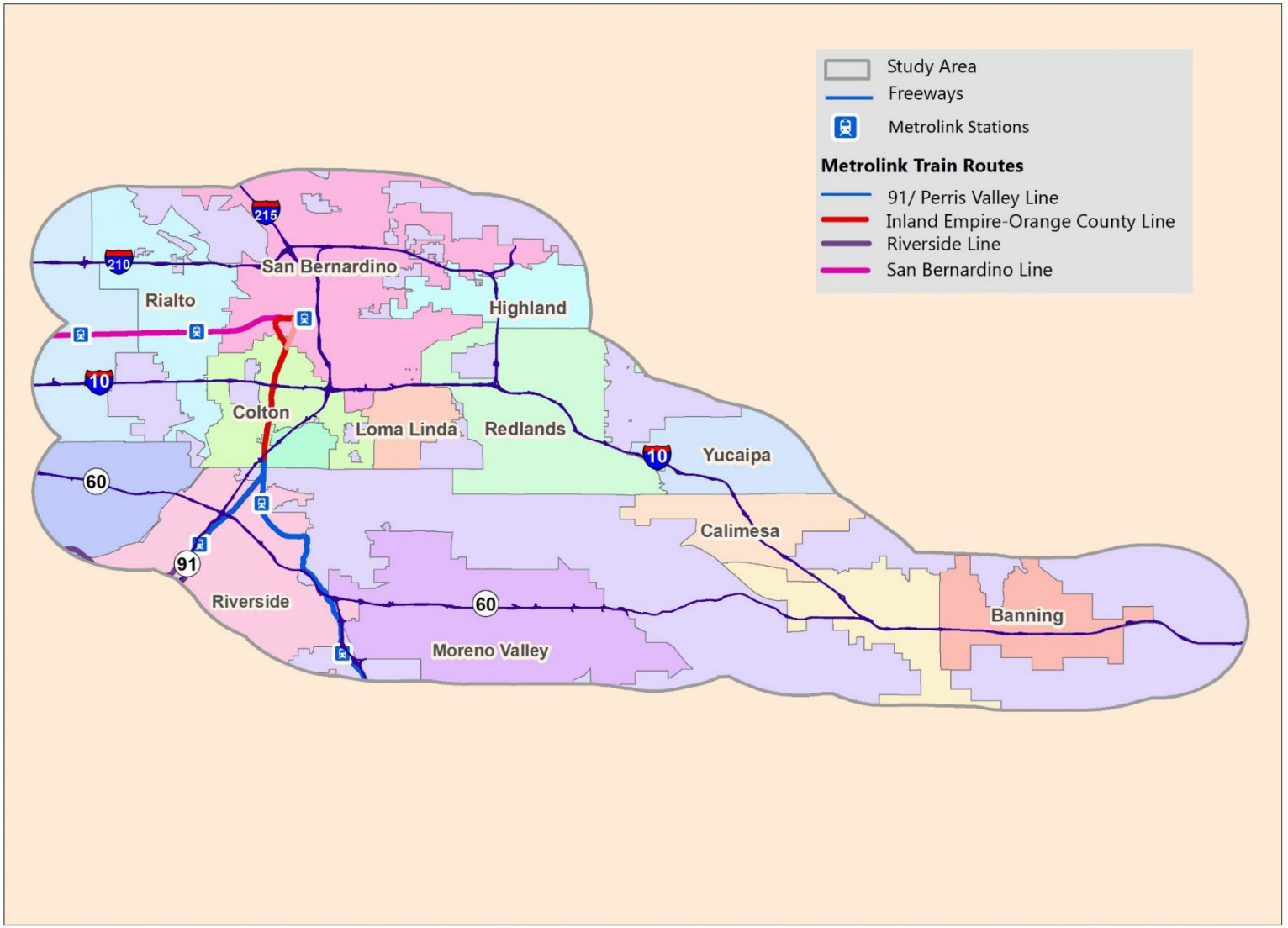
Arterials: Key east/west arterial facilities that run through significant portions of the Study Area include: Highland Avenue, Foothill Boulevard, Baseline Street, Rialto Avenue, San Bernardino Avenue, Mill Street, Barton Road, Colton Avenue, Redlands Boulevard, Wildwood Canyon Road, Wilson Street, Ramsey Street, 1st Street, Oak Valley Parkway, and San Timoteo Canyon Road.

Freight: I-10, SR-60, and SR-210 are major goods movement corridors. UP Railroad, BNSF Railway, and SCRRA pass through the sub-corridor.

Transit: This sub-corridor includes portions of several Metrolink commuter rail routes. The 91/Perris Valley route runs through a portion of the area and it transitions from an east/west route to a north/south route. The sbX Green Line, a bus rapid transit route, runs within the area but primarily serves north/south movements. A Sunline transit line has commuter lines connecting Coachela Valley to Beaumont to Riverside/ San Bernardino.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities. In addition, within the Riverside County portion of the sub-corridor there are several proposed east/west Regional Routes. These routes would cross multiple jurisdictions and consist of different types of facilities and classes.

Figure 5.55 | Sub-Corridor Study Area
Banning to Rialto Sub-Corridor



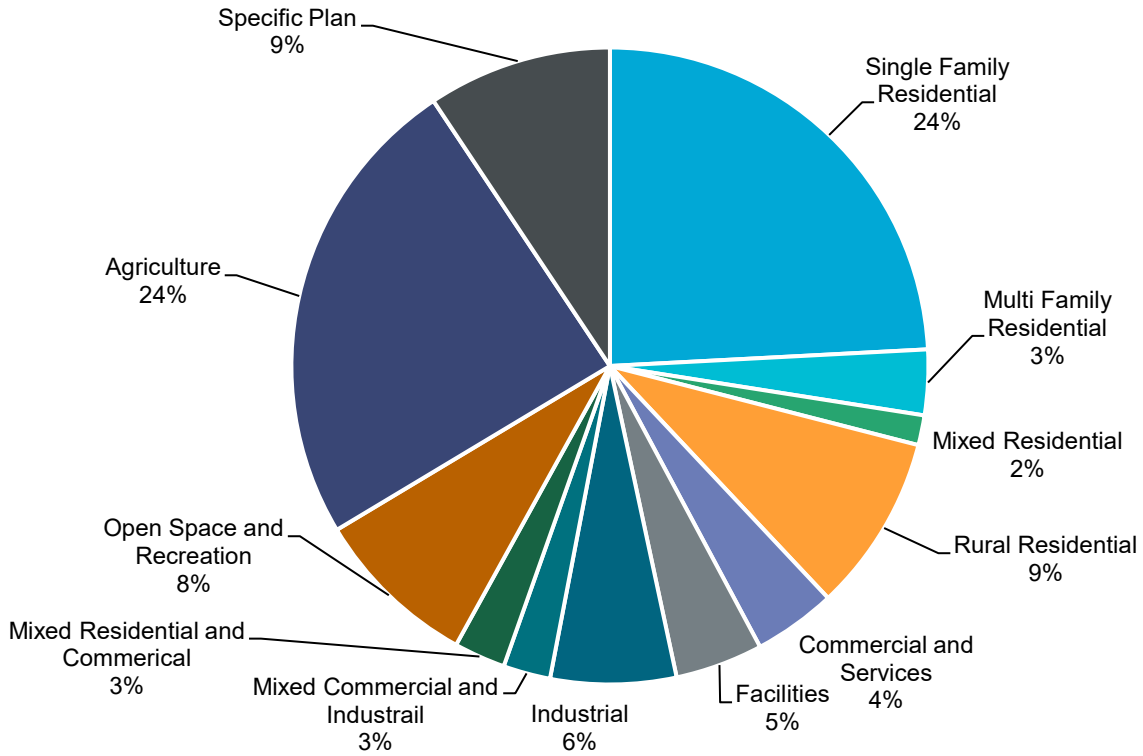
Banning to Rialto Sub-Corridor

Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.56 illustrates the land use by type in the sub-corridor and Figure 5.57 shows the land use pattern. As illustrated in these figures, the predominant land use in the sub-corridor is residential at a total of 36 percent which includes single family residential at 24 percent, multifamily residential at three percent, and rural residential at nine percent of the total. Agriculture is still a major land use at 24 percent, and open space and recreational land uses are at eight percent. The area also has nine percent of the land use designated as Specific Plans. In terms of employment-generating land uses, the area has six percent industrial, four percent commercial and services, and some mixed-use designated zones.

The CalEnviroScreen scores for this sub-corridor include higher scores in the western portion of the area in Colton and San Bernardino, with moderate scores in the Moreno Valley/Grand Terrace, Redlands, and Yucaipa areas and lower scores in the Calimesa area and throughout the western portion of the sub-corridor. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG "Communities of Concern" also occur in the cities of San Bernardino and Colton in the western portion of the Study Area.

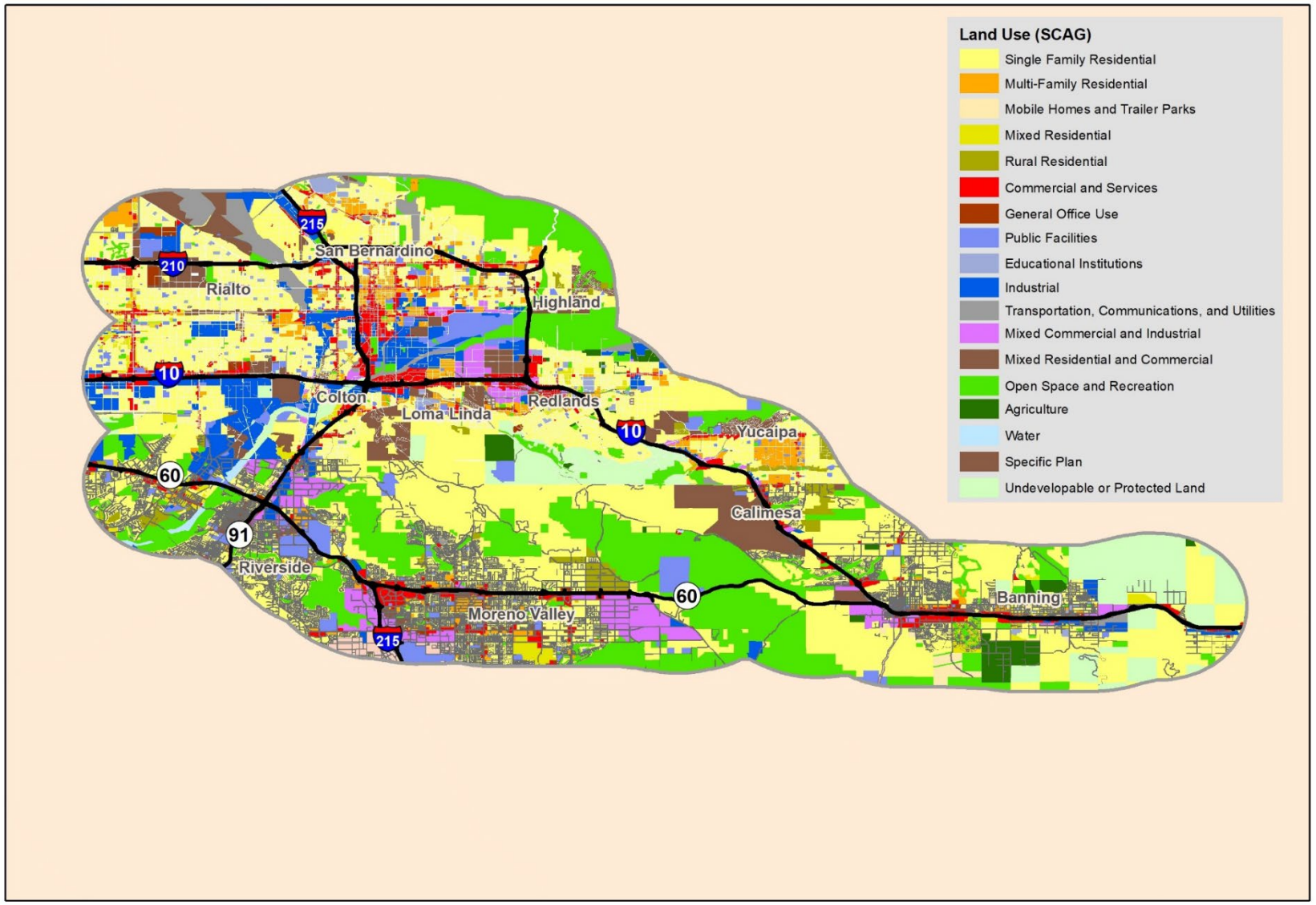
Figure 5.56 | Land Use Types
Banning to Rialto Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.57 | Land Use Map

Banning to Rialto Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively low in much of the Study Area, especially in Moreno Valley and the areas to the east. Generally in the central portion of the sub-corridor, including San Bernardino, Loma Linda, and Redlands, the employment density is the highest. Population density follows a similar pattern to employment density, with relatively lower densities in the southern and eastern portions of the sub-corridor and higher densities along central, more urbanized portions of the sub-corridor. The population-to-employment statistical ratio of the sub-corridor is 3.1, which is relatively high compared to some of the other areas of the overall Inland Empire CMCP Study Area, indicating a need for residents to commute longer distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.13 displays the magnitude and average length of trips within and external to the subarea. There are over 4.3 million daily auto trips made by residents and employees in the Study Area. As illustrated in the table below, slightly over half of those trips are internal-internal trips, meaning they start and end within the sub-corridor Study Area. These sub-corridor internal trips include commute travel for workers who live and work in the Study Area, as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. The remaining trips are evenly split between having one end in the Study Area and the other end either inside or outside the IE CMCP area. This relatively good balance is an indication of the central location of this sub-corridor and its importance in serving both internal and external trips, as well as commute trips, and all trip purposes in the Inland Empire. The average trip lengths for trips with one end in the Study Area and the other either inside or outside of IE CMCP area are, intuitively, more than twice and four times the length of the internal-internal trips, respectively; however, due to the size and location of the sub-corridor, it shows a better balance than most other sub-corridors.

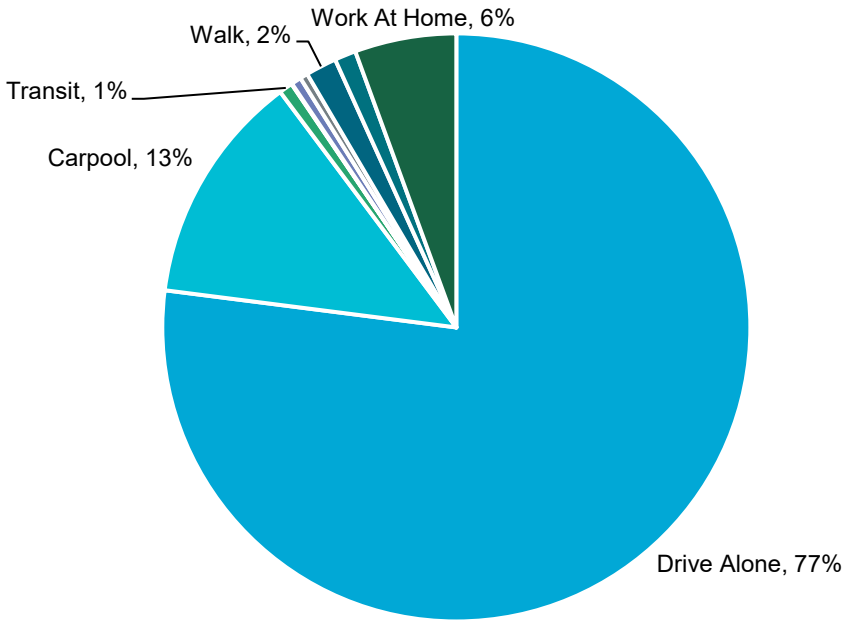
Table 5.13 | Internal and External Trips
Banning to Rialto Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	2,611,000	1,042,000	1,083,000
	55%	22%	23%
Average Trip Length (Miles)	9.0	21.2	37.6

Source: SCAG Model 2016

Commute trips were examined to better understand the peak period travel patterns. Figure 5.58 illustrates the journey to work mode share for the sub-corridor. Overall, 90 percent of commute trips in the Study Area are made by automobile. Transit accounts for just two percent of commute trips, while four percent of residents work at home. Notably, when examining the group that commutes by car, 14 percent carpooled. The share of commuters who carpool is higher in the sub-corridor compared to California as a whole (10 percent). This could be an indicator of the existence of HOV lanes on major portions of all east/west freeways. Non-motorized trips account for just two percent of commute trips.

Figure 5.58 | Journey to Work Mode Share
Banning to Rialto Sub-Corridor

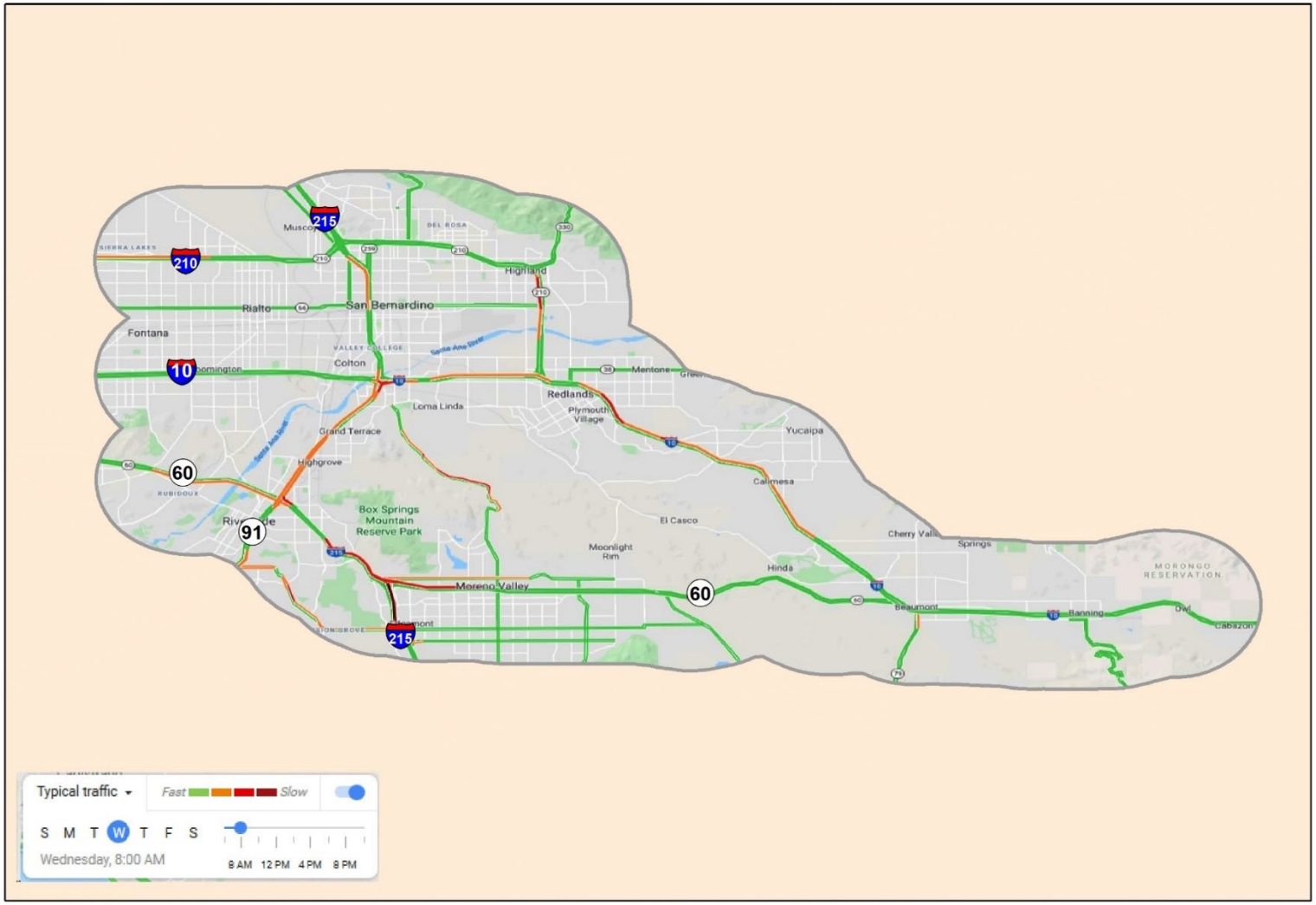


Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 94 percent of the workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the Study Area. Nearly 60 percent of all workers commute less than 30 minutes to work, 28 percent commute 30 to 60 minutes, and 12 percent commute over one hour. The larger percentage of short trips is an indication of a relatively better balance between jobs and housing in this sub-region.

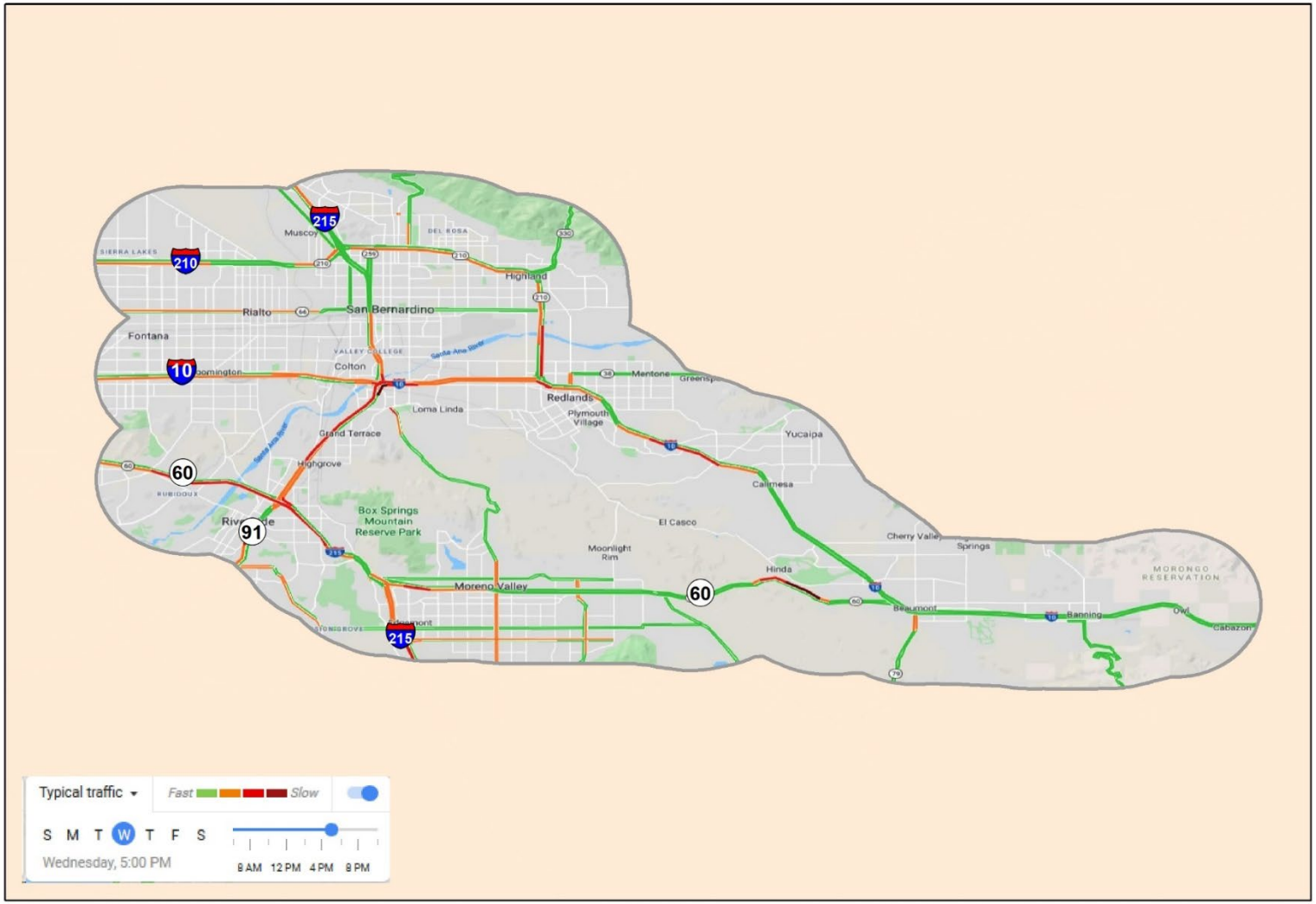
Congestion, Delay, VMT: The most significant recurring congestion and delay on the freeway system occurs on SR-60 in the western portion of the sub-corridor, from east of I-215 to the SR-60/I-215 junction. Much of this segment of SR-60 is highly congested with level of service F conditions and high delay during both AM and PM peak hours. SR-60 east of the I-215 junction operates well except for the segment approaching the I-10 junction near Banning, which experiences congestion. Along I-10 there are smaller segments of congestion, but much of I-10 within this sub-corridor operates at acceptable levels of service. Most of the east/west arterial system in this sub-corridor operates acceptably with limited segments or intersections experiencing poor operating conditions. Figure 5.59 and Figure 5.60 show the snapshot of Google traffic conditions during typical Wednesday AM and PM peak hour, respectively.

Figure 5.59 | Existing AM Peak Hour Freeway Conditions
Banning to Rialto Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.60 | Existing PM Peak Hour Freeway Congestion
Banning to Rialto Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the Study Area, are mainly carried on freeways and major arterial roadways. Table 5.14 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 37 percent of the daily VMT. However, daily VHT is nearly split 50/50 between freeways (including HOV lanes) and arterial network, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively less VMT per service population and it ranks ten out of the ten sub-corridors.

Table 5.14 | Vehicle Miles of Travel by Facility Type
Banning to Rialto Sub-Corridor

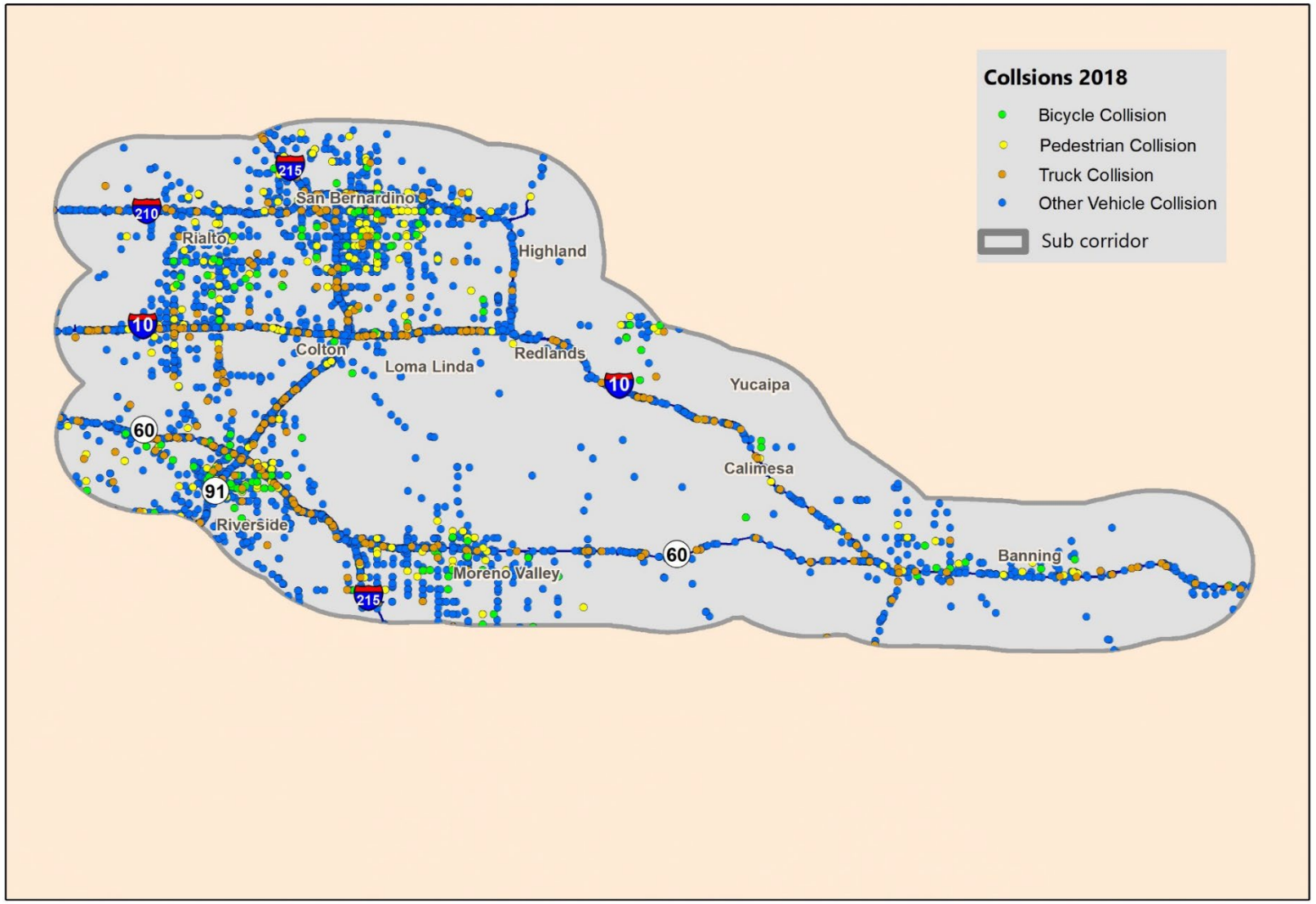
	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	26,511,000	58%	499,000	48%
HOV	2,547,000	6%	46,000	4%
Arterials	16,823,000	37%	487,000	47%
Total	45,881,000	101%	1,032,000	99%

Source: SCAG Model 2016.

Transit Usage: This sub-corridor has some high-quality transit services, including the Metrolink Commuter Rail services, as well as other services in cities of San Bernardino, Fontana, Rialto, Colton, and Loma Linda. High-quality transit services include bus rapid transit (BRT) sbX between CSUSB and Loma Linda University & Medical Center; and Omnitrans bus services in downtown San Bernardino and along Foothill Boulevard. This sub-corridor also has some high-quality transit stops at Metrolink stations in Fontana, Rialto, San Bernardino, San Bernardino downtown, Riverside-Hunter Park/UCR, and Moreno Valley. It also has some of the highest ridership bus stops in the overall IE CMCP Atudy Area, which are located at San Bernardino Transit center, Moreno Valley Mall, and University Market (UCR).

Safety: Figure 5.61 illustrates the reported crashes by type for 2018. In terms of safety, I-10 experiences some of the highest collision rates for the IE CMCP Study Area freeways. Conversely, SR-210 has the lowest collision rate of all the IE CMCP Study Area freeways. The collision rates for SR-60 are higher than the Riverside County average and Caltrans District 8 averages, but fall between the rates for SR-210 and I-10. There is a relatively high concentration of bicycle and pedestrian collisions in the western portion of the sub-corridor in San Bernardino and Rialto, as well as the area around the SR-60/I-215 junction, possibly reflecting higher rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along freeways with the largest concentrations along portions of I-10 and SR-60.

Figure 5.61 | Collisions
Banning to Rialto Sub-Corridor



Collisions 2018

Source: SWITRS, TIMS 2018

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—22 percent increase.
- Employment—39 percent increase.

The higher rate of employment to population growth suggests that the jobs/housing ratio of this sub-corridor is expected to improve, resulting in possibly shorter commute trips in the future.

Total trip making in the sub-corridor is projected to increase by 730,000 daily trips, representing a 23 percent increase. VMT is projected to increase by 20 percent and VHT is projected to increase by 43 percent. The disproportionate increase in hours of travel over miles of travel indicate increasing delay and congestion in the future due to the relatively high growth rates and the strategic location of this corridor which serves internal traffic and a significant amount of through traffic.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.62 and Figure 5.63 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model. As shown, the SCAG traffic projections indicate that during the AM peak hour significant portions of I-10 and SR-60 in the eastern portion of the sub-corridor area will become highly congested. Some additional points of congestion will occur along SR-210 as well during the AM peak. During the PM peak, similar patterns are projected to occur with increased congestion on I-10 and SR-60. In addition, segments that already are congested will experience greater delay and longer peak periods.

Figure 5.62 | Future 2040 Traffic Conditions—AM
Banning to Rialto Sub-Corridor

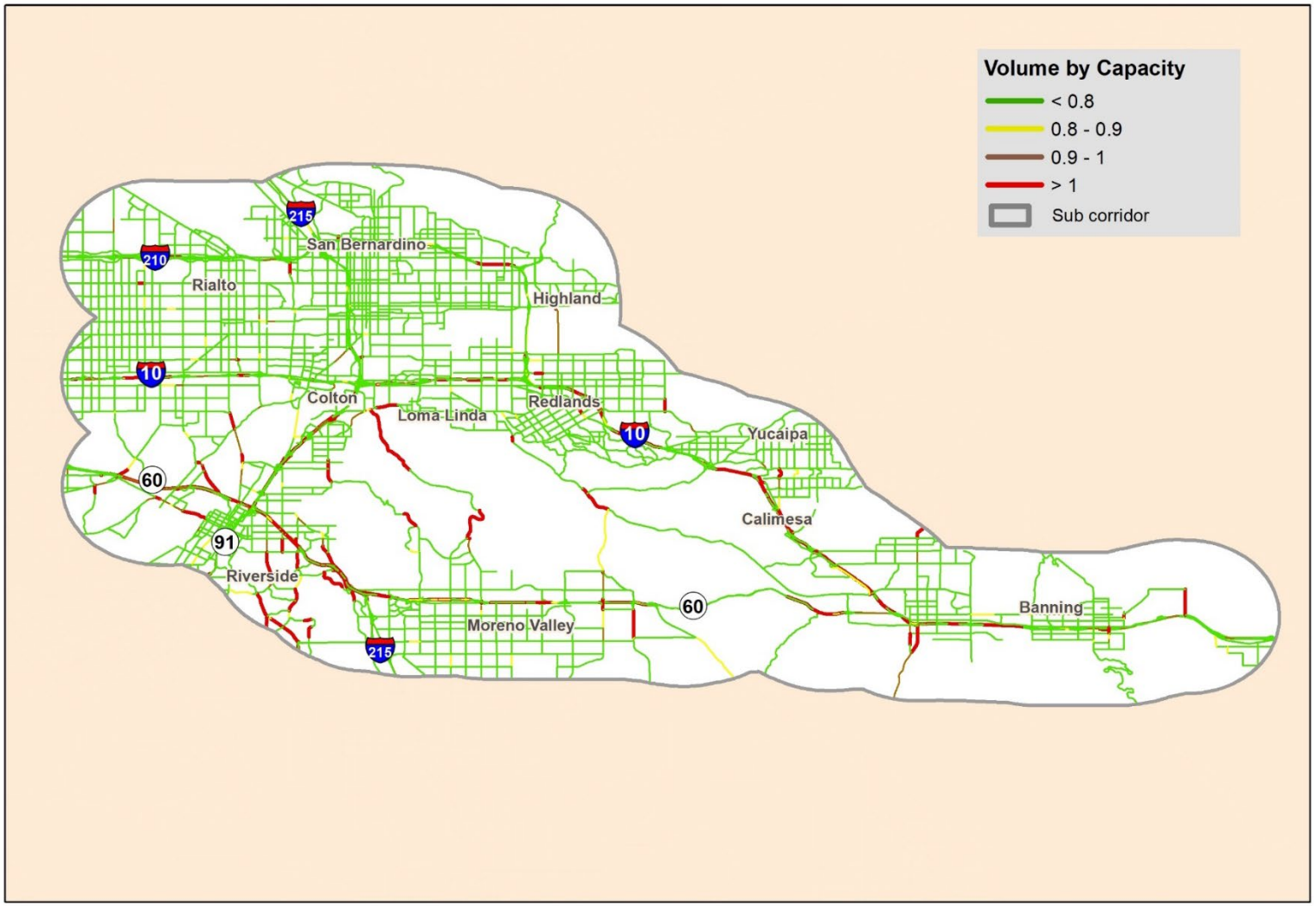
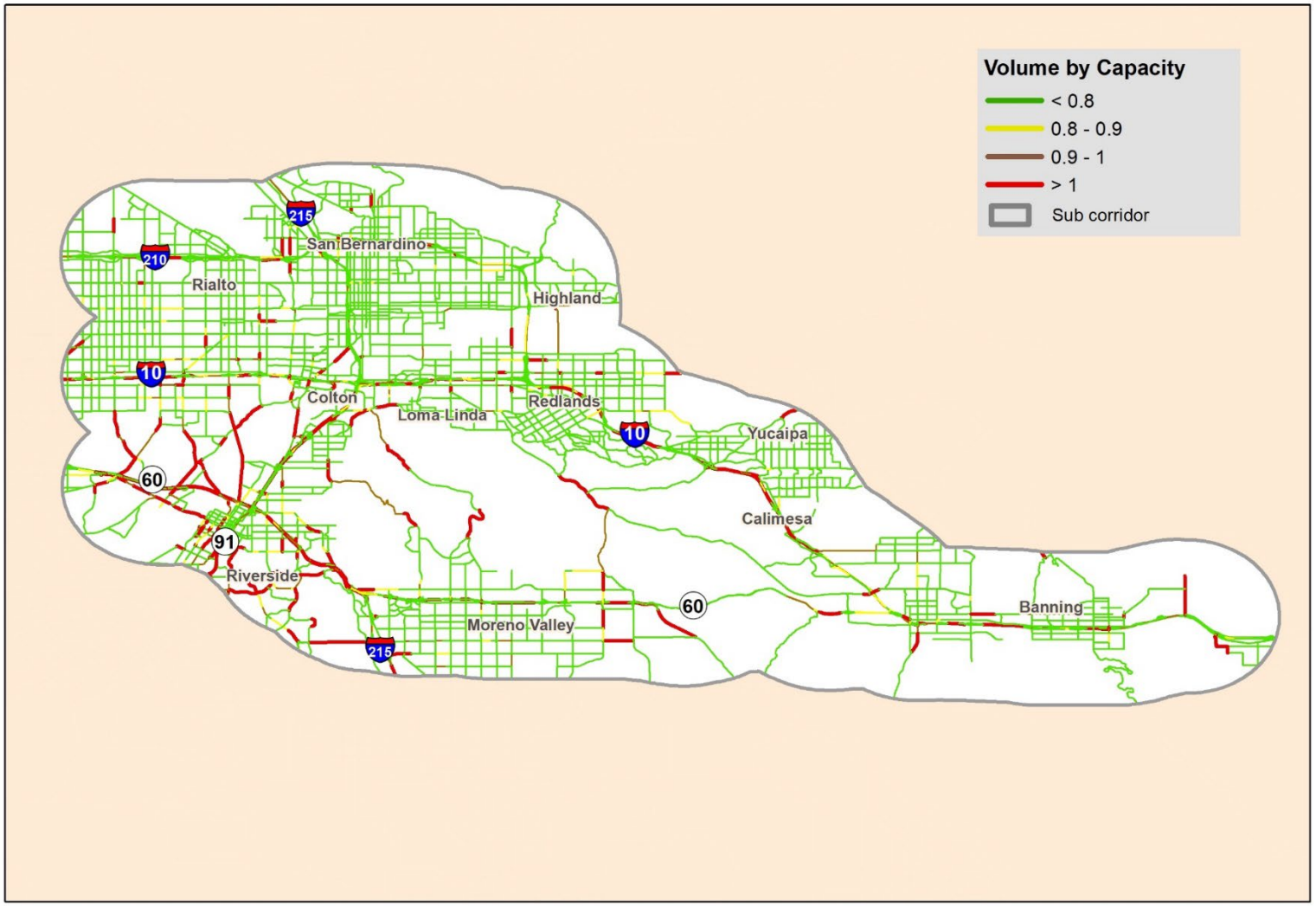


Figure 5.63 | Future 2040 Traffic Conditions—PM
Banning to Rialto Sub-Corridor



5.8.2 Strategic Approach for Banning to Rialto Sub-Corridor

Strategic Approach for Banning to Rialto Sub-Corridor

Problems to Be Addressed

- Several significant bottlenecks on I-10: eastbound and westbound merge/diverge with I-215, eastbound merge with SR-210, eastbound upgrade in Yucaipa, and I-10/SR-60 junction.
- Significant and growing congestion in both directions at the I-215/SR-60 junction in Riverside and I-10/SR-60 junction in Beaumont due to population and housing increases.
- Multiple congested interchanges: I-10/SR-79 interchange in Beaumont and interchanges on I-10 at Mountain View Avenue, California Street, Alabama Street, and University Avenue.
- Ongoing congestion on SR-210 westbound north of I-10 and eastbound at Highland Avenue.
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Metrolink San Bernardino line and Riverside line are well-used, but capacity limitations limit substantial additional growth.
- Cities with Metrolink stations would like to take advantage of those locations for transit-oriented development (TOD), but parcel assembly/development costs are high and train frequencies are not always conducive to the mid-day and bi-directional mobility needed to support TOD type uses.

Strategies

1. Construct Redlands Passenger Rail Project from University of Redlands to downtown San Bernardino, including use of zero-emission multiple unit (ZEMU) trainsets.
2. Implement managed lane systems on SR-60 from downtown Riverside to Moreno Valley and on I-10 from Redlands westerly.
3. Make strategic operational improvements to and/or reconstruct interchanges on SR-60/Potrero Blvd, SR-60/Gilman Springs Road, and I-10 interchanges at SR-79, County Line Road, University Avenue, Alabama Street, and California Street.
4. Implement I-10 Eastbound Truck Climbing Lane in Yuciapa, addressing one of the most serious freight bottlenecks in the Inland Empire.
5. Invest in grade separation projects to improve goods movement efficiency and passenger rail movement.
6. Accelerate truck fleet turnover for air quality improvement.

7. Implement “Healthy Communities and Healthy Economies Toolkit for Goods Movement” (given continued warehouse/distribution development).
8. Extend Sun Lakes Boulevard from Highland Home Road to Westward Avenue and Sunset avenue.
9. Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC, San Bernardino, and Riverside lines as described in the SCRRA SCORE Program; construct accessibility improvements and station improvements to existing Metrolink stations.
10. Explore policies and methods to increase work at home to decrease commute trips.

5.9 Riverside/Rialto to Los Angeles County Line Sub-Corridor

The Riverside/Rialto to Los Angeles County Line sub-corridor is one of five east/west oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.64 illustrates the boundaries of the sub-corridor Study Area.

5.9.1 Sub-Corridor Definition

This sub-corridor is located mostly in San Bernardino County with a small portion in Riverside County and generally connects the western and central parts of the urbanized areas of the Inland Empire, acting essentially as the western extension of the Banning to Rialto sub-corridor (#5), with a small overlap. It is worth noting that this sub-corridor has three major parallel freeway corridors (SR-60, I-10, and SR-210) that frequently serve as effective alternate routes for east/west travel within the Inland Empire and to and from Los Angeles County. This sub-corridor addresses east/west flows of people and freight within and through portions of the cities of Riverside, Fontana, Rialto, San Bernardino, Colton, Jurupa Valley, Rancho Cucamonga, Ontario, Chino, Montclair, and Upland. The sub-corridor encompasses portions of both Riverside and San Bernardino counties and includes parts of RSAs 28, 45, 29 and 46. The sub-corridor is generally 25-30 miles in length east to west and 12 miles wide north to south in both Riverside and San Bernardino counties.

Key Transportation Facilities

Key east/west oriented transportation facilities within the sub-corridor include:

Freeways: SR-60, I-10, and SR-210.

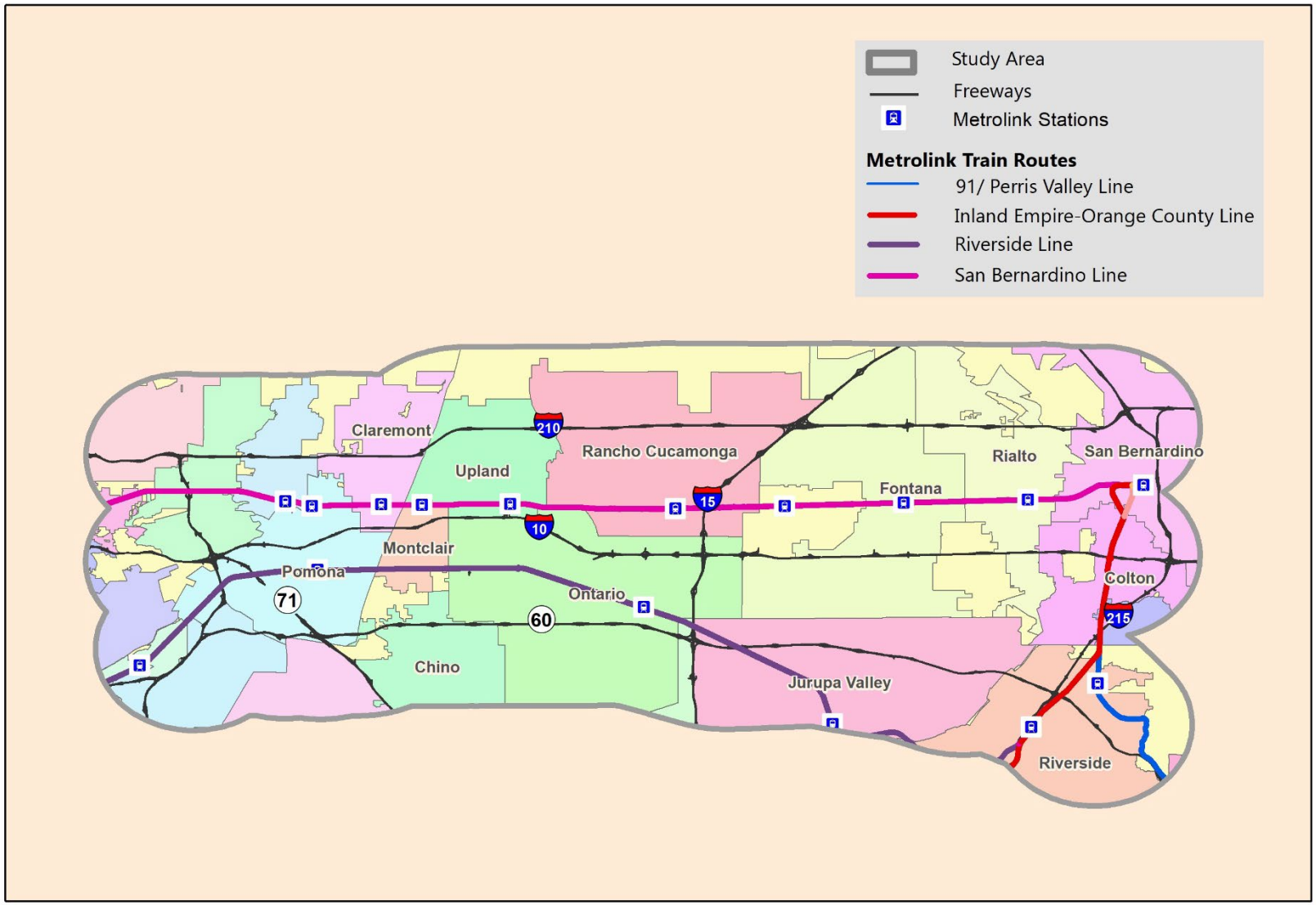
Arterials: Key east/west arterial facilities that run through significant portions of the Study Area include: Foothill Boulevard, Holt Avenue, Mission Boulevard, Riverside Drive, and Baseline Road.

Freight: I-10 and SR-60, are major goods movement corridors. UP Railroad, BNSF Railway, and SCRRA pass through the sub-corridor. There are several warehouses in this sub-corridor, with the majority of them located between SR-60 and I-10.

Transit: This sub-corridor includes portions of several Metrolink commuter rail routes. The 91/Perris Valley route runs through a portion of the area and it transitions from an east/west route to a north/south route. The Inland Empire/Orange County and San Bernardino lines both run within the sub-corridor and terminate in Downtown San Bernardino. The Riverside line is an east/west route with three stops in the sub-corridor. The sbX Green Line, a bus rapid transit route, runs within the area but primarily serves north/south movements.

Active Transportation: There are many municipal bicycle routes within the sub-corridor including Class I, II, III, and IV facilities. In addition, within the Riverside County portion of the sub-corridor there are several proposed east/west Regional Routes. These routes would cross multiple jurisdictions and consist of different types of facilities and classes.

Figure 5.64 | Sub-Corridor Study Area
Riverside/Rialto to Los Angeles County Line Sub-Corridor

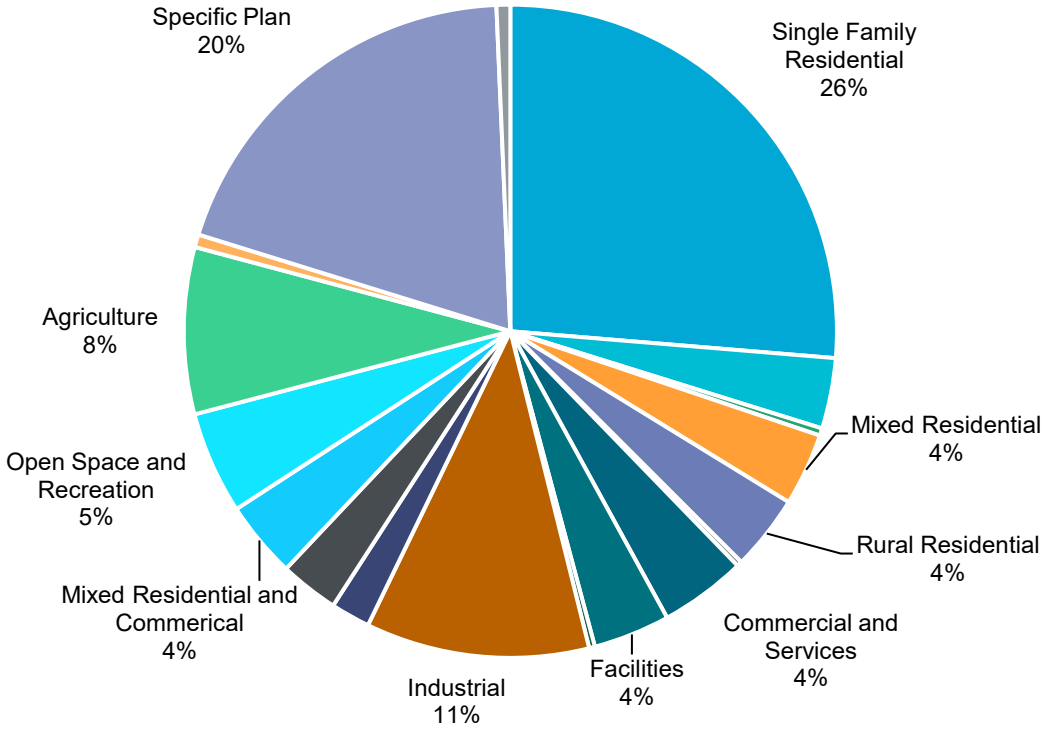


Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.65 illustrates the land use by type in the sub-corridor and Figure 5.66 shows the land use pattern. As illustrated in these figures, the predominant land use in the sub-corridor is residential at a total of over 37 percent, including single family residential at the highest 26 percent of the area. Specific plans at 20 percent still have a major share of the land uses, and agriculture at eight percent is a noticeable part of the land use development patterns in this sub-corridor. In terms of employment generating land uses, the area has 11 percent industrial, four percent commercial and services, and some mixed-use designated zones. The subarea has a relatively low percentage of open space at only five percent of the total. This is generally due to this sub-corridor being in the most urbanized area of the Inland Empire.

The CalEnviroScreen scores for this sub-corridor are generally high, with a low score in the Rancho Cucamonga-area. Moderate-to-high score areas include neighborhoods of Ontario, Fontana, Colton, and San Bernardino. Low scores indicate less exposure indicators, less environmental effects indicators, less sensitive population indicators, less socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG “Communities of Concern” also occur in the cities of San Bernardino and Colton in the eastern portion of the Study Area.

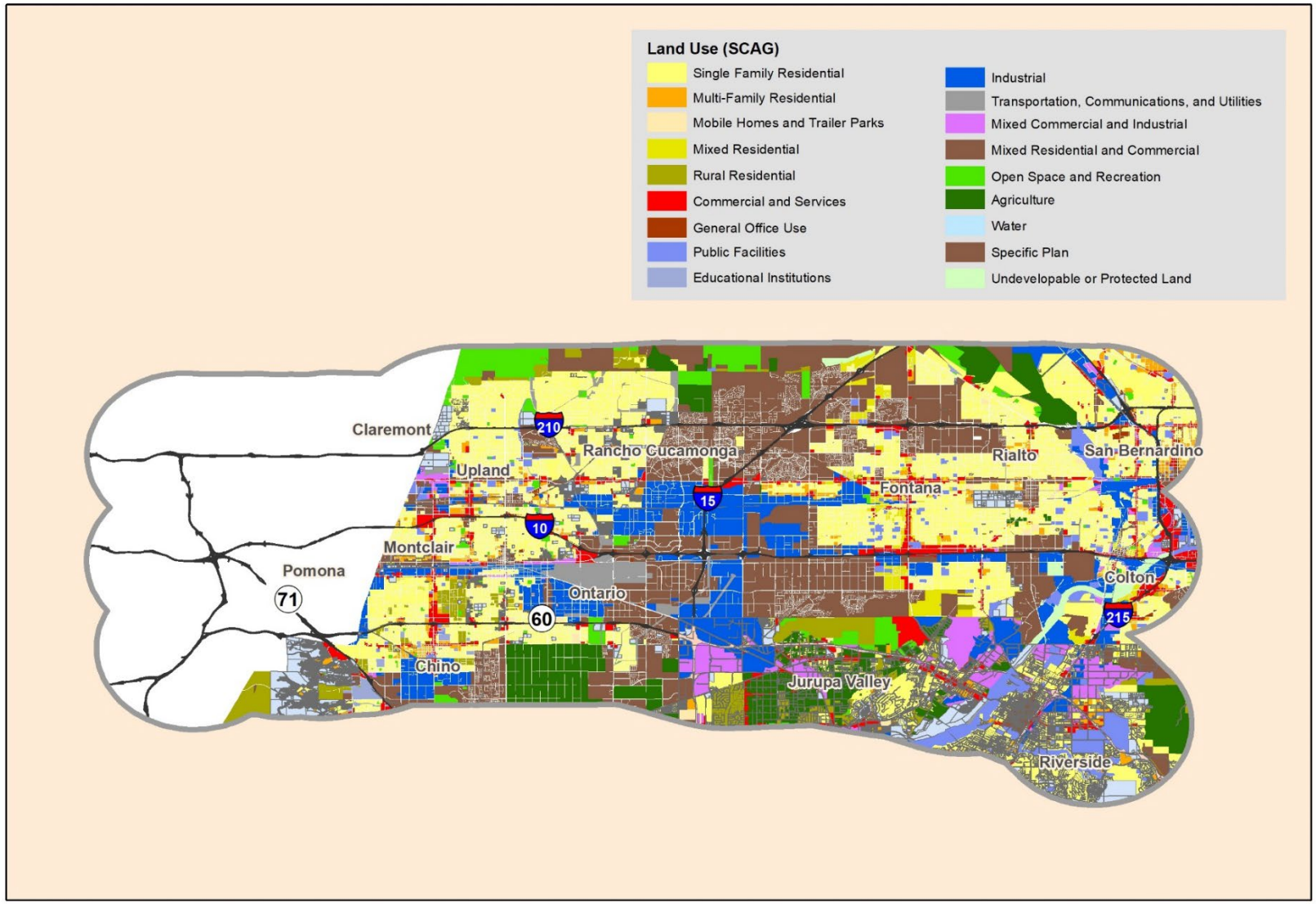
Figure 5.65 | Land Use Types in Sub-Corridor
Riverside/Rialto to Los Angeles County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.66 | Land Use Map

Riverside/Rialto to Los Angeles County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively high in this sub-corridor compared to the IE CMCP Study Area due to its higher urbanization. In general, north of SR-60 has high employment density especially in Ontario, Rancho Cucamonga, Fontana, San Bernardino, and Riverside. Population density follows a similar pattern to employment density, with relatively lower densities south of SR-60 in the sub-corridor and higher densities along the northern portion of the sub-corridor. The population/employment ratio is mixed with a high ratio south of SR-60 in Jurupa Valley area and low ratio in the rest of the sub-corridor. Overall, this sub-corridor has low population-to-employment statistical ratio of 2.5 compared to some of the other areas of the overall Inland Empire CMCP Study Area, indicating a need for residents to commute shorter distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.15 displays the magnitude and average length of trips within and external to the subarea. Daily auto trips are relatively high with over 5.1 million daily auto trips made by residents and employees in the Study Area. As illustrated in the table below, over half of those trips are internal-internal trips, meaning they start and end within the sub-corridor Study Area. These sub-corridor internal trips include commute travel for workers who live and work in the Study Area, as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. The remaining trips are evenly split between having one end in the Study Area and the other end either inside or outside the IE CMCP area. This relatively good balance is an indication of the central location of this sub-corridor, its higher level of urbanization, and its importance in serving both internal and external trips, as well as commute trips, and all trip purposes in the Inland Empire. The average trip lengths for trips with one end in the Study and the other either inside or outside of IE CMCP area are, intuitively, more than twice and four times the length of the internal-internal trips, respectively; however, due to the size and location of the sub-corridor, it shows a better balance than most other sub-corridors.

Table 5.15 | Internal and External Trips
Riverside/Rialto to Los Angeles County Line Sub-Corridor

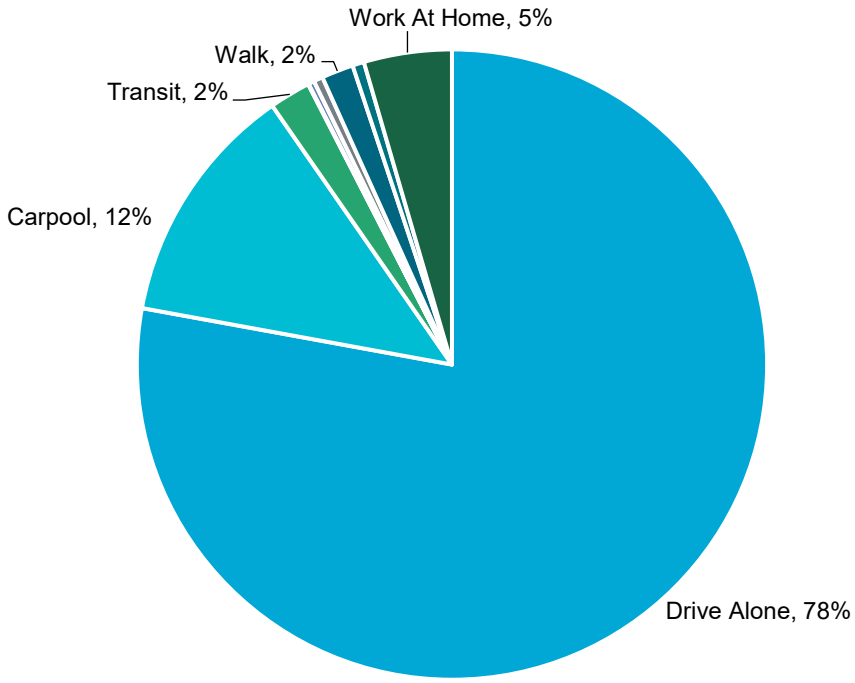
	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	2,896,000	1,168,000	1,104,000
	56%	23%	21%
Average Trip Length (Miles)	5.9	15.9	27.0

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.67 illustrates the journey to work mode share for the sub-corridor. Overall, 90 percent of commute trips in the Study Area are made by automobile. Transit accounts for just two percent of commute trips, while five percent of residents work at home. Notably, when examining the group that commutes by car, 12 percent carpooled. The share of commuters who carpool is higher in the sub-corridor compared to California as a whole (10 percent). This could be an indicator of the existence of HOV lanes on all east/west freeways in this sub-corridor. Non-motorized trips account for just two percent of commute trips.

Figure 5.67 | Journey to Work Mode Share

Riverside/Rialto to Los Angeles County Line Sub-Corridor



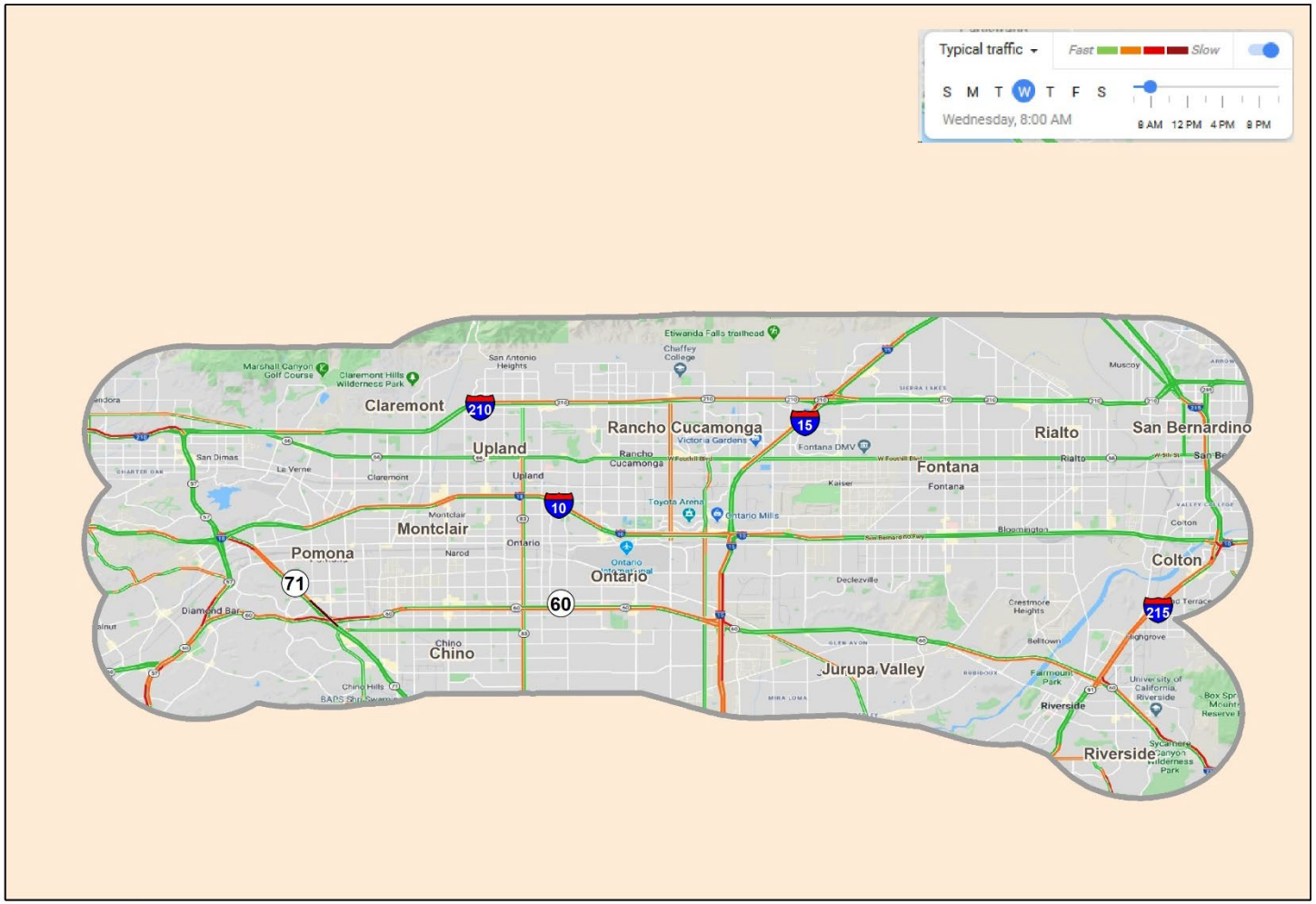
Source: ACS 2017, 5-year estimates.

Except for individuals who work at home, nearly 95 percent of the workers in the Study Area must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the Study Area. About 55 percent of all workers commute less than 30 minutes to work. 29 percent commute 30 to 60 minutes, 15 percent commute over one hour.

Congestion, Delay, VMT: The most significant recurring congestion and delay on the freeway system occurs on SR-60, I-10, and SR-210 in the eastern portion of the sub-corridor, east of I-15. Figure 5.68 and Figure 5.69 show the snapshot of Google traffic conditions during typical Wednesday AM and PM peak hour, respectively.

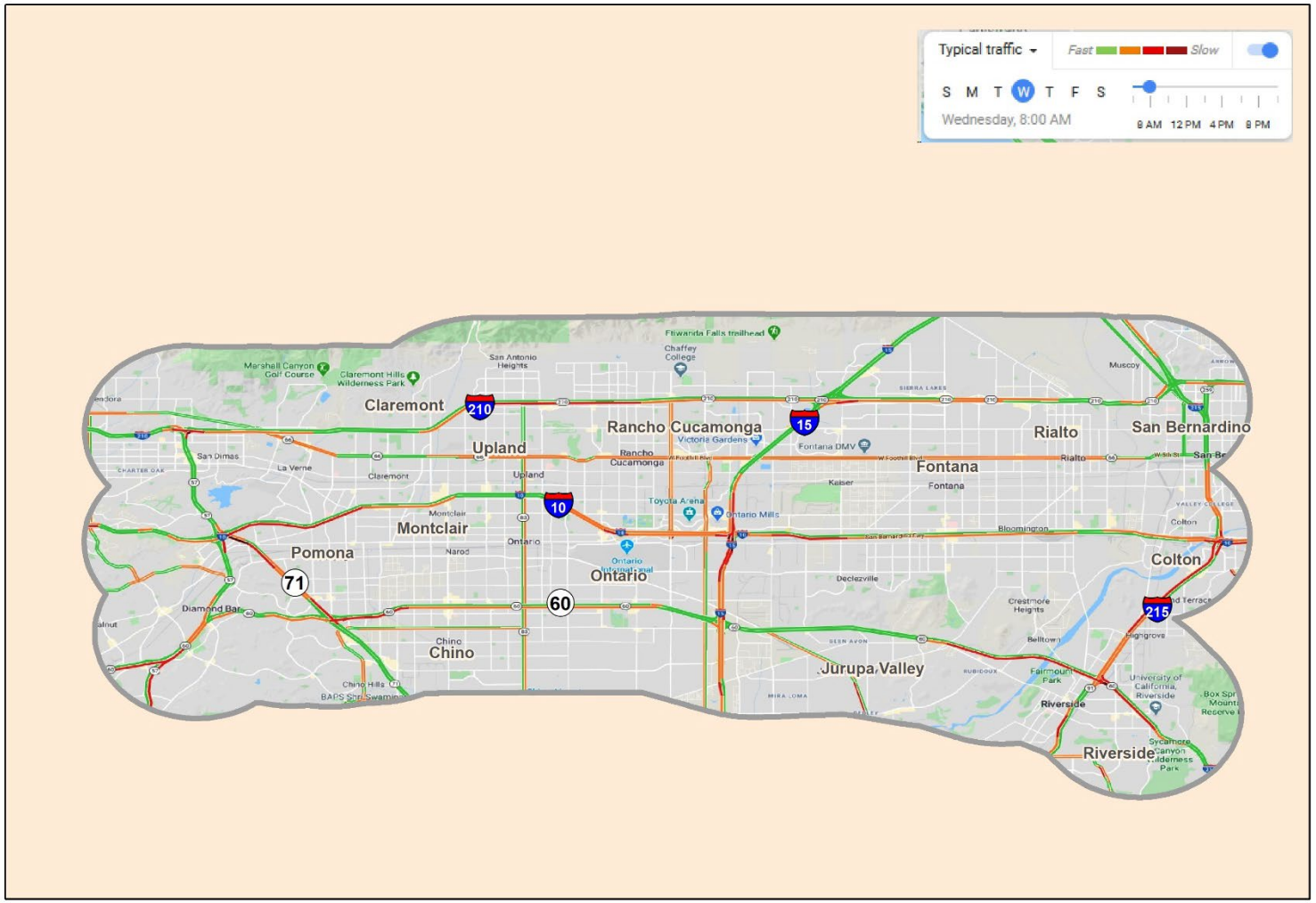
This subarea has the majority of top bottlenecks of the entire IE CMCP Study Area. The majority of the top bottlenecks in the sub-corridor occur along the SR-60, I-10, and SR-210 in the western portion of the sub-corridor, east of I-15 and on SR-60/I-215 in the eastern portion of the sub-corridor.

Figure 5.68 | Existing AM Peak Hour Freeway Conditions
Riverside/Rialto to Los Angeles County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.69 | Existing PM Peak Hour Freeway Congestion
Riverside/Rialto to Los Angeles County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the Study Area are mainly carried on freeways and major arterial roadways. Table 5.16 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 35 percent of the daily VMT. However, daily VHT is nearly split 55/45 between freeways (including HOV lanes) and the arterial network, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively less VMT per service population and it ranks nine out of the ten sub-corridors.

Table 5.16 | Vehicle Miles of Travel by Facility Type
Riverside/Rialto to Los Angeles County Line Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	28,605,615	60%	580,301	52%
HOV	2,560,121	5%	46,553	4%
Arterials	16,988,325	35%	495,679	44%
Total	**48,154,061**	**100%**	**1,122,533**	**100%**

Source: SCAG Model 2016.

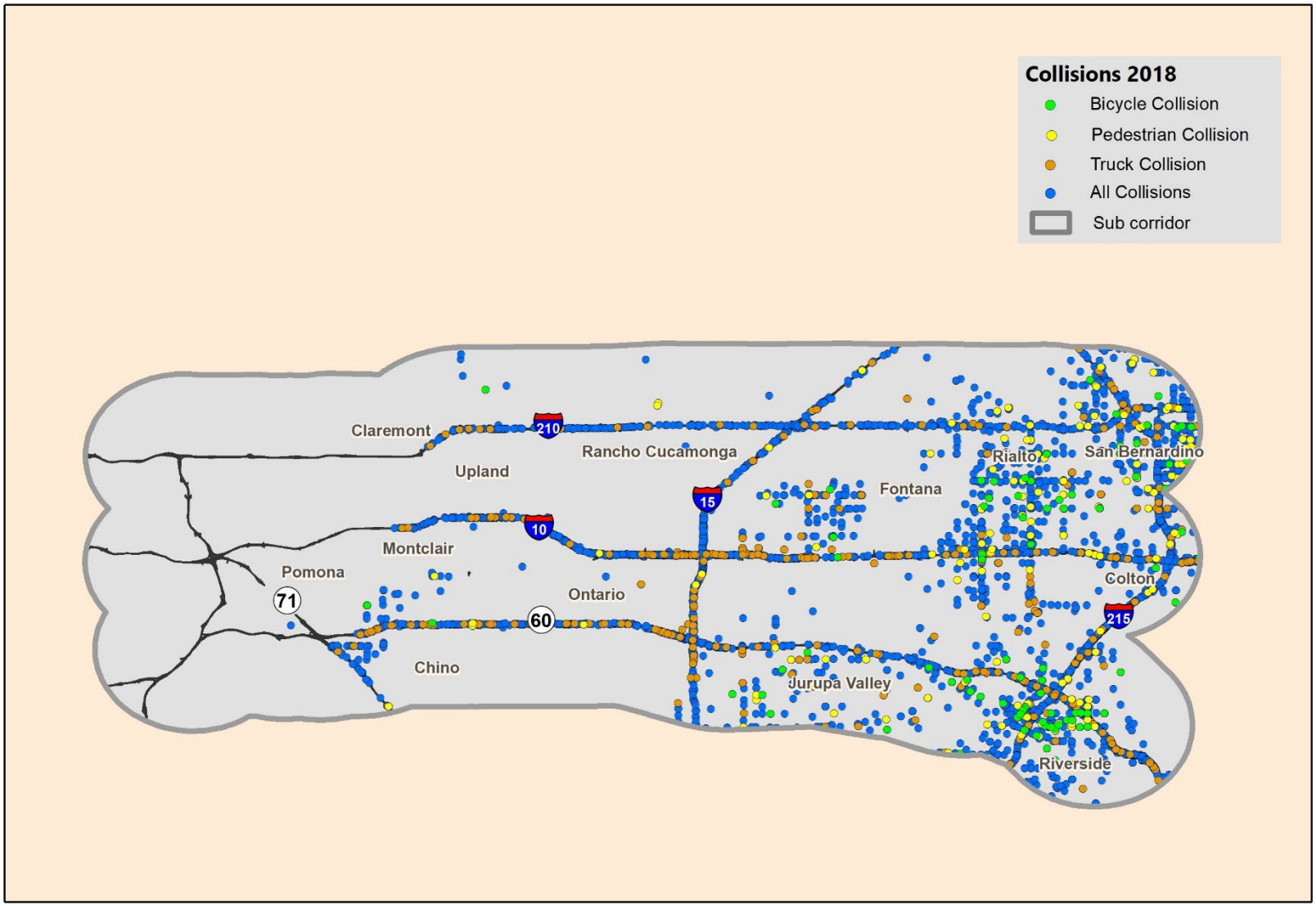
Transit Usage: This sub-corridor has some high-quality transit services including Metrolink Commuter Rail services as well as other services in the cities of San Bernardino, Fontana, Rialto, Colton, and Loma Linda. High-quality transit services include bus rapid transit (BRT) sbX between CSUSB and Loma Linda University & Medical Center; and Omnitrans bus services in downtown San Bernardino and along Foothill Boulevard. This sub-corridor also has some high-quality transit stops at Metrolink stations in Fontana, Rialto, San Bernardino, San Bernardino downtown, Riverside-Hunter Park/UCR, and Moreno Valley. It also has some of the highest ridership bus stops in the overall IE CMCP Study Area, which are located at San Bernardino Transit center, UCR campus, and University Market (UCR).

Safety: Figure 5.70 illustrates the reported crashes by type for 2018. Collisions involving bicyclists and pedestrians are spread throughout the Study Area, however, some of the highest density of collisions in the Study Area occur in certain neighborhoods of Hemet and San Jacinto.

In terms of safety, I-10 experiences some of the highest collision rates for the IE CMCP Study Area freeways. Conversely, SR-210 has the lowest collision rate of all the IE CMCP Study Area freeways. The collision rates for SR-60 are higher than the county average and Caltrans District 8 averages, but fall between the rates for SR-210 and I-10. There is a relatively high concentration of bicycle and pedestrian collisions in the eastern portion of the sub-corridor in San Bernardino and Rialto, as well as the area around the SR-60/I-215 junction, possibly reflecting higher rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along freeways with the largest concentrations along portions of I-10 and SR-60 near I-15 and I-215.

Figure 5.70 | Collisions

Riverside/Rialto to Los Angeles County Line Sub-Corridor



Future Conditions

The sub-corridor is expected to experience the following growth by 2040:

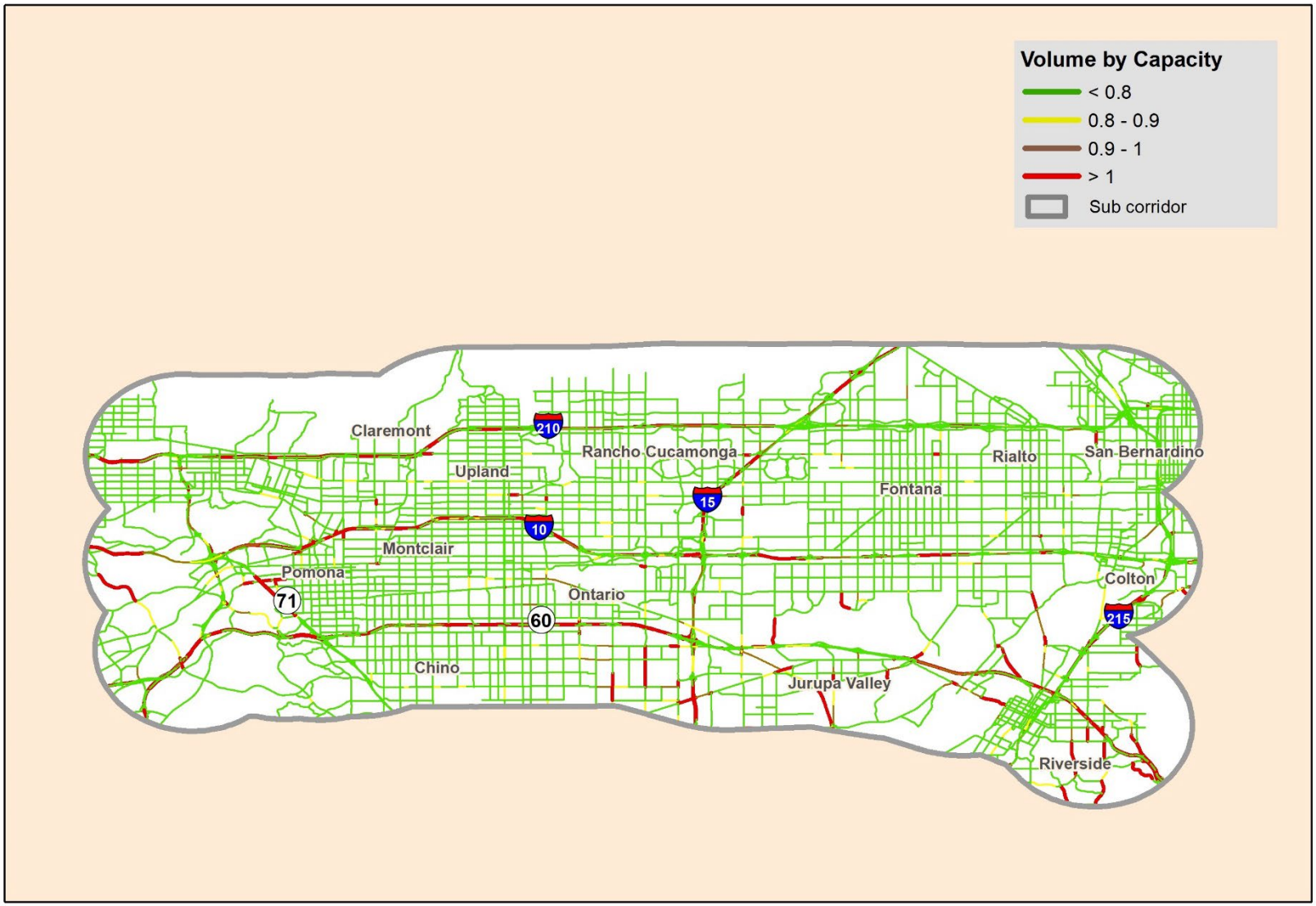
- Population—19 percent increase.
- Employment—31 percent increase.

The higher rate of employment to population growth suggests that the jobs/housing ratio of this sub-corridor is expected to improve, resulting in possibly shorter commute trips in the future.

Total trip making in the sub-corridor is projected to increase by one million daily trips, representing a 20 percent increase. VMT is projected to increase by 10 percent and VHT is projected to increase by 22 percent. The disproportionate increase in hours of travel over miles of travel indicate increasing delay and congestion in the future due to the relatively high growth rates. Also, the strategic location of this corridor which serves internal as well as a significant amount of through traffic and connections to Los Angeles County.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.71 and Figure 5.72 illustrate the AM and PM peak hour conditions on the freeway system projected for 2040 from the SCAG model.

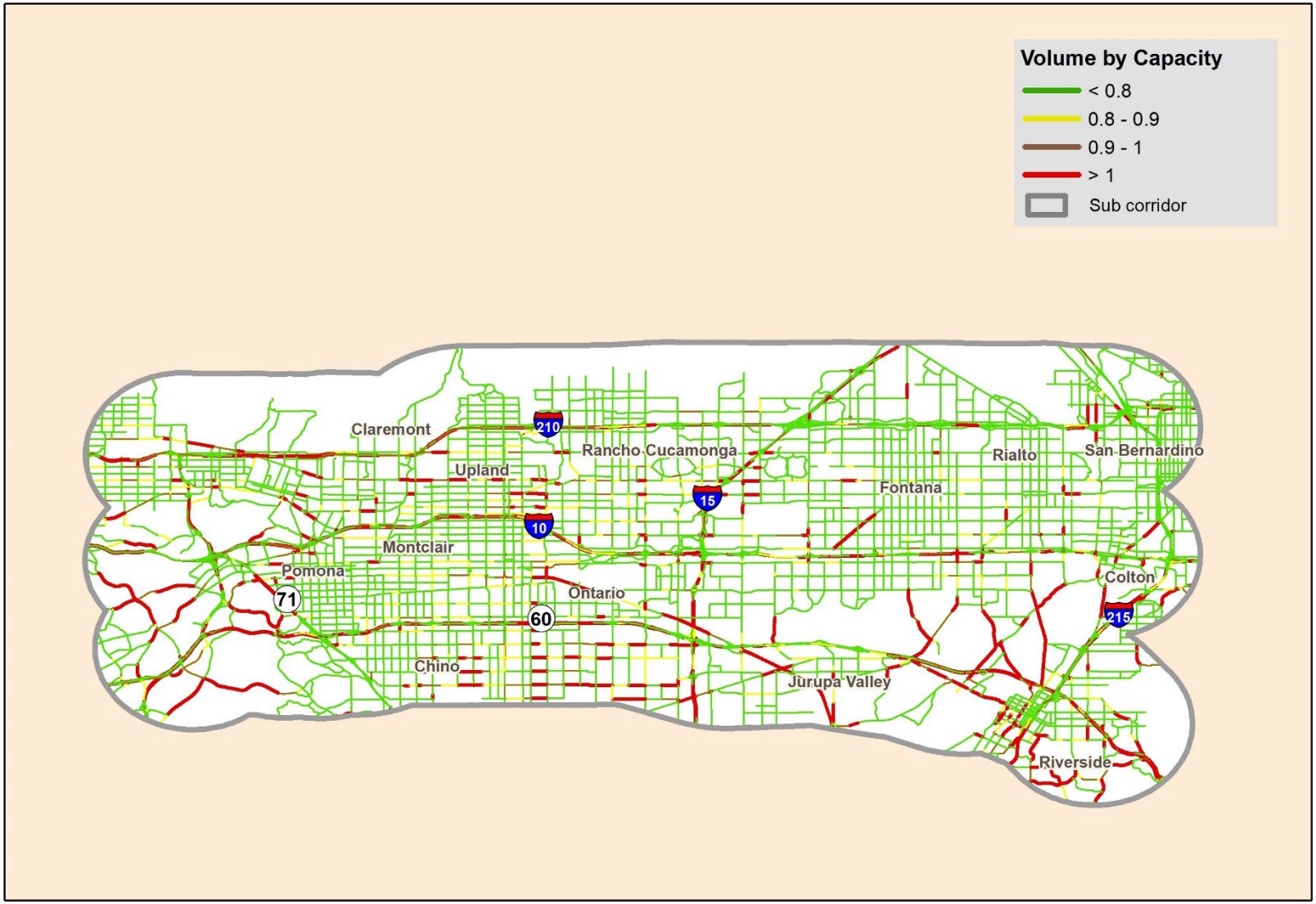
Figure 5.71 | Future 2040 Traffic Conditions—AM
Riverside/Rialto to Los Angeles County Line Sub-Corridor



Riverside/Rialto to LA County Line Sub-Corridor

0 2.5 5 10 Miles

Figure 5.72 | Future 2040 Traffic Conditions—PM
Riverside/Rialto to Los Angeles County Line Sub-Corridor



Riverside/Rialto to LA County Line Sub-Corridor

0 2.5 5 10 Miles

5.9.2 Strategic Approach for Riverside/Rialto to LA County Line Sub-Corridor

Strategic Approach for Riverside/Rialto to LA County Line Sub-Corridor

Problems to be Addressed

- I-10 and SR-60 are nationally significant freight corridors, with heavy congestion on I-10 between the LA County Line and Sierra Interchange and throughout SR-60.
- I-10/I-15 interchange is 12th on ATRI's national list of the top 100 truck bottlenecks.
- Metrolink stations represent some of the Inland Empire's best opportunities for TOD, but need to increase train frequency over time and make it easier for jurisdictions/developers to build on infill sites (limited capabilities since loss of redevelopment funding).
- Lack of good transit connection to Ontario International Airport.
- Major housing and population increases, especially in parts of the corridor south of SR-60 and north of SR-210.

Strategies

1. Build on substantial existing transit assets (e.g., move forward with SCORE program on the multiple Metrolink lines—increasing frequency and improving service on Riverside, San Bernardino, 91/Perris, and IE/OC lines).
2. Build West Valley Connector BRT connecting Pomona, Montclair, Ontario, and Rancho Cucamonga, with significant destinations in each jurisdiction, including Ontario International Airport. Integrate with potential new zero-emission tunnel connection from Metrolink San Bernardino Line to ONT.
3. Implement first/last mile transit connections (particularly from major destinations to Metrolink stations).
4. Enhance freight access at freeway interchanges to improve first/last mile efficiency (list key interchanges for freight access).
5. Implement managed lane system on I-10 from LA County line to Ford Street; and SR-60 from I-15 to Moreno Valley.
6. Accelerate truck fleet turnover for air quality improvement.
7. Implement "Healthy Communities and Healthy Economies Toolkit for Goods Movement" (given continued warehouse/distribution development).
8. Encourage TOD and affordable housing at transit stations.
9. Implement "next-generation" shared-ride and virtual travel systems.
10. Build out regional active transportation network.
11. Explore policies and methods to increase work at home to decrease commute trips.

5.10 Riverside to Orange County Line Sub-Corridor

The Riverside to Orange County Line sub-corridor is one of five east/west oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.73 illustrates the boundaries of the sub-corridor Study Area.

5.10.1 Sub-Corridor Definition

This very important east/west sub-corridor is almost entirely within Riverside County but provides the primary and critical inter-county connections between Riverside/San Bernardino counties and Orange County. This sub-corridor has historically been one of the most highly traveled and congested corridors in Southern California and subject of many studies and improvements. The sub-corridor addresses flows of people and freight within and through portions of unincorporated Riverside County and the cities of Chino Hills, Corona, Norco, Riverside, Eastvale, and Jurupa Valley. Across the Orange County line, it also immediately serves the cities of Anaheim Hills and Yorba Linda. This sub-corridor encompasses portions of San Bernardino and Riverside counties and includes parts of RSAs 45, 46, and 29. The sub-corridor is generally 30 miles in length east to west and 7 miles north to south.

Key Transportation Facilities

Key east/west oriented transportation facilities within the sub-corridor include:

Freeways: SR-91 and SR-60. SR-91 has a major multilane express lane facility in the freeway median interoperable with other FasTrak facilities in the state.

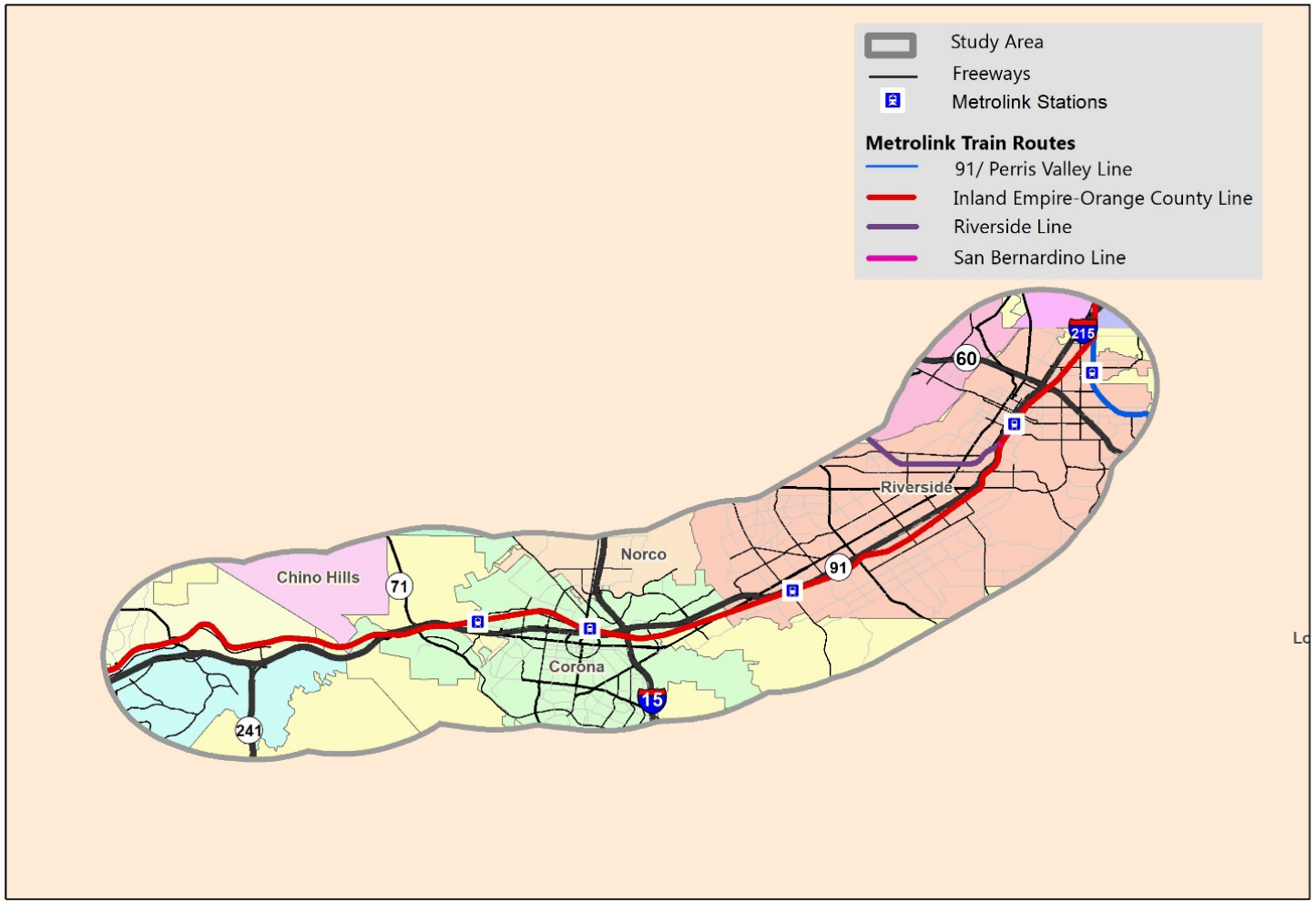
Arterials: Key east/west arterial facilities that run through significant portions of the sub-corridor include: 6th Street/Magnolia Avenue, Ontario Avenue, Foothill Parkway, Victoria Avenue, Indiana Avenue, Arlington Avenue, Jurupa Avenue, Central Avenue, and Hidden Valley Parkway.

Freight: SR-91 is a major goods movement corridor. BNSF Railway and Union Pacific Railroad pass through the sub-corridor. There are numerous warehousing facilities in the sub-corridor near interchanges of SR-91/I-15 and SR-91/SR-60/I-215.

Transit: This sub-corridor includes portions of several Metrolink commuter rail routes. The 91/Perris Valley and Inland Empire/Orange County line route runs through this corridor with multiple stops in Corona and Riverside. There are several bus routes in this sub-corridor operated by RTA, including the Commuter Route Express 200.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities. In addition, there are several proposed Regional Routes, including east/west route SR-91 corridor via Magnolia Avenue. These routes cross multiple jurisdictions and consist of different types of facilities and classes.

Figure 5.73 | Sub-Corridor Study Area
Riverside to Orange County Line Sub-Corridor

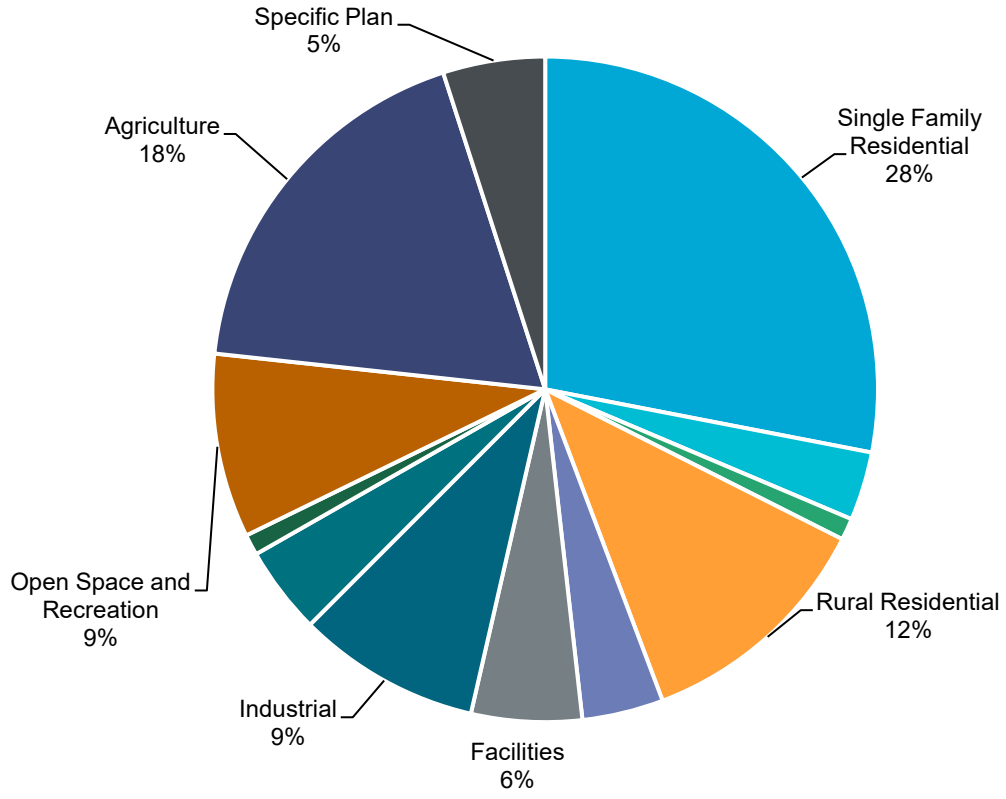


Existing Characteristics of the Sub-Corridor

Socioeconomic and land use: Figure 5.74 illustrates the land use patterns in the sub-corridor and Figure 5.75 shows the land use by type. As illustrated in these figures, the predominant land use type in the sub-corridor is residential, including single family residential at 28 percent of the area and rural residential at 12 percent. Other key land uses include agriculture at 18 percent and open space and recreational at nine percent. In terms of employment-generating land uses, the area has nine percent industrial, four percent commercial and services, and over four percent mixed-use designated zones.

The CalEnviroScreen scores for this sub-corridor are high throughout the sub-corridor. Areas with higher scores include areas near the SR-91/I-15 interchange in Corona and near the SR-91/SR-60 interchange in Riverside. Areas with low scores are in Chino Hills, Norco, and portions of Riverside where there is open space. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG "Communities of Concern" also occur in the community of Home Gardens near the city of Corona in the sub-corridor.

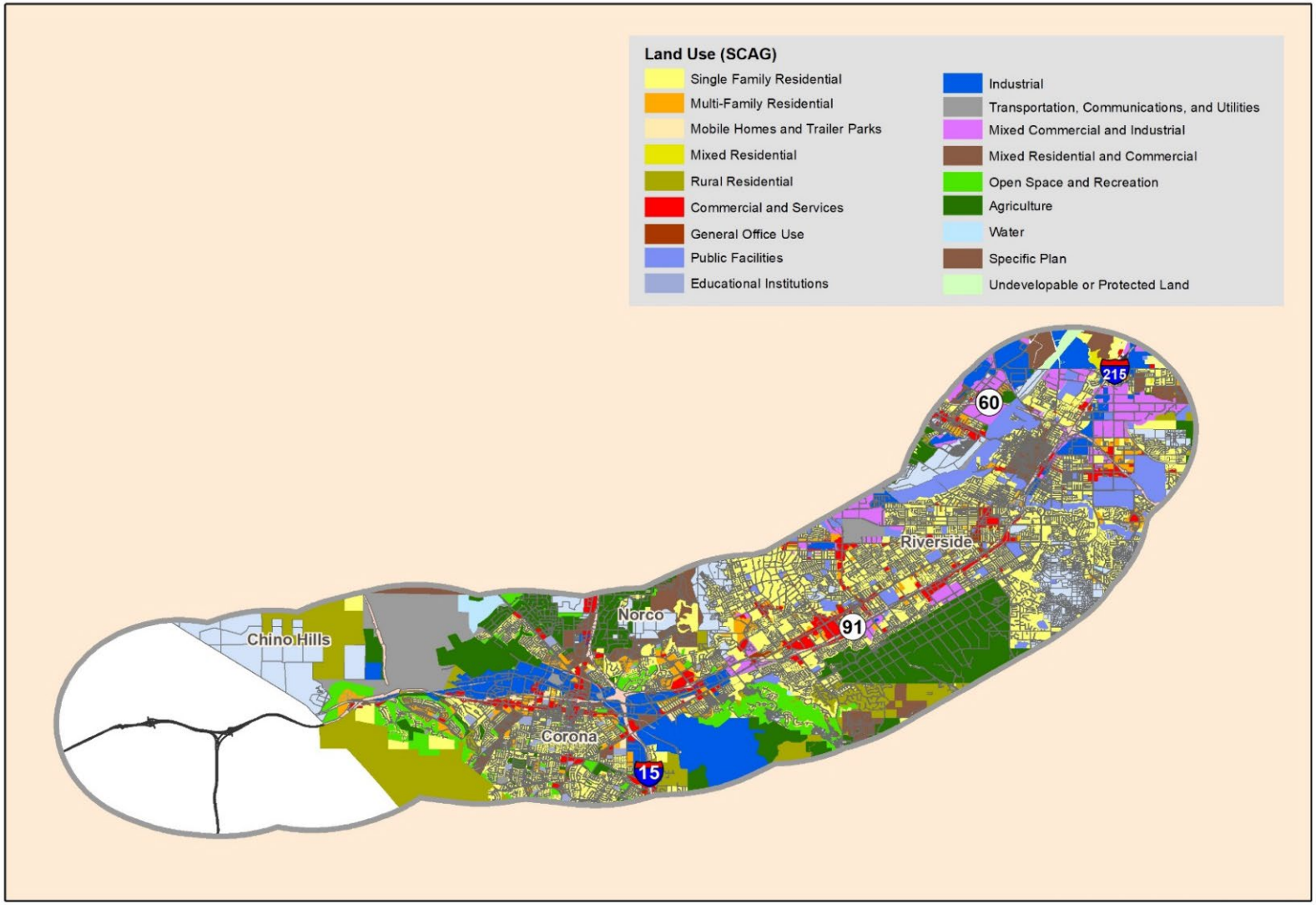
Figure 5.74 | Land Use Types
Riverside to Orange County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.75 | Land Use Map

Riverside to Orange County Line Sub-Corridor



Source: SCAG 2012 Land Use.

Employment and population is dense in the sub-corridor compared to the IE CMCP Study Area as a whole. Higher employment densities are primarily adjacent to the SR-91 and I-15 corridors in the cities of Corona and Riverside. Population is concentrated in single-family residential neighborhoods in the cities of Corona and Riverside. Given the predominance of residential land uses, the population-to-employment statistical ratio of the sub-corridor is 2.4, which is is relatively low compared to some of the other areas of the overall Inland Empire CMCP Study Area, indicating a need for residents to commute longer distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.17 displays the magnitude and average length of trips within and external to the subarea. There are nearly 1.9 million daily auto trips made by residents and employees in the sub-corridor. As illustrated in the table below, 39 percent of those trips are internal-internal trips, meaning they start and end within the sub-corridor. These sub-corridor internal trips include commute travel for workers who live and work in the sub-corridor, as well as local trips for daily activities such as shopping, school, recreation and other, which are often proximate to home. Forty-one percent of trips have one end in the sub-corridor and the other end inside the IE CMCP area and 20 percent of trips have one end in the sub-corridor and the other end outside the IE CMCP area. The average trip lengths for trips with one end in the study and the other either inside or outside of IE CMCP area are 3.8 and 7.1 times the length of the internal-internal trips, respectively.

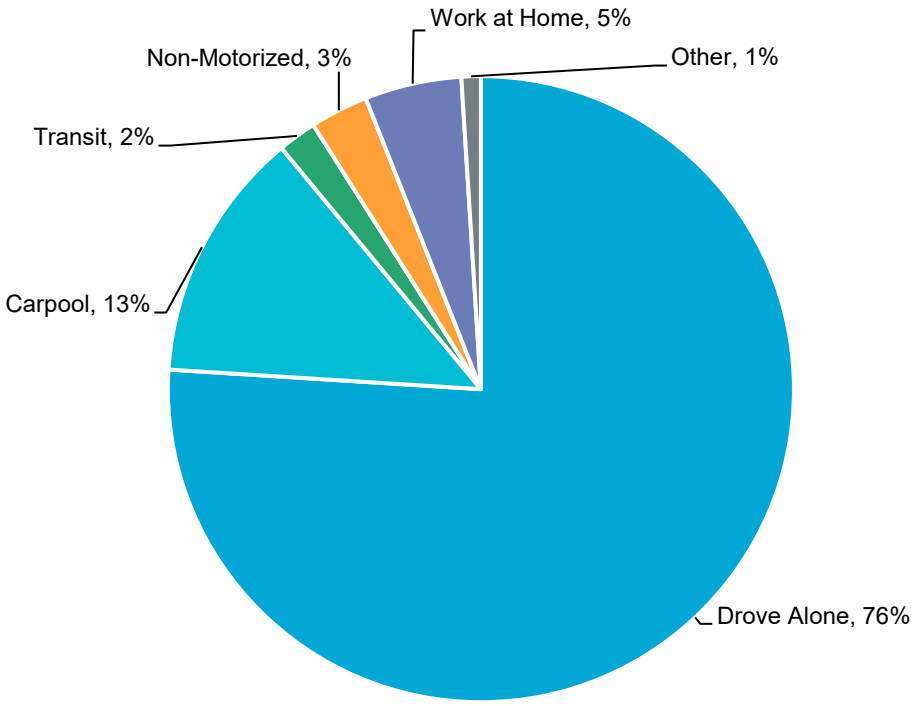
Table 5.17 | Internal and External Trips
Riverside to Orange County Line Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	757,000	784,000	377,000
	39%	41%	20%
Average Trip Length (Miles)	3.9	14.7	27.6

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.76 illustrates the journey to work mode share for the sub-corridor. Overall, 89 percent of commute trips in the sub-corridor are made by automobile. Notably, when examining the group that commutes by car, 13 percent of workers carpooled. The share of carpoolers is higher in the sub-corridor compared to California as a whole (10 percent). This is reflective of the relatively longer commute trips using the sub-corridor to other job locations in Orange County and the existence of express lanes. Transit accounts for two percent of commute trips, which could be reflective of the existence of two Metrolink lines. Five percent of residents work at home and non-motorized trips account for just three percent of commute trips.

Figure 5.76 | Journey to Work Mode Share
Riverside to Orange County Line Sub-Corridor

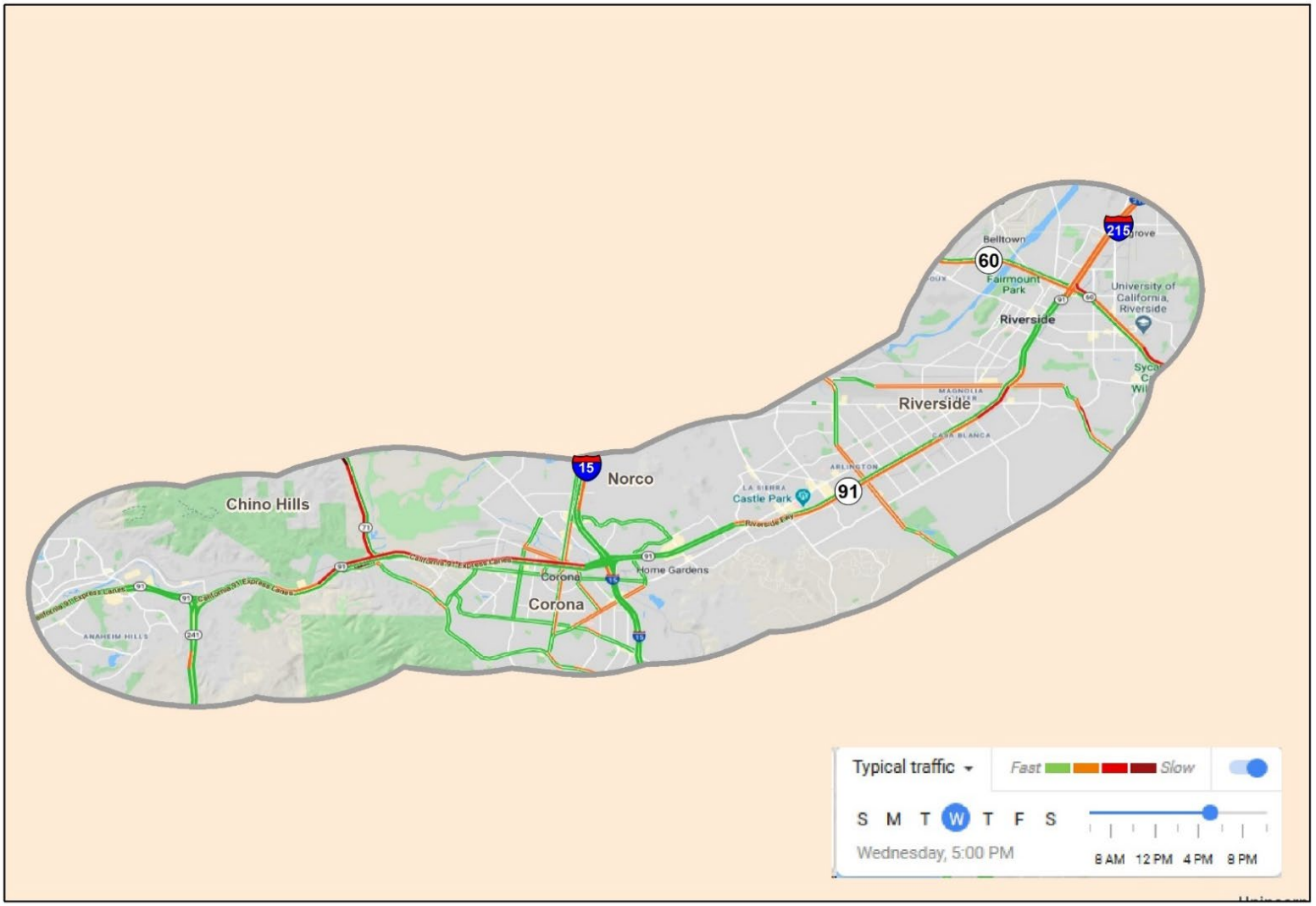


Source: ACS 2017, 5-year estimates

Except for individuals who work at home, nearly 95 percent of the workers in the sub-corridor must find a way to travel to their jobs each workday. The generally lower (compared to other sub-corridors) drive alone percentage is likely due to the robust express lane and Metrolink services in this sub-corridor. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the sub-corridor. Nearly 51 percent of all workers commute less than 30 minutes to work, 32 percent commute 30 to 60 minutes, and 17 percent commute over one hour.

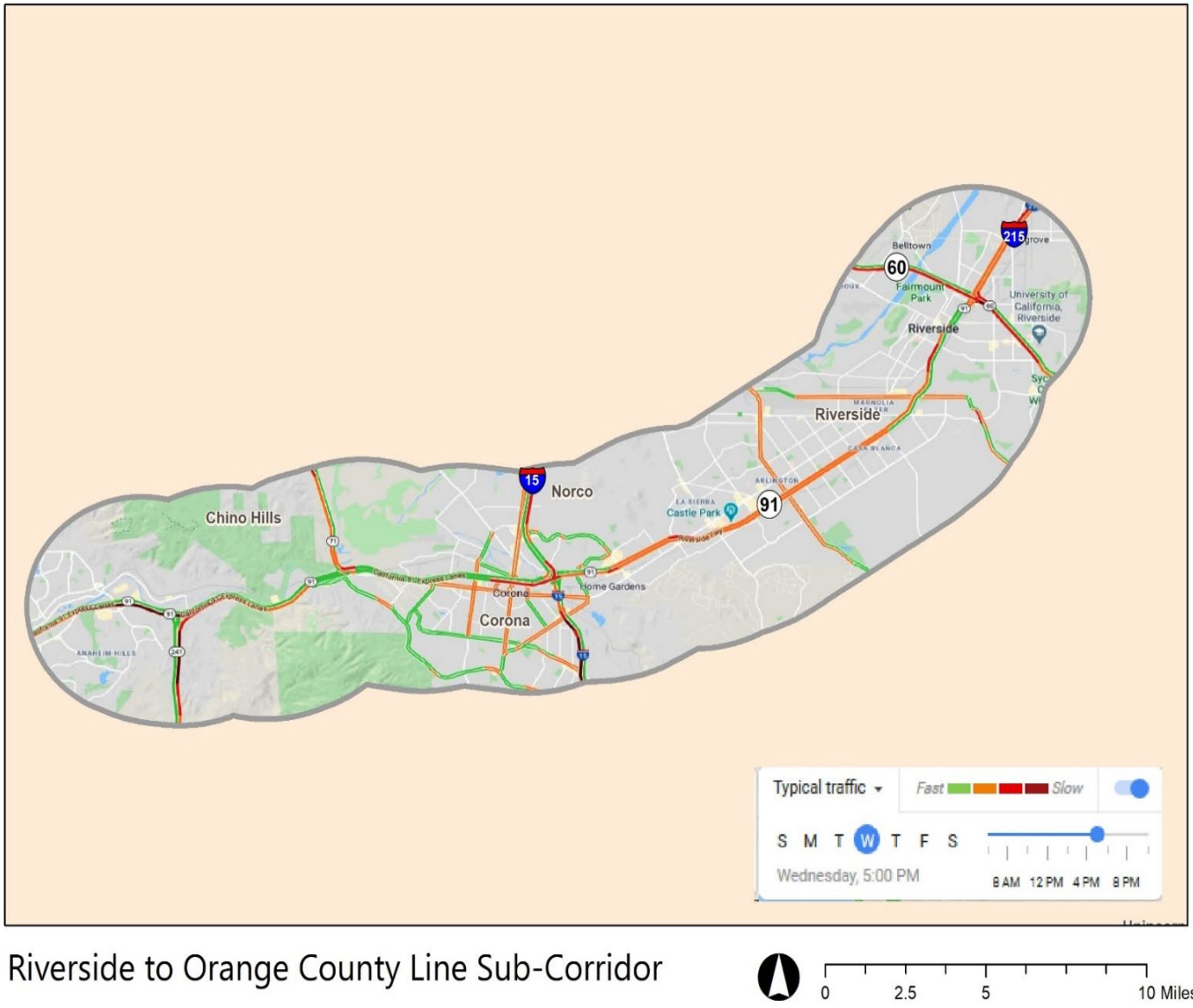
Congestion, Delay, VMT: As stated before, this is one of the highest traveled and congested regional corridors in Southern California. Nearly all freeways in the sub-corridor experience reoccurring congestion during the AM and PM peak periods. Figure 5.77and Figure 5.78 illustrate the AM and PM peak hour conditions on the freeway system for 2018 from Google traffic data, respectively. During the AM peak, high levels of congestion occurs on southbound SR-71, westbound SR-91 from I-15 to 241, eastbound SR-91 in Riverside, I-215, eastbound SR-60 before I-215 interchange, and westbound SR-60 before I-215 interchange. During the PM peak, congestion occurs on eastbound SR-60 before SR-71, southbound SR-71, NB 241, southbound I-15 after SR-91 interchange, northbound I-15 after SR-91 interchange, SR-91 between Corona and Riverside, I-215, and eastbound SR-60.

Figure 5.77 | Existing AM Peak Hour Freeway Conditions
Riverside to Orange County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.78 | Existing PM Peak Hour Freeway Congestion
Riverside to Orange County Line Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the sub-corridor, are mainly carried on freeways and major arterial roadways. Table 5.18 shows the VMT in the sub-corridor by facility type. As shown, the freeway carries 67 percent of the daily VMT. Daily VHT is split almost 70/30 between freeways (including HOV and express lanes) and arterial network, reflecting lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively more VMT per service population and it ranks third out of the ten sub-corridors for highest VMT per service population.

Table 5.18 | Vehicle Miles of Travel by Facility Type
Riverside to Orange County Line Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	11,441,000	67%	315,000	66%
HOV/Express lanes	560,000	3%	10,000	2%
Arterials	5,081,000	30%	152,000	32%
Total	**17,083,000**	**100%**	**478,000**	**100%**

Source: SCAG Model 2016.

Transit Usage: With two Metrolink lines and connecting bus services, this sub-corridor is relatively well served in the Inland Empire. This sub-corridor has some high-quality transit stops at Metrolink stations in Corona and Riverside. It also has some of the highest ridership bus stops in the overall IE CMCP Study Area, which are located at Corona Transit Center, Galleria at Tyler, University Market (UCR), and UCR campus. In this sub-corridor two percent of commute trips use transit.

Safety: Figure 5.79 illustrates the reported crashes by type for 2018. In terms of safety, the collision rates for I-15 are higher than the County average and Caltrans District 8 averages. Bicycle and pedestrian collisions are sparsely spread in the sub-corridor, possibly reflecting low rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along I-15.

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—13 percent increase.
- Employment—51 percent increase.

It is notable that employment growth is expected to be far greater than population growth, potentially suggesting better jobs/housing balance and shorter average commuter trip lengths in the future. Total trip making in the sub-corridor is projected to increase by 522,000 daily trips, representing a 27 percent increase. VMT is projected to increase by 15 percent and VHT is expected to increase by 36 percent. The disproportionate increase in hours of travel over miles of travel indicate increasing delay and congestion in the future due to the projected relatively high growth rates for this sub-corridor.

The congestion levels are expected to increase on the freeway and arterial systems by 2040. Figure 5.80 and Figure 5.81 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

Figure 5.79 | Collisions
Riverside to Orange County Line Sub-Corridor

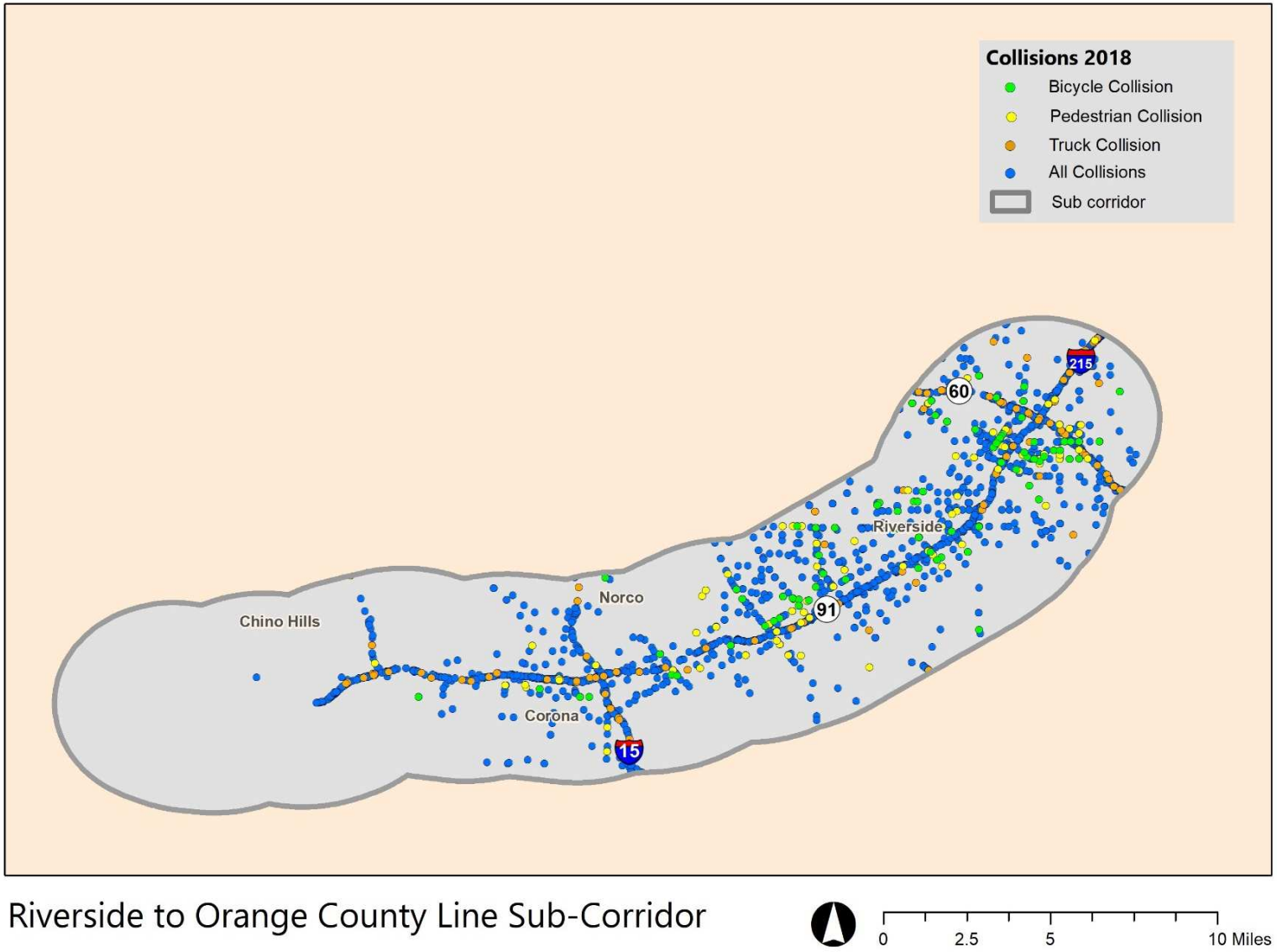


Figure 5.80 | Future 2040 Traffic Conditions—AM
Riverside to Orange County Line Sub-Corridor

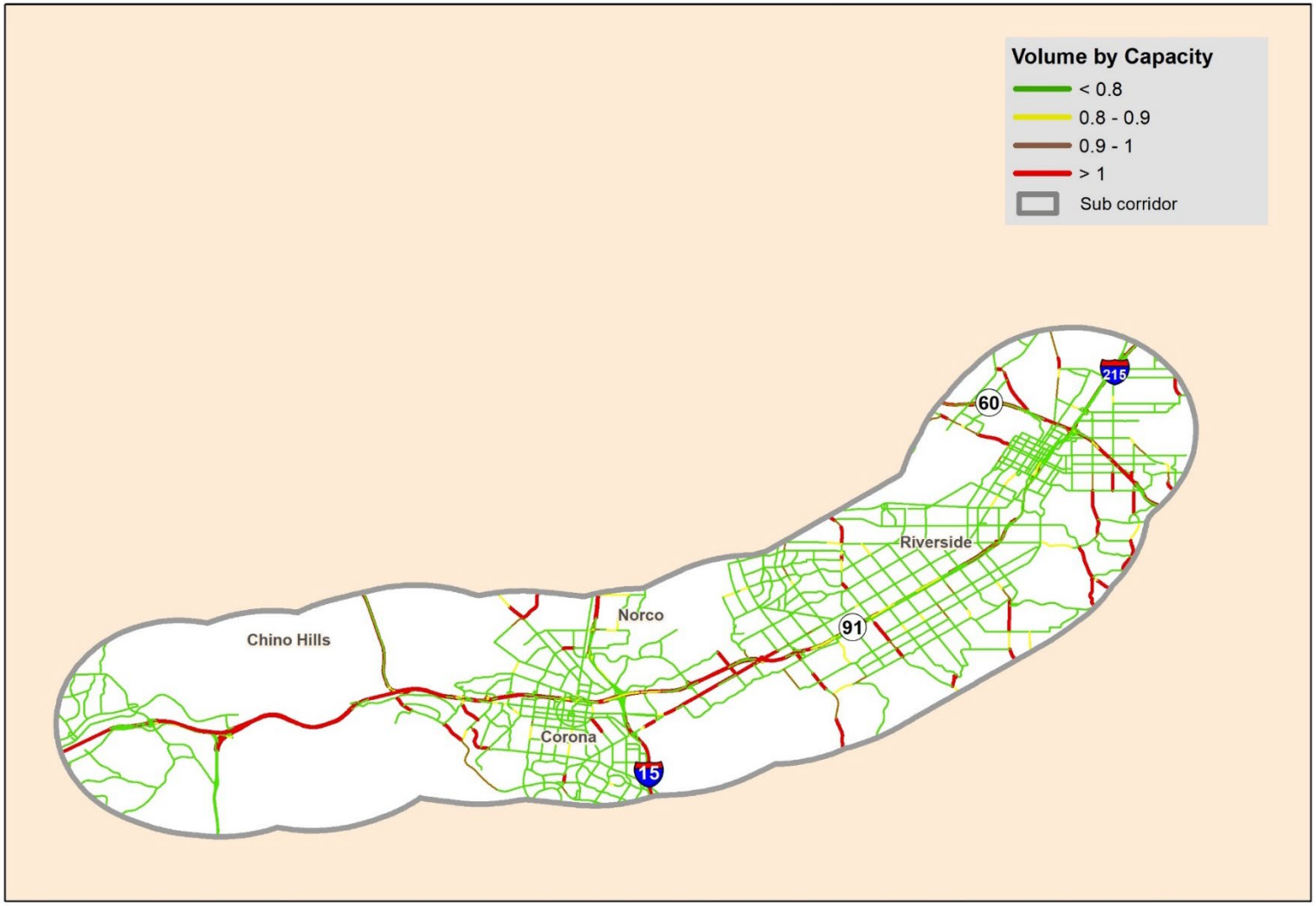
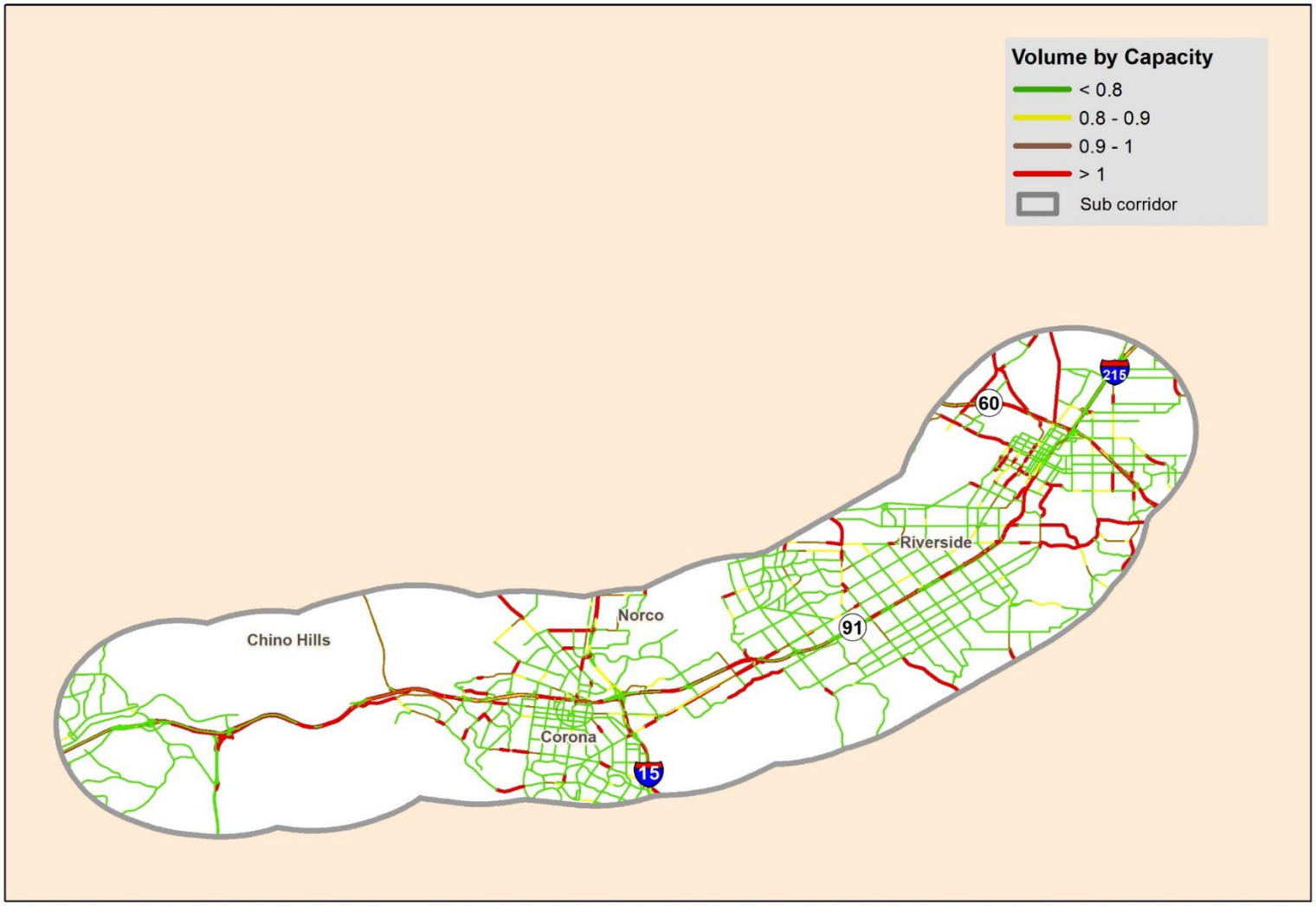


Figure 5.81 | Future 2040 Traffic Conditions—PM
Riverside to Orange County Line Sub-Corridor



5.10.2 Strategic Approach for Banning to Rialto Sub-Corridor

Strategic Approach for Banning to Rialto Sub-Corridor

Problems to Be Addressed

- Several significant bottlenecks on I-10: eastbound and westbound merge/diverge with I-215, eastbound merge with SR-210, eastbound upgrade in Yucaipa, and I-10/SR-60 junction.
- Significant and growing congestion in both directions at the I-215/SR-60 junction in Riverside and I-10/SR-60 junction in Beaumont due to population and housing increases.
- Multiple congested interchanges: I-10/SR-79 interchange in Beaumont and interchanges on I-10 at Mountain View Avenue, California Street, Alabama Street, and University Avenue.
- Ongoing congestion on SR-210 westbound north of I-10 and eastbound at Highland Avenue.
- Nationally significant freight corridor and large concentration of warehousing and logistics centers.
- Metrolink San Bernardino line and Riverside line are well-used, but capacity limitations limit substantial additional growth.
- Cities with Metrolink stations would like to take advantage of those locations for transit-oriented development (TOD), but parcel assembly/development costs are high and train frequencies are not always conducive to the mid-day and bi-directional mobility needed to support TOD type uses.

Strategies

1. Construct Redlands Passenger Rail Project from University of Redlands to downtown San Bernardino, including use of zero-emission multiple unit (ZEMU) trainsets.
2. Implement managed lane systems on SR-60 from downtown Riverside to Moreno Valley and on I-10 from Redlands westerly.
3. Make strategic operational improvements to and/or reconstruct interchanges on SR-60/Potrero Blvd, SR-60/Gilman Springs Road, and I-10 interchanges at SR-79, County Line Road, University Avenue, Alabama Street, and California Street.
4. Implement I-10 Eastbound Truck Climbing Lane in Yuciapa, addressing one of the most serious freight bottlenecks in the Inland Empire.
5. Invest in grade separation projects to improve goods movement efficiency and passenger rail movement.
6. Accelerate truck fleet turnover for air quality improvement.

7. Implement “Healthy Communities and Healthy Economies Toolkit for Goods Movement” (given continued warehouse/distribution development).
8. Build on substantial transit assets. Invest in Metrolink rail expansion for the IE/OC, San Bernardino, and Riverside lines as described in the SCRRA SCORE Program; construct accessibility improvements and station improvements to existing Metrolink stations.
9. Explore policies and methods to increase work at home to decrease commute trips.

5.11 Hemet to Corona Sub-Corridor

The Hemet to Corona sub-corridor is one of five east/west oriented sub-corridors within the Inland Empire Comprehensive Multimodal Corridor Plan. Figure 5.82 illustrates the boundaries of the sub-corridor Study Area.

5.11.1 Sub-Corridor Definition

This east/west sub-corridor is entirely within Riverside County and currently does not have a major freeway facility traversing its entire length; however, due to its orientation and abundance of housing on the east and jobs on the west, there are major east/west flows of traffic on the key arterial system such as Ramona Expressway, Cajalco Road, El Sobrante Road, and others. In addition, future new and improved facilities such as the Mid County Parkway and improvements on Cajalco Road are planned in this sub-corridor. This sub-corridor addresses east/west flows of people and freight within and through portions of unincorporated Riverside County and the cities of Corona, Norco, Riverside, Lake Elsinore, Moreno Valley, Perris, Menifee, San Jacinto, Hemet, and Beaumont. This sub-corridor includes parts of RSAs 46, 47, 50, 48, and 49 all within Riverside County. The sub-corridor is generally 45 miles in length east to west and about 15 miles wide north to south.

Key Transportation Facilities

Key transportation facilities within the sub-corridor include:

Freeways: SR-74 and SR-91.

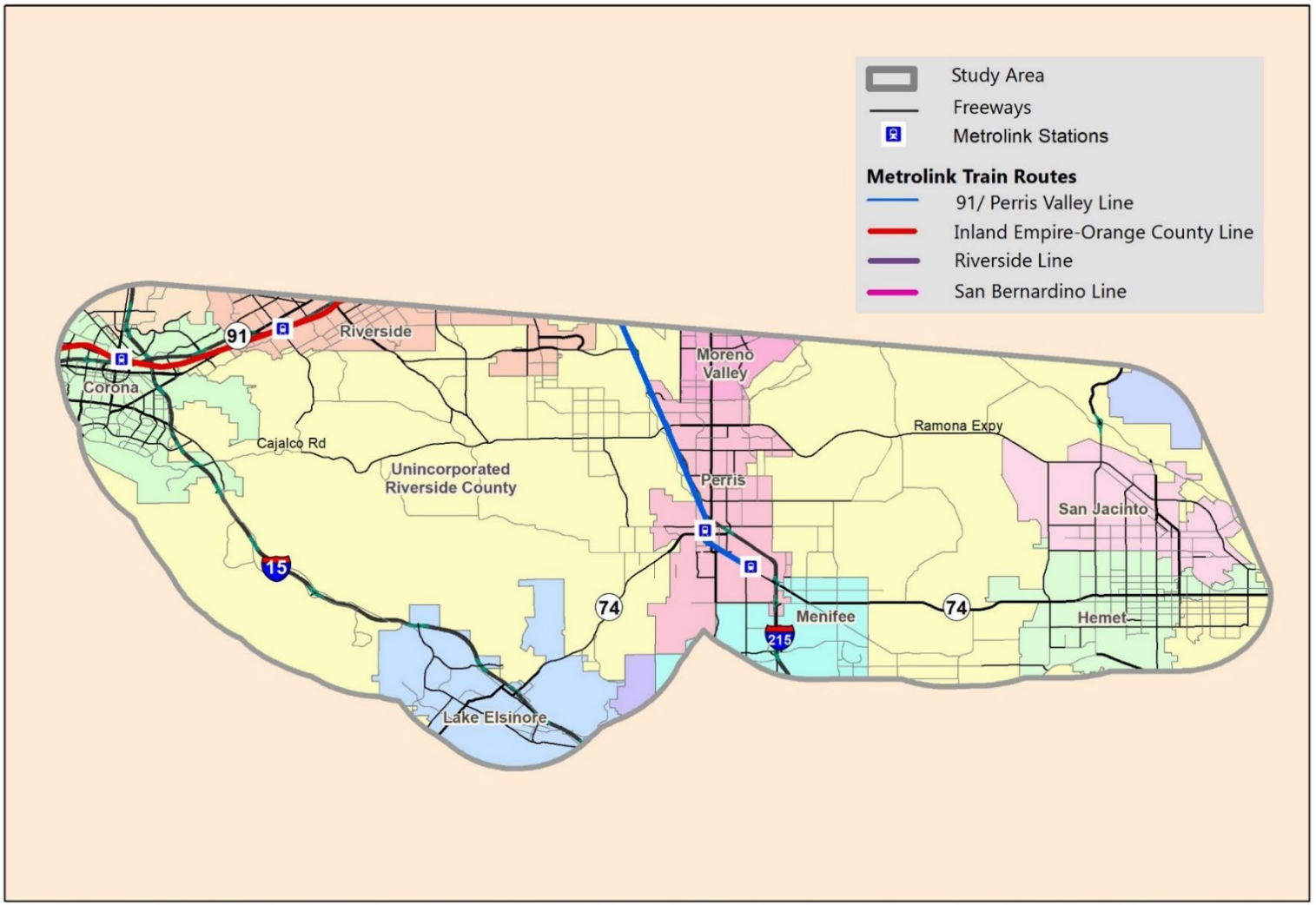
Arterials: Key east/west arterial facilities that run through significant portions of the sub-corridor include: Foothill Parkway, Ontario Avenue, Sixth Street, Magnolia Avenue, Cajalco Road, Indiana Avenue, Victoria Avenue, Van Buren Boulevard, El Sobrante Road, Domenigoni Parkway, Simpson Road, Nuevo Road, Ramona Expressway, Esplanade Avenue, and Stenson Avenue.

Freight: SR-91 is a major goods movement corridor. BNSF Railway passes through the sub-corridor.

Transit: Metrolink commuter rail routes passes through this sub-corridor connecting passengers to Los Angeles and Orange County. The 91/Perris Valley route runs through a portion of the area as it transitions from an east/west route to a north/south route in Riverside with three stops in Moreno Valley and Perris, terminating in South Perris. The Inland Empire/Orange County ine runs within the sub-corridor with stops in Corona and Riverside. There are several bus routes operated by RTA in the sub-corridor.

Active Transportation: There are many municipal bicycle routes within the sub-corridor, including Class I, II, III, and IV facilities. In addition, within the Riverside County portion of the sub-corridor there are several proposed east/west regional routes. These routes would cross multiple jurisdictions and consist of different types of facilities and classes.

Figure 5.82 | Sub-Corridor Study Area
Helmet to Corona Sub-Corridor

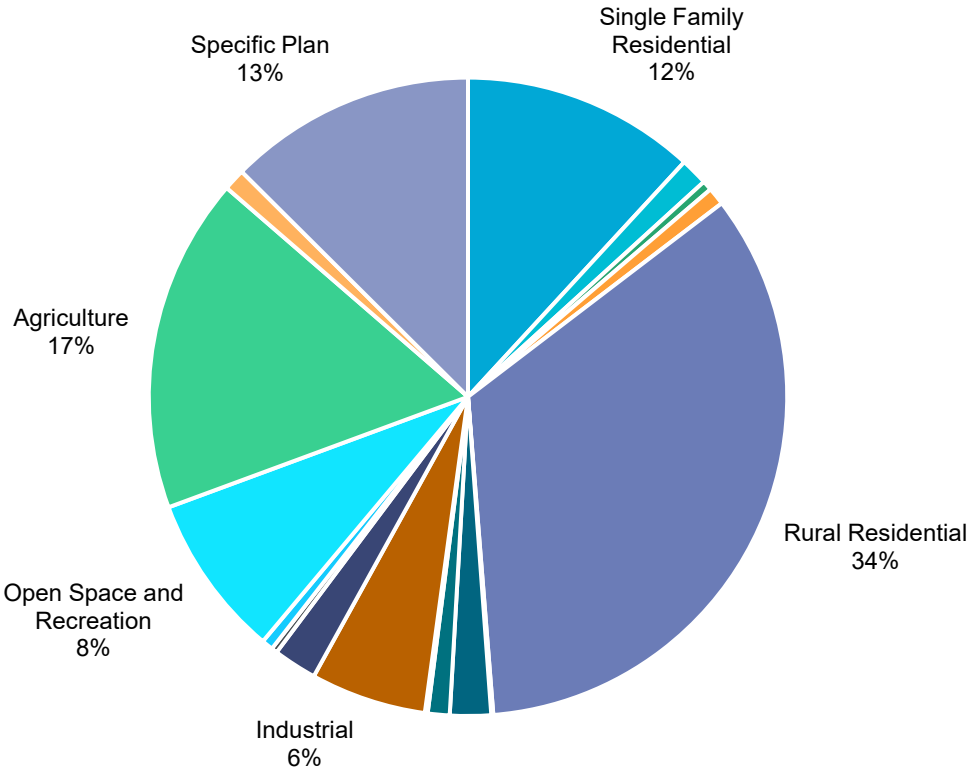


Existing Characteristics of the Sub-Corridor

Socioeconomic and Land Use: Figure 5.83 illustrates the land use patterns in the sub-corridor and Figure 5.84 shows the land use by type. As shown, the predominant land use in the sub-corridor is rural residential, at 34 percent of the entire area, single family residential at 12 percent, agriculture at 17 percent, and open space and recreational at eight percent. In terms of employment-generating land uses, the area has six percent industrial and two percent commercial and services. March Air Reserve Base, a major employment area, is in the central part of this sub-corridor and there are very large warehousing and distribution centers located in the general vicinity. The area includes Lake Mathews and Lake Perris (Reservoir), two large bodies of water that are major water recreation areas and large portions of open space with habitats for sensitive species.

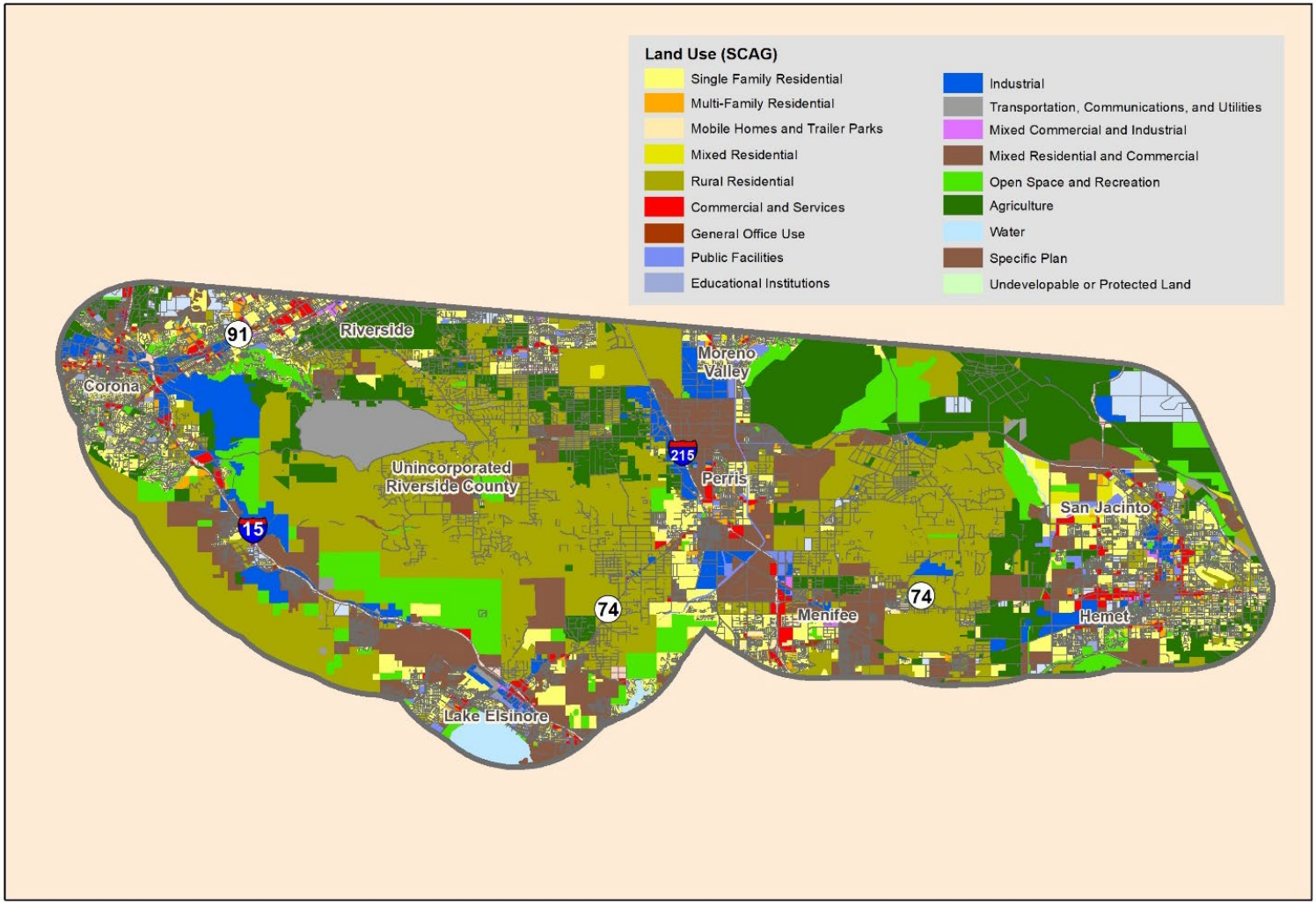
The CalEnviroScreen scores for this sub-corridor are high throughout most of the area. Areas with higher scores are in Corona, Moreno Valley, Perris, and north/east portions of Lake Elsinore. Areas with low scores are around Sun City. Higher scores indicate greater exposure indicators, greater environmental effects indicators, higher sensitive population indicators, higher socioeconomic factor indicators, or a combination of these. Areas with a high score generally experience a much higher pollution burden than areas with lower scores. SCAG "Communities of Concern" also occur in the communities of Home Gardens, Mead Valley, Perris, and Good Hope in the sub-corridor.

Figure 5.83 | Land Use Types in Sub-Corridor
Helmet to Corona Sub-Corridor



Source: SCAG 2012 Land Use.

Figure 5.84 | Land Use Map
Helmet to Corona Sub-Corridor



Source: SCAG 2012 Land Use.

Employment density is relatively low in much of the sub-corridor, especially in unincorporated areas. Employment density is highest in Corona and Riverside at SR-91. There also are minor employment concentrations in Moreno Valley, Perris, Menifee, and Hemet. Population concentrations are in single-family residential land that is primarily in Corona and Riverside. Population also is concentrated in single-family neighborhoods in Perris, Menifee, San Jacinto, and Hemet. Given the predominance of residential land uses, the population-to-employment statistical ratio of the sub-corridor is 3.6, which is relatively high compared to some of the other areas of the overall Inland Empire CMCP Study Area, indicating a need for residents to commute longer distances to work.

Travel Patterns: Daily auto trips were examined to gain insight into the daily activity patterns of travelers in the region. Table 5.19 displays the magnitude and average sizes of trips within and external to the subarea. There are nearly 2.15 million daily auto trips made by residents and employees in the sub-corridor. As illustrated in the table below, 45 percent of those trips are internal-internal trips, meaning they start and end within the sub-corridor. These sub-corridor internal trips include commute travel for workers who live and work in the sub-corridor, as well as local trips for daily activities such as shopping, school, recreation, and other, which are often proximate to home. Forty-two percent of trips have one end in the sub-corridor and the other end inside the IE CMCP area and 12 percent of trips have one end in the sub-corridor and the other end outside the sub-corridor. The average trip lengths for trips with one end in the Study Area and the other either inside or outside of IE CMCP area are 2.9 and 7.9 times the length of the internal-internal trips, respectively.

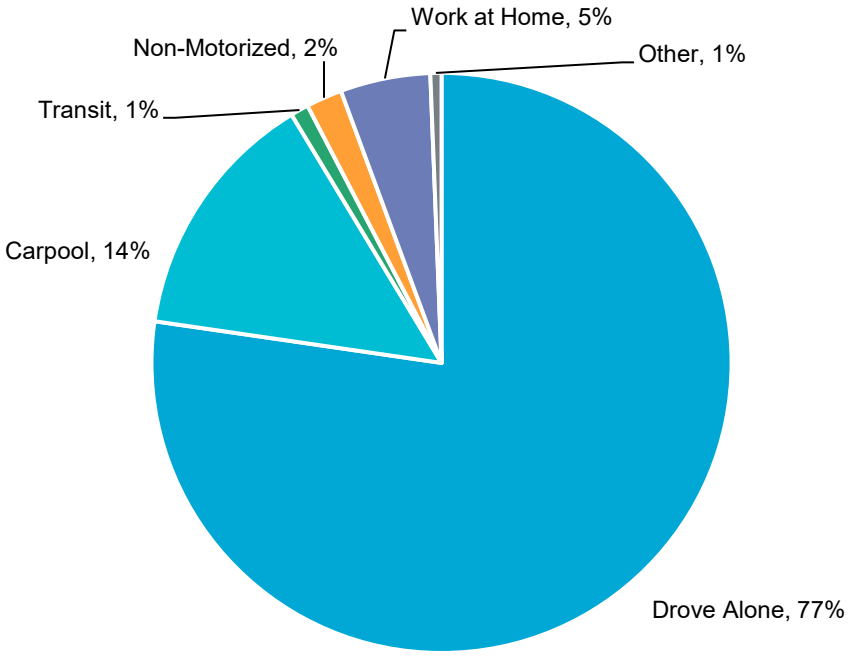
Table 5.19 | Internal and External Trips
Helmet to Corona Sub-Corridor

	Sub-corridor Internal Trips	Sub-corridor Trips to/from CMCP Study Area	Sub-corridor Trips to/from Rest of Region
Daily Auto Trips	976,000	911,000	263,000
	45%	42%	12%
Average Trip Length (Miles)	5.0	14.8	40.0

Source: SCAG Model 2016.

Commute trips were examined to better understand the peak period travel patterns. Figure 5.85 illustrates the journey to work mode share for the sub-corridor. Overall, 91 percent of commute trips in the sub-corridor are made by automobile. Notably, when examining the group that commutes by car, 14 percent of workers carpooled. The share of carpoolers is higher in the sub-corridor compared to California as a whole (10 percent). This is reflective of the relatively longer commute trips from the sub-corridor either to other job locations in Riverside County or Southern California and low levels of transit use, despite the presence of Metrolink services in this sub-corridor. Transit accounts for just one percent of commute trips, while five percent of residents work at home. Non-motorized trips account for just two percent of commute trips.

Figure 5.85 | Journey to Work Mode Share
Helmet to Corona Sub-Corridor

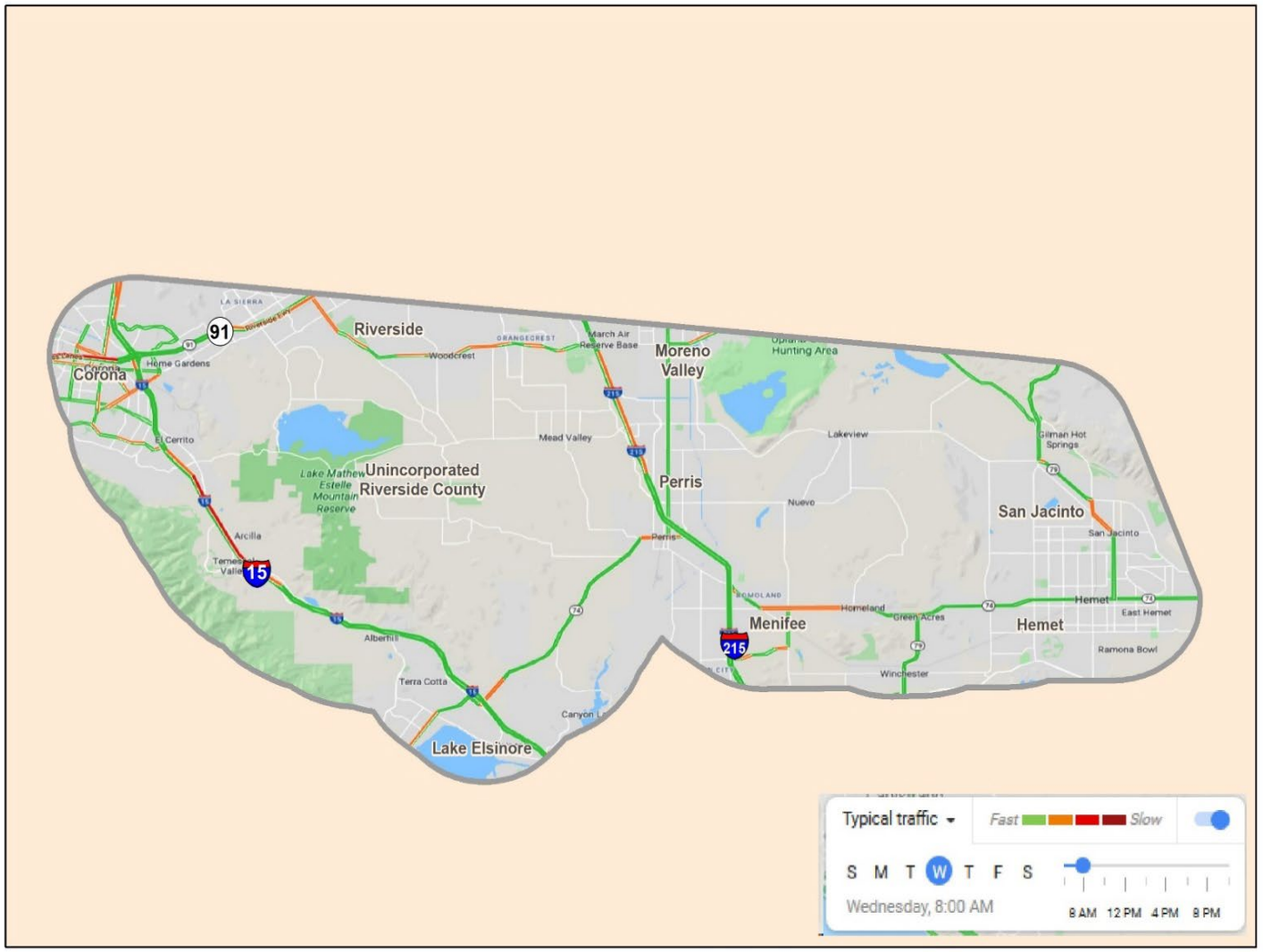


Source: ACS 2015, 5-year estimates.

Except for individuals who work at home, nearly 95 percent of the workers in the sub-corridor must find a way to travel to their jobs each workday. Their choice of transportation mode, departure time, trip origin, and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions are reflected in the commute times for the sub-corridor. Nearly 44 percent of all workers commute less than 30 minutes to work, 33 percent commute 30 to 60 minutes, and 23 percent commute over one hour, which is a reflection of a lack of major employment centers in the area.

Congestion, Delay, VMT: Figure 5.86 and Figure 5.87 show a snapshot of Google map traffic conditions during typical Wednesday AM and PM peak hour, respectively. As shown, the traffic data indicates that there is congestion on SR-74 between SR-79 and I-215 during both AM and PM peak hours.

Figure 5.86 | Existing AM Peak Hour Freeway Conditions
Helmet to Corona Sub-Corridor

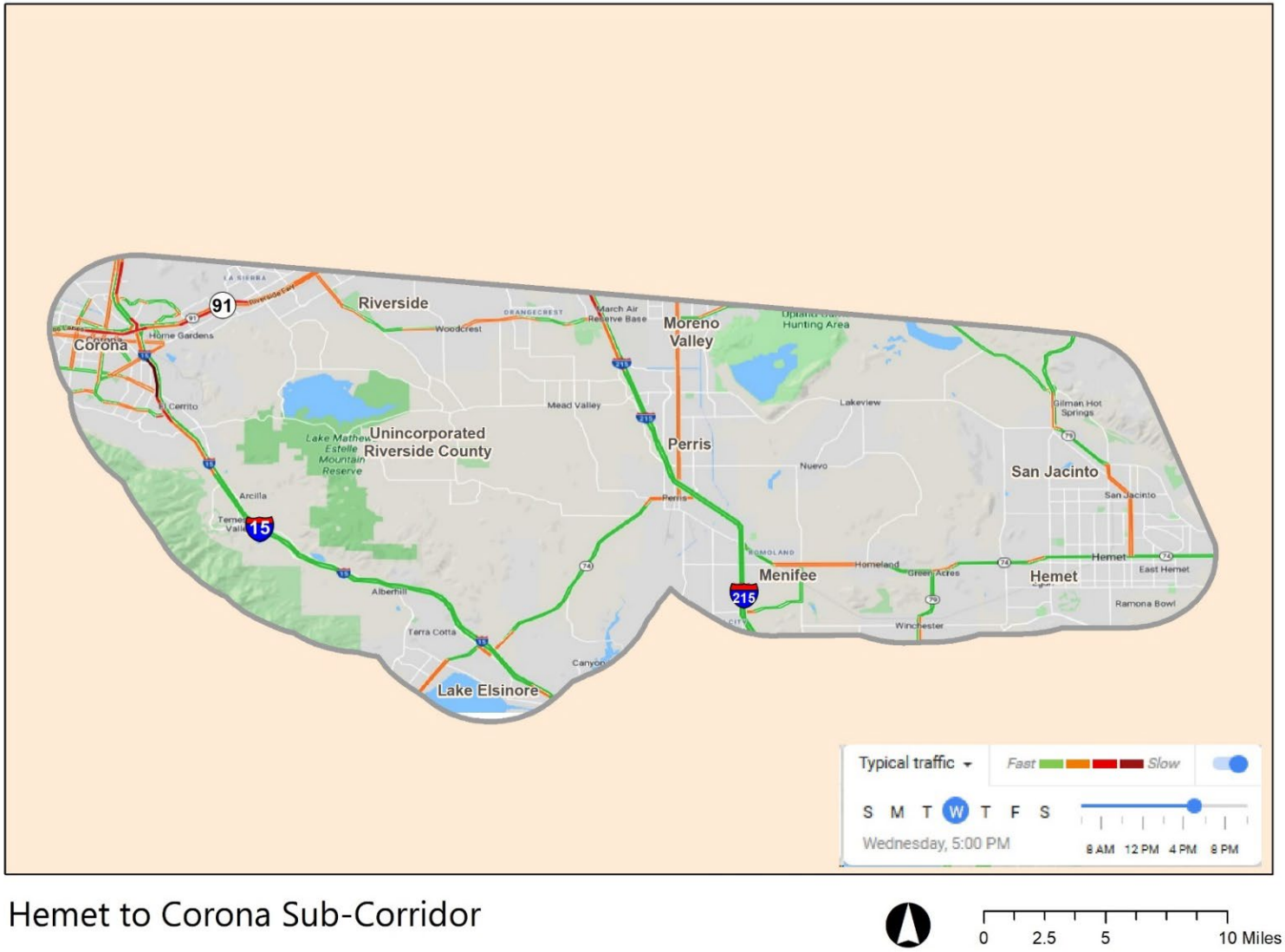


Hemet to Corona Sub-Corridor

0 2.5 5 10 Miles

Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Figure 5.87 | Existing PM Peak Hour Freeway Congestion
Helmet to Corona Sub-Corridor



Source: Google Maps (Typical Wednesday Traffic)—accessed on March 6, 2020.

Daily VMT, including local trips and through traffic in the sub-corridor, are mainly carried on freeways and major arterial roadways. Table 5.20 shows the VMT in the sub-corridor by facility type. As shown, the arterial network carries 47 percent of the daily VMT. Daily VHT is nearly split 45/55 between freeways (including HOV lanes) and arterial network, reflecting slightly lower speeds on the arterials. As compared to the other sub-corridors, this area has relatively more VMT per service population and it ranks two out of the ten sub-corridors for highest VMT per service population.

Table 5.20 | Vehicle Miles of Travel by Facility Type
Helmet to Corona Sub-Corridor

	Vehicle Miles of Travel		Vehicle Hours of Travel	
Freeway	8,657,000	52%	170,000	44%
HOV	168,000	1%	3,000	1%
Arterials	7,981,000	47%	216,000	55%
Total	16,806,000	100%	389,000	100%

Source: SCAG Model 2016.

Transit Usage: This sub-corridor also has some high-quality transit stops at Metrolink stations in Corona, Riverside, and Perris. It also has some of the highest ridership bus stops in the overall IE CMCP Study Area, which are located at Corona Transit Center, Perris Transit Center, and Galleria at Tyler. Despite these transit facilities, in this sub-corridor only one percent of commute trips use transit.

Safety: Figure 5.88 illustrates the reported crashes by type for 2018. In terms of safety, SR-91 experiences the highest collision rates for the IE CMCP Study Area freeways. There is a relatively high concentration of bicycle and pedestrian collisions in this sub-corridor compared to other sub-corridors. High concentrations are along SR-91 between La Sierra Avenue and I-215/SR-60 interchange, possibly reflecting higher rates of walking and bicycling in these areas. Truck collisions occur throughout the Study Area but mostly along SR-91 with the largest concentrations near I-215/SR-91/SR-60 interchange.

Future Conditions

The sub-corridor is expected to experience the following growth rates by 2040:

- Population—34 percent increase.
- Employment—52 percent increase.

Commensurate with these projected relatively high rates of growth for the area's demographics, total trip making in the sub-corridor is expected to increase by 676,000 daily trips, representing a 31 percent increase. VMT is expected to increase by 25 percent and VHT is projected to increase by 58 percent. The disproportionate increase in hours of travel over miles of travel indicate increasing delay and congestion in the future due to the projected relatively high growth rates for this sub-corridor. Figure 5.89 and Figure 5.90 illustrate the AM and PM peak hour conditions, respectively, on the freeway system projected for 2040 from the SCAG model.

Figure 5.88 | Collisions
Helmet to Corona Sub-Corridor

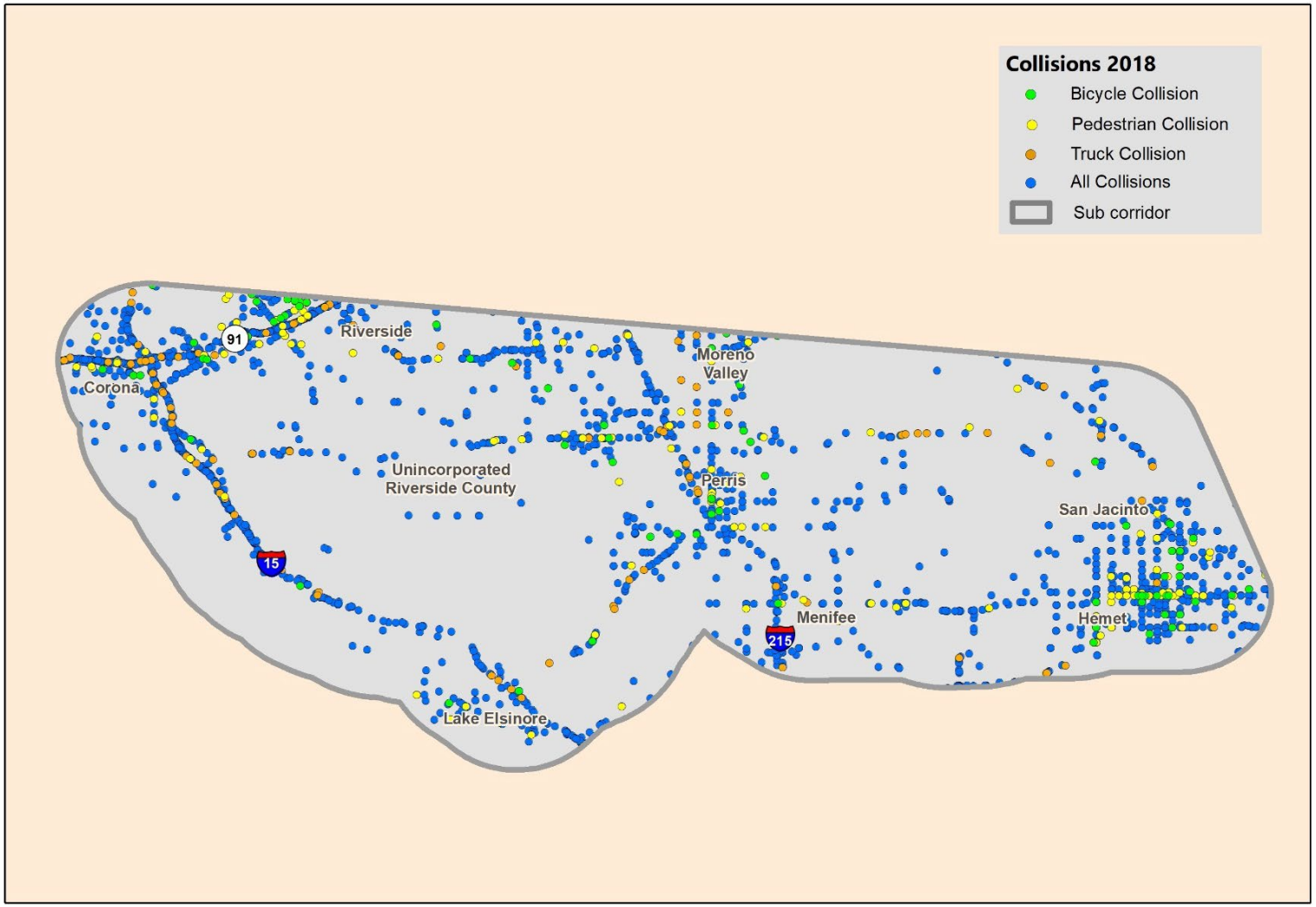


Figure 5.89 | Future 2040 Traffic Conditions—AM
Helmet to Corona Sub-Corridor

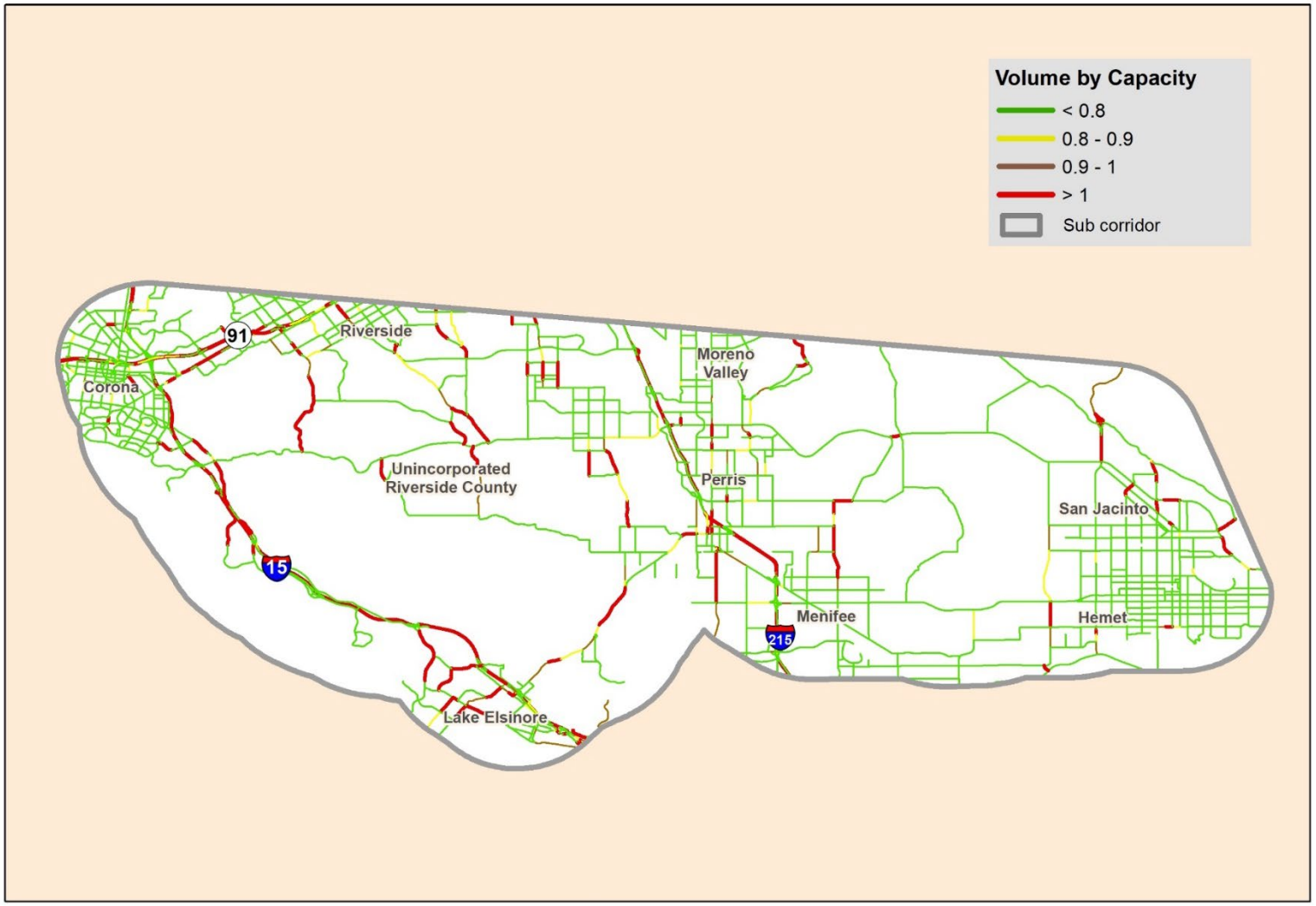
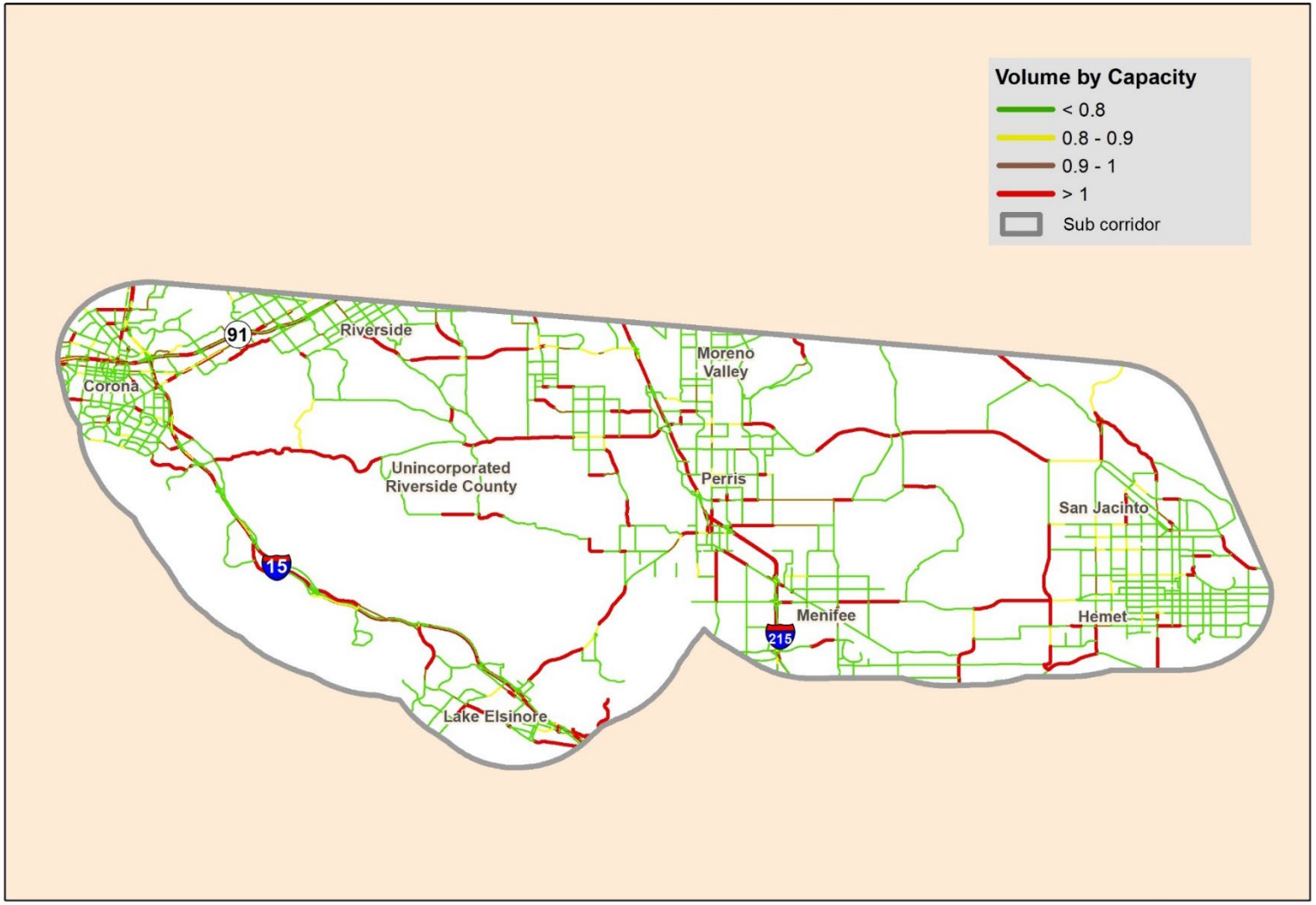


Figure 5.90 | Future 2040 Traffic Conditions—PM
Helmet to Corona Sub-Corridor



5.11.2 Strategic Approach for Hemet to Corona Sub-Corridor

Strategic Approach for Hemet to Corona Sub-Corridor

Problems to Be Addressed

- Lack of good east/west routes. No adequate east/west routes to connect communities.
- Need to preserve environmentally sensitive areas and habitats.
- SR-74 is an east-west principal arterial that transects the cities of Perris and Hemet. It functions as the cities' main street with a large concentration of local businesses and retailers but lacks adequate driveway access control, safe sidewalks and bike lanes, and traffic signals.
- High number of traffic incidents on east/west roadways.

Strategies

1. Complete regional Salt Creek Trail
2. Complete Mid-County Parkway to provide an additional regional east/west corridor, minimize use of local roads, and shift traffic away from SR-74.
3. Build on substantial transit assets. Invest in Metrolink rail expansion for the 91/Perris Valley Line and construct accessibility improvements and station improvements at existing Metrolink stations.
4. Implement first/last mile transit connections, particularly from major destinations to Metrolink stations.
5. Complete SR-79 realignment; improve access to SR-74.
6. Extend I-15 Express Lanes to SR-74 with new express lanes to improve trip relaibility for commuters and transit riders and provide additional incentives for carpool and vanpoolers.
7. Explore policies and methods to increase work at home to decrease commute trips.

6.0 Multimodal Transportation Projects

The Inland Empire CMCP effort included significant outreach to key corridor stakeholders, as described previously in this report. The stakeholders each have their own transportation plans and programming initiatives which are aimed at bringing forth and implementing multimodal transportation improvements in their respective jurisdictions. These include transportation plans of Caltrans, RCTC, WRCOG, SBCTA and the corridor's local agencies including counties and cities. For the CMCP, all of the currently available plans were reviewed in detail by the stakeholder agencies and a master list of potential projects was developed for the CMCP which would address the expected transportation challenges described in this plan. Each stakeholder agency also assisted with identifying the projects from their respective plans in the ten sub-corridors.

Due to two key reasons, the project team determined that it was not feasible to measure the benefits of each of the projects using quantitative methods, such as the results of travel demand models or simulation models for the IE CMCP. This is because: 1) the area of the CMCP is extremely large (almost two entire counties and ten sub-corridors); and 2) each stakeholder agency has completed their own detailed analysis of the potential improvements and benefits of the improvement projects, and thus the projects have already been screened for various performance metrics at the local, county and subregional levels. However, to supplement the agency's own evaluations, a second level of qualitative performance metric evaluation was completed for the IE CMCP for each project, utilizing the performance measures described in this section. Furthermore, data and findings from all quantitative sources such as the regional travel models, the Census American Community Survey and other sources were used to inform the evaluations.

As discussed in Section 2.3, a series of performance measures are used to assess the list of projects based on a combination of state, regional and local plans, goals and objectives. The following key performance measures were discussed and chosen by the Inland Empire CMCP Project Management Team to assess the sub-corridor improvements:

- VMT Reduction.
- Person Delay Reduction.
- Safety Improvement.
- Mode Shift.
- Person Throughput.
- Improving Accessibility.
- Reducing GHG and Improving Air Quality.
- Improving System Reliability.
- Congestion Relief.

These performance metrics are used to assess the potential transportation system improvements in each sub-corridor. The intent is not to rank the improvements or measure them against each other, but rather to inform the CMCP and SCCP process regarding how the projects address the overall goals and objectives related to state, regional and local plans, and how they help move people and goods in congested corridors. It is also recognized

that the county-level plans and Caltrans plans have carefully developed short range, ten year and long range improvement plans with sets of projects that have been reviewed by residents, system users and elected officials. Those plans are used as a backbone for the sub-corridor recommendations, with additional analysis related specifically to the CMCP.

A set of rules were applied by project type for each performance metric to determine if that project type has a greater or lesser benefit. For example, some types of transportation improvements may significantly improve safety but not necessarily reduce congestion, while others may reduce VMT but not significantly affect system reliability. Additionally, for each performance metric category, a set of rules were established to identify if the improvement would result in a Low, Medium, or High score for each metric based on known characteristics and attributes of each type of improvement. The list of performance measures, project types and how each project type scores for each metric is included in Appendix A.

Many of the projects are located entirely within one sub-corridor, while others, such as freeway projects, longer distance arterial improvement projects and longer distance active transportation projects are located in more than one sub-corridor. The number of recommended projects in each sub-corridor is shown in Table 6.1.

Table 6.1 | Recommended Projects By Sub-Corridor

Sub-Corridor	Number of Recommended Projects
Victorville to San Bernardino	42
San Bernardino to Riverside	33
Cajon Pass to Eastvale	40
Riverside to Temecula	76
Beaumont to Temecula	23
Apple Valley to LA County Line	23
Banning to Rialto	69
Riverside/Rialto to LA County Line	79
Riverside to Orange County Line	29
Hemet to Corona	35

Appendix A includes the entire list of recommended projects for the entire IE CMCP study area as well as for each of the ten sub-corridors. The Low, Medium, and High (L/M/H) scores for each project are shown for each of the performance metrics.

As noted above, the intent is not to rank or compare the projects, but rather to identify how each project will provide benefit to the transportation system based on the key metrics. These qualitative scores were assigned based on a classification of project types against the performance measures listed above. In other words, each project of the same classification received the same score. The scores may represent a starting point for further evaluation at an individual project level within the environmental process or other more detailed project-focused modeling or analytical exercise.

Therefore, it is critical to understand that individual projects may have greater or lesser benefit than represented by their generic classification used for the scoring in Appendix A, depending on a number of factors, for example: 1)

the scope and scale of the specific project; 2) the context within which the project is being proposed (e.g. a more congested or less congested setting; and 3) the cost of the project (e.g. a smaller scale lower scoring project could have high cost-effectiveness where the cost is also low)..

These caveats are important because it is impossible to conduct a project-level evaluation for each project, or even each major project, within the framework of the CMCP. When each project goes through environmental review or is submitted for state or federal funding consideration, each project will go through a rigorous analysis of the quantitative benefits associated with that project, in the specific context within which it will be implemented. This includes an assessment of the benefits against project costs, resulting in a cost-effectiveness assessment. This process has become more well established with the advent of the SB 1 competitive programs. Therefore, any project given a low score in Appendix A could prove to have greater benefits and greater cost-effectiveness in an actual project-level evaluation in a site-specific context. Some projects may also have substantial freight benefit in one context but not in another. Therefore, it is important not to pre-judge any individual project based on a score in Appendix A but view it in its unique application in the real-world environment. That said, the performance measure classification process and scores in Appendix A may be useful in highlighting the strengths and weaknesses of projects in each class. A total of 386 highway, arterial, transit and goods movement projects are included, plus an additional 986 bikeway projects, in the following modal categories:

- Highway:
  - HOV/HOT/Express Lanes—42 projects
  - ITS/Operational Improvements—13 projects
  - Auxiliary Lane—5 projects
  - Capacity Enhancement—21 projects
  - Interchange Enhancement—74 projects
  - New Interchange—17 projects
  - Rehabilitation and Safety Improvement—64 projects
- Arterial:
  - Corridor Improvements—3 projects
  - Capacity Enhancement—8 projects
  - Intersection Improvement—1 project
  - Bridge and Grade Separation—36 projects
- Goods Movement:



  - Truck Climbing Lane—8 projects
  - Bridge and Grade Separation—2 projects

- Transit:
  - New Bus—28 projects
  - Bus Rapid Transit (BRT)—11 projects
  - New Rail—7 projects
  - New Rapid Transit—4 projects
  - Bus Replacement/Transit Maintenance/Transit Operations—17 projects
  - Transit Centers/Park and Ride/Bus Stations/Bus Stops—12 projects
- Active Transportation:
  - Bikeways Class I, II, II and IV—935 projects (note due to the lage number of active transportatoin projects, many of which are local bikeway iniatives, they are not listed in the master project list)

7.0 Implementation and Funding Plan

Funding for transportation improvements is available through a series of Federal, state, and local sources. Depending on the source of funding, eligible projects vary by mode, scope, and project phase. Some funding programs allocate resources through competitive grant processes or other discretionary means, while other funds are distributed by formula to state, regional, or local governments. This chapter summarizes some of the relevant funding sources available for projects in the IE CMCP Study Area.

7.1 Federal Funding Sources

Federal transportation funding is administered by the U.S. Department of Transportation (U.S. DOT) and authorized by Federal transportation bills. The most recent transportation funding bill, Fixing America's Surface Transportation Act (FAST Act), was signed into law in 2015.

Much of the funding available through the U.S. DOT's Highway Trust Fund is allocated to California based on the state's population. The State of California, in turn, distributes those funds to local agencies by formula or through competitive grant programs. For instance, the majority of the federally funded Surface Transportation Program funding in California is programmed through the STIP (Statewide Transportation Improvement Program). Additionally, California's Active Transportation Program consolidated most of the Federal and state funding sources for bicycle and pedestrian projects.

There are two Federal discretionary grant programs available for local agencies to apply for funding. These include the Better Utilizing Investments to Leverage Development program (BUILD—formerly TIGER) and the Infrastructure for Rebuilding America program (INFRA—formerly FASTLANE). Highlighted below in Table 7.1, these programs provide opportunities for the Inland Empire CMCP cities and regional entities to apply for substantial funding amounts for regionally significant projects.

Table 7.1 | Relevant Federal Funding Sources

Name	Funding Type	Eligible Modes/Description
INFRA	Discretionary	A Federal discretionary grant program reviewed by U.S. DOT. Emphasis on highway and goods movement projects.
BUILD	Discretionary	A Federal discretionary grant program reviewed by U.S. DOT. Emphasis on multimodal projects.
New Starts and Small Starts (FTA Section 5309)	Discretionary	Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.
Highway Safety Improvement Program (HSIP)	Discretionary	Federally allocated to the State by formula, the HSIP program is available for roadway safety projects through a competitive program administered by Caltrans.
Congestion Mitigation Air Quality (CMAQ)	Formula	Federally designated air quality containment areas receive funding by formula to program local and regional projects.
Rail-Highway Crossings (Section 130) Program	Discretionary	Safety improvements to reduce the number of fatalities, injuries and crashes at public railway-highway crossings.
Grade Separation (Section 190) Program	Discretionary	This competitive grant program provides $15 million each year to local agencies for the construction grade separation projects.
National Highway Freight Program	Discretionary	The FAST Act established National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN).
National Highway Performance Program	Discretionary	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
Nationally Significant Federal Lands and Tribal Projects	Discretionary	The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program provides funding for constructing, reconstructing, and rehabilitating nationally significant projects on Federal or Tribal lands.
National Significant Freight and Highway Projects (NSFHP)	Discretionary	The Nationally Significant Freight and Highway Projects (NSFHP) provides financial assistance—competitive grants or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to: improve safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in U.S. global economic competitiveness; reduce highway congestion and bottlenecks; Improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; address the impact of population growth on the movement of people and freight, mitigate impacts of freight movements on communities.
Surface Transportation Block Grant Program	Formula	STBG provides flexible funding that states and local governments may use for projects on any Federal-aid highway, including the National Highway System; bridge projects on any public road; transit capital projects and; public bus terminals and facilities.
Federal Transit Administration Sections 5303, 5304, 5305	Discretionary	Provides procedural and funding requirements for multimodal transportation planning in States and metropolitan areas. Planning must to be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to States and Metropolitan Planning Organizations (MPOs) for planning activities.
Federal Transit Administration Section 5307	Formula	The Urbanized Area Formula Funding program provides Federal resources to urbanized areas and to governors for transit capital and operating assistance and for transportation related planning.
Federal Transit Administration Section 5311	Formula	This program provides formula-based funding for capital and/or operating assistance to rural areas with a population fewer than 50,000 where many residents rely on public transit to reach their destinations.
Federal Transit Administration Section 5312	Discretionary	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes.

Name	Funding Type	Eligible Modes/Description
Federal Transit Administration Section 5337	Formula	The State of Good Repair program is dedicated to repairing and upgrading the Nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.
Federal Transit Administration Section 5339	Formula	The Bus and Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) provides Federal resources to states and direct recipients to replace, rehabilitate and purchase buses and related equipment. This programs also allows for the construction of bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
Federal Transit Administration Transit-Oriented Development Planning Pilot	Discretionary	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. TOD focuses growth around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development.
Recreational Trails Program	Discretionary	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the Federal level by the Federal Highway Administration. It is administered at the state level by the California Department of Parks and Recreation (DPR).

Sources: United States Department of Transportation; California Department of Transportation; RCTC; SBCTA; Cambridge Systematics.

In addition to these Federal funding sources, the FAST Act continues the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, which provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal.

The FAST Act continues the authority of the TIFIA program to provide to States, localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities, three distinct types of financial assistance:

- *Secured loans* are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
- *Loan guarantees* provide full-faith-and-credit guarantees by the Federal Government to institutional investors, such as pension funds, that make loans for projects.
- *Lines of credit* are contingent sources of funding in the form of Federal loans that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations. [23 U.S.C. 603 and 604]

7.2 Project Type

The FAST Act continues all prior TIFIA eligibilities and makes two new activities TIFIA-eligible: 1) transit-oriented development projects (as defined below); and 2) the capitalization of a rural projects fund within a State infrastructure bank. [23 U.S.C. 601(a)(12)]

As a general rule, to receive TIFIA credit assistance under the FAST Act, a project must have costs that equal or exceed either:

- $50 million.
- 1/3 of the most recently-completed fiscal year's formula apportionments for the State in which the project is located.

Specified project types have a lower cost threshold under TIFIA, including:

- For an intelligent transportation system (ITS) project, $15 million.
- For a transit-oriented development project (as defined below), $10 million.
- For a rural infrastructure project (as defined below) or for capitalizing a rural project fund (as described below), $10 million (but not exceeding $100 million).
- For a local infrastructure project (as defined below), $10 million. [23 U.S.C. 602(a)(5)]

7.2.1 Transit-oriented Development Projects

The FAST Act makes eligible for TIFIA credit assistance a project to improve or construct public infrastructure that is located within walking distance of, and accessible to, one of a specified list of transit facilities. [23 U.S.C. 601(a)(12)(E)]

7.2.2 Rural Infrastructure Projects

The FAST Act modifies the definition of "Rural Infrastructure Project" for TIFIA purposes. The new definition is a surface transportation infrastructure project located in an area that is outside of an urbanized area with a population greater than 150,000 individuals, as determined by the Bureau of the Census. [23 U.S.C. 601(a)(15)]

7.2.3 Local Infrastructure Projects

To qualify as a "local infrastructure project" for the lower ($10 million) minimum project cost threshold:

- The applicant for the project (or program of projects) must be a local Government, public authority, or instrumentality of local Government.
- The project (or program of projects) must be located on a facility owned by a local Government.
- The Secretary must determine that a local Government is substantially involved in the development of the project (or program of projects). [23 U.S.C. 602(a)(5)(B)(iv)]

7.2.4 State Funding Sources

With the passage of California Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, the State of California has additional transportation funding for local and regional projects. SB1 augmented existing sources of funding, such as the Active Transportation Program and State Highway Operation and Protection Program, and created entirely new funding programs, such as the Solutions for Congested Corridors and Trade Corridor Enhancement programs. Table 7.2 highlights the state funding sources that are most relevant to the IE CMCP projects.

Table 7.2 | Relevant State Funding Sources

Name	Funding Type	Eligible Mode/Notes
Local Streets and Roads	Formula	Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control devices.
Solutions for Congested Corridors (SCCP)	Discretionary	Regional transportation authorities and Caltrans may nominate projects for funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion.
Trade Corridor Enhancement (TCEP)	Discretionary	Caltrans and regional entities can be project sponsors. Funding is available for infrastructure improvements in theBay Area, Central Valley, Central Coast, LA/Inland Empire, and San Diego/Border.
Local Partnership Program (LPP)	60% Discretionary 40% Formula	Eligible funding for "self-help" counties.[1] Most transportation improvements are eligible.
Active Transportation Program (ATP)	Discretionary	Eligible projects include bicycle and pedestrian improvements and planning. SB1 augmented the ATP with an extra $100M annually to the program.
State Highway Operation and Protection Program (SHOPP)	Formula	Projects are selected by Caltrans and adopted by the CTC. Projects included in the program are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.
State Transportation Improvement Program (STIP)	Formula	Projects are proposed by regional transportation agencies and approved by the CTC on a bi-annual basis. The majority of the STIP funding comes from Federal sources.
Transit and Intercity Rail Capital Program (TIRCP)	Discretionary	Discretionary program administered by Caltrans and the California State Transportation Agency (CalSTA). Funds transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.
SB 821 Bicycle and Pedestrian Facilities Program	Discretionary	Each year 2 percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects. RCTC allocates SB 821 funds through a biennial Call for Projects. All of the cities and the County of Riverside are notified of available funding and are requested to submit project proposals. Eligible projects include sidewalks, access ramps, bicycle facilities, and bicycle plan development.

[1] *Counties that have passed local option sales tax measures to fund transportation improvements.*

Source: California Department of Transportation, California Transportation Commission.

7.2.5 Local Funding Sources

Riverside County

Toll Revenue

Congestion-pricing involves charging varying tolls or fees to transportation system users. Implementation of express lanes is a strategy of congestion pricing. Routinely, service demands exhibit a peaking characteristic related to the time of day or seasonal time of the year. The 91 Express Lanes currently applies a time of day pricing policy, which charges higher tolls in the peak period allowing for a more reliable trip in the express lanes during the most congested hours of the day.

RCTC's venture into tolling expanded the agency's funding and financing options for the design and construction of the currently operational 91 Express Lanes and the future 15 Express Lanes, currently in construction. Toll revenue is a new funding source in addition to Measure A and traditional state and Federal funding sources.

As a result of the financing successes from the 91 Express Lanes and 15 Express Lanes, RCTC will continue to use toll revenue in the following ways:

1. Borrow against future toll revenue to help fund capital costs of new express lane facilities (e.g., project financings for the 91 and 15 Express Lanes).
2. Pay annual Operation and Maintenance (O&M) expenses on express lanes facilities, debt service and financing reserves, and life-cycle repair and rehabilitation of the toll system and roadway.
3. Construct RCTC-approved transportation projects in the corridor from which the surplus toll revenue was generated (statutorily mandated).

Local Transportation Revenue Funds

Several transportation funding sources have their origins in city or county revenues. These include general fund revenues used for street purposes at the city level, development impact fees, gas tax shares, proceeds from bond sales for street purposes, street assessment levies, and traffic safety fund revenues.

Transportation Uniform Mitigation Fee

Transportation Uniform Mitigation Fees (TUMF) are an important part of the Measure A extension. The TUMF programs for the Western Riverside County subregion and the Coachella Valley subregion ensure that future development contributes its fair share toward infrastructure costs to mitigate new growth's cumulative, indirect, and regional transportation impacts consistent with the State's Mitigation Fee Act. The fees help fund improvements to maintain target levels of service in the face of higher traffic volumes that new developments bring.

Riverside County Local Sales Tax—Measure A Funds

Measure A was first approved by Riverside County voters in 1988 and was in effect for 20 years from 1989 to 2009. It was extended for an additional 30 years in 2002. Measure A is administered by RCTC for the purpose of collecting a half-cent local transaction and use tax for transportation. Measure A was enacted to fill the funding shortfall to: implement necessary highway, commuter rail, and transit projects; secure new transportation corridors through environmental clearance and right-of-way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the County; and provide specialized programs to meet the needs of commuters and the specialized needs of the growing senior and disabled population. Approximately $4.662 billion will be collected over the 30-year period between 2009 and 2039 for a variety of transportation mode improvements and programs in Riverside County.

San Bernardino County Financial Strategy

Revenue sources in San Bernardino County include Measure I (cash and bond), local contributions, and state and Federal funds as described in this chapter. Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in 1989 and in 2004 approved the extension through 2040.

SBCTA administers Measure I revenue and is responsible for ensuring that funds are used in accordance with various plans and policies. Measure I funds are allocated based on the Measure I-2010-2040 Ordinance and Expenditure Plan and the Strategic Plan policies that define the framework for the programs and projects referenced in the measure. The 10-Year Delivery Plan outlines the near-term strategy.

The administration of Measure I is different between the Valley and the Mountain/Desert areas. The County is divided into six “subareas” with distinct expenditure plans and policies. Additionally, Measure I has a return-to-source provision so that revenue collected within a subarea can only be used in that subarea.

The financial strategy used in the development of the 10-Year Delivery Plan includes:

- Apply ordinance and policy criteria.
- Preserve existing grants.
- Maximize available funds.

The 10-Year Delivery Plan is built off of the Measure I Ordinance and Board Policies.

Key Ordinance requirements are:

- Measure I revenues shall be allocated by formula to subareas and programs.
- State and Federal funds shall be allocated proportionally to subareas over time.

Key Board Policies are:

- State and Federal funds shall be allocated to maintain geographic equity.
- Congestion Mitigation and Air Quality (CMAQ) funds for the San Bernardino Valley shall be allocated in the following priority: 1) regional programs; 2) transit capital projects; and 3) freeway HOV projects. There is no established policy for the Mountain/Desert Subareas.
- Surface Transportation Program (STP) funds for the San Bernardino Valley shall be allocated to the Freeway Projects Program. There is no established policy for the Mountain/Desert Subareas.
- A Measure I Program that benefits from bonding shall accommodate the debt service within the Program's revenue.

Numerous existing grants have to be used by a certain date or the grant is rescinded. The 10-Year Delivery Plan is developed to ensure these funds are not lost. This strategy is critical in the development of each 10-Year Delivery Plan to allow SBCTA to meet the delivery deadlines and make full use of grant awards that have allocation and award deadlines, like many of the competitive SB1 programs.

With SBCTA facing transportation funding challenges, maximizing all available funds is critical. State and Federal funds are subject to rescission if the funds are not used in a timely manner. The 10-Year Delivery Plan allows for better management of all funds across programs and subareas, minimizing the potential for funds to be rescinded.

Table A.1 | IE CMCP Project List

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
91 CIP Completion	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-15 ELP Completion	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
15/91 Express Lanes Connector	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
SR-60 Truck Lanes	Goods Movement	Truck Lane	x	-	M	L	-	M	-	-	M
Mid-County Parkway: Placentia Interchange at I-215 Construction	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
91 Pachappa UP Project: Railroad realignment	Goods Movement	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L
Mid County Parkway: Sweeney Grading	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
71/91 Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR-91 Corridor Operations Project (Westbound auxiliary lane: Green River to 241)	Highway	Auxiliary Lane	x	-	M	-	-	M	M	-	M
I-15 Express Lanes Project Southern Extension (Cajalco to 74): Advanced Operations	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
START I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
91 Downtown Riverside Express Lanes - Environmental	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
Mid County Parkway: Right of Way and Environmental Mitigation	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
Mid-County Parkway: Package 2	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
Mid County Parkway: I-215 Project, Nuevo to Alessandro	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
I-215 Gap Project (I-215 to French Valley Parkway)	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
91 Downtown Riverside Express Lanes - Design/Construction	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
Lake Elsinore: I-15/Railroad Canyon Interchange (fully funded)	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
RCTLMA: Cajalco Road Corridor	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Temecula: French Valley Parkway Phase 2	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
Mid County Parkway: Packages 3	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
79 Realignment	Arterial	Arterial Corridor Improvement	x	-	L	L	-	M	L	-	L
I-15 Corridor (SR-74 to 215/15 interchange)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
SR-91 Corridor Ultimate Project	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-10 Truck Climbing Lane	Goods Movement	Truck Climbing Lane	x	-	M	L	-	M	-	L	M
I-15 Corridor (215/15 interchange to San Diego County line)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
SR-71 Widening	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
10/60 Interchange	Highway	New Interchange	x	-	M	L	-	M	L	-	M
215 Ultimate widening (60 to San Bernardino County line)	Highway	Capacity Enhancement (highway)		-	M	L	-	M	M	-	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
SBCTA: 15 Express Lanes	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
RCTLMA: Ethanac Corridor	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Temecula: French Valley Parkway Phase 3	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-215/Barton Road IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR 210 Widening	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
I-10 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-10 Contract 1 Measure I Investment	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-15 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-10 Corridor Contract 2A	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-10 Truck Climbing Lane*	Goods Movement	Truck Climbing Lane	x	-	M	L	-	M	-	L	M
I-215/Mount Vernon/Washington Bridge	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
US 395 Widening, Phase 1 from SR 18 to Chamberlaine Way	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
Apple Valley Road and SR 18 Realignment	Arterial	Arterial Corridor Improvement	x	-	L	L	-	M	L	-	L
Bear Valley Bridge over Mojave River	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Yucca Loma Road Widening Apple Valley Road to Rincon Road	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Ranchero Road Corridor Widenin	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 1	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 2	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Yucca Loma Corridor - Green Tree Boulevard Extension	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
Rock Springs Road Bridge over Mojave River	Arterial	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L
Phelan Road Widening SR 138 to Hesperia City Limits	Arterial	Capacity Enhancement (arterial)	x	-	M	L	-	M	M	-	M
I-10/Cedar Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR 210/Base Line IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR 60/Central Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/University Street IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-215/University Parkway IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Alabama Street IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR 60/Archibald Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Mount Vernon Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Riverside Avenue IC Phase 2	Highway	Interchange Enhancement		-	L	M	-	M	M	L	L
I-15/Base Line Road IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR60/Euclid Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-15/Sierra Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Euclid Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Monte Vista Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-10/Vineyard Avenue IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
Monte Vista Avenue Grade Separation (UP)	Arterial	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L
Mount Vernon Viaduct	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
I-10/Fourth Street Bridge Undercrossing	Highway	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Redlands Passenger Rail	Transit	New Rail	x	H	H	-	H	M	H	M	H
San Bernardino Line Double Track	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L
Gold Line to Montclair	Transit	New Rail	x	H	H	-	H	M	H	M	H
DMU (Diesel Multiple Unit) to ZEMU (Zero or Low Emission)	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
West Valley Connector (BRT)	Transit	BRT	x	H	H	-	H	M	H	M	H
On I-10 through San Bernardino and Riverside Counties	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
On I-10, from LA/SBD County line to Cherry Avenue in Ontario	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
07_LA_60_15.93/19.49, 08_SBD_60_R1.37, 08_SBD/RIV_10_R9.31/R102.00	Goods Movement	Bridge and Grade Separation		-	L	H	-	M	L	-	L
LA/SBD County Line to Ford Street in Redlands	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-10 and I-15 Junction	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On I-10, Live Oak Canyon Road to Singleton Road	Goods Movement	Truck Climbing Lane	x	-	M	L	-	M	-	L	M
On I-10, in Ontario, from 0.2 mile west of 4th Street Undercrossing to 0.2 miles east of I-15/I-10 Junction	Highway	Safety Improvement		-	-	M	-	M	-	-	L
I-10, in Colton, between Mt. Vernon Avenue and Junction of 10/215, at Santa Ana River (Bridge No. 54-0292L/R and 54-0292G)	Highway	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L
I-10 at California Street Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In/near Redlands, from I-10 and SR-210 IC to SBD/RIV County Line	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
On I-10, from east of Tennessee Street to SR-38/Orange Street	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-10, from SR-38/Orange Street to Ford Street	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-10, from Wabash Avenue to County Line Road	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-10, from Live Oak Canyon Road to County Line Road	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-10, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In Beaumont, from SR-60 westbound off-ramp to Highland Springs Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Riverside County, on Routes 10, 15, 71 and 215 at various locations	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In and near Beaumont and Banning, from Pennsylvania Avenue to Route 111	Highway	Rehabilitation		-	-	L	-	M	L	-	L
I-15 Express Lanes	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-15 from Cajalco Road to SR-60	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On I-15, from the San Diego County line to the SB On Ramp at Rancho California Overcrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-15, from Nichols Road to north of Glen Ivy	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-15, from south of Ontario Avenue to Route 60	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-15, from 6th Street to 0.2 mile south of 68th Street	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-15, from 6th Street to 0.2 mile south of 68th Street	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-15 from Cajalco Rd to SR-74	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On I-15, from I-15/I-215 IC to RIV/SD County Line	Highway	Auxiliary Lane		-	M	-	-	M	M	-	M
I-15 Express Lanes	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Near Fontana, from Sierra Avenue to Devore Road	Highway	Rehabilitation		-	-	L	-	M	L	-	L
Near San Bernardino, from Glen Helen Parkway to Route 15/395 Junction	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Hesperia and Victorville, from Route 395 to north of Mojave Drive	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Victorville, from 0.2 mile north of Bear Valley Overcrossing to 0.3 mile south of Palmdale Road Overcrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Victorville, from Mojave Drive Overcrossing to Victorville Separation and Overhead	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
At SR-60/Redlands Blvd	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR-60	Highway	Capacity Enhancement (highway)		-	M	L	-	M	M	-	H
from 2 miles east of SR-57 to I-15	Goods Movement	Truck Lane		-	M	L	-	M	-	-	M
Near Ontario, from the San Bernardino County line to Valley Way Undercrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In the cities of Eastvale, Jurupa Valley, Riverside and Moreno Valley, from Hamner Avenue to Gilman Spring Road; also on SR-91 from I-15 to Madison Street	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Moreno Valley, from Day Street to WB Off Ramp at Theodore Street	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On SR-60 in unincorporated Riverside County	Goods Movement	Truck Climbing Lane	x	-	M	L	-	M	-	L	M
In Pomona, Chino and Ontario, from Los Angeles County line to Riverside County line	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Chino, at Pipeline Avenue OC No. 54-0744, Monte Vista Avenue OC No. 54-0746, and Benson Avenue OC No. 54-0748	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
In Ontario, from Euclid Avenue to the Riverside County line; also in Riverside County, from the San Bernardino county line to Mission Boulevard (PM R0.0/R3.0)	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On State-Route 60, in the city of Ontario, in the County of San Bernardino, from PM R7.3 to PM R10.00	Highway	Auxiliary Lane		-	M	-	-	M	M	-	M
State Route 60 (SR-60) in the city of Ontario, between Euclid Avenue and 0.65 miles east of Vineyard Avenue in San Bernardino County.	Highway	Auxiliary Lane	x	-	M	-	-	M	M	-	M
From the SBD/RIV County Line to SR-91	Highway	Capacity Enhancement (highway)		-	M	L	-	M	M	-	H
Near Chino Hills, from LA/SBD County Line to SBD/RIV County Line; Near Corona, from SBD/RIV County Line to Junction of SR-71/SR-91	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In Chino and Chino Hills, from 0.4 mile south of Euclid Avenue to 0.2 mile north of Pine Avenue	Highway	Rehabilitation		-	-	L	-	M	L	-	L
SR-79 FROM DOMENIGONI PKWY TO GILMAN SPRINGS ROAD	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
From SR-91 NB to SR-60 WB	Highway	Interchange Enhancement		-	L	M	-	M	M	L	L
ON SR-91/I-15	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
In Corona and Riverside, from Route 15/91 separator to Adams Street overcrossing	Highway	HOV/HOT/Express Lanes		-	M	-	H	M	H	L	H
SR-210 From LA/SBD County Line to I-15	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Redlands and Highland, from north of West Pioneer Avenue to Baseline Street	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
SR-210 at 5th St/Greensport Rd	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR-210 FROM LOS ANGELES/SAN BERNARDINO COUNTY LINE TO I-15	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
In Colton, from 0.3 mile south to 0.3 north of Washington Avenue Overcrossing No. 54-0530	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
In Murrieta and Menifee, from Route 215 to north of Scott Road	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Murrieta, from 0.2 mile north of Clinton Keith Road Overcrossing to 0.5 mile south of Scott Road Overcrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
Near Devore, at Little League Drive Overcrossing	Highway	Rehabilitation		-	-	L	-	M	L	-	L
US-395 Hesperia, Victorville and Adelanto from 0.16 mi n/o I-15 JCT to SR-18	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
On US-395 from I-15 to 0.5 miles SO Farmington Road	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
From 7.9 mi N/O SR-18 to 10.4 mi S/O Kramer Jct (Rte 58)	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Adelanto at the intersection of US-395 & Bartlett Road	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In Victorville at Seneca Road - LT	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
From Mills Ave Undercrossing to I-10 and SR-38 Separation	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Upland, from San Antonio Avenue to Sultana Avenue	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Upland, from west of Route 83 (Euclid Avenue) to east of Sultana Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
I-10 at Grove Avenue and 4th Street	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-10 at Grove Street and 4th Ave	Highway	New Interchange	x	-	M	L	-	M	L	-	M
In Ontario, from 0.2 mile west to 0.2 mile east of Vineyard Avenue	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Ontario, from 0.2 mile west to 0.3 mile east of Vineyard Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-10 HOV Lane Addition from Haven Avenue (Ontario) to Ford Street (Redlands)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
At I-10/Beech Ave	Highway	New Interchange	x	-	M	L	-	M	L	-	M
In Fontana at Alder Avenue	Highway	New Interchange	x	-	M	L	-	M	L	-	M
At I-10/Pepper Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On I-10 at Mountain View Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Redlands, from west of University Avenue to west of Ford Street	Highway	Safety Improvement		-	-	M	-	M	-	-	L
At I-10 Ford St on ramp to the freeway	Arterial	Intersection Improvement	x	-	L	M	-	M	L	-	L
I-10 from Ford St to Riverside County Line	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
In Yucaipa, from Live Oak Canyon Rd to County Line Rd	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-10 at Wildwood Canyon Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In the City of Calimesa, at I-10/County Line IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Calimesa and Beaumont, from County Line Rd Undercrossing to 0.1 Miles W/O I-10 and SR-60 Separation	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-10/Cherry Valley Blvd IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At I-10/Oak Valley Pkwy IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At SR-79/ Beaumont Ave between 6th St and 1st St	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Pennsylvania Av between 6th St and 3rd St	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Highland Springs Ave between 5th St and south ramps	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On I-10 near Beaumont from San Bernardino County Line to junction I-10/SR-60	Goods Movement	Truck Climbing Lane	x	-	M	L	-	M	-	L	M
In and near Temecula, from Rainbow Valley Boulevard to Front Street	Highway	Rehabilitation		-	-	L	-	M	L	-	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
At New Eastern Bypass IC south of Temecula	Highway	New Interchange	x	-	M	L	-	M	L	-	M
In Temecula, Murrieta, and Wildomar from Riverside/San Diego County line to 0.3 miles south of Bundy Canyon Rd BR	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In Temecula, from 1.1 miles north of Truck Inspection Station to Temecula River Bridge	Highway	Safety Improvement		-	-	M	-	M	-	-	L
Between SR-60 and I-10	Goods Movement	Truck Lane	x	-	M	L	-	M	-	-	M
At I-15/ Rancho California between Ynez Rd and Jefferson Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Temecula, from 0.2 mile south of Rancho California Overcrossing to 0.1 mile south of Winchester Road overcrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Temecula, from SR-79/Winchester Road to SB On Ramp at I-15/I-215	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On the I-15/SR-79 IC from Front St to Bedfort Ct.	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Temecula and Murrieta, from 0.2 miles south of Winchester Road/Banana Avenue to 0.2 mile south of Warm Springs Creek Bridge; also from Temescal Wash Bridge to Parkridge Avenue Undercrossing (PM 40.8/41.8)	Highway	Rehabilitation		-	-	L	-	M	L	-	L
In/near Murrieta, from 0.5 Miles S/O I-15 and I-215 Separation to 0.3 Miles N/O Clinton Keith Rd Overcrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
At I-15 Murrieta Hot Springs Rd IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Bundy Canyon Rd between Orange St and Cherry St	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Wildomar from 0.84 miles N/O Baxter Rd to overcrossing to 0.55miles north of Franklin St overcrossing in Lake Elsinore	Highway	Rehabilitation		-	-	L	-	M	L	-	L
At Olive St between Orchard St and Grape St	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-15 at Malaga Rd between Casino Drive Lakeview Terrace and Grape St	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
At I-15/SR-74 (Central Ave) IC junction mod. Between 1,000 ft west of Collier Ave to Riverside St	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In I-15 at Main IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On I-15 at Second St between Collier Ave and Camino Del Norte	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
On I-15 at Riverside Dr between Collier Ave and Dexter Ave	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
At Nichols Rd between ramps	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Lake St between Walker Canyon Rd and Temescal Canyon Rd	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Horsethied Canyon Road just beyond and between ramps	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Temescal Canyon north of Glenn Ivy just beyond and between ramps	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At I-15 /Cajalco Rd IC near Corona	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-15 IN CORONA FROM CAJALCO RD TO STATE ROUTE 60	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
In Western Riverside County on SR-91/I-15	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
At Hidden Valley Pkwy between Hamner Ave and beyond NB exit ramp	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Corona and Norco, from Corona Ave Undercrossing to Detroit St Overcrossing	Highway	Rehabilitation		-	-	L	-	M	L	-	L
At 2nd St between Hamner Ave and Valley View Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In and near Norco, from 3rd Street to northbound on-ramp at Limonite Avenue Interchange	Highway	Safety Improvement		-	-	M	-	M	-	-	L
At 6th St between Hamner Ave and Sierra Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At I-15/Limonite Ave IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
On I-15 near the City of Norco on Schleisman Rd from Lindsey Ct to Wineville Ave	Highway	New Interchange	x	-	M	L	-	M	L	-	M
At Bellegrave Ave between Hamner Ave and Wineville Rd	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
Various Locations in/near Ontario, from 0.5 Miles N/O Cantu-Galleano Ranch Rd to Philadelphia Ave UC; from 0.3 Miles E/O Haven Ave OC g to 0.3 Miles W/O Milliken Ave UC; from RIV/SBD County Line to 0.3 Miles W/O Mira Loma OC	Highway	Interchange Enhancement		-	L	M	-	M	M	L	L
In Ontario, Rancho Cucamonga and Fontana, from RIV/SBD County Line to I-15 and SR-138 Separation	Highway	Safety Improvement		-	-	M	-	M	-	-	L
on I-15 from Ontario to approx 1.3 miles north of the Junction of I-15/SR-138	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-15 from Riverside/San Bernardino County Line to north of Dale Evans Parkway IC	Highway	Rehabilitation		-	-	L	-	M	L	-	L
On I-15 at Arrow Route to Foothill Boulevard	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-15 from I-15/SR-210 IC to I-15/I-215 IC	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On I-15, from I-15/I-215 IC (SBD County) to I-15/US-395 (Hesperia)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
I-15/I-215 IC Improvements - Devore IC south of Glen Helen Pkwy to north of Kendwood, and I-215 from south of Devore Rd IC to I-15 (PM 16.0-17.8)	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
Near San Bernardino, from Glen Helen Parkway to Junction of I-15/US-395	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-15 in the Cajon Pass	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-15 from I-15/US-395 to High Desert Corridor	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
Various Locations in Hesperia, from Joshua St Overcrossing to NV/CA State Line	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On I-15 at Muscatel Street	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-15 at Mojave Street	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-15 at Eucalyptus Street	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-15 at Bear Valley Road	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On I-15, in Victorville, from Mojave Drive to Stoddard Wells Road, and in Barstow	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Victorville from 0.5 miles north of Mojave Dr to 1.5 miles north of Existing Stoddard Wells Rd OC	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
On I-15 at Boulder Road/Dale Evans Parkway	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-15 EXPRESS LANES - ADD 1 EXPRESS LANE IN EACH DIRECTION FROM US-395 TO HIGH DESERT CORRIDOR (SEGMENT 5)	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
In and near the city of Riverside, on SR-60 from Milliken Avenue to Junction of 60/91/215; also on SR-91 from Spruce Street to Junction of 60/91/215	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
On SR-60 from San Bernardino/Riverside County Line to Day Street IC in Moreno Valley	Highway	Rehabilitation		-	-	L	-	M	L	-	L
At Mission Blvd between Granite Hill Drive and Sevaine Way	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
Near Riverside, from 0.2 Miles W/O Camino Real Undercrossing to 0.5 Miles E/O Valley Way Undercrossing	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In and near the city of Riverside, from west of Valley Way to Junction of 60/91/215	Highway	Rehabilitation		-	-	L	-	M	L	-	L
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Milliken Blvd between Harrel Ave and Iberia	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Riverside and Moreno Valley, from west of Market Street to Day Street	Highway	Safety Improvement		-	-	M	-	M	-	-	L
At Main St between Russell St and Stoddard Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
In Moreno Valley on Graham St.	Highway	Bridge and Grade Separation	x	-	L	H	-	M	L	-	L
At Heacock St between Hemclock Ave and Sunnymead Blvd	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Perris Blvd between Sunnymead Blvd and Ironwood	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On SR-60 in Moreno Valley	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
In the City of Moreno Valley	Highway	Bridge and Grade Separation		-	L	H	-	M	L	-	L
In Moreno Valley at SR-60/Moreno Beach Dr IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At SR-60/Theodore St IC (World Logistics Center Parkway Interchange)	Highway	New Interchange	x	-	M	L	-	M	L	-	M
In Western Riverside County in the city of Moreno Valley along SR60	Highway	Capacity Enhancement (highway)		-	M	L	-	M	M	-	H
AT SR-60/Gilman Springs Rd IC	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On SR-60 in Riverside County, in and near Moreno Valley and Beaumont	Highway	Safety Improvement		-	-	M	-	M	-	-	L
Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail	Highway	Rehabilitation		-	-	L	-	M	L	-	L
Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On SR-60 between Jack Rabbit Tr and SR-60/I-10 Junction	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Chino, from the Los Angeles County line to Monte Vista Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
SR-60 and Vineyard Avenue Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
Central Avenue Bridge Crossing	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On SR-60 at Ramona Avenue	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Chino, from Monte Vista Avenue to Benson Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Chino, from 0.3 Miles E/O WB Off-Ramp to Central Ave	Highway	Auxiliary Lane		-	M	-	-	M	M	-	M
In Chino, from Benson Avenue to San Antonio Avenue	Highway	Safety Improvement		-	-	M	-	M	-	-	L
On SR-60 at Mountain Avenue	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
SR-60 at Grove Ave interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In Corona, at Route 15/91 Interchange	Highway	Rehabilitation		-	-	L	-	M	L	-	L
At Tyler St between Diana and Indiana Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Adams St between Diana Ave and Indiana Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
In the city of Riverside at Adams Street Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
At Madison St between Garden St and Indiana Ave	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
From Central Ave UC to 0.1 mi west of Third Street UC	Highway	Safety Improvement		-	-	M	-	M	-	-	L
In Upland and Rancho Cucamonga, from Los Angeles County line to east of Etiwanda Avenue	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On SR-210 from I-215 to I-10	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H
On SR-210 at Waterman Avenue	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On SR-210 at Del Rosa Avenue	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
On SR-210 at Victoria Avenue	Highway	New Interchange	x	-	M	L	-	M	L	-	M
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	x	0	0	0	0	M	0	0	0
In San Bernardino (city), from 4th St to Junction of I-15 and I-215	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
On I-215 from SR-210 to I-15	Highway	HOV/HOT/Express Lanes	x	-	M	-	H	M	H	L	H

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
On I-215 at Campus Parkway IC	Highway	New Interchange	x	-	M	L	-	M	L	-	M
On I-215 at Palm Avenue	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
FROM 0.16 MI N/O I-15 JCT TO SR 18	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
FROM CHAMBERLAINE WAY TO 1.8 MI S/O DESERT FLOWER ROAD	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
On US-395 from 1.8 miles SO Desert Flower Road to 0.5 miles SO Farmington Road	Highway	Capacity Enhancement (highway)	x	-	M	L	-	M	M	-	H
Route 15 - Improved weekday frequencies	Transit	New Bus		H	H	-	H	M	H	M	M
Route 16 - Improved weekday frequencies from MVC to Perris	Transit	New Bus		H	H	-	H	M	H	M	M
Rapid Link - Add midday service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 16 - Improved weekend frequencies	Transit	New Bus		H	H	-	H	M	H	M	M
Route 217 - Improved weekday frequency and all-day service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 216 - Improved weekday frequency and all-day service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 206 - Improved weekday frequency and all-day service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 208 - Improved weekday frequency and all-day service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 204 - Improved weekday frequency and all-day service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 40 - Add weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 217 - Add all-day weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 216 - Add all-day weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 206 - Add all-day weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 208 - Add all-day weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
Route 204 - Add all-day weekend service	Transit	New Bus		H	H	-	H	M	H	M	M
New Route - Menifee to Perris via Nuevo Rd	Transit	New Bus		H	H	-	H	M	H	M	M
New Route - Moreno Valley to Loma Linda	Transit	New Bus		H	H	-	H	M	H	M	M
New Route - Murrieta-Temecula West	Transit	New Bus		H	H	-	H	M	H	M	M
New Route - Temecula East	Transit	New Bus		H	H	-	H	M	H	M	M
New Route - Lake Elsinore to Corona Crossings	Transit	New Bus		H	H	-	H	M	H	M	M
Route 61 - Improved weekday frequencies	Transit	New Bus		H	H	-	H	M	H	M	M
Railroad Grade Crossing - Olive Street in Colton on the San Bernardino Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Valley Boulevard in Colton on the San Bernardino Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Laurel Street in Colton (Replaces Valley)	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Fogg Street in Colton (Replaces Olive)	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Widen Mount Vernon Avenue grade separation in Colton on the Alhambra Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - In Fontana on Citrus Avenue At Santa Fe Railroad, Construct Undercrossing For Existing 4 Lanes	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Main Street in Grand Terrace on the San Bernardino Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - In Hesperia on Ranchero Road 7th Avenue To Danbury, Realign Road, Construct Railroad Undercrossing	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Railroad Grade Crossing - Mauna Loa/Lemon and BNSF Grade Separation (costs from feasibility study)	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Eucalyptus Road in Hesperia on the BNSF Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Beaumont Avenue in Loma Linda on the Yuma Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Monte Vista Avenue in Montclair at the UPRR Crossing	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Widen Central Avenue grade separation in Montclair on the Alhambra and Los Angeles Lines	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Archibald Avenue in Ontario on the Los Angeles Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - North Milliken Avenue in Ontario on the Alhambra Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - South Milliken Avenue in Ontario on the Los Angeles Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Vineyard Avenue in Ontario on the Alhambra Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Haven Avenue in Rancho Cucamonga at Metrolink Crossing	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Railroad crossing safety improvements at San Timoteo Road in Redlands on the Yuma Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Palm Avenue in San Bernardino on the Cajon Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Rialto Avenue in San Bernardino on the San Bernardino Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Hunts Lane in San Bernardino/Colton on the Yuma Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Railroad Grade Crossing - Glen Helen Parkway in San Bernardino County on Cajon Line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
E Street Corridor (to California) (18.3 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Foothill Boulevard East (16.6 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Foothill Boulevard West (16.2 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Euclid Avenue to Corona (17.9 miles)	Transit	BRT		H	H	-	H	M	H	M	H
San Bernardino Avenue (11.0 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Holt Avenue/4th Street (20.4 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Grand/Edison Avenues (17.4 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Sierra Avenue (7.6 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Riverside Avenue (16.4 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Haven Avenue (10.4 miles)	Transit	BRT		H	H	-	H	M	H	M	H
Santa Ana River	Active Transportation	Bikeway Class - I, II, III, IV		L	M	M	H	M	M	H	L
SR-91 Corridor Via Magnolia Ave	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
Cajalco – San Bernardino County Line	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
I-15 Corridor via Temescal Canyon	Active Transportation	Bikeway Class - I, II, III, IV		L	M	M	H	M	M	H	L
East Corona – Lake Perris via El Sobrante	Active Transportation	Bikeway Class - I, II, III		L	M	M	H	M	M	H	L
East Corona – Lake Perris (Alternative) via Cajalco Rd	Active Transportation	Bikeway Class - II, III, IV		L	M	M	M	M	M	H	L
Bautista Creek – Perris	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
San Timoteo Canyon Road – Ramona Expressway	Active Transportation	Bikeway Class - II, IV		L	L	M	M	M	M	H	L
San Bernardino County – Interstate 10 Pass Area	Active Transportation	Bikeway Class - I, II, III, IV		L	M	M	H	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
San Jacinto River Park – Diamond Valley Lake	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
Bautista Creek – Mission Trail	Active Transportation	Bikeway Class - II, III		L	L	M	M	M	M	H	L
Lake Elsinore – Murrieta Creek	Active Transportation	Bikeway Class - I, II, III, IV		L	M	M	H	M	M	H	L
Aberhill Ranch – Ramona Expressway	Active Transportation	Bikeway Class - I, II, III, IV		L	M	M	H	M	M	H	L
Jefferson Avenue – Lake Skinner	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
I-215 South Corridor	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
I-215 Central Corridor	Active Transportation	Bikeway Class - I, II, III		L	M	M	H	M	M	H	L
Gilman Springs Road – Beaumont	Active Transportation	Bikeway Class - I, II, IV		L	M	M	H	M	M	H	L
Lake Skinner – San Diego County	Active Transportation	Bikeway Class - I, IV		L	M	M	H	M	M	H	L
Riverside Hunter Park – Downtown Menifee	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
East Riverside – Moreno Beach Drive	Active Transportation	Bikeway Class - II, IV		L	L	M	M	M	M	H	L
Lake Mathews Loop	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
Lake Elsinore Loop	Active Transportation	Bikeway Class - I, II, III		L	M	M	H	M	M	H	L
Diamond Valley Lake Lakeview Trail	Active Transportation	Bikeway Class - I, II		L	M	M	H	M	M	H	L
Perris Reservoir Loop	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Murrieta Creek – Temecula Creek	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Adelanto Rd. - Air Expressway to 0.12mi. S Holly Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Dr. - Mesquite Rd. to Highway 395	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cactus Rd. - Aster Rd. to Highway 395	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alembic St. - Norco St. to Falchion Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alembic St. - Stoddard Wells Rd. to Norco St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Apple Valley Rd. - Bear Valley Rd. to Jess Ranch Pkwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Apple Valley Rd. - Falchion Rd. to Ohna Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Bear Valley Rd. - Central Rd. to Joshua Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bear Valley Rd. - W City Limit to Central Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Central Rd. - Bear Valley Rd. to Mojave St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Central Rd. - Stoddard Wells Rd. to Waalew Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Central Rd.A - Waalew Rd. to Bear Valley Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Choco Rd. - Saugus Rd. to Norco St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Choco Rd. - Seneca Rd. to Yucca Loma Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Choco Rd. - Waalew Rd. to Corwin Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Corwin Rd. - Choco Rd. to Dakota Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Dakota Rd. - Fresno Rd. to Corwin Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Dale Evans Pkwy. - Corwin Rd. to Waalew Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Dale Evans Pkwy. - Fresno Rd. to Corwin Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Dale Evans Pkwy. - Outer I-15 S to Fresno Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Deep Creek Rd. - Sitting Bull Rd. to Tussing Ranch Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Del Oro Rd. - Apple Valley Rd. to Denison Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Esaws Ave. - Central Rd. to Joshua Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Falchion Rd. - Outer I-15 S to Norco St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Fresno Rd. - Dachshund Ave. to Navajo Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fresno Rd. - Dale Evans Pkwy. to Dachshund Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Havasu Rd. - Seneca Rd. to Yucca Loma Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Highway 18. - W. Town Limit to Apple Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Kiowa Rd. - Tussing Ranch Rd. to Ocotillo Way	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Lafayette St. - Dale Evans Pkwy. to Central Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mandan Rd. - Hwy 18 to Apple Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesquite Rd. - Lucilla Rd. to Bear Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesquite Rd. - Yucca Loma Rd. to Ottawa Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mohawk Rd. - Bear Valley Rd. to Tussing Ranch Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mojave Riverwalk North - 6th St. to Bear Valley Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Navajo Rd. - Lafayette St. to Fresno Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Navajo Rd. - Tussing Ranch Rd. to Ocotillo Way	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Nisqually Rd. - Maumee Rd. to Mesquite Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Nisqually Rd. - Navajo Rd. to Maumee Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Norco St. - Outer I-15 S to Dale Evans Pkwy.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Ocotilla Rd. - Thunderbird Rd. to Yucca Loma Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Ocotillo Way - Kiowa Rd. to Navajo Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Otoe Rd. - Dale Evans Pkwy. to Navajo Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Outer Hwy 18 N - Apple Valley Rd. to Tao Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Outer Hwy 18 S - Navajo Rd. to Joshua Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Outer Hwy 18 S - Tao Rd. to Mandan Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Outer I-15 S - Stoddard Wells Rd. to Norco St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pah-Ute Rd. - Central Rd. to Mesquite Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pauma St. - Saugus Rd. to Falchion Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pauma St. - Stoddard Wells Rd. to Saugus Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Powhatan Rd. - Rancherias Rd. to Navajo Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Ramona Ave. - Navajo Rd. to Ocotilla Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rancherias Rd. - Hwy 18 to Powhatan Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Rancherias Rd. - Thunderbird Rd. to Hwy 18	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Riverside Dr. - Symeron Rd. to Havasu Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Sandia Rd. - Kiowa Rd. to Mohawk Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sandia Rd. - Mohawk Rd. to Navajo Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Saugus Rd. - Outer I-15 S to Dale Evans Pkwy.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Seneca Rd. - Riverside Dr. to Rancherias Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Sitting Bull Rd. - Apple Valley Rd. to Navajo Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Standing Rock Ave. - Central Rd. to Joshua Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Stoddard Wells Rd. - Alembic St. to Johnson Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Stoddard Wells Rd. - Dale Evans Pkwy. to Central Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Stoddard Wells Rd. - Outer I-15 S to Alembic St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Symeron Rd. - Riverside Dr. to Apple Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tao Rd. - Corwin Rd. to Outer Highway 18	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tao Rd. - Falchion Rd. to Corwin Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Thunderbird Rd. - Central Rd. to Joshua Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tuscola Rd. - Apple Valley Rd. to Symeron Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tussing Ranch Rd. - Cochiti Rd. to Central Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tussing Ranch Rd. - Mojave River to Navajo Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Waalew Rd. - Central Rd. to Joshua Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Waalew Rd. - Corwin Rd. to Dale Evans Pkwy.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Wren St. - Kiowa Rd. to Mohawk Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Wren St. - Mohawk Rd. to Central Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Yucca Loma Rd. - Algonquin Rd. to Navajo Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - Francis Ave. to Philadelphia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - Schaefer Ave. to Edison Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bickmore Ave. - Euclid Ave. to Moonflower Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Bickmore Ave. - W Preserve Loop to Hellman Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Central Ave. - El Prado Rd. to Drainage Channel	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Chino Ave. - Preciado Ave. to Benson Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Chino Ave. - Unincorporated Boundary w/ of Pipeline to Pipeline	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Chino Corona Rd. (E/W) - Chino Corona Rd. (N/S) to Main St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Chino Corona Rd. (N/S) - Pine Ave. to Chino Corona Rd. (E/W)	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Cypress Ave. - Walnut Ave. to Schaefer Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Drainage Channel - Philadelphia St. to Flower St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
East End Ave. - Philadelphia St. to Chino Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
East Preserve Loop - Main St. (south side of loop) to Forest Park St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Edison Ave. - Cypress Ave. (along SCE Easement) to Euclid Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Edison Ave. - Magnolia Ave. to Cypress Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Eucalyptus Ave. - Cypress Channel to Oaks Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Eucalyptus Ave. - Pipeline Ave. to Yorba Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Euclid Ave. - Riverside Dr. to SR-71	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fern Ave. - Hickory St. to Edison Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Flight Ave. - Kimball Ave. to Remington Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Francis Ave. - Benson Ave. to West City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Future Street (south end of loop) - West Preserve Loop to Chino Corona Rd. (E/W)	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Future Street south of Eucalyptus Ave. - Eucalyptus Ave. to Mountain Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hellman Ave. - Hereford Dr. to McCarty Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hellman Ave. - Merrill Ave. to Hereford Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Kimball Ave. - Euclid Ave. to Rincon Meadows Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Legacy Park St. - Chino Corona Rd. (N/S) to Hellman Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Main St. - E/W Preserve Loop to Chino Corona Rd. (E/W)	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Market St. - West Preserve Loop to East Preserve Loop	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mayhew Ave. - Kimball Ave. to Pine Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mill Creek Ave. - Bickmore Ave. to Pine Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mill Creek Ave. - Kimball Ave. to Spring Hill St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Monte Vista Ave. - Philadelphia St. to Francis Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Monte Vista Ave. - Riverside Dr. to Chino Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - Edison Ave. to Eucalyptus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - Eucalyptus Ave. to (Future Street to west)	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Nature Trail - Spring Hill St. to Bickmore Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Oaks Ave. - Eucalyptus Ave. to Edison Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Philadelphia St. - Drainage Channel to W City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pine Ave. - Euclid Ave. to Mill Creek Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pine St. - West Preserve Loop to Hellman Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pipeline Ave. - Francis Ave. to Drainage Channel	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Remington Ave. - Flight Ave. to Carpenter St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ricon Meadows Ave. - Bickmore Ave. to Pine Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
San Antonio Ave. - Riverside Dr. to Edam St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Antonio Ave. - Northern City Limits to Walnut Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
SCE Easement Trail - Pine Ave. to Hellman Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Schaefer Ave. - Fern Ave. to Euclid Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Spring Hill St. - Mill Creek Ave. to Nature Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Walnut Ave. - West City Limit to Fern Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
West Preserve Loop - Pine Ave. to Main St. (south side of loop)	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Carbon Canyon Rd. - E City Limit to Old Carbon Canyon Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Central Ave. - SR-71 to Drainage Channel	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Chino Ave. - W. City Limits to Peyton Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Chino Hills Pkwy. - Carbon Canyon Rd. to Peyton Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Chino Hills Pkwy. - Rolling Ridge Dr. to SR-71	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Chino Hills Pkwy. - SR-71 to Ramona Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Eucalyptus Ave. - Chino Hills Community Park to Peyton Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Eucalyptus Ave. - Peyton Ave. to Pipeline Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Eucalyptus Ave. - Rancho Hills Dr. to Chino Hills Pkwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fairfield Ranch Rd. - Big League of Dreams to Pine Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Grand Ave. - Peyton Dr. to SR-71	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Peyton Dr. - Eucalyptus Ave. to Chino Hills Pkwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Peyton Dr. - Rock Springs Rd. to SR-71	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Pine Ave. - Butterfield Ranch Rd. to SR-71	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Soquel Canyon Pkwy. - Butterfield Ranch Rd. to SR-71	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Soquel Canyon Pkwy. - Peyton Dr. to Golden Terrace Ln.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
10th St. - C St. to G St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Agua Mansa Rd. - County Limit to Rancho Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Agua Mansa Rd. - Riverside Ave. to County Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
C St. - County Limit to Mt Vernon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
C St. - Meridian Ave. to County Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cooley Dr. - Old Ranch Rd. to Washington St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
F St. - 10th St. to Mt Vernon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fairway St. - Mt Vernon Ave. to Auto Plaza Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hunts Ln. - Cooley Ln. to Washington St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
La Cadena Dr. - Barton Rd. to I-215	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
La Cadena Dr. - Mt Vernon Ave. to Valley Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
La Cadena Dr. - Santa Ana River to Litton Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Laurel St. - Theresa Ave. to Mt Vernon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
M St. - La Cadena Dr. to Mt Vernon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Meridian Ave. - San Bernardino Ave. to Randall Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mt. Vernon Ave. - Valley Blvd. to M St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mt. Vernon Ave. - Washington St. to N of Grand Terrace Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Olive St. - Meridian St. to La Cadena Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pennsylvania Ave. - Mill St. to C St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rancho Ave. - Mills St. to N City Limit	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Reche Canyon Trail - County Limit to Riverside County Line	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Reche Canyon Trail - Washington Dr. to County Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Ave. - Agua Mansa Rd. to Santa Ana River Bridge	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Ave. - Santa Ana River Bridge to Riverside County Line	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Bernardino Ave. - W. City Limit to Meridian St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - Sycamore Ave. to Pepper Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Valley Blvd. - W. City Limit to Pepper Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Washington St. - I-215 to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
210 Adjacent Path - Victoria St. to Knox Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Alder Ave. - Baseline Ave. to Randall Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alder Ave. - Jurupa Ave. to SCE Utility South	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Alder Ave. - Randall Ave. to San Bernardino Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Almeria Ave. - Baseline Ave. to Foothill Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Almeria Ave. - Foothill Blvd. to Pacific Electric Trail	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Arrow Blvd. - Almeria Ave. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Baseline Rd. - Sierra Ave. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Beech Ave. - Fontana Ave. to Beech Ave. terminus at I-10	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Beech Ave. - Slover Ave. to SCE Utility South	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ceres Ave. - Cypress Ave. to Mango Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cherry Ave. - Baseline Ave. to Foothill Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cherry Ave. - Foothill Blvd. to S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cherry Ave. - Mulberry Ave. to Jurupa Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cherry Ave. - N City Limit to Baseline Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Citrus Ave. - Baseline Ave. to Valley Blvd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Citrus Ave. - Duncan Canyon Rd. to S of SCE Utility North	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Citrus Ave. - Slover Ave. to SCE Utility South	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Connector Path - SCE Utility North Spur to Wilson Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Cypress Ave. - Ceres Ave. to Valley Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cypress Ave. - Highland Ave. to Valencia Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Cypress Ave. - Santa Ana Ave. to SCE Utility South	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Cypress Ave. - Slover Ave. to Santa Ana Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Duncan Canyon Rd. - Lytle Creek Rd. N to Sierra Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fontana Ave. - Citrus Ave. to Valley Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fontana Ave. - Merrill Ave. to Citrus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Foothill Blvd. - Hemlock Ave. to Sierra Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Foothill Blvd. - Midblock from Sierra Ave. to Alder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Frontage Rd. - Cherry Ave. to San Sevaine Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - Knox Ave. to Highland Ave. terminus	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Juniper Ave. - Baseline Ave. to Foothill Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Juniper Ave. - Foothill Blvd. to Merrill Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Juniper Ave. - Merrill Ave. to San Bernardino Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Juniper Ave. - Slover Ave. to Santa Ana Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Jurupa Ave. - Sierra Ave. to Tamarind Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Jurupa Ave. - Beech Ave. to Citrus Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Jurupa Ave. - Citrus Ave. to Sierra Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Jurupa Ave. - Etiwanda Ave. to Mulberry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Jurupa Ave. - Mulberry Ave. to Live Oak Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Jurupa Ave. - Live Oak Ave. to Beech Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Knox Ave. - Curtis Ave. to Sierra Lakes Pkwy	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Knox Ave. - SCE Utility North at Knox Ave. to Summit Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Knox Ave. - Sierra Lakes Pkwy. to SR-210 Drainage	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Knox Ave. - Summit Ave. to Curtis Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Lime Ave. - Baseline Ave. to Foothill Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Live Oak Ave. - Almond Dr. to San Sevaine Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Live Oak Ave. - Jurupa Ave. to Village Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Locust Ave. - Jurupa Ave. to 7th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mango Ave. - Highland Ave. to Baseline Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mango Ave. - Casa Grande Dr. to Summit Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mango Ave. - Foothill Blvd. to Merrill Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mango Ave. - Merrill Ave. to Randall Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Maple Ave. - Baseline Rd. to Randall Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Alder Ave. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Catawba Ave. to Citrus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Citrus Ave. to Sierra Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Mango Ave. to Alder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Metrolink - Catawba Ave. to Maple Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Meyer Canyon Dr. - Cherry Ave. to E Liberty Pkwy	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Miller Ave. - Beech Ave. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mulberry Ave. - Jurupa Ave. to Philadelphia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mulberry Ave. - Slover Ave. to Jurupa Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Oleander Ave. - Arrow Hwy to Orange Way	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Oleander Ave. - Ceres Ave. to Valley Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Oleander Ave. - Miller Ave. to Arrow Hwy	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Oleander Ave. - RR to Santa Ana Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Orange Way - Juniper Ave. to Mango Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Philadelphia St. - San Sevaine Trail to Dedez Channel Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palmetto Ave. - Merrill Ave. to Marygold Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Palmetto Ave. - Miller Ave. to Merrill Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L

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Path - Railroad Yard to Philadelphia St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Poplar Ave. - Boyle Ave. to Beech Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Poplar Ave. - Randall Ave. to Valley Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Randall Ave. - Alder Ave. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Randall Ave. - Citrus Ave. to Alder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Randall Ave. - Lime Ave. to Citrus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Roanoke Rd. - Cherry Ave. to E Liberty Pkwy	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Bernardino Ave. - Fontana Ave. to Alder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Sevaine Rd. - SCE Utility North to SR-10 Drainage	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Sevaine Trail - Foothill Blvd. to S. City Limit	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
San Sevaine Trail - Pacific Electric Trail at Heritage Circle to Victoria St	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Santa Ana Ave. - Almond St. to Tamarind Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Santa Ana Ave. - Mulberry Ave. to Almond Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Santa Ana Ave. - San Sevaine Trail to Mulberry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
SCE Utility North - Crocker Ct. to East Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility North - Pacific Electric Trail at SCE ROW to S Heritage Circle	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility North - SCE Utility North Spur I to Pacific Electric Trail at SCE ROW	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility North - Sierra Ave. to SCE Utility North Spur I	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility North Spur I - W. City Limit to SCE Utility North	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility North Spur II - Lytle Creek Rd. to SCE Utility North	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility South - Alder Ave. to Locust Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility South - Live Oak Ave. to Beech Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE Utility South - Path to Rancherias Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
S Heritage Circle - Baseline Ave. to Baseline Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Sierra Ave. - Baseline Ave. to Slover Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sierra Ave. - Jurupa Ave. to S. City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sierra Ave. - Santa Ana Ave. to Jurupa Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Sierra Ave. - Slover Ave. to Santa Ana Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
Sierra Ave. - Lytle Creek Rd. to Sierra Lakes Pkwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sierra Ave. - Sierra Lakes Pkwy. to Highland Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sierra Lakes Pkwy. - San Sevaine Rd. to Catawba Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - Cherry Ave. to Sierra Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - Mulberry Ave. to Cherry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - San Sevaine Trail to Mulberry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - Sierra Ave. to Tamarind Ave.	Active Transportation	Bikeway Class IV		L	M	M	H	M	M	H	L
SR-210 Drainage - San Sevaine Rd. to Knox Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Summit Ave. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Tamarind Ave. - Jurupa Ave. to SCE Utility South	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Valencia Ave. - Oleander Ave. to Mango Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Valley Blvd. - Banana Ave. to Cherry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Valley Blvd. - Cherry Ave. to Citrus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Valley Blvd. - Citrus Ave. to Sierra Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Valley Blvd. - Sierra Ave. to Alder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Victoria St. - SCE Utility North to Cherry Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Walnut Ave. - Cherry Ave. to San Sevaine Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Walnut Village Pkwy. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Barton Rd. - La Cadena Dr. to Vivienda St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Barton Rd. - Vivienda St. to Mt Vernon Ave.	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Cage Park Stage Area - Main St. to Taylor St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Commerce Way - Barton Rd. to Main St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Gage Canal - Mt Vernon Ave. to Main St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Grand Terrace Rd. - Mt Vernon Ave. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
La Cadena Dr. - Litton Ave. to Palm Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Main St. - Michigan St. to Riverside Canal	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Michigan St. - Commerce Way to Main St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mt Vernon Ave. - Barton Rd. to Main St.	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Mt Vernon Ave. - Grand Terrace Rd. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Terrace Ave. - Barton Rd. to Santa Ana River Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
11th Ave. - Sycamore St. to Mesquite St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
3rd Ave. - Mesa St. to Lime St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
7th Ave. - Main St. to Ranchero Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
7th Ave. - Mesa St. to Willow St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Apatite Ave. - Bear Valley Rd. (Outer HWY) to Sequoia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrowhead Lake Rd. - Mojave Riverwalk Extension to S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bangor Ave. - Joshua St. to Hinton St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Bear Valley Rd. - Apatite Ave. to City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bear Valley Rd. - Mariposa Rd. to Bornite Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bear Valley Rd. (Outer HWY) - Apatite Ave. to Industrial Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bornite Ave. - Bear Valley Rd. to Sequoia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Buckthorn St. - Joshua St. to Main St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
California Aqueduct - Main St. to Ranchero Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Centennial St. - Peach Ave. to Arrowhead Lake Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Choiceana Ave. - Lemon St. to Main St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cottonwood Ave. - Bear Valley Rd. to Sequoia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Cottonwood Ave. - Muscatel St. to Mesquite St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Danbury Ave. - Peach Ave. to Arrowhead Lake Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Datura Ave. - Live Oak St. to Courtney St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Datura Ave. - Mojave St. to Courtney St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Drainage Channel - Mojave River to Ranchero Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
E Ave. - Olive St. to Sultana St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
E Ave. - Sultana St. to Joshua St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Escondido Ave. - Sultana St. to Hollister Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Eucalyptus St. - 11th Ave. to 7th Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fuente Ave. - Cedar St. to Mesquite St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Fuente Ave. - Muscatel Rd. to Cedar St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
G Ave. - Olive St. to Sultana St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
H Ave. - Main St. to Olive St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
I Ave. - Bear Valley Rd. to Ranchero Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Jacaranda Ave. - Bear Valley Rd. to Peach Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Joshua St. - Santa Fe Ave. to Danbury	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Juniper St. - Eleventh Ave. to Seventh Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Lemon St. - First Ave. to Hesperia Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Lemon St. - Riverview Ave. to Mojave Riverwalk	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Lemon St. - Choiceana Ave. to City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Lemon St. - Third Ave. to First Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Lime St. - Cottonwood Ave. to Santa Fe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Live Oak St. - E Ave. to Live Oak Park	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Live Oak St. - I Ave. to Choiceana Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Live Oak St. - Live Oak Park to I Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Live Oak St. - Mariposa Rd. to Maple Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Main St. - Mariposa Rd. to I Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Maple Ave. - Mesa St. to Ranchero Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mariposa Rd. - Bear Valley Rd. to Cajon Pass Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesa St. - Muscatel Rd. to Palm Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mesa St. - Topaz Ave. to Hesperia Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesquite St. - Escondido Ave. to 7th Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Riverwalk - Bear Valley Rd. to Heritage Lake Park	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mojave Riverwalk Extension - Arrowhead Lake Rd. to Heritage Lake Park	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave St. - Mariposa Rd. to Topaz Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave St. - Topaz Ave. to Maple Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Muscatel Rd. - Escondido Ave. to Cottonwood Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Muscatel Rd. - Mariposa Rd. to Vincent Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Olive St. - H Ave. to I Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange St. - Buckthorn Ave. to Peach Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Palm St. - Escondido Ave. to Fuente Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Peach Ave. - Main St. to Ranchero Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ranchero Rd. - Danbury Ave. to Jenkins Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ranchero Rd. - Mariposa Rd. to 7th Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Santa Fe Ave. - Darwin Ave. to Lemon St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sequoia St. + Signal - Hesperia Rd. to Apatite Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Smoke Tree St. - 11th Ave. to 7th Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Smoke Tree St. - E Ave. to Timberlane	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sultana St. - Santa Fe Ave. to E Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Summit Valley Rd. - Ranchero Rd. to past Telephone Canyon	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Topaz Ave. - Mesa St. to Main St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Walnut St. - Santa Fe Ave. to E Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Willow St./Glendale Ave. - Peach Ave. to Benicia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cone Camp Rd. - Greenspot Rd. to S City Limit	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Del Rosa Dr. - 3rd St. to 6th St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Del Rosa Dr. - Baseline St. to Pacific St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Greenspot Rd. - Santa Ana River Trail to S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
North Fork Trail - Tuolumne Ln. to Greenspot Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pacific St. - La Praix St. to Boulder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Plunge Creek Trail - North Fork Trail to Greenspot Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pole Line Trail - Orange St. to Cone Camp Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Santa Ana River - Old Greenspot Rd. to Cone Camp Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Sterling St. - 5th St. to Pacific St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Tippecanoe Ave. - 3rd St. to 9th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Victoria Ave. - 3rd St. to Highland Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Alabama St. - South City Limit to 3rd St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alabama St. - South City Limit to North Levee City Creek	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Boulder Ave. - Orange St. to Greenspot Rd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
City Creek Bypass Trail - 3rd St. to City Creek Trail (North Levee)	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
City Creek Trail (North Levee) - Alabama St. to Base Line	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
City Creek Trail (North Levee) - Base Line to Highland Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Del Rosa Dr. - 3rd St. to 6th St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Del Rosa Dr. - Baseline St. to Pacific St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Glenheather Dr. - Streater Dr. to Church St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Highland Ave. - Rockford Ave. to east of Victoria Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - west of Denair Ave. to Church St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Lot “Y” Easement - Orange St. to Glenheather Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Love St. - Church St. to East terminus	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange St. - South City Limit to Boulder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange St. - South City Limit to Plunge Creek Bridge	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Orange St. - Plunge Creek Bridge to Greenspot Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange St. - Greenspot Rd. to Eucalyptus St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific St. - Del Rosa Dr. to east of Guthrie St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific St. - La Praix St. to Boulder Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific St. - Orange St. to Church Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific St. - Rockford Ave. to west of Central Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palm Ave. - Base Line to Atlantic Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Streater Dr. - Base Line to Glenheather Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Streater Dr. - Lot “Y” Easement to Canyon Oak Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Water St. - Church St. to Weaver St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Anderson St. - University Ct. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Campus Ave. - Steward St. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mission Rd. - Mountain Ave. to California St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain View Ave. - I-10 to San Timoteo Creek Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Stewart St. - Campus Ave. to Anderson St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tippecanoe Ave. - San Timoteo Creek Trail to I-10/N City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - Metrolink/SCRRA R-O-W to Hold Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mission Blvd. - Silicon Ave. to Ada Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orchard St. - Mills Ave. to Benson Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Phillips Blvd. - 0.13mi west of Central Ave to Central Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Richton St. - Monte Vista Ave. to Metrolink Station	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Bernardino St. - Mills Ave. to Benson Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Benson Ave. to Cucamonga Creek Channel	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Archibald Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
.B St. - Vine Ave. to Sultana Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Benson Ave. - 0.18 mi. N. Howard St. to 0.06mi. N. Howard St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - G St. to s/o Brooks St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Benson Ave. - I-10 Freeway to G St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Campus Ave. (ROW Imprv.) - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Campus Ave. (Street Imprv.) - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Carpenter St. - N. Remington Ave. to S. Remington Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Chino Ave. - Euclid Ave. to Hamner Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Convention Center Way - Vineyard Ave. to Holt Blvd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cucamonga Creek Channel - 4thSt. to Inland Empire Blvd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Cucamonga Creek Channel - Mission Blvd. to South City Limit	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
D St. - Imperial Ave. to Corona Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
D St. - Corona Ave. to Vineyard Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Edison Ave./Ontario Ranch Rd. - Euclid Ave. to Hamner Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Eucalyptus Ave. (ROW Imprv.) - Euclid Ave. to Hamner Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Eucalyptus Ave. (Street Imprv.) - Walker Ave. to Hamner Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Euclid Ave. - I-10 Freeway to Riverside Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Euclid Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Great Park - Campus Ave. to Mill Creek	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Grove Ave. - 8th St. to Mission Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Grove Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Guasti Rd. - Holt Blvd. to Haven Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Haven Ave. - 4th St. to Creekside Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Haven Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Hawthorne St. - San Antonio Ave. to Boulder Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Imperial Ave. - Nocta St. to D St.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Inland Empire Blvd. - Haven Ave. to Etiwanda Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Inland Empire Blvd. - Vineyard Ave. to Haven Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ontario Mills Pkwy - Milliken Ave. to Etiwanda Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Lower Deer Creek. Channel - Riverside Dr. to Archibald Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Merrill Ave. (ROW Imprv.) - Euclid Ave. to Haven Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Merrill Ave. (Street Imprv.) - Euclid Ave. to Haven Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mill Creek Ave. - Chino Ave. to Ontario Ranch Rd.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Milliken Ave. - Mission Blvd. to Bellegrave Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mission Blvd. - Benson Ave. to Bon View Ave.	Active Transportation	Bikeway Class IVC		L	M	M	H	M	M	H	L
Mission Blvd. - Bon View Ave. to Milliken Ave.	Active Transportation	Bikeway Class IVC		L	M	M	H	M	M	H	L
Mountain Ave. - Stoneridge St. to Vesta St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Nocta St. - Sultana Ave. to Imperial Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Hellman Ave. - Chino Ave. to Ontario Ranch Rd.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Philadelphia St. - W Cucamonga Creek Channel to Cucamonga Creek Channel	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Remington Ave. - Carpenter St. to Cucamonga Creek Channel	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Dr. - Euclid Ave. to Hamner Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Antonio Ave. - I-10 Freeway to Hawthorne St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Antonio Ave. - Vesta St. to Holt Blvd	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
San Antonio Ave. - Holt Blvd. to Mission Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Antonio Ave. - Mission Blvd. to Southern City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Stoneridge St. - Benson Ave. to Mountain Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
SCE ROW - Cucamonga Creek Channel to Campus Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE ROW - Grove Ave. to Hellman Ave	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
SCE ROW - Riverside Dr. to Chino Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Schaefer Ave. - Euclid Ave. to Cucamonga Creek Channel	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Schaefer Ave. - Euclid Ave. to Haven Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Vesta St. - Mountain Ave. to Vine Ave.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Vine Ave. - Vesta St. to B St.	Active Transportation	Bikeway Class IIIB		L	L	L	L	M	M	H	L
Vineyard Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
W. Cucamonga Creek Channel - Mission Blvd. to Philadelphia St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Walker Ave. (ROW Imprv.) - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA		L	M	M	H	M	M	H	L
Walker Ave. (Street Imprv.) - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Walnut St. - Fern Ave. to Euclid Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
19th St. - W City Limit to San Benito Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
4th St. - Cucamonga Creek Channel to I-15 off ramps	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Cucamonga Creek Channel to Hellman Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Hellman Ave. to Etiwanda Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Milliken Ave. to Haven St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Archibald Ave. - Banyan Ave. to Lemon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Archibald Ave. - Foothill Blvd. to 4th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrow Route - Center Ave. to Utica Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrow Route - Etiwanda Ave. to Hickory Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrow Route - Grove Ave. to Baker Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Banyan St. - Bluegrass Ave. to East Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Banyan St. - East Ave. to Young's Canyon Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Banyan St. - Fredericksburg Ave. to Milliken Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Banyan St. - Sapphire St. to Haven Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Base Line Rd. - Rochester Ave. to Day Creek Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Carnelian St. - Almond St. to 19th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cherry Ave. - Wilson Ave./Beech Ave. to I-15	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Church St. - Archibald Ave. to Center St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Church St. - Haven Ave. to Rochester Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Church St. - Hellman Ave. to Archibald Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Cucamonga Creek Channel - 4th St. to Foothill Blvd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Cucamonga Creek Channel - Demens Channel to Almond St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L

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Day Creek Blvd. - 2000' s/o Foothill Blvd. to Rochester Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Day Creek Channel - Banyon St. to Jack Benny Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Deer Creek Channel - Baseline Rd. to 4th St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
East Ave. - I-15 to Foothill Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
East Ave. - SR-210 to Victoria St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
East Ave. - Wilson Ave. to Banyan St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Etiwanda Ave. - 250' s/o Church St. to 4th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Etiwanda Ave. - Wilson Ave. to Baseline Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Foothill Blvd. - Grove Ave. to Rochester Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Foothill Blvd. - I-15 to Etiwanda Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Grove Ave. - Foothill Blvd. to 8th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Haven Ave. - N. City Limit to SR-210	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hellman Ave. - Hillside Rd. to 6th St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hermosa Ave. - Foothill Blvd. to 4th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hermosa Ave. - Hillside Rd. to Foothill Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Highland Ave. - 225' e/o DiCarlo Pl. to East Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - Beryl St. to Hermosa Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Highland Ave. - Day Creek Blvd. to 680' e/o Etiwanda Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - Etiwanda Ave. to 680’ e/o Etiwanda Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - Woodruff Pl. to 350' w/o Rufino Pl.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hillside Rd. - Sapphire St. to Hermosa Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Milliken Ave. - 6th St. to 450' s/o 5th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific Electric Connector - Pacific Electric Trail to Day Creek Channel Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pacific Electric Trailhead - Etiwanda Ave. to 1,000 feet east	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Rochester Ave. - Foothill Blvd. to 6th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rochester Ave. - Highland Ave. to Base Line Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sapphire St. - Hillside Rd. to 19th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Terra Vista Pkwy. - Church St. to Spruce Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Terra Vista Pkwy. - Milliken Ave. to Church St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Wilson Ave. - Carnelian St. to Archibald Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Wilson Ave. - Day Creek Blvd. to Cherry Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Wilson Ave. - Haven Ave. to High Meadow Pl.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Wilson Ave. - Milliken Ave. to Day Creek Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Stuart Ave. to Orange Blossom Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alabama St. - Lugonia Ave. to Park Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alabama St. - N City Limit to Santa Ana River Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alabama St. - to .28m N Palmetto Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Alessandro Rd. - Crescent Ave. to San Timoteo Canyon Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Alta Vista Dr. - Outer Highway 10 to Sunset Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Brockton Ave/Nice Ave. - Wabash Ave to Opal Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Brookside Ave. - Terracina Blvd. to Lakeside Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cajon St. - Citrus Ave. to South Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
California St. - Mill St. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Center St. - State St. to Crescent Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Church St. - Colton Ave. to Redlands Blvd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Church St. - Santa Ana River Trail to San Bernardino Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Colton Ave. - California St. to Dearborn St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Colton Ave. - Dearborn St. to Orange Blossom Trail/Wabash Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Dearborn St. - Pioneer Ave. to Lugonia Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Elizabeth St. - Cressent Ave. to Mariposa Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Eureka St. - State St. to Brookside Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fern Ave. - San Timoteo Canyon Rd. to Terracina Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ford St. - Highland Ave. to Elizabeth St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Ford St. - Santa Ana River Trail to San Bernardino Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Garden St. - Cajon St. to Elizabeth St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Garnet Ave. - N City Limit to S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Greenspot Rd. - Highland City Limit to Florida Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Grove St. - Brockton Ave. to Citrus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Henrietta St. - South Ave. to Elizabeth St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Highland Ave. - Serpentine Dr. to Redlands Blvd	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hilton Ave/Sunset Dr. - Garden St. to Alta Vista Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Lincoln St. - Lugonia Ave. to Highland Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Live Oak Rd. - San Timoteo Canyon Rd to W City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Lugonia Ave. - California St. to Wabash Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mariposa Dr. - Sunset Dr. to Wabash Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mountain View Ave. - Orange Blossom Trail to I-10 Ramp	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Nevada St. - Lugonia Ave. to Barton Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Nevada St. - Santa Ana River Trail to Palmeto Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
New York St. - Lugonia Ave. to Stuart Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
New York St. - Orange Blossom Trail to S End of New York St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Opal Ave. - Santa Ana River Trail to San Bernardino Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Orange Grove Trail - Bryn Mawr Ave. to San Bernardino Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange Blossom Connector - Stuart Ave. to Redlands Blvd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Orange Blossom Trail - Mountain View Ave. to Bryn Mawr Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L

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Orange Blossom Trail - New York St. to Naples Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Orange St. - Colton Ave. to Citrus Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Orange St. - N. City Limit to Colton Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palmetto Ave. - California St. to Nevada St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Park Ave. - Orange Blossom Trail to Kansas St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pioneer Ave. - Buckeye St. to Wabash Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Redlands Blvd. - Fern Ave. to Ford St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Redlands Blvd. - Colton Ave. to Fern Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Reservoir Rd. - Ford St. to Wabash Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Bernardino Ave. - E Doughnut Hole to Texas St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Bernardino Ave. - Orange Blossom Trail to California St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Jacinto St. - Highland Ave. to Crescent Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Timoteo Canyon Rd. - Barton Rd. to Live Oak Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Timoteo Creek Trail - Beaumont Ave. to S. City Limit	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Serpentine Dr./Sunset Dr. - Highland Ave. to Alessandro Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
South Ave. - Cajon St. to Henrietta St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
State St. - Alabama St. to Eureka St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Stuart Ave. - New York St. to 6th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sunset Dr. S - Alessandro Rd. to Alta Vista Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Tennessee St. - San Bernardino Ave. to State St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Terracina Blvd. - Olive Ave. to Smiley Heights Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Texas St. - Santa Ana River Trail to State St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
University St. - San Bernardino Ave. to Cypress Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Wabash Ave. - Reservoir Rd. to Sunset Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Wabash Ave. - Sesums Dr. to Reservoir Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Zanja Creek Trail - Orange Blossom Trail to Grove St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Zanja/Orange Connect - Zanja Creek Trail to Orange Blossom Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Agua Mansa Rd. - 0.07mi. N El River Dr. to Riverside Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Alder Ave. - Baseline Rd. to Renaissance Pkwy	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Baseline Rd. - Maple to E City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bloomington Ave. - Larch St. to Riverside Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Bonhert Ave. - Cedar Ave. to Ayala Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cactus Ave. - Rialto Ave. to El Rivino Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cactus Ave. - Rialto Ave. to Baseline Rd	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Casa Grande Dr. - Mango Ave. to Ponderosa Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Casmalia Ave. - Laurel Ave. to 1300' E/O Locust Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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Cedar Ave. - 0.06mi s/o Bonhert Ave. to Casamalia Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cedar Ave. - Sequoia Ave. to S/o Miramont St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Etiwanda Ave. - W City Limit to E City Limit	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Jurupa Ave. - 0.09mi W Willow Ave to Riverside Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Locust Ave. - Casmalia Ave. to Baseline Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Locust Ave. - Riverside Ave. to Casmalia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Maple Ave. - Baseline Rd. to Foothill Blvd	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Maple Ave. - Bonnie View Dr. to Randall Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Merrill Ave. - Maple Ave. to Eucalyptus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pacific Electric Trail - Cactus Ave. to Pepper Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Palm Ave - Rialto Ave. to Metrolink Station	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pepper Ave. - Baseline Rd. to Foothill Blvd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pepper Ave. - Spruce St. to Pacific Electric Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pepper Ave. - Winchester Dr. to SR-210	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Renaissance Pkwy - Linden Ave to W City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Acacia Ave. to Eucalyptus	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Cactus Ave. to Willow Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Maple Ave. to Cactus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Sycamore Ave. to Acacia Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Willow Ave. to Sycamore Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Ave. - Baseline Rd. to Foothill Blvd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Ave. - Cactus Ave. to I-10	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Riverside Ave. - I-10 to Agua Mansa Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Riverside Ave. - Sierra Ave. to Cactus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Bernardino Ave. - W City Limit to E City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Santa Ana Ave. - Cactus Ave. to Riverside Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Slover Ave. - Cactus Ave. to Sycamore Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sycamore Ave. - Pacific Electric Trail to SE Rialto Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Terra Vista Dr. - Mango Ave. to Dove Tree Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Valley Blvd. - Spruce Ave. to E City Boundary	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Willow Ave. - NW Rialto Ave to SE Rialto Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
3rd St. - Mt. Vernon Ave. to K St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
39th St. - Mountain Ave. to Del Rosa Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
40th St. - 0.02mi. W Conejo Dr. to Sonora St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
40th St. - 0.06mi. W Johnson St. to Electric Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
40th St. - Kendall Dr. to 0.03mi E 3rd Av.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
40th St. - Valencia Ave. to 0.08mi W Golden Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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5th St. - Cajon/Lytle Creek Trail to H St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
5th St. - H St. to Tippecanoe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrowhead Ave. - 5th St. to Orange Show Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Baseline Rd. - Glasgow Ave. to Yates St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Baseline Rd. - Tippecanoe Ave. to 0.02mi. E Conejo Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Baseline Rd. - W City Limit to E City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cajon Blvd. - California St. to Mt. Vernon Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cajon Blvd. - N City Limit to June St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cajon/Lytle Creek Trail - to	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
City Creek Trail - Mid City Connector to Palm Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
City Creek Trail Extension - Chestnut Ave. Bike Trail to Palm Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Del Rosa Ave. - 39th St. to Foothill Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Del Rosa Ave. - Date St. to Del Rosa Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Del Rosa Ave. - Eureka St. to Marshall Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Del Rosa Dr. - Baseline St. to San Canyon Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Devils Canyon Rd. - Ben Canyon Rd. to City Creek Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
E St. - Mill St. to Orange Show Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
E St. - Orange Show Rd. to Hunts Ln.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fairway Dr. - Auto Plaza Dr. to E St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
G St. - Rialto Ave. to Inland Center Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
H St. - Northpark Blvd to Hills Dr./52nd St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
H St./G St. - 5th St. to Rialto Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Harriman Pl. - Hospitality Ln. to Tippecanoe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highland Ave. - State St. to Rockford Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hospitality Ln. - E St. to Hunts Ln.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hospitality Ln. - Hunts Ln. to Tippecanoe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hunts Ln. - Hospitality Ln. to E St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Institution Rd. - N end of Cajon/Lytle Creek Trail to Cajon Blvd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Irvington Ave. - Chestnut Ave. to Palm Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
K St. - 3rd St. to Rialto Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Meridian Ave. - Mill St. to Randall Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mid City Connector - 40th St. to Santa Ana River Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mill St. - Eucalyptus to Tippecanoe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - Sonora St. to 39th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain View Ave. - 23rd St. to 5th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mt Vernon Ave. - Highland Ave. to Grant St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Orange Show Rd. - E St. to Tippecanoe Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Pacific St. - Perris Hill Park Rd. to Dwight Way	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palm Ave. - Highland Ave. to Atlantic Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palm Ave. - Kendall Dr. to Cajon Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palm Ave. - Little League Dr. to Irvington Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Parkdale St. - Mountain View Ave. to Sierra Way	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pepper Ave. - 9th St. to Spruce St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Pepper Ave. - Pacific Electric Trail to Rialto Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Perris Hill Park Rd - 21st St to Gilbert St	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - E St. to Arrowhead Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Eucalyptus Ave. to Pepper Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - G St. to E St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave. - Mt. Vernon Ave. to G St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Rialto Ave - Pepper Ave to Mt Vernon Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Bernardino Ave. - Tippecanoe Ave. to Mountain View Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Timoteo Creek Trail - Redlands Blvd to Santa Ana River Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Sand Canyon Trail - Piedmont Dr. to Mid City Connector	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Santa Ana River Trail - Waterman Ave. to Mountain View Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Sterling Ave - Citrus St to .9m N Date St	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sterling Ave - Marshall Blvd to Lynwood Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Sterling Ave - SR-210 to Highland Ave	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tippecanoe Ave. - Baseline Rd. to I-10/S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
University Ave. - Varsity Ave. to Cajon Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Valencia Ave. - 30th St. to Highland Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Waterman Ave. - Monterey Ave. to 4th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Waterman Ave. - Ward St. to 5th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
8th St. - Euclid Ave. to Campus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
11th St. - Campus Ave. to Hospitality Pkwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
19th St. - 3rd St. to 820’ e/o Francis Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
20th St. - Campus Ave. to Campus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
24th St. - Euclid Ave. to Campus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
A St. - Euclid Ave. to Campus Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrow Highway - Monte Vista Ave. to Grove Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - Birkdale Ave. to 13th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Benson Ave. - Foothill Blvd. to I-10	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Campus Ave. - 18th St. to I-10	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Campus Ave. - 20th St. to SR-210	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Campus Ave. - 24th St. to 20th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Cucamonga Creek Safety Enhancements - 9th St. to Baseline Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Hospital Pkwy. - Foothill Blvd. to 11th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hospitality Pkwy. Trail - 11th St. to Pacific Electric Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Hummingbird Ln. - Tanglewood Ave. to Cucamonga Creek Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - 16th St. to Pacific Electric Trail	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - 19th ST. to 16th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mountain Ave. - 21st St. to 20th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
San Antonio Ave. - Foothill Blvd. to S. City Limit	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
San Antonio Ave. - Baseline St. to 19th St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Station 4 Trail - 19th/3rd St. to 19th St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Tanglewood Ave. - Golf Club Dr./Hummingbird Ln. to 16th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Air Expressway - Adelanto Rd. to National Trails Hwy.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Amargosa Rd. - Yates Rd. to Power Line Corridor 1	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Amethyst Rd. - Mojave Dr. to Hopland Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Apatite Ave. - Power Line Easement to Bear Valley Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Arrowhead Dr. - Green Tree Blvd. to Nisqualli Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Arrowhead Dr. - Green Tree Blvd. to Pebble Beach Park	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Baldy Mesa Rd. - Olivine Rd. to Palmdale Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Balsam Rd. - Nisqualli Rd. to Bear Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Balsam Rd. - Nisqualli Rd. to Winona St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Bear Valley Rd. - Western City Limits to Oro Grande Wash	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Bear Valley Rd. - Apatite Ln to Eastern City Limits	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Bear Valley Rd. - Fish Hatchery Rd. to Jacaranda Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Bear Valley Rd. - Oro Grande Wash to Cottonwood Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Bellflower St. - Bear Valley Rd. to Palmdale Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cactus Rd. - Power Line Corridor 2 to Whitecap Way	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
California Aqueduct - Southern City Limit at Solano Rd. to Oro Grande River Trail	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Cantina Rd. - Honeybear Ln. to Hopland St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Civic Dr. - Amargosa Rd. to Roy Rogers Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Civic Dr. - Roy Rogers Dr. to Mojave Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Clovis St. - Western City Limits to Power Line Corridor 1	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Cobalt Rd. - Bear Valley Rd. to Hopland St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Cottonwood Ave. - Bear Valley Rd. to Power Line Easement	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Dos Palmas Rd. - Western City Limits to Amargosa Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Eagle Ranch Pkwy/Mesa Linda St. - Honeybear Ln. to Sequoia St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
El Rio Rd. - Dos Palmas Rd. to La Mesa Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
El Evado Rd. - La Brisa Rd. to La Mesa Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
El Evado Rd. - La Mesa Rd. to Hopland St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
El Evado Rd. - Northstar Ave. to La Mesa Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Eucalyptus Rd. - Western City Limits to Eastern City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Forest Ave. - Fourth St. to Hesperia Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fourth St. - Forest Ave. to D St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
George Blvd. - Air Expressway to Nevada Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Green Tree Blvd./Yates Rd. - Seventh St. to Eastern City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Green Tree East Elem Sch. - Hesperia Rd. to Gilbralter Dr. via Baywood Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hesperia Rd. - Nisqualli Rd. to Verde St.	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Hesperia Rd - Verde St. to D St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highway 18 - Hesperia Rd. to E City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highway 395 - Holly Rd/Hopland St. to Mesa St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Highway 395 - Mesa St. to California Aqueduct	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Holly St. - Highway 395 to Cantina Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Honeybear Ln. - Eagle Ranch Pkwy to Cantina Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hook Blvd - Western City Limits to Topaz Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hook Blvd - Topaz Rd. to I-15	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hopland Rd. - Cantina Rd. to El Evado Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Hopland Rd. - El Evado Rd. to Llanada Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Hopland Rd. - Llanada Ave. to Power Line Corridor 1	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Jasmine St. - W/O Hesperia Rd. to Apatitle Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
La Mesa Rd. - Western City Limits to Mesa View Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
La Mesa Rd. - Mesa View Dr. to Cantina Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Llanada Ave. - Hopland Rd. to Village Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Luna Rd. - Mesa View Dr. to El Rio Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Luna Rd. - Western City Limits to Mesa View Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mariposa Rd. - Bear Valley Rd. to Palmdale Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesa Linda Ave. - La Mesa Rd. to Hopland St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mesa St. - Highway 395 to Amargosa Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mesa St. - Pena Rd. to Highway 395	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mesa View Rd. - Bear Valley Rd. to Dos Palmas Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Dr. - 7th St. to Victor St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Dr. - Ramada Dr. to Victor St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Dr. - Western City Limits to Village Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Dr. - Village Dr. to Ramada Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mojave Riverwalk - Yates Rd. to Mojave Narrows Regional Park	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mojave Riverwalk – Phase I - Park Rd. (including Mojave Narrows) to Bear Valley Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Mojave Riverwalk – Phase II - 4th St. at National Trails Highway to Mojave River Levee	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Mojave Riverwalk – Phase II - Forest Ave. to Park Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Mojave Riverwalk – Phase II - National Trails Hwy. to Hesperia Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Mojave Riverwalk – Phase III - 6th St. to Mojave Narrows Park	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Monte Vista Rd. - Bear Valley Rd. to Palmdale Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
National Trails Hwy./D St. - Hesperia Rd. to Northern City Limits	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ninth Ave. - Winona St. to Ottawa St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Northstar Ave. - Power Line Corridor 2 to El Evado Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Oro Grande River Trail - California Aqueduct to I-15	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Oro Grande River Trail - I-15 to Yates Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Oro Grande River Trail - N/O Seneca Dr. to Center Street Park	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Oro Grande River Trail - N/O Seneca Dr. to Mojave Riverwalk	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Oro Grande River Trail - Pebble Beach Park to N/O Seneca Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Ottawa St. - Oro Grande Wash to Hesperia Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Palmdale Rd. - I-15 to Seventh St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Palmdale Rd. - Western City Limits to Cobalt Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Paseos - Baldy Mesa Rd. to E/O Braceo St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Paseos - Clovis St. to Mojave Dr.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Paseos - Monte Vista Rd. to Bellflower St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Paseos - Rancho Rd. to Amethyst Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Paseos - Seneca Rd. to Valley Park Ln.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Paseos - Tawny Ridge Ln. to National Trails Highway	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Pena Rd. - Mesa St. to Luna Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Power Line Easement - California Aqueduct to Air Expressway	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement - Electrical Station at Palmdale Rd. to Power Line Corridor 1 at National Trails Hwy	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement - Hwy 395 to I-15	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement - National Trails Hwy to Northern City Limit	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement - Power Line Corridor 2 to E/O Hesperia Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement Connector - Oro Grande River Trail to Power Line Easement at Locust Ave.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Power Line Easement Connector - Power Line Easement to Stoddard Wells Rd.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Puesta Del Sol Dr. - Village Dr. to Tawny Ridge Ln	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Rancho Rd. - Western City Limits to Power Line Corridor 1	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Richmond Rd. - Mesa St. to Sequoia St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Ridgecrest Rd. - Yates Rd. to Bear Valley Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Seneca Rd. - Amethyst Rd. to Civic Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Seneca Rd. - Hesperia Rd. to BNSF Railroad	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L

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				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Seneca Rd. - Seventh St. to Hesperia Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Sequoia St. - Richmond Ave. to Eagle Ranch Pkwy/Mesa Linda St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Seventh Ave. - Bear Valley Rd. to Nisqualli Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Seventh St. - Green Tree Blvd to Forest Ave.	Active Transportation	Bikeway Class IIA		L	L	M	M	M	M	H	L
Silica Dr. - Third Ave. to Hesperia Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Sixth St. - Mojave Dr. to Forest Ave.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Smoke Tree Rd. - California Aqueduct to I-15	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Spring Valley Pkwy. - Bear Valley Rd. to Huerta Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Stoddard Wells Rd. - Highway 18 to Dante St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Stoddard Wells Rd. - Outer I-15 S to Dante St.	Active Transportation	Bikeway Class I		L	M	M	H	M	M	H	L
Sycamore St. - Western City Limits to Oro Grande Wash	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Tawny Ridge Ln. - Whitecap Way to National Trails Hwy	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Third Ave./Jarvis Rd./Rodeo Dr. - Bear Valley Rd. to Seventh St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Topaz Rd. - Mesa St. to Power Line Corridor 2	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Verde St. - Mojave Dr. to Center St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Victor St. - 7th St. to Mojave Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Village Dr. - Air Expressway to Mojave Dr.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Winona St. - Balsam Rd. to Ninth Ave.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Yates Rd. - Arrowhead Dr. to Green Tree Blvd	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Yates Rd. - Oro Grande River Trail to Arrowhead Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Yucca Ave./Center St./Verde St. - Sixth Ave. to Hesperia Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
12th St. - Yucaipa Blvd. to Avenue E	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
14th St. - Yucaipa Blvd. to Oak Glen Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
2nd St. - Avenue H to County Line Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
3rd St. - Yucaipa Blvd. to Wildwood Canyon Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
5th St. - Yucaipa Blvd. to County Line Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
6th St. - Yucaipa Blvd. to Wildwood Canyon Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
7th St. - Yucaipa Blvd. to Washington Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
8th St. - Washington Dr. to Ave. E	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
16th St. - Sand Canyon Rd. to I-10	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Avenue E - 12th St. to Bryant St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Avenue E - 14th St. to 12th St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Avenue H - 2nd St. to Fremont St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Bryant St. - Avenue E to County Line Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
California St. - Wildwood Canyon Rd. to Avenue E	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Calimesa Blvd. - Oak Glen Rd. to S City Limit	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Campus Dr. - Sand Canyon Rd. to Sand Canyon Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Carter St. - Bryant St. to e/o Jefferson St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Colorado St. - Oak Glen Rd. to Wildwood Canyon Rd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
County Line Rd. - Mesa Grande Dr. to Calimesa Blvd	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Fremont St. - Avenue H to County Line Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Fremont St. - Carter St. to Oak Glen Rd.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Live Oak Canyon Rd. - W. City Limit to I-10	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Oak Glen Rd. - I-10 to Calimesa Blvd.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Outer Highway 10 - Yucaipa Blvd. to Alta Vista Dr.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Washington Dr. - 8th St. to 7th St.	Active Transportation	Bikeway Class III		L	L	L	L	M	M	H	L
Wildwood Canyon Rd. - Calimesa Blvd. to Holmes St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Yucaipa Blvd. - 4th St. to 3rd St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Yucaipa Blvd. - 16th St. to 18th St.	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
Yucaipa Blvd. - I-10 to Outer Highway 10	Active Transportation	Bikeway Class II		L	L	M	M	M	M	H	L
TYPE VII BUS FLEET EXPANSION	Transit	New Bus	x	H	H	-	H	M	H	M	M
40' BUSES (DIRECTLY-OPERATED) EXPANSION	Transit	New Bus	x	H	H	-	H	M	H	M	M
PARK-N-RIDE EXPANSION IN WRC	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
HEMET MOBILITY HUB	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
RIVERSIDE MULTIMODAL TRANSIT CENTER	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
BUS RAPID TRANSIT INFRASTRUCTURE IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
TYPE II BUSES (DIAL-A-RIDE) EXPANSION	Transit	New Bus	x	H	H	-	H	M	H	M	M
TROLLEY BUS EXPANSION	Transit	New Bus	x	H	H	-	H	M	H	M	M
NON-REVENUE SUPPORT CARS EXPANSION	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L
NON-REVENUE SUPPORT TRUCKS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L
TRANSIT CENTER IN BANNING/ BEAUMONT/ CALIMESA AREA	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
TRANSIT CENTER IN LAKE ELSINORE/ CANYON LAKE AREA	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
TRANSIT CENTER IN JURUPA VALLEY	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
ASSOCIATED TRANSIT ENHANCEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L
TRANSIT CENTER IN MORENO VALLEY	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
NEW INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROGRAM	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
REGIONAL FLYER VEHICLE FLEET	Transit	Bus Replacement / Transit Maintainance / Transit Operations	x	-	L	L	L	M	L	L	L
METROLINK COMMUTER RAIL	Transit	New Rail	x	H	H	-	H	M	H	M	H
PERRIS VALLEY LINE EXTENSION TO SAN JACINTO	Transit	New Rail	x	H	H	-	H	M	H	M	H
METROLINK EXPANSION OF LA SIERRA STATION	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	x	L	L	L	L	M	M	L	M
COACHELLA VALLEY RAIL SERVICE	Transit	New Rail	x	H	H	-	H	M	H	M	H
PERRIS VALLEY LINE EXTENSION TO TEMECULA	Transit	New Rail	x	H	H	-	H	M	H	M	H
METROLINK PTC	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
RAPIDLINK SERVICE RIVERSIDE/MORENO VALLEY/PERRIS	Transit	New Bus	x	H	H	-	H	M	H	M	M
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
MORENO VALLEY/MARCH STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
PERRIS SOUTH METROLINK STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
PERRIS VALLEY LINE SECOND MAIN TRACK	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
Three new transfer stop locations in Victorville, Hesperia, and at Victor Valley College	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops		L	L	L	L	M	M	L	M
Increase the service span of bus routes - Increase timings, new routes	Transit	New Bus		H	H	-	H	M	H	M	M
Modify existing routes to improve service - 1, 2, 3, 4/28, 5/29, 20, 21, 31, 32, 33, 43, 51, 55	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
New bus routes - 6, 24, 42, 66, 49, 59, 62	Transit	New Bus		H	H	-	H	M	H	M	M
I-215 / Keller Road Interchange	Highway	Interchange Enhancement	x	-	L	M	-	M	M	L	L
I-215 / Garbani Interchange	Highway	New Interchange	x	-	M	L	-	M	L	-	M
New interchange on SR-60 Potrero Boulevard.	Highway	New Interchange	x	-	M	L	-	M	L	-	M
Pennsylvania Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Smart Freeway pilot on I-15 in city of Temecula	Highway	ITS / Operational Improvements		-	M	L	-	M	M	L	M
New Metrolink station at Ramona Expressway	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops		L	L	L	L	M	M	L	M
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit		H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Temecula/Menifee/Murrieta	Transit	New Rapid Transit		H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit		H	H	-	H	M	H	M	H
I-215 Bi-County Landscaping follows bi-county HOV gap closure completed in 2015	HIghway	Landscaping	x	0	0	0	0	M	0	0	0
Spruce Street crossing over BNSF rail line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Parking Structure at Corona North Main, Corona West, Riverside Downtown, Riverside-La Sierra.	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops		L	L	L	L	M	M	L	M

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Vine Street Mobility Hub - multimodal transportation hub close to a Metrolink station, major employment centers, county and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown Riverside core area	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops		L	L	L	L	M	M	L	M
Jackson Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Mary Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Tyler Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Perris South station track and layover facility	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
Bellegrave Avenue grade separation over Union Pacific line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Mickinley Street crossing over BNSF railroad crossing	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
New 4th main track West Corona to La Sierra Station to increase tracking for Inland Empire-Orange County line and station improvements.	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
New 3rd track Riveride to Fullerton to increase tracking for Inland Empire-Orange County Line	Transit	Bus Replacement / Transit Maintainance / Transit Operations		-	L	L	L	M	L	L	L
Butterfield Overland Trail Project, link Murreita Creek corridor trail ending in Wildomar to the south and Santa Ana River trail to the north	Active Transportation			L	M	M	H	M	M	H	L
Pennsylvania Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
San Gorgonio Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation		-	L	H	-	M	L	-	L
Mojave Riverwalk-Stoddard Wells	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Ranchero-Cajon Pass	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Lytle Creek-Santa Ana River	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Pacific Electric Trail-Mid City/Inland Center	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Inland Center-Mid City	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
LA County Line-6th-San Sevaine	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Haven-Mission-Milliken Gap Closure	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
San Antonio Creek-Pine-SCE Easement-Harrison Gap Closure	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Edison-Central-Eucalyptus	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
METROLINK/SAMSON AV./MAGNOLIA AV./MARKET ST.	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
METROLINK/VAN BUREN BL./MOCKINGBIRD CYN./EL SOBRANTE	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
LASSELLE - PERRIS VALLEY CHANNEL	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Hamner Bikeway	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Jurupa/Olivewood	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Vine/Mission Inn	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Van Buren Boulevard	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
MLK Bike Path	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Canyon Crest	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Ironwood Ave	Active Transportation	Bikeway		L	M	M	H	M	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	SCAG RTP	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
				Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Gage Canal	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Bellegrave Ave	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Jurupa Rd Corridor	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Holmes Ave/Limonite Ave	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Riverside Downtown - construct a east-west regional route connecting Riverside and Moreno Valley through a network of Class II bike lanes via Central Avenue for a total of 6.4 miles	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Salt Creek Trail - construct a 16 mile regional trail connecting cities of Menifee and Hemet through the Salt Creek flood control channel between Goetz Road and Antelope Road, and along the existing north parkway of Domenigonia Parkway between Sanerson Avenue and Searl Parkway.	Active Transportation	Bikeway		L	M	M	H	M	M	H	L
Sun Lakes Blvd easterly extension from Highland Home Rd to Westward Ave and Sunset Ave	Arterial	Arterial Corridor Improvement		-	L	L	-	M	L	-	L
Tunnel from the Rancho Cucamonga Metrolink Station to Ontario International Airport	Transit	New Rapid Transit		H	H	-	H	M	H	M	H
Brightline West extension from Victor Valley to Rancho Cucamonga Metrolink Station	Transit	New Rail		H	H	-	H	M	H	M	H

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Table A.2 | Key Sub-Corridor Project List - Victorville to San Bernardino

			Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
Project	Type	Sub-Type	Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
US 395 Widening, Phase 1 from SR 18 to Chamberlaine Way	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
Apple Valley Road and SR 18 Realignment	Arterial	Arterial Corridor Improvement	-	L	L	-	L	L	-	L
Ranchero Road Corridor Widenin	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 1	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 2	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Yucca Loma Corridor - Green Tree Boulevard Extension	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Phelan Road Widening SR 138 to Hesperia City Limits	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
I-215/University Parkway IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15/Sierra Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	0	0	0	0	0	0	0	0
Mojave Riverwalk North - 6th St. to Bear Valley Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Sevaine Trail - Foothill Blvd. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Sevaine Trail - Pacific Electric Trail at Heritage Circle to Victoria St	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Crocker Ct. to East Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Pacific Electric Trail at SCE ROW to S Heritage Circle	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - SCE Utility North Spur I to Pacific Electric Trail at SCE ROW	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Sierra Ave. to SCE Utility North Spur I	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur I - W. City Limit to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur II - Lytle Creek Rd. to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
California Aqueduct - Main St. to Ranchero Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk - Bear Valley Rd. to Heritage Lake Park	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk Extension - Arrowhead Lake Rd. to Heritage Lake Park	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Pacific Electric Connector - Pacific Electric Trail to Day Creek Channel Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trailhead - Etiwanda Ave. to 1,000 feet east	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trail - Cactus Ave. to Pepper Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
California Aqueduct - Southern City Limit at Solano Rd. to Oro Grande River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk - Yates Rd. to Mojave Narrows Regional Park	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk – Phase I - Park Rd. (including Mojave Narrows) to Bear Valley Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk – Phase II - 4th St. at National Trails Highway to Mojave River Levee	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk – Phase II - Forest Ave. to Park Rd.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Mojave Riverwalk – Phase II - National Trails Hwy. to Hesperia Rd.	Active Transportation	Bikeway Class III	L	L	L	L	-	M	H	L
Mojave Riverwalk – Phase III - 6th St. to Mojave Narrows Park	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - California Aqueduct to Air Expressway	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - Electrical Station at Palmdale Rd. to Power Line Corridor 1 at National Trails Hwy	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L

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L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Power Line Easement - Hwy 395 to I-15	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - National Trails Hwy to Northern City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - Power Line Corridor 2 to E/O Hesperia Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement Connector - Oro Grande River Trail to Power Line Easement at Locust Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement Connector - Power Line Easement to Stoddard Wells Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk-Stoddard Wells	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Ranchero-Cajon Pass	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Lytle Creek-Santa Ana River	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

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Table A.3 | Key Sub-Corridor Project List - San Bernardino to Riverside

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
91 Downtown Riverside Express Lanes - Environmental	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Mount Vernon Viaduct	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Redlands Passenger Rail	Transit	New Rail	H	H	-	H	M	H	M	H
San Bernardino Line Double Track	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
I-10, in Colton, between Mt. Vernon Avenue and Junction of 10/215, at Santa Ana River (Bridge No. 54-0292L/R and 54-0292G)	Highway	Bridge and Grade Separation	-	L	H	-	L	L	-	L
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	0	0	0	0	0	0	0	0
SR-91 Corridor Via Magnolia Ave	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Cajalco – San Bernardino County Line	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
I-15 Corridor via Temescal Canyon	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
Pacific Electric Connector - Pacific Electric Trail to Day Creek Channel Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trailhead - Etiwanda Ave. to 1,000 feet east	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Orange Blossom Trail - Mountain View Ave. to Bryn Mawr Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Orange Blossom Trail - New York St. to Naples Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Timoteo Creek Trail - Beaumont Ave. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trail - Cactus Ave. to Pepper Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mid City Connector - 40th St. to Santa Ana River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Timoteo Creek Trail - Redlands Blvd to Santa Ana River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Waterman Ave. to Mountain View Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
METROLINK EXPANSION OF LA SIERRA STATION	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
I-215 Bi-County Landscaping follows bi-county HOV gap closure completed in 2015	HIghway	Landscaping	0	0	0	0	0	0	0	0
Spruce Street crossing over BNSF rail line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Parking Structure at Corona North Main, Corona West, Riverside Downtown, Riverside-La Sierra.	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Vine Street Mobility Hub - multimodal transportation hub close to a Metrolink station, major employment centers, county and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown Riverside core area	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Lytle Creek-Santa Ana River	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Pacific Electric Trail-Mid City/Inland Center	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Inland Center-Mid City	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.4 | Key Sub-Corridor Project List - Cajon Pass to Eastvale

			Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
Project	Type	Sub-Type	Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 Corridor Contract 2A	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SR 60/Archibald Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15/Base Line Road IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15/Sierra Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
West Valley Connector (BRT)	Transit	BRT	H	H	-	H	M	H	M	H
On I-10, from LA/SBD County line to Cherry Avenue in Ontario	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 from Cajalco Road to SR-60	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Cajalco – San Bernardino County Line	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Edison Ave. - Cypress Ave. (along SCE Easement) to Euclid Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Edison Ave. - Magnolia Ave. to Cypress Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Merrill Ave. - Alder Ave. to Maple Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Catawba Ave. to Citrus Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Citrus Ave. to Sierra Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Mango Ave. to Alder Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
San Sevaine Trail - Foothill Blvd. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Sevaine Trail - Pacific Electric Trail at Heritage Circle to Victoria St	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Crocker Ct. to East Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Pacific Electric Trail at SCE ROW to S Heritage Circle	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - SCE Utility North Spur I to Pacific Electric Trail at SCE ROW	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Sierra Ave. to SCE Utility North Spur I	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur I - W. City Limit to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur II - Lytle Creek Rd. to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Alder Ave. to Locust Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Live Oak Ave. to Beech Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Path to Rancherias Dr.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Day Creek Channel - Banyon St. to Jack Benny Dr.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Deer Creek Channel - Baseline Rd. to 4th St.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Connector - Pacific Electric Trail to Day Creek Channel Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trailhead - Etiwanda Ave. to 1,000 feet east	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Lytle Creek-Santa Ana River	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
LA County Line-6th-San Sevaine	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Haven-Mission-Milliken Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
San Antonio Creek-Pine-SCE Easement-Harrison Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Tunnel from the Rancho Cucamonga Metrolink Station to Ontario International Airport	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
XpressWest extension from Victor Valley to Rancho Cucamonga Metrolink Station	Transit	New Rail	H	H	-	H	M	H	M	H

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.5 | Key Sub-Corridor Project List - Riverside to Temecula

			Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
Project	Type	Sub-Type	Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Mid County Parkway: Sweeney Grading	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74): Advanced Operations	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
START I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
91 Downtown Riverside Express Lanes - Environmental	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Mid-County Parkway: Package 2	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-215 Gap Project (I-215 to French Valley Parkway)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
RCTLMA: Cajalco Road Corridor	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Temecula: French Valley Parkway Phase 2	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
Mid County Parkway: Packages 3	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
79 Realignment	Arterial	Arterial Corridor Improvement	-	L	L	-	L	L	-	L
I-15 Corridor (SR-74 to 215/15 interchange)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SBCTA: 15 Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Temecula: French Valley Parkway Phase 3	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15 Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
On I-15 from Cajalco Rd to SR-74	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
On I-15, from I-15/I-215 IC to RIV/SD County Line	Highway	Auxiliary Lane	-	M	-	-	M	M	-	M
At I-15/SR-74 (Central Ave) IC junction mod. Between 1,000 ft west of Collier Ave to Riverside St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
In I-15 at Main IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Adams St between Diana Ave and Indiana Ave	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
In the city of Riverside at Adams Street Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	0	0	0	0	0	0	0	0
Santa Ana River	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
SR-91 Corridor Via Magnolia Ave	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Cajalco – San Bernardino County Line	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
I-15 Corridor via Temescal Canyon	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
East Corona – Lake Perris (Alternative) via Cajalco Rd	Active Transportation	Bikeway Class - II, III, IV	L	M	M	M	L	M	H	L
Bautista Creek – Perris	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
San Timoteo Canyon Road – Ramona Expressway	Active Transportation	Bikeway Class - II, IV	L	L	M	M	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Bautista Creek – Mission Trail	Active Transportation	Bikeway Class - II, III	L	L	M	M	L	M	H	L
Aberhill Ranch – Ramona Expressway	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
Jefferson Avenue – Lake Skinner	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
I-215 South Corridor	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
I-215 Central Corridor	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Lake Skinner – San Diego County	Active Transportation	Bikeway Class - I, IV	L	M	M	H	L	M	H	L
Riverside Hunter Park – Downtown Menifee	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Lake Mathews Loop	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Lake Elsinore Loop	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Murrieta Creek – Temecula Creek	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Edison Ave. - Cypress Ave. (along SCE Easement) to Euclid Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Edison Ave. - Magnolia Ave. to Cypress Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Merrill Ave. - Alder Ave. to Maple Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Catawba Ave. to Citrus Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Citrus Ave. to Sierra Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Mango Ave. to Alder Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Merrill Ave. - Sierra Ave. to Mango Ave.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Waterman Ave. to Mountain View Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
TRANSIT CENTER IN MORENO VALLEY	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
MORENO VALLEY/MARCH STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
PERRIS VALLEY LINE SECOND MAIN TRACK	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
I-215 / Keller Road Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 / Garbani Interchange	Highway	New Interchange	-	M	L	-	M	L	-	M
Smart Freeway pilot on I-15 in city of Temecula	Highway	ITS / Operational Improvements	-	M	L	-	M	M	L	M
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Temecula/Menifee/Murrieta	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Parking Structure at Corona North Main, Corona West, Riverside Downtown, Riverside-La Sierra.	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Vine Street Mobility Hub - multimodal transportation hub close to a Metrolink station, major employment centers, county and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown Riverside core area	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Jackson Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Mary Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Tyler Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Perris South station track and layover facility	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Bellegrave Avenue grade separation over Union Pacific line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Mickinley Street crossing over BNSF railroad crossing	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
New 4th main track West Corona to La Sierra Station to increase tracking for Inland Empire-Orange County line and station improvements.	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Butterfield Overland Trail Project, link Murreita Creek corridor trail ending in Wildomar to the south and Santa Ana River trail to the north	Active Transportation		L	M	M	H	L	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Haven-Mission-Milliken Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
San Antonio Creek-Pine-SCE Easement-Harrison Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.6 | Key Sub-Corridor Project List - Beaumont to Temecula

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Mid County Parkway: Sweeney Grading	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
Temecula: French Valley Parkway Phase 2	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
Temecula: French Valley Parkway Phase 3	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
In Beaumont, from SR-60 westbound off-ramp to Highland Springs Avenue	Highway	Safety Improvement	-	-	M	-	L	-	-	L
On I-15, from I-15/I-215 IC to RIV/SD County Line	Highway	Auxiliary Lane	-	M	-	-	M	M	-	M
SR-79 FROM DOMENIGONI PKWY TO GILMAN SPRINGS ROAD	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
At SR-79/ Beaumont Ave between 6th St and 1st St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Pennsylvania Av between 6th St and 3rd St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Highland Springs Ave between 5th St and south ramps	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
San Jacinto River Park – Diamond Valley Lake	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Bautista Creek – Mission Trail	Active Transportation	Bikeway Class - II, III	L	L	M	M	L	M	H	L
Gilman Springs Road – Beaumont	Active Transportation	Bikeway Class - I, II, IV	L	M	M	H	L	M	H	L
Diamond Valley Lake Lakeview Trail	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Murrieta Creek – Temecula Creek	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
PERRIS VALLEY LINE EXTENSION TO SAN JACINTO	Transit	New Rail	H	H	-	H	M	H	M	H
I-215 / Keller Road Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 / Garbani Interchange	Highway	New Interchange	-	M	L	-	M	L	-	M
Pennsylvania Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Smart Freeway pilot on I-15 in city of Temecula	Highway	ITS / Operational Improvements	-	M	L	-	M	M	L	M
New Metrolink station at Ramona Expressway	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Temecula/Menifee/Murrieta	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.7 | Key Sub-Corridor Project List - Apple Valley to LA County Line

Project	Type	Sub-Type	Primary Evaluation Criteria*			Secondary Evaluation Criteria*				
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
US 395 Widening, Phase 1 from SR 18 to Chamberlaine Way	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
Apple Valley Road and SR 18 Realignment	Arterial	Arterial Corridor Improvement	-	L	L	-	L	L	-	L
Bear Valley Bridge over Mojave River	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Yucca Loma Road Widening Apple Valley Road to Rincon Road	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Ranchero Road Corridor Widenin	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 1	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Main Street Widening from US 395 to 11th Avenue Phase 2	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Yucca Loma Corridor - Green Tree Boulevard Extension	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Rock Springs Road Bridge over Mojave River	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Phelan Road Widening SR 138 to Hesperia City Limits	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
US-395 Hesperia, Victorville and Adelanto from 0.16 mi n/o I-15 JCT to SR-18	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
Railroad Grade Crossing - In Hesperia on Ranchero Road 7th Avenue To Danbury, Realign Road, Construct Railroad Undercrossing	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
California Aqueduct - Main St. to Ranchero Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
California Aqueduct - Southern City Limit at Solano Rd. to Oro Grande River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - California Aqueduct to Air Expressway	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - Electrical Station at Palmdale Rd. to Power Line Corridor 1 at National Trails Hwy	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - Hwy 395 to I-15	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - National Trails Hwy to Northern City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement - Power Line Corridor 2 to E/O Hesperia Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement Connector - Oro Grande River Trail to Power Line Easement at Locust Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Power Line Easement Connector - Power Line Easement to Stoddard Wells Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mojave Riverwalk-Stoddard Wells	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Ranchero-Cajon Pass	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.8 | Key Sub-Corridor Project List - Banning to Rialto

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
91 Downtown Riverside Express Lanes - Environmental	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Mid-County Parkway: Package 2	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 Truck Climbing Lane	Goods Movement	Truck Climbing Lane	-	M	L	-	L	-	L	M
10/60 Interchange	Highway	New Interchange	-	M	L	-	M	L	-	M
215 Ultimate widening (60 to San Bernardino County line)	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SR 210 Widening	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
I-10 Corridor Contract 2A	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-215/Mount Vernon/Washington Bridge	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Cedar Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
SR 210/Base Line IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/University Street IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Alabama Street IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Mount Vernon Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Riverside Avenue IC Phase 2	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
Mount Vernon Viaduct	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Redlands Passenger Rail	Transit	New Rail	H	H	-	H	M	H	M	H
San Bernardino Line Double Track	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
In Beaumont, from SR-60 westbound off-ramp to Highland Springs Avenue	Highway	Safety Improvement	-	-	M	-	L	-	-	L
At SR-60/Redlands Blvd	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
On I-10/Cherry Valley Blvd IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Pennsylvania Av between 6th St and 3rd St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
On I-10 near Beaumont from San Bernardino County Line to junction I-10/SR-60	Goods Movement	Truck Climbing Lane	-	M	L	-	L	-	L	M
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At SR-60/Theodore St IC (World Logistics Center Parkway Interchange)	Highway	New Interchange	-	M	L	-	M	L	-	M
On SR-60 between Jack Rabbit Tr and SR-60/I-10 Junction	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	0	0	0	0	0	0	0	0
San Timoteo Canyon Road – Ramona Expressway	Active Transportation	Bikeway Class - II, IV	L	L	M	M	L	M	H	L
San Bernardino County – Interstate 10 Pass Area	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
San Jacinto River Park – Diamond Valley Lake	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
I-215 Central Corridor	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Gilman Springs Road – Beaumont	Active Transportation	Bikeway Class - I, II, IV	L	M	M	H	L	M	H	L
Riverside Hunter Park – Downtown Menifee	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
East Riverside – Moreno Beach Drive	Active Transportation	Bikeway Class - II, IV	L	L	M	M	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
San Sevaine Trail - Foothill Blvd. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Sevaine Trail - Pacific Electric Trail at Heritage Circle to Victoria St	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Crocker Ct. to East Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Pacific Electric Trail at SCE ROW to S Heritage Circle	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - SCE Utility North Spur I to Pacific Electric Trail at SCE ROW	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Sierra Ave. to SCE Utility North Spur I	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur I - W. City Limit to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur II - Lytle Creek Rd. to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Alder Ave. to Locust Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Live Oak Ave. to Beech Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Path to Rancherias Dr.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Deer Creek Channel - Baseline Rd. to 4th St.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Orange Blossom Trail - Mountain View Ave. to Bryn Mawr Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Orange Blossom Trail - New York St. to Naples Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Timoteo Creek Trail - Beaumont Ave. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trail - Cactus Ave. to Pepper Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Mid City Connector - 40th St. to Santa Ana River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Timoteo Creek Trail - Redlands Blvd to Santa Ana River Trail	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
MORENO VALLEY/MARCH STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
PERRIS VALLEY LINE SECOND MAIN TRACK	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
New interchange on SR-60 Potrero Boulevard.	Highway	New Interchange	-	M	L	-	M	L	-	M
Rapid transit system between Hemet-San Jacinto Valley and Perris/Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
I-215 Bi-County Landscaping follows bi-county HOV gap closure completed in 2015	HIghway	Landscaping	0	0	0	0	0	0	0	0
Spruce Street crossing over BNSF rail line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Bellegrave Avenue grade separation over Union Pacific line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Pennsylvania Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
San Gorgonio Ave grade separation over UP railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Lytle Creek-Santa Ana River	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Pacific Electric Trail-Mid City/Inland Center	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Inland Center-Mid City	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Sun Lakes Blvd easterly extension from Highland Home Rd to Westward Ave and Sunset Ave	Arterial	Arterial Corridor Improvement	-	L	L	-	L	L	-	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.9 | Key Sub-Corridor Project List - Riverside / Rialto to LA County Line

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
91 Downtown Riverside Express Lanes - Environmental	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
215 Ultimate widening (60 to San Bernardino County line)	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Corridor Contract 1	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 Corridor Contract 2A	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-215/Mount Vernon/Washington Bridge	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Cedar Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
SR 60/Central Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215/University Parkway IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
SR 60/Archibald Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Mount Vernon Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Riverside Avenue IC Phase 2	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15/Base Line Road IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
SR60/Euclid Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Euclid Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Monte Vista Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-10/Vineyard Avenue IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
Monte Vista Avenue Grade Separation (UP)	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Mount Vernon Viaduct	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
San Bernardino Line Double Track	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Gold Line to Montclair	Transit	New Rail	H	H	-	H	M	H	M	H
On I-10, from LA/SBD County line to Cherry Avenue in Ontario	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-10 at Grove Avenue and 4th Street	Highway	New Interchange	-	M	L	-	M	L	-	M
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 Segments 1-3 & 5: I-215 landscaping in the city of San Bernardino	Highway	Landscaping	0	0	0	0	0	0	0	0
Santa Ana River	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
Riverside Hunter Park – Downtown Menifee	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Edison Ave. - Cypress Ave. (along SCE Easement) to Euclid Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Edison Ave. - Magnolia Ave. to Cypress Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Euclid Ave. - Riverside Dr. to SR-71	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
SCE Utility North - Crocker Ct. to East Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Pacific Electric Trail at SCE ROW to S Heritage Circle	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
SCE Utility North - SCE Utility North Spur I to Pacific Electric Trail at SCE ROW	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North - Sierra Ave. to SCE Utility North Spur I	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur I - W. City Limit to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility North Spur II - Lytle Creek Rd. to SCE Utility North	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Alder Ave. to Locust Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Live Oak Ave. to Beech Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
SCE Utility South - Path to Rancherias Dr.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Euclid Ave. - I-10 Freeway to Riverside Dr.	Active Transportation	Bikeway Class II	L	L	M	M	L	M	H	L
Euclid Ave. - Riverside Dr. to Merrill Ave.	Active Transportation	Bikeway Class IA	L	M	M	H	L	M	H	L
Deer Creek Channel - Baseline Rd. to 4th St.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trailhead - Etiwanda Ave. to 1,000 feet east	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
San Timoteo Creek Trail - Beaumont Ave. to S. City Limit	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Pacific Electric Trail - Cactus Ave. to Pepper Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Santa Ana River Trail - Waterman Ave. to Mountain View Ave.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Spruce Street crossing over BNSF rail line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Vine Street Mobility Hub - multimodal transportation hub close to a Metrolink station, major employment centers, county and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown Riverside core area	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Bellegrave Avenue grade separation over Union Pacific line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Lytle Creek-Santa Ana River	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Pacific Electric Trail-Mid City/Inland Center	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Inland Center-Mid City	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
LA County Line-6th-San Sevaine	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Haven-Mission-Milliken Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
San Antonio Creek-Pine-SCE Easement-Harrison Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Edison-Central-Eucalyptus	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
METROLINK/SAMSON AV./MAGNOLIA AV./MARKET ST.	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
METROLINK/VAN BUREN BL./MOCKINGBIRD CYN./EL SOBRANTE	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
LASSELLE - PERRIS VALLEY CHANNEL	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Hamner Bikeway	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Jurupa/Olivewood	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Vine/Mission Inn	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Van Buren Boulevard	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
MLK Bike Path	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Canyon Crest	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Ironwood Ave	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Gage Canal	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Bellegrave Ave	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Jurupa Rd Corridor	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Holmes Ave/Limonite Ave	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Riverside Downtown - construct a east-west regional route connecting Riverside and Moreno Valley through a network of Class II bike lanes via Central Avenue for a total of 6.4 miles	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
XpressWest extension from Victor Valley to Rancho Cucamonga Metrolink Station	Transit	New Rail	H	H	-	H	M	H	M	H

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.10 | Key Sub-Corridor Project List - Riverside to Orange County Line

			Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
Project	Type	Sub-Type	Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
71/91 Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
SR-91 Corridor Operations Project (Westbound auxiliary lane: Green River to 241)	Highway	Auxiliary Lane	-	M	-	-	M	M	-	M
60/215 Riverside-Moreno Valley Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SR-91 Corridor Ultimate Project	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SR-71 Widening	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
215 Ultimate widening (60 to San Bernardino County line)	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
60 Jurupa Valley-Riverside Express Lanes	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
At Rubidoux Blvd between 30th St and 34th St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
At Adams St between Diana Ave and Indiana Ave	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
In the city of Riverside at Adams Street Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
Santa Ana River	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
Bautista Creek – Mission Trail	Active Transportation	Bikeway Class - II, III	L	L	M	M	L	M	H	L
Aberhill Ranch – Ramona Expressway	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
Santa Ana River Trail - Mountain View Ave. to Greenspot Rd.	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
METROLINK EXPANSION OF LA SIERRA STATION	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
I-215 Bi-County Landscaping follows bi-county HOV gap closure completed in 2015	HIghway	Landscaping	0	0	0	0	0	0	0	0
Spruce Street crossing over BNSF rail line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Parking Structure at Corona North Main, Corona West, Riverside Downtown, Riverside-La Sierra.	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Vine Street Mobility Hub - multimodal transportation hub close to a Metrolink station, major employment centers, county and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown Riverside core area	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Jackson Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Mary Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Tyler Street grade separation over BNSF railroad line	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
Mickinley Street crossing over BNSF railroad crossing	Arterial	Bridge and Grade Separation	-	L	H	-	L	L	-	L
New 4th main track West Corona to La Sierra Station to increase tracking for Inland Empire-Orange County line and station improvements.	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
New 3rd track Riveride to Fullerton to increase tracking for Inland Empire-Orange County Line	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Butterfield Overland Trail Project, link Murreita Creek corridor trail ending in Wildomar to the south and Santa Ana River trail to the north	Active Transportation		L	M	M	H	L	M	H	L
Jurupa-SCE Utility South-Santa Ana River Gap Closure	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Table A.11 | Key Sub-Corridor Project List - Hemet to Corona

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
I-15 Express Lanes Project Southern Extension (Cajalco to 74): Advanced Operations	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
START I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
Mid-County Parkway: Package 2	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
RCTLMA: Cajalco Road Corridor	Arterial	Capacity Enhancement (arterial)	-	M	L	-	M	M	-	M
Mid County Parkway: Packages 3	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
79 Realignment	Arterial	Arterial Corridor Improvement	-	L	L	-	L	L	-	L
I-15 Corridor (SR-74 to 215/15 interchange)	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
On I-15 from Cajalco Rd to SR-74	Highway	HOV/HOT/Express Lanes	-	M	-	H	M	H	L	H
SR-79 FROM DOMENIGONI PKWY TO GILMAN SPRINGS ROAD	Highway	Capacity Enhancement (highway)	-	M	L	-	M	M	-	H
At I-15/SR-74 (Central Ave) IC junction mod. Between 1,000 ft west of Collier Ave to Riverside St	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
In I-15 at Main IC	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-15 Corridor via Temescal Canyon	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
East Corona – Lake Perris via El Sobrante	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Bautista Creek – Perris	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
San Timoteo Canyon Road – Ramona Expressway	Active Transportation	Bikeway Class - II, IV	L	L	M	M	L	M	H	L
San Jacinto River Park – Diamond Valley Lake	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Aberhill Ranch – Ramona Expressway	Active Transportation	Bikeway Class - I, II, III, IV	L	M	M	H	L	M	H	L
I-215 Central Corridor	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Lake Mathews Loop	Active Transportation	Bikeway Class - I, II	L	M	M	H	L	M	H	L
Lake Elsinore Loop	Active Transportation	Bikeway Class - I, II, III	L	M	M	H	L	M	H	L
Perris Reservoir Loop	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
Murrieta Creek – Temecula Creek	Active Transportation	Bikeway Class I	L	M	M	H	L	M	H	L
METROLINK COMMUTER RAIL	Transit	New Rail	H	H	-	H	M	H	M	H
PERRIS VALLEY LINE EXTENSION TO SAN JACINTO	Transit	New Rail	H	H	-	H	M	H	M	H
RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
PERRIS VALLEY LINE SECOND MAIN TRACK	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
I-215 / Keller Road Interchange	Highway	Interchange Enhancement	-	L	M	-	L	M	L	L
I-215 / Garbani Interchange	Highway	New Interchange	-	M	L	-	M	L	-	M
New Metrolink station at Ramona Expressway	Transit	Transit Centers / Park & Ride / Bus Stations / Bus Stops	L	L	L	L	L	M	L	M
Rapid transit system between Hemet-San Jacinto Valley and Perris/ Moreno Valley/Riverside	Transit	New Rapid Transit	H	H	-	H	M	H	M	H

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

Project	Type	Sub-Type	Primary Evaluation Criteria*		Secondary Evaluation Criteria*					
			Vehicle Miles of Travel	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and air Quality	System Reliability
Rapid transit system between Hemet-San Jacinto Valley and Temecula/Menifee/ Murrieta	Transit	New Rapid Transit	H	H	-	H	M	H	M	H
Perris South station track and layover facility	Transit	Bus Replacement / Transit Maintainance / Transit Operations	-	L	L	L	L	L	L	L
Butterfield Overland Trail Project, link Murreita Creek corridor trail ending in Wildomar to the south and Santa Ana River trail to the north	Active Transportation	Bikeway	L	M	M	H	L	M	H	L
Salt Creek Trail - construct a 16 mile regional trail connecting cities of Menifee and Hemet through the Salt Creek flood control channel between Goetz Road and Antelope Road, and along the existing north parkway of Domenigonia Parkway between Sanerson Avenue and Searl Parkway.	Active Transportation	Bikeway	L	M	M	H	L	M	H	L

Note: * Evaluation Criteria are consistent with CTC CMCP and SCCP guidelines evaluation criteria.
L = Low, M = Medium, H = High

AGENDA ITEM 5F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Bryce Johnston, Capital Projects Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment to Agreement Related to the Construction of the Riverside Downtown Layover Facility Expansion Project

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the increase in the contingency for Agreement No. 19-33-029-00 with Reyes Construction, Inc., for the construction of the Riverside Downtown Layover Facility Expansion Project (Project) in the amount of $455,000, for a revised contingency of $875,142, and a total amount not to exceed $5,255,000; and
2) Approve an increase of $300,000 in the FY 2020/21 budget for construction expenditures related to the Project.

BACKGROUND INFORMATION:

On June 12, 2019, the Commission approved the award of Agreement No. 19-33-029-00 for the construction of the Project to Reyes Construction in the amount of $4,379,858, plus a contingency amount of $420,142 to fund potential change orders and supplemental work, for a total amount not to exceed $4.8 million.

The Project will accommodate projected near term and future increase in Metrolink ridership by adding three storage tracks with an overall storage capacity of three six-car train sets and make needed upgrades to the existing maintenance facilities. The existing layover facility can accommodate only one six-car train set and has limited maintenance facilities. The Project is located at the north end of the existing Riverside-Downtown station on right of way owned by the Commission (Figure 1).

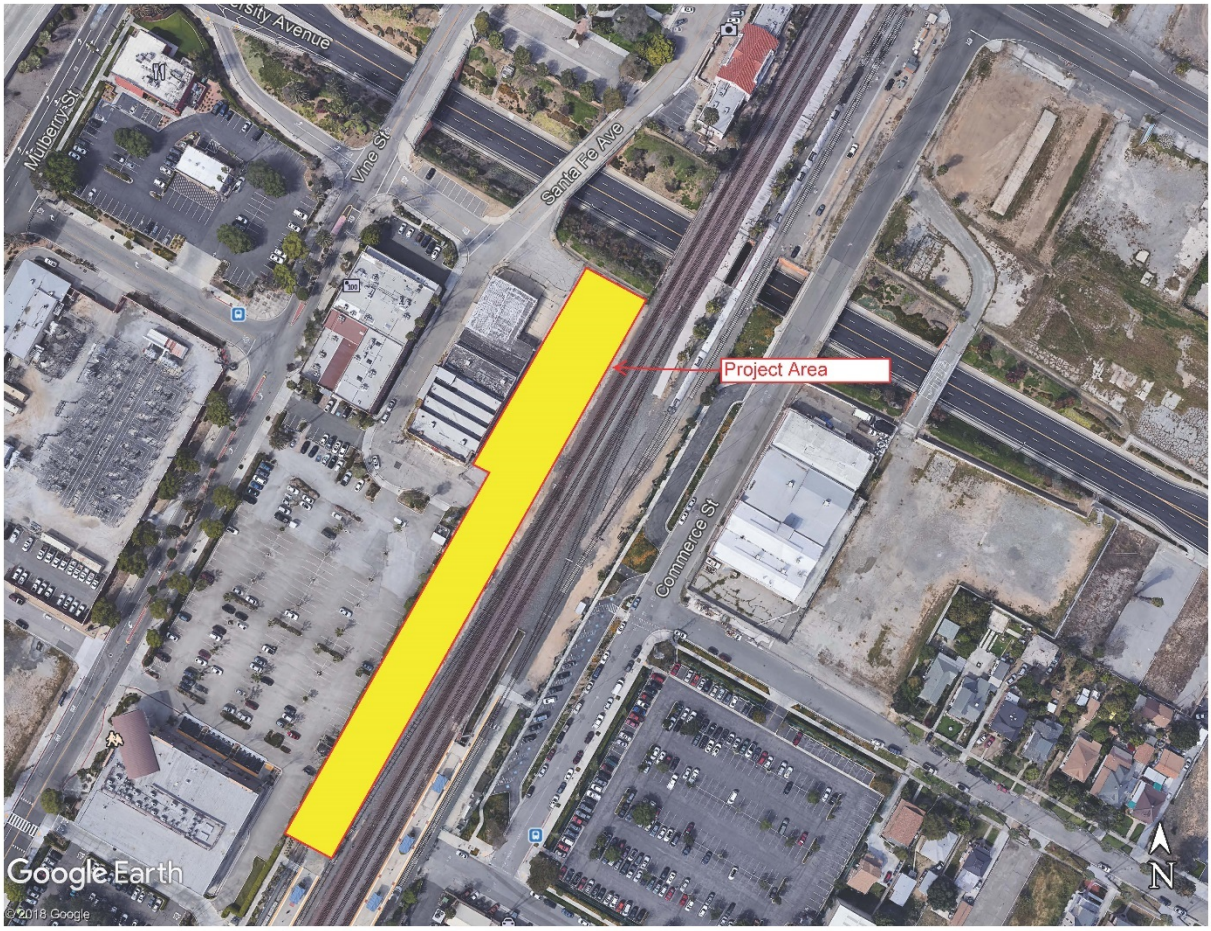


Figure 1: Project Location Map

The work includes installation of a lap switch which required approximately 10 months to procure. Therefore, staff issued a limited Notice to Proceed to the Contractor on July 30, 2019, for procurement of the lap switch. A full notice to proceed with construction was issued on April 6, 2020.

The Project is located in an old rail yard. During the environmental and design phase, it was identified that there was a possibility of contaminated soil at the site; therefore, at the start of construction, after the site was cleared, extensive soil testing was initiated for hydrocarbon and lead. Concrete cover limited the extent of evaluation possible prior to construction. This additional testing during construction revealed that a greater amount of soil was contaminated than originally anticipated. Approximately 780 cubic yards of material was exported. The cost to dispose of this contaminated soil is the primary reason for the need to increase the authorized contingency.

Staff recommends approval of the increase in contingency for Agreement No. 19-33-029-00 with Reyes Construction, Inc., for the construction of the Project by $455,000, for a total not to exceed amount of $5,255,000. Approximately $155,000 of the increase is included in the FY 2020/21

budget; however, a budget adjustment of $300,000 is required. Accordingly, staff recommends a budget adjustment of $300,000 to increase construction expenditures for the Project. Funding for this increase is available from an existing Federal Transit Administration Section 5309 grant approved in 2012. The current grant has savings from other projects that can be used for reprogramming to the Project.

The Project is expected to be completed in April of 2021.

Financial Information							
In Fiscal Year Budget:	No	Year:	FY 2020/21	Amount:	$455,000		
Source of Funds:	FTA Section 5309 Grant CA-05-0268			Budget Adjustment:		Yes ($300,000)	
GL/Project Accounting No.:	653822 81301 00000 0000 265 33 81301						
Fiscal Procedures Approved:	Theresia Trevino			Date:	09/21/2020		

Attachment: Change Order Log

Approved by the Western Riverside County Programs and Projects Committee on September 28, 2020

In Favor: 9 Abstain: 0 No: 0

Riverside County Transportation Commission
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

INTERNAL USE ONLY
(Updated: 8/7/2020)

CCO NO.	DESCRIPTION	PAY MTD	CHG TYPE	TIM. EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN	CONTRACTOR		METROLINK		RCTC APPROVAL		Prior Approval	Ball In Court	DATE APPROVED	STATUS/ REMARKS
										TO	FROM	TO	FROM	TO	FROM				
							Billings Paid	Balance Remain											
	*CONTINGENCY & SUPPLEMENTAL WORK BUDGET>>>							$437,985.80						Contract Bid Amount>>>				$4,379,858.00	
001	AMBIDEXTROUS SEWER	ITEM	A	0	$71,764.00														
		CF			**$71,764.00**	1.64%	$366,221.80			4/27/2020			12/6/2019				RCI		PENDING
002	FLUSHING MANHOLE CONTROL WIRING	APLS	D	0	$5,889.91														
		CF			**$5,889.91**	0.13%	$360,331.89		5/19/2020	5/17/2020	5/18/2020	12/17/2019	1/7/2020	5/20/2020	6/4/2020		NA	**6/4/20**	EXECUTED
003	COVID-19 TIME IMPACT	NCNC	C	30	$0.00														
		CF			**$0.00**	0.00%	$360,331.89		5/19/2020	5/17/2020	5/18/2020	NA	NA	5/20/2020	6/5/2020		NA	**6/5/20**	EXECUTED
004	SALVAGE RAIL TRANSPORT	APLS	A	0	$4,329.00														
		CF			**$4,329.00**	0.10%	$356,002.89		5/19/2020	5/18/2020	5/19/2020	NA	NA	5/20/2020	6/4/2020		NA	**6/4/20**	EXECUTED
005	REMOVAL OF ADDITIONAL TRACK	ITEM	C	0	$5,754.00														
		CF			**$5,754.00**	0.13%	$350,248.89		5/19/2020	5/18/2020	5/19/2020	NA	NA	5/20/2020	6/4/2020		NA	**6/4/20**	EXECUTED
006	MANMADE BURIED OBJECTS	EWFA	C	0	$35,000.00														
		CF			**$35,000.00**	0.80%	$315,248.89		6/23/2020	6/23/2020	6/23/2020	NA	NA	6/24/2020	7/15/2020	NA	RCI	**7/15/20**	EXECUTED
006S1	MANMADE BURIED OBJECTS	EWFA	C	0	$15,000.00														
		CF			**$15,000.00**	0.34%	$300,248.89		6/23/2020	6/23/2020	6/23/2020	NA	NA	6/24/2020	7/15/2020	NA	RCI	**7/15/20**	EXECUTED
007	HAZARDOUS MATERIAL HANDLING	EWFA	E	0	$122,378.49														
		CF			**$122,378.49**	2.79%	$177,870.40			8/7/2020		NA	NA				RCI		PENDING
008	SEWER REDESIGN	APLS	C	0	$140,681.00														
		EWFA			$15,000.00														
		CF			**$155,681.00**	3.55%	$22,189.40										DESIGN		PENDING
	TOTAL TO DATE >>>			30	$415,796.40	9.49%		$22,189.40											
	ITEM & CCO BALANCE: OVERRUN(-)/UNDERRUN(+) >>>>>>>>>>> $							-											
								$22,189.40	<<< Balance Inclusive of Item & CCO Overrun					Total CCO>>		$415,796.40			
														Approved CCOs>>		$65,972.91			
														Pending CCOs>>		**$349,823.49**			

AGENDA ITEM 5G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Bryce Johnston, Capital Projects Manager
THROUGH:	Marlin Feenstra, Projects Delivery Director
SUBJECT:	Amendment to Construction Management Agreement for the La Sierra Station Expansion Project

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Agreement No. 16-24-080-03, Amendment No. 3 to Agreement No. 16-24-080-00, with S2 Engineering, Inc. (S2) to complete construction management (CM) services, materials testing, and construction survey services for the La Sierra Station Expansion Project, for an additional amount of $102,069 and a total amount not to exceed $940,469; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

The La Sierra Parking Lot Expansion project, located in the city of Riverside, expanded the existing parking lot at the La Sierra Station for both regional and commuter rail and bus passengers by providing approximately 495 additional parking spaces, six bus bays for Riverside Transit Agency service, a new signalized access/driveway onto Indiana Avenue, landscaping, and a small storage building and restroom facility for the transit operators and station security personnel.

In January 2017, the Commission awarded the CM contract for the La Sierra Station Expansion Project to S2 in the amount of $544,000, plus a contingency amount of $54,400, for a total amount not to exceed $598,400.

In November 2017, the Commission awarded a construction contract for expansion of the La Sierra Metrolink Station to Los Angeles Engineering, Inc. in the amount of $4,095,100, plus a contingency amount of $614,265, for a total amount of $4,709,365.

During construction, two amendments, listed in the table below, were executed to compensate S2 for additional effort needed to resolve utility conflicts and numerous plan changes resulting in additional inspection. Subsequently, additional engineering and permit issues arose. Prior to

closing out the project, three claims were filed by the contractor which required further effort. All construction claims have now been resolved, and S2 is 100% complete with all work and the contract is ready to close out.

In summary, S2 took the lead on permit issues, resolved incomplete design matters, coordinated utility relocations, and assisted in resolution of the construction claims. This work extended the S2's period of performance and increased its costs. This amendment will provide final compensation for completion of CM services.

Staff recommends a $102,069 increase to the authorized amount for the construction management agreement with S2. The additional compensation increases the project support to capital ratio to 20 percent, which staff considers reasonable for smaller projects such as this one that have numerous bid items of work and claims resolution. 2009 Measure A Western County Rail funds are available to cover these the cost increases.

A history of the agreement and amendments is below.

Agreement	Authorization Date	Authorization Amount	Agreement Amount
Original Agreement	January 11, 2017	$ 598,400	$ 480,433
Amendment No. 1	November 30, 2018*	150,000	266,000
Amendment No. 2	January 31, 2019	90,000	87,944
Subtotal		**838,400**	**834,377**
Amendment No. 3 (proposed)		*102,069*	*106,092*
Totals		**$ 940,469**	**$ 940,469**

**Authorized through Executive Director's single signature authority*

Staff also recommends authorization for the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission. A draft of the amendment is attached.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	$106,092
Source of Funds:	2009 Measure A Western County Rail			Budget Adjustment:	No
GL/Project Accounting No.:	653826 81302 00000 0000 265 33 81301				
Fiscal Procedures Approved:	Theresia Trevino			Date:	09/21/2020

Attachment: Draft Amendment No. 3

Approved by the Western Riverside County Programs and Projects Committee on September 28, 2020					
In Favor:	8	Abstain:	0	No:	0

AMENDMENT NO. 3 TO AGREEMENT WITH S2 ENGINEERING INC. FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE LA SIERRA STATION PARKING LOT EXPANSION PROJECT

1. PARTIES AND DATE

This Amendment No. 3 to the Agreement for Construction Management Services is made and entered into as of _____, 2020, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and S2 ENGINEERING, INC. ("Consultant"), a California corporation.

2. RECITALS

2.1 The Commission and Consultant have entered into that certain Professional Services Agreement for Construction Management Services, dated May 1, 2017, for the purpose of providing construction management services for the La Sierra Station Parking Lot Expansion Project (the "Master Agreement").

2.2 The Commission and Consultant have entered into Amendment No. 1, dated November 30, 2018, for the purpose of providing additional compensation to Consultant for continued construction management services.

2.3 The Commission and Consultant have entered into Amendment No. 2, dated March 4, 2019, for the purpose of providing additional compensation to Consultant for continued construction management services to coordinate with utilities (AT&T & Riverside Public Utilities-Electric) and the City of Riverside for traffic signal permits; additional administration of change orders (fencing along Indiana Ave, Closed Circuit Security Camera, etc.) and an extension of the construction contract time.

2.4 The parties now desire to amend the Master Agreement in order to provide final compensation to Consultant to complete construction management services including coordination of final permit issues, ADA correction inspection, remedial work and support for construction claims resolution.

3. TERMS

3.1 The term of the Master Agreement shall be extended for an additional term of eight months ending August 31, 2020 unless earlier terminated as provided in the Master Agreement.

3.2 The maximum compensation for Services performed pursuant to this Amendment No. 3 shall not exceed One Hundred Six Thousand Ninety-two Dollars ($106,092.00) as further detailed in Exhibit "A" attached to this Amendment and incorporated herein by reference.

3.3 The total contract value of the Master Agreement, as amended by this Amendment No. 3, shall be Nine Hundred and Forty Thousand Four Hundred Sixty-Nine Dollars ($940,469.00).

3.3 Except as amended by this Amendment No. 3, all provisions of the Master Agreement, as amended by Amendment No. 1, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.

3.4 This Amendment No. 3 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.5 This Amendment No. 3 may be signed in counterparts, each of which shall constitute an original.

[Signatures on following page]

SIGNATURE PAGE
TO
AGREEMENT NO. 16-24-080-03

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Anne Mayer, Executive Director

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County Transportation Commission

S2 ENGINEERING INC.

By: _____
Signature

Sagar Pandey

Principal Engineer

Attest:

By: _____
S Pandey
Its: Treasurer

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to the Commission.

S2 ENGINEERING INC.
CONSTRUCTION MANAGEMENT AGREEMENT 16-24-080
AMENDMENT 3

EXHIBIT A

JUSTIFICATION FOR ADDITIONAL SERVICES AND COMPENSATION TERMS

Construction management costs were higher than originally anticipated due to the following factors:

1. Continued coordination with the City of Riverside for building revisions, American with Disabilities Act compliance, and traffic signal permits

2. Coordination, analysis, and assistance n resolution of construction contract claims

3. Prolonged project accounting to process contract change orders and final payment to the contractor resulting from claims.

CONTRACT SUMMARY

Original Contract Amount	$	480,432.07
Amendment 1	$	266,000.49
Amendment 2	$	87,943.40
Total Amended Contract Amount	**$**	**834,375.96**

INVOICE SUMMARY

Charges to Date	$	940,467.82	(including Draft Invoice

This Amendment Request

Charges to Date	$	940,467.82
Contract Summary To date	$	834,375.96
Amendment 3 Request:	**$**	**106,091.86**

S2 Engineering, Inc.
8608 Utica Avenue 100
Rancho Cucamonga, CA 91730

To: **Contract Administrator**
Riverside County Transportation Commission
Attention: Accounts Payable
P.O. Box 12008
Riverside, CA 92502

Project CM Services for the La Sierra Station Parking Lot Expansion Project
Subconsultant Number: 16-24-080-00
Billing Number: 17 **DRAFT**
Invoice Date: 10-Oct-19
Invoice Period: March 1-October 11
Invoice Number: 16RCTC1910

DIRECT LABOR COST

Name	Title	Project No	Unit	QNTY	Rate	Reg Rate
Sagar R Pandey, P.E.	Project Manager/RE	Various	Hours	108.00	$ 99.00	$ 10,692.00
		Jan-20	Hours	11.00		
		Feb-20	Hours	14.00		
		Mar-20	Hours	3.00		
		Apr-20	Hours	22.00		
		May-20	Hours	12.0		
		Jun-20	Hours	29.0		
		Jul-20	Hours	17.0		
Houshang Habibi	Inspector	Various	Hours	374.00	$ 66.41	$ 24,837.34
		Mar-19	Hours	14.00		
		Apr-19	Hours	10.00		
		May-19	Hours	13.00		
		Jun-19	Hours	25.00		
		Jul-19	Hours	34.00		
		Aug-19	Hours	54.00		
		Sep-19	Hours	50.00		
		Oct-19	Hours	26.00		
		Nov-19	Hours	66.00		
		Dec-19	Hours	2.00		
		Mar-20	Hours	6.00		
		April	Hours	72.00		
		May	Hours	2.00		
		June	Hours	72.00		
Patricia Rosales	Administration	Various	Hours	26.00	$ 44.00	$ 1,144.00
		Aug-19	Hours	26.00		
						$36,673.34
		Add 127.07% Fringe Benefit & Overhead				$46,600.81
		SUBTOTAL				$83,274.15
		Add 10% Markup				$8,327.42
		TOTAL LABOR AMOUNT				**$91,601.57**

OTHER DIRECT COST

Name	Description		Unit	QNTY	Rate	Total
Sagar Pandey	Vehicle	prorated for 98 hours at 168 hours per month	month	0.583	$1,200.000	$700.00
Houshang Habibi	Vehicle	prorated for 374 hours at 168 hours per month	month	0.262	$1,200.000	$314.28
DEA invoices	Attached					$13,524.48
		TOTAL ODC AMOUNT				**$14,538.76**
		TOTAL INVOICE AMOUNT				**$106,140.33**

AGENDA ITEM 5H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Coachella Valley-San Gorgonio Pass Rail Corridor Planning Study Update and HDR Contract Amendment

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Agreement No. 14-25-072-05, Amendment No. 5 to Agreement No. 14-25-072-00, with HDR Engineering (HDR) related to the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study in the amount of $831,653, plus a contingency amount of $83,000, for a total amount of $914,653, and a total amount not to exceed $6,916,748 and a term extension through June 30, 2022;
2) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
3) Authorize the Executive Director, or her designee, to approve the use of the contingency amount as may be required for the agreement; and
4) Amend the Commission's Fiscal Year 2020/21 Short Range Transit Plan (SRTP) and make appropriate budget amendments to reprogram $2,468,404 of Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Funds from the Special Events Train Platform at the Indio Station project to the Coachella Valley-San Gorgonia Pass Rail Corridor Study and commuter rail station capital upgrades.

COACHELLA VALLEY – SAN GORGONIO PASS RAIL CORRIDOR SERVICE BACKGROUND

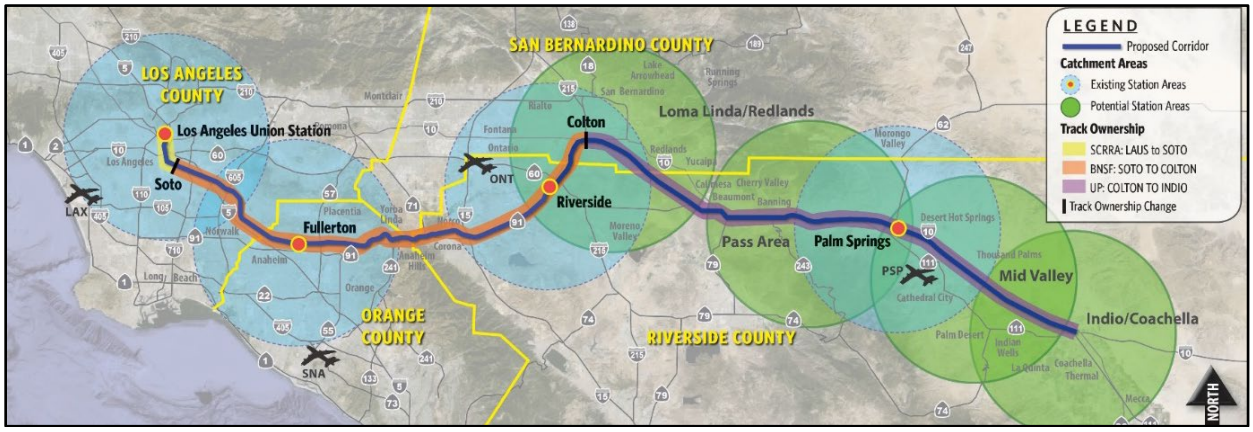
In October 2013, the Commission approved Resolution No. 13-042, *"Resolution of Support to Establish Daily Intercity Rail Service from Los Angeles to the Coachella Valley Via the Pass Area,"* in which the Commission committed to overseeing preparation of a Service Development Plan (SDP) in coordination with the Caltrans Division of Rail and Mass Transit and the Federal Railroad Administration (FRA) as the next step toward establishing daily rail service between Los Angeles and the Coachella Valley.

In May 2014, following a competitive procurement process, the Commission awarded a contract to HDR to prepare a full SDP starting with an Alternatives Analysis (AA), followed by an SDP and program-level Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

In July 2016, the AA was completed and accepted by the Commission and FRA with the recommendation of a preferred route to be carried forward for analysis in an SDP and Tier 1 EIS/EIR. The preferred route, as shown in Figure 1 below, would run from Los Angeles Union Station, through Fullerton, Riverside, and the San Gorgonio Pass, to Indio or Coachella, operating primarily over tracks owned by the BNSF Railway (BNSF) from Los Angeles to Colton, and tracks owned by the Union Pacific Railroad (UP) between Colton and Indio or Coachella. Included in the AA was a market analysis that identified a projected 47 percent increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23 percent population increase by 2035 for the four counties comprising the corridor (Los Angeles, Orange, Riverside, and San Bernardino). Additionally, the analysis found that Coachella Valley is expected to double its population and the San Gorgonio Pass Area is projected to increase 134 percent by 2035.

Since the commencement of the EIS/EIR and SDP, public project scoping has been completed, a comprehensive operational model of the rail corridor has been developed, and conceptual engineering and service operations plan have been completed. To date, the Commission has authorized a total of about $6 million to conduct the study.

Figure 1: Proposed Coachella Valley – San Gorgonio Pass Rail Corridor



Project Status

This project has been significantly more complicated than originally anticipated with greater levels of analyses and review required compared to similar Tier 1 environmental review projects. Typically, a Tier 1 programmatic environmental document analyzes a program or large project on a broad scale. In Tier 2, the agency prepares one or more additional National Environmental Policy Act documents, which examine individual projects or sections in greater detail. The project was on track to include two alternatives: a low build option that only included additional track and infrastructure near the train stations and a full build option that included a complete third track construction from Colton to Indio.

During the course of conducting the SDP and EIS/EIR activities to date, HDR assisted with several tasks needed to move the project forward that were not included in the contract scope of services, including but not limited to:

- Revisions to infrastructure design necessitated by changes in design requirements imposed by UP during its review of HDR conceptual design drawings;
- Additional operational elements and infrastructure elements required by UP to be added to the operational model scenarios;
- Additional rail operations modeling sensitivity test required by FRA for an additional with-project infrastructure scenario; and
- Conceptual design of potential alternative route alignments to address Caltrans Division of Rail's questions about feasibility of an alternate route.

The most notable is the FRA decision last fall 2019 to require an additional modeling sensitivity test to include a mid-build alternative before an Administrative Draft EIS/EIR could be reviewed. The mid-build sensitivity test conducted a new series of operations models that explored the impact of reducing a section of third track and maintaining the existing two track railroad from the Mid Valley Station the last 12 miles to Indio. This additional analysis and discussion of results further delayed the project. The Commission and Caltrans had concerns that results of this sensitivity analysis did not meet the operational criteria for a viable option that would result in reliable passenger train on time performance and therefore should not be included as an option. However, FRA insisted that it be included. Staff worked closely with Caltrans and FRA staff in the last few months to resolve this issue and reached a compromise to bolster language in the technical studies describing the mid-build option requested by FRA in order to inform the public that this option was evaluated, although not as a full alternative for this level of environmental review.

Collectively, the additional efforts have extended the project schedule by 30 months from its original end date. Upon approval of the contract amendment to move forward, the following timeline is anticipated for completion.

Complete Administrative Draft EIS/EIR	Winter 2020/21
Notice of Availability / Notice of Completion	Spring 2021
Release Draft EIS/EIR for public review	Summer 2021
Prepare Responses to Comments	Fall/Winter 2021
Record of Decision	Spring 2022

The Commission, Caltrans, FRA, and consultant staff will continue to meet regularly through the completion of this process. Should other major developments impact the proposed timeline, staff will return to the Commission for direction.

DISCUSSION

In order to complete the Tier 1 EIS/EIR, staff recommends the Commission approve Agreement No. 14-25-072-05 with HDR (Attachment 1) for additional services in the amount of $831,653 plus a contingency amount of $83,000, for a total of $914,653 through June 30, 2022. Staff also recommends the Commission authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission and the Executive Director, or her designee, to approve the use of the contingency amount as may be required. Staff will

continue to look for cost savings and opportunities to expedite the process at a lower cost than currently projected.

In order to fund this contract change, staff also recommends the Commission approve the reprogramming of $2,468,404 in Proposition 1B PTIMSEA funds that were originally allocated for the Special Events Train Platform at the Indio Station, which the Commission ceased planning of in August 2020. Since that project is not moving forward at this time, there is a need to utilize the grant funds on other rail projects that can be completed quickly as the Proposition 1B program has ended and remaining funds must be used. Staff recommends an amendment to the Commission's FY 2020/21 SRTP (Attachment 2) to reprogram $2,468,404 plus future interest of Proposition 1B PTMISEA Funds to the following projects:

- $1,000,000 to complete the Coachella Valley-San Gorgonia Pass Rail Corridor Study to be used for both support costs and the HDR contract amendment;
- $468,404 for upgraded station pedestrian rail crossings at the Riverside-Downtown Commuter Rail station;
- $500,000 for solar panel canopies at the Moreno Valley/March Field and Perris-South Commuter Rail stations; and
- $500,000 for stormwater treatment upgrades to the Perris-South Commuter Rail station.

Total costs may be adjusted and, if cost savings are achieved from one project, the savings may be applied to the other approved grant projects to not exceed $2,468,404 plus future interest.

Financial Information						
In Fiscal Year Budget:	No	Year:	FY 2020/21	Amount:	$914,653	
Source of Funds:	Proposition 1B PTMISEA Funds				Budget Adjustment:	Yes
GL/Project Accounting No.:	004202 65520 00000 0000 245 25 65520 $914,653					
Fiscal Procedures Approved:	Theresia Trevino				Date:	09/18/2020

Attachments:
1) Draft Amendment 14-25-072-05
2) FY 2020/21 SRTP Table 4 Amendment No. 2

**AMENDMENT NO. 5 TO
AGREEMENT WITH PROPOSITION 1B AND
FEDERAL RAILROAD ADMINISTRATION ASSISTANCE
WITH
HDR ENGINEERING, INC.
FOR
FORECASTING SERVICES FOR THE COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE DEVELOPMENT PLAN**

1. PARTIES AND DATE

This Amendment No. 5 to the Agreement for Forecasting Services is made and entered into as of _____, 2020, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and HDR ENGINEERING, INC., a Nebraska corporation ("Consultant").

2. RECITALS

2.1 The Commission and the Consultant have entered into an agreement dated June 3, 2014, for the purpose of providing forecasting services for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Development Plan (the "Master Agreement").

2.2 The Commission and the Consultant have entered into an Amendment No. 1 to the Master Agreement, dated October 22, 2015, for the purpose of amending the Scope of Services to include Phase 2 of the Project, and adding compensation for the additional Services.

2.3 The Commission and the Consultant have entered into an Amendment No. 2 to the Master Agreement, dated June 30, 2016, for the purpose of: (i) extending the term of the Master Agreement, (ii) amending the Scope of Services, including a new Schedule of Services and providing additional compensation for Phase 3 and 4 Project activities, and (iii) to include the Caltrans and FRA provisions required pursuant to the Funding Agreement.

2.4 The Commission and the Consultant have entered into an Amendment No. 3 to the Master Agreement, dated July 1, 2018, for the purpose of

extending the term and revising the indemnity provision of the Master Agreement.

2.5 The Commission and the Consultant have entered into an Amendment No. 4 to the Master Agreement, dated July 1, 2018, for the purpose of extending the term of the Master Agreement.

2.6 The parties now desire to amend the Master Agreement in order to amend the Scope of Services, provide additional compensation, and extend the term of the Master Agreement.

3. TERMS

3.1 The term of the Master Agreement shall be amended to extend the term for and additional two (2) years, ending on December 31, 2022.

3.2 The Scope of Services for the Master Agreement shall be amended to include Services, as that term is defined in the Master Agreement, required to provide additional services, as more fully described in Exhibit "A" attached to this Amendment No. 5 and incorporated herein by reference.

3.3 The maximum compensation for Services performed pursuant to this Amendment No. 5 shall be Eight Hundred Thirty-One Thousand, Six Hundred Fifty-Three Dollars ($831,653) as more fully described in Exhibit "A" attached to this Amendment No. 5 and incorporated herein by reference.

3.4 Except as amended by this Amendment No. 5, all provisions of the Master Agreement, as amended by Amendment No. 1, 2, 3 and 4, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 5.

3.5 This Amendment No. 5 may be signed in counterparts, each of which shall constitute an original.

3.6 A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original

executed copy of this Agreement for all purposes. This Amendment may be signed using an electronic signature.

3.7 This Amendment No. 5 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

[Signatures on following page]

SIGNATURE PAGE
TO
AGREEMENT NO. 14-25-072-05

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	**CONSULTANT HDR ENGINEERING, INC.**
By: _____	By: _____
Anne Mayer Executive Director	Signature _____ Name _____ Title
Approved as to Form:	**ATTEST:**
By: _____	By: _____
Best, Best & Krieger LLP General Counsel	Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

ATTACHMENT 2

REVISED

Table 4.0 - Summary of Funding Request - FY2020/21

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

Amendment 2

Operating

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	5337 OB	CMAQ OB [3]	LCTOP PUC99313 [4]	Prop 1B PTMISEA 10/11[8]	LTF	MA CR	OTHR LCL [5]	LTF OB[6]	SGR PUC99313	SGR PUC99314	STA PUC99313[9]	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	$0	$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]	Prop 1B PTMISEA 10/11[8]	LTF	MA CR	OTHR LCL [5]	LTF OB[6]	SGR PUC99313	SGR PUC99314	STA PUC99313[9]	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											
RCTC Stations Upgrades and Enhancements - WC 21-3	$1,468,404							$ 1,468,404								
Coachella Valley Rail																
Special Event Train Platform Development Project 20-2	$-2,468,404							$ (2,468,404)								
CV Rail Environmental/Service Development Plan - CV 21-1	$1,672,000							$ 1,000,000							$672,000	
Sub-total Capital	$20,280,080	$8,000,000	$0	$0	$10,701,750	$0	$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	$0	$9,097,756	$5,559,700	$472,900	$1,735,480	$632,315	$274,015	$672,000	$976,800

[1] Per Metrolink 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
Prop 1B PTMISEA 10/11	$0	[8] Carryover grant funds and interest from Indio Special Events Platform Project
SGR PUC99313	$632,315	
SGR PUC99314	$274,015	
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		

AGENDA ITEM 6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Pamela Velez, Human Resources Administrator
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2020/21 Organization Recommendations

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve revised FY 2020/21 salary ranges; and
2) Approve an increase of $504,000 in the FY 2020/21 budget for salaries and benefits expenditures related to the reinstatement of merit increases, salary range cost of living adjustment (COLA), and funding for Planning and Programming Director approved by the Executive Committee.

BACKGROUND INFORMATION:

Given the uncertainty related to COVID-19 and the impact on revenues, staff recommended in May to defer merit increases and the annual Consumer Price Index (CPI) cost of living adjustment (COLA) on the Commission's salary ranges. This recommendation was made out of an abundance of caution in unknown circumstances as well as an understanding that many member agencies would be taking similar actions. In addition, an indefinite hiring freeze was implemented and four vacant positions were left unfunded in the FY 2020/21 budget approved in June 2020.

Although the COVID-19 crisis has created a number of uncertainties, one constant has been the Commission's heavy and ongoing workload. RCTC currently has 13 projects in some stage of development including a number of complex projects under construction including the I-15 Express Lanes, 15/91 Express Lanes Connector, 60 Truck Lanes, operational improvements at the Downtown Riverside Metrolink Station, and the I-15/Railroad Canyon Interchange.

Recently the Commission was approached with a new challenge in evaluating the possibility of serving as the managing agency for the Western Riverside County Multi Species Habitat Conservation Plan. At the August 2020 Executive Committee, in response to a request from the Western Riverside County Regional Conservation Agency (RCA), staff was directed to proceed with a due diligence process to evaluate the request. This due diligence effort has included an evaluation of the Commission's staffing needs. Even without the RCA challenge, the Executive Committee should reconsider some of the actions taken in May.

As was discussed at the May and June 2020 Executive Committees, the FY 2020/21 budget will require continuous monitoring, assessment, and potential adjustment throughout the fiscal year. Each year in accordance with the Administrative Code and as a part of the budget process, the Executive Committee considers organization recommendations including but not limited to staff classifications and compensation. Budget related decisions are included in the annual budget for consideration and approval

by the full Commission. As a result of COVID-19, this annual consideration was delayed until May in order to obtain as much financial information as possible before the required June 15 budget deadline.

Workload and productivity remains high, and the Executive Committee at its September meeting approved the following actions to maintain staff productivity and respond to upcoming needs.

- ***Merit Increases:*** The Commission compensation structure utilizes a merit-based evaluation process to individually determine if annual salary adjustments are warranted based on performance. Any merit-based salary adjustments are made on a sliding scale up to the maximum percentage determined by the Commission in its annual budget adoption. Given the unknown impacts of COVID-19 on revenues and out of an abundance of caution, the FY 2020/21 budget approved in June suspended merit increases until further information was known. **The Executive Committee approved the reinstatement for merit increases up to 4 percent in FY 2020/21 due to the significant workload being managed by a lean RCTC organization by a vote of 7-4.**

- ***Cost of Living Adjustment (COLA) on Salary Ranges:*** The Commission is required to publicly and separately adopt a salary range table as a part of the budget approval process. This method ensures clarity and public disclosure. Commission policy applies an annual COLA to the salary range table. The COLA is predicated on the percentage change in the Consumer Price Index-All Urban Wage Earners, covering the Riverside-San Bernardino-Ontario, for the 12-month period ending December 31, rounded to the nearest half a percent, with a maximum adjustment of 4 percent. The COLA is not automatically applied to current employees' salaries. Typically employees earn salary increases only through the Commission's performance management process; some employees earn salary increases if their salaries are below the minimum salary range. Given the unknown impacts of COVID-19 on revenues and out of an abundance of caution, the salary range table approved in June suspended the salary range COLA adjustment for FY 2020/21. **The Executive Committee approved the reinstatement of the salary range COLA adjustment effective July 2, 2020 by a vote of 7-4.**

- ***Reinstatement of Director of Planning and Programming Position:*** One of the four unfunded positions in the FY 2020/21 budget is the Director of Planning and Programming. This position was vacant at the start of the COVID-19 crisis due to a recent retirement. Although it is a critical position, the position was left vacant and unfunded in the FY 2020/21 budget out of an abundance of caution. **The Executive Committee unanimously approved the reinstatement of funding for the Planning and Programming Director in the FY 2020/21 budget.** While the other three vacant positions will remain unfunded until a critical need is identified and discussed with the Executive Committee, this director position will be filled at the earliest opportunity to ensure RCTC representation in regional and statewide policy, planning and programming discussions. Traditionally, the Planning and Programming Director is actively engaged to ensure Riverside County priorities, projects and programs are protected to the maximum extent possible. Inadequate involvement could be detrimental not only for RCTC but also member agencies with respect to the consequences of incompatible policies or inability to compete for transportation funds.

The Commission's delivery of projects and programs is primarily accomplished through the use of vendors, consultants and contractors with oversight from RCTC staff. RCTC continues to manage an extensive program with an annual budget this year of $1.3 billion. Reinstatement of the merit increases, salary range COLA, and funding for the vacant Planning and Programming Director position will increase the overall

salary and benefit costs by approximately $504,000 to a total of $11,436,000, which represents 0.9% of the overall budget. Staff recommends that approve a budget adjustment to increase salaries and benefits for these impacts.

The Measure A Ordinance limits administrative salaries and benefits to 1% of Measure A revenues and Commission policy states that administrative costs, including administrative salaries and benefits, will not exceed 4%. Staff projects that these limitations will not be exceeded as a result of the Executive Committee actions above. Even with reduced revenues projected due to COVID-19 impacts, compliance with these caps will be achieved.

Finally, it is now recommended that the Commission approve the revised Salary Range table, which includes a 2.9% COLA calculated per policy.

Financial Information							
In Fiscal Year Budget:	No	Year:	FY 2020/21	Amount:	$504,000		
Source of Funds:	Measure A, Local Transportation Funds, Transportation Uniform Mitigation Fees, Motorist Assistance funds, and other sources			Budget Adjustment:		Yes	
GL/Project Accounting No.:	XXX-XX -6XXXX (various funds-departments-salaries and benefits)						
Fiscal Procedures Approved:	Theresia Trevino			Date:	09/09/2020		

Attachment: FY 2020/21 Proposed Salary Ranges with COLA adjustment

Funding for the Planning and Programming Director was unanimously approved by the Executive Committee on September 9, 2020. The remainder of staff recommendations was approved by the Executive Committee on September 9, 2020 by the following vote:

In Favor: 7 Abstain: 0 No: 4

Riverside County Transportation Commission Salary Range by Class Title FY20/21 - Effective July 2, 2020					
Salary Range	**Class Title**	**Rate Type**	**Range Minimum (1)**	**Control Point (1)**	**Range Maximum (1)**
33	Accountant	Monthly	$6,300	$7,732	$8,505
17	Accounting Assistant	Monthly	$4,264	$5,233	$5,757
44	Accounting Supervisor	Monthly	$8,237	$10,109	$11,120
25	Accounting Technician	Monthly	$5,183	$6,361	$6,997
17	Administrative Assistant	Monthly	$4,264	$5,233	$5,757
51	Administrative Services Manager/Clerk of the Board	Monthly	$9,774	$11,995	$13,195
53	Capital Projects Manager	Monthly	$10,263	$12,595	$13,855
67	Chief Financial Officer	Monthly	$14,441	$17,722	$19,495
45	Clerk of the Board	Monthly	$8,443	$10,362	$11,398
51	Commuter/Motorist Assistance Manager	Monthly	$9,774	$11,995	$13,195
32	Deputy Clerk of the Board	Monthly	$6,147	$7,544	$8,298
57	Deputy Director of Finance	Monthly	$11,315	$13,886	$15,275
75	Deputy Executive Director	Monthly	$17,553	$21,542	$23,696
83	Executive Director	Monthly	$21,335	$26,184	$28,803
63	External Affairs Director	Monthly	$13,098	$16,075	$17,682
45	Facilities Administrator	Monthly	$8,443	$10,362	$11,398
35	Financial Analyst	Monthly	$6,615	$8,119	$8,931
51	Goods Movement Manager	Monthly	$9,774	$11,995	$13,195
45	Human Resources Administrator	Monthly	$8,443	$10,362	$11,398
45	IT Administrator	Monthly	$8,443	$10,362	$11,398
51	Legislative Affairs Manager	Monthly	$9,774	$11,995	$13,195
35	Management Analyst	Monthly	$6,615	$8,119	$8,931
63	Multimodal Services Director	Monthly	$13,098	$16,075	$17,682
63	Planning and Programming Director	Monthly	$13,098	$16,075	$17,682
51	Planning and Programming Manager	Monthly	$9,774	$11,995	$13,195
36	Procurement Analyst	Monthly	$6,777	$8,317	$9,149
53	Procurement Manager	Monthly	$10,263	$12,595	$13,855
67	Project Delivery Director	Monthly	$14,441	$17,722	$19,495
51	Public Affairs Manager	Monthly	$9,774	$11,995	$13,195
51	Rail Manager	Monthly	$9,774	$11,995	$13,195
17	Records Technician	Monthly	$4,264	$5,233	$5,757
53	Right of Way Manager	Monthly	$10,263	$12,595	$13,855
25	Senior Administrative Assistant	Monthly	$5,183	$6,361	$6,997
43	Senior Financial Analyst	Monthly	$8,041	$9,869	$10,855
43	Senior Management Analyst	Monthly	$8,041	$9,869	$10,855
13	Senior Office Assistant	Monthly	$3,868	$4,747	$5,222
43	Senior Procurement Analyst	Monthly	$8,041	$9,869	$10,855
63	Toll Operations Manager	Monthly	$13,098	$16,075	$17,682
71	Toll Program Director	Monthly	$15,921	$19,539	$21,493
65	Toll Project Manager	Monthly	$13,753	$16,879	$18,566
53	Toll Technology Manager	Monthly	$10,263	$12,595	$13,855
51	Transit Manager	Monthly	$9,774	$11,995	$13,195

(1) Salary Ranges may be adjusted, as approved, by the Commission

Revised as of XX/XX/XXXX and adopted by the Commission as of XX/XX/XXXX

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Legislative Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

State Update

The Legislature adjourned the 2019-2020 legislative session at midnight on August 31, 2020. The number of bills that Governor Newsom will act upon this year is 428. Historically, between 900 and 1,200 measures are sent each year to the Governor's desk. In his first year in office, Governor Newsom acted upon 1,042 bills. The Governor had until midnight on September 30, 2020, to act on legislation sent to his desk.

COVID-19 safety protocols limited the overall number of bill introductions and legislative hearings this year. While RCTC staff monitored numerous bills, the Commission took formal positions on thirteen pieces of legislation within the two-year session, including eight support positions and five oppose positions. SB 1291 (Beall) was one of the few bills passed out of the Legislature with a Commission support position during the second year of the session. This bill will provide flexibility for Metropolitan Planning Organizations working to prepare and submit a Federal Transportation Improvement Program for 2021, as required by law.

Based on the Commission adopted State and Federal Legislative Platform and in alignment with the Commission's previous support for SB 1291, Chair Ben J. Benoit sent a letter to Governor Newsom on September 4, 2020, requesting that the bill be signed into law. The Governor signed this legislation on September 18, 2020.

In late July, state legislative leaders announced a $100 billion Joint Economic Stimulus Plan to stimulate the economy after significant job loss due to the COVID-19 pandemic. The legislative session ended before a final stimulus package could be passed. However, in the last weeks of session, SB 1351 (Beall) was introduced with the intent of accelerating SB 1 transportation funds to create jobs and improve the State's highway system. This measure would authorize the issuance of revenue bonds as part of the State Senate's 2020 state economic recovery efforts.

The bill would dedicate Transportation Improvement Fee funds (SB 1 vehicle fee) to pay for the bonds and debt service. The final bill was amended to include a $5 billion limit on any bonds issued, authorizing Caltrans to make project recommendations to the California Transportation Commission, and eligible projects must be listed in the 2020 adopted State Highway Operation and Protection Program (SHOPP) with completed environmental review. On September 28, 2020 Governor Newsom vetoed the bill stating in his veto message, "Bonding against these revenues runs counter to the pay as you go principle established by SB 1 and risks locking California into long-term debt obligations to finance maintenance repairs."

With the legislative session truncated, many significant policy issues, including economic stimulus proposals, remain unfinished. The Governor has not called for a special session of the legislature at this time. Instead, Governor Newsom has indicated that he is interested in seeing how the economy reopens over the next few months.

The 2021-2022 legislative session will likely produce a robust assortment of transportation-related bill proposals on topics ranging from transit to tolling to project delivery. RCTC staff will plan, monitor, and participate in the legislative process and seek Commission input as the new legislative session unfolds.

Executive Order N-79-20: Ban on the Sale of Gas-Powered Vehicles

On September 23, 2020, Governor Newsom signed Executive Order N-79-20 to phase out gasoline-powered car sales and reduce demand for gasoline in California by 2035. The Executive Order directs the California Air Resources Board, to the extent consistent with State and federal law, to develop and propose:

- Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.

- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035.

- Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

The Executive Order further directs the Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter.

For the state's transportation involvement, the Governor directs the State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, to identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options by July 15, 2021, while continuing a "fix-it-first" approach to the State's transportation system, including where feasible:

- Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.

- Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.

- Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.

Serious questions remain as to how this action will impact transportation infrastructure investment especially on the State's highway system. Any reduction in the consumption of gasoline will reduce SB 1 revenue leading to a decrease of funding available for local transportation projects.

Policies included in Executive Orders N-79-20 and N-19-19 along with SB 743 implementation will likely impact State investment in highway transportation projects across California, including in Riverside County. As State transportation decision makers consider funding opportunities, projects which do not align with these emerging goals, will likely not be funded with State resources in the future.

Federal Update

On September 8, 2020, Congress began returning from summer recess with three weeks to pass surface transportation program extension legislation and to pass either the annual appropriation bills or a continuing resolution (CR) to avoid a government shutdown. These issues needed to be addressed by September 30, 2020. At the same time, Congress continues to debate the need for and size of another COVID-19 relief package.

Surface Transportation Reauthorization Legislation

Congress has not yet finalized, as of this staff report, a multi-year surface transportation reauthorization legislation. The current law, the Fixing America's Surface Transportation (FAST) Act, expired on September 30, 2020. Therefore, Congress worked to enact a one-year extension of the FAST Act programs and delaying a new surface transportation bill until after the November election, possibly into the next Congress.

RCTC staff continue to work with partner agencies to develop and submit surface transportation bill language as part of the multi-year reauthorization effort. The RCTC proposed language will benefit Self-Help Counties and California Tolling Operators to benefit transportation project delivery in Riverside County.

Appropriations

As previously reported to the Commission, the House passed a $1.3 trillion package of fiscal year 2021 appropriations bills. This package included the Transportation and Housing and Urban Development (THUD) appropriations bill to fund the 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. The bill also includes an additional $26 billion in emergency funding for resilient transportation programs and supporting economic recovery from the coronavirus pandemic. To date, the House has passed 10 of the 12 annual appropriations bills.

As the September 30 deadline approached to keep the federal government funded and open, combined with the Senate having not considered any of the twelve appropriations bills, a CR was the chosen path for lawmakers and the White House. Passing the CR avoided a government shutdown at the end of September with just weeks before the November election. The passage of a CR for a period of time has become a traditional practice in Congress, especially in an election year.

COVID-19 Federal Response

Bipartisan talks concerning the need for and cost of a new COVID-19 relief package have stalled between the House, the Senate, and the White House. It is possible that an agreement will not be reached on a new relief package before the fall Congressional recess expected to begin on October 5, 2020, which will last until after the elections on November 3. Three key issues have to be resolved between Congress and the White House: the cost of the package, the programs to be funded, and whether or not to include COVID-19 liability protections for businesses.

The House passed their version of a new COVID-19 relief package in May with a cost of over $3 trillion. Senate Republicans have released two versions of a new COVID-19 relief package: one released in July that had a cost of $1 trillion and another version on September 8, 2020, with a cost of $500 billion. Senate and House Democratic leadership have already indicated that the Republican bills do not go far enough and will not support them. Further discussions on future COVID-19 relief packages are ongoing between the White House and Congress.

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

Attachments:

1) Legislative Matrix – September 2020
2) Senate Bill 1291 (Beall) – Support Signature Letter

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

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Signed by Governor Newsom. (July 31, 2019)	*SUPPORT*	3/13/19
AB 1402 (Petrie-Norris)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Assembly-Died-Transportation. (February 3, 2020)	*SUPPORT*	4/1/19
SB 152 (Beall)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Senate-Died-Appropriations. (February 3, 2020)	*SUPPORT*	4/1/19
AB 626 (Quirk-Silva)	Seeks to dictate that professionals who provide professional services on one phase of a project be deemed not to have a conflict of interest in subsequent project phases, disregarding the Commission's adopted Procurement Policy.	Died on inactive file (February 3, 2020)	*OPPOSE UNLESS AMENDED*	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Approved by the Governor. (October 3, 2019)	*OPPOSE*	5/8/19
SB 498 (Hurtado)	Takes funds dedicated in the Trade Corridors Improvement Fund and repurposes them for a new short-line railroad project grant program.	Did not meet Joint Rule Deadline (August 31, 20)	*OPPOSE* Staff action based on platform	5/30/19
SB 742 (Allen)	Authorizes existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service.	Approved by the Governor. (October 8, 2019)	*SUPPORT*	6/12/19
AB 1149 (Fong)	Eliminates the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency.	Assembly-Died-Natural Resources. (February 3, 2020)	*SUPPORT*	6/12/19

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-Suspended (September 10, 2019)	*SUPPORT* *Staff action based on platform*	6/17/19
SB 277 (Beall)	Changes the SB 1-created Local Partnership Program to be administered at 85% formula, rather than 50% formula as is currently in adopted guidelines.	Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. (August 14, 2019)	*SUPPORT* *Staff action based on platform*	7/1/19
AB 2011 (Holden)	Creates West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Did not meet Joint Rule Deadline (August 31, 20	*OPPOSE* *Staff action based on platform*	3/10/20
SB 1390 (Portantino)	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Did not meet Joint Rule Deadline (August 31, 20	*OPPOSE* *Staff action based on platform*	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.	Signed by the Governor (September 18, 2020)	*SUPPORT* *Staff action based on platform*	7/6/2020
HR 2939 (Napolitano)	Protects state and local general sales tax revenues from being directed to airports.	Introduced. (May 23, 2019)	*SUPPORT*	7/10/19

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

4080 Lemon Street, 3rd Floor • Riverside, CA
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September 4, 2020

The Honorable Gavin Newsom
Governor of the State of California
State Capitol Building
Sacramento, California 95814

Subject: Request for Signature on SB 1291 (Beall)

Dear Governor Newsom:

The Riverside County Transportation Commission (RCTC) respectfully requests your signature on SB 1291 (Beall), which would provide flexibility for Metropolitan Planning Organizations (MPO) that prepare and submit a Federal Transportation Improvement Program (FTIP) for 2021.

The 2021 FTIP development, a comprehensive list of transportation projects that will receive federal funding, has been surrounded by uncertainty since November 2019 due to the U.S. Department of Transportation's National Highway Traffic Safety Administration and U.S. Environmental Protection Agency's rulemaking - the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Rule had the potential to invalidate California's approved emissions models, which would delay or eliminate non-conforming projects, thereby jeopardizing billions of dollars in transportation funding throughout California. With the SAFE Rule released in two parts over the course of six months, California's transportation agencies were left in limbo until the California Air Resources Board (CARB) could confirm whether or not each part of the SAFE Rule would affect California's emissions model. CARB has since determined that the adjustment factors approved in response to Part 1 remain valid despite Part 2. Awaiting the resolution of the SAFE Rule's effects on California's transportation conformity used in preparing transportation plans left transportation planning agencies with significantly less time to meet the 2020 FTIP deadline.

As the region's transportation planning agency, RCTC participates in the FTIP process as a member of the Southern California Association of Governments (SCAG). SCAG is responsible for finalizing the FTIP for submittal to the California Department of Transportation and the federal funding agencies. While the SCAG region is in a position to meet the FTIP State deadline, not all MPOs are in the same situation. SB 1291 will give more time to agencies that need it to ensure transportation projects, and the associated safety benefits and jobs, can proceed. MPOs would return to the regular two-year FTIP cycle by 2023.

Thank you for the opportunity to share our support for SB 1291. Please contact David Knudsen, Legislative Affairs Manager at DKnudsen@rctc.org if you have any questions.

Sincerely,

Ben J. Benoit
Chair

c: Mark Watts, Smith, Watts & Hartman
Bill Higgins, Executive Director, California Association of Councils of Governments

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2020
TO:	Riverside County Transportation Commission
FROM:	Interstate 15 Corridor Ad Hoc Committee Michael Blomquist, Toll Program Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Interstate 15 Corridor Operations Project

INTERSTATE 15 CORRIDOR AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Authorize staff to implement all project development activities needed to complete construction of the I-15 Corridor Operations Project (15 COP), including immediately commencing the preliminary engineering/environmental document work phase;
2) Authorize the Executive Director to negotiate and execute a contract amendment to Agreement No. 19-31-025-00 or a new contract with HDR Engineering, Inc. (HDR) to provide final design services for the 15 COP for an amount as necessary to complete the work, currently estimated in the amount of $2,379,000, plus a contingency amount of $238,000, for a total estimated amount of $2,617,000, as it is in the best public interest and best interest of the Commission to conduct a non-competitive procurement;
3) Approve project funding comprised of:
    a. $25.0 million in Measure A sales tax revenue bond proceeds projected to be available for all phases of project development costs for the 15 COP; and
    b. $13.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds for construction phase costs for the 15 COP and to program this funding in the 2021 Federal Transportation Improvement Program (FTIP);
4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary, non-funding, agency agreements or amendments to existing agency agreements for all phases of project development;
5) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project; and
6) Approve an increase of $2,000,000 in the FY 2020/21 budget for preliminary engineering/environmental document and final design work phase expenditures related to the 15 COP.

BACKGROUND INFORMATION:

Planned Interstate 15 Corridor Improvements in Riverside County (2019-2029)

The Commission's 2009 Measure A Program calls for a new lane in each direction on I-15 from SR-60 to the San Diego County Line. In July 2019, the Commission adopted priorities for the next 10 years of Measure A capital investments through the approval of the Western County Highway Delivery Plan (2019-2029), as presented in attachments 1 and 2. In this plan the Commission prioritized the next 10 years of capital investments including the following on I-15:

Group 1 Fully Funded and Highest Priority Projects

- I-15 Express Lanes Project (Cajalco Road to SR-60): through construction, project 2
- 15/91 Express Lanes Connector: through construction, project 3
- I-15 Express Lanes Project–Southern Ext. Advanced Operations: through construction, project 12
- I-15 Express Lanes Project–Southern Ext. (SR-74 to Cajalco Road): through environmental documentation, project 8

Group 2 Partial Funding Likely Available and 2nd Highest Priority Projects

- I-15 Express Lanes Project–Southern Ext. (SR-74 to Cajalco Road): through construction, project 8

Significant progress has been made to improve the I-15 corridor including the first major segment from Cajalco Road to SR-60, which is opening later this year. The I-15 Express Lanes Project Southern Extension Advanced Operations (now known as the 15 COP) is the subject of this staff report and will be described more fully below.

Sequencing of Corridor Improvements

Consistent with the Western County Highway Delivery Plan (2019-2029), these I-15 corridor projects are being sequenced throughout the 10-year planning horizon based on available funding and Commission priorities. Current estimated opening years for each project are summarized below:

Project	**Improvement**	**Opening Year**
I-15 Express Lanes Project	Two express lanes/direction	2020
15/91 Express Lanes Connector	Direct express lane connection between 91 and 15 Express Lanes	2023
**I-15 Express Lanes Project–Southern Extension Advanced Operations*	*Southbound auxiliary lane*	*2024*
I-15 Express Lanes Project–Southern Extension	Two express lanes/direction	2028

**Subject of this staff report and now known as the 15 COP*

In July 2017, the Commission issued Measure A sales tax revenue bonds, executed a federal Transportation Infrastructure Finance and Innovation Act loan, and programmed federal CMAQ

and Surface Transportation Block Grant funds to fully fund the I-15 Express Lanes Project. Due to the effective management of the I-15 Express Lanes Project, staff projects that unspent Measure A bond proceeds will be available for another eligible Measure A project. Staff proposes to use these unspent Measure A bond proceeds, estimated at $25 million, as the major funding source to provide an additional I-15 corridor improvement – the 15 COP. The 15 COP has been planned as a traffic operation improvement to open after the I-15 Express Lanes Project (2020) but in advance of the I-15 Express Lanes Project - Southern Extension (2028). Based on current project development planning, staff estimates the 15 COP could open in 2024 – roughly midway between these two, larger corridor improvement projects.

I-15 Corridor Operations Project Improvements

The I-15 Express Lanes Project currently under construction ends at Cajalco Road to the south. Associated with this project limit are lane drops of both general purpose and express lanes to transition back to and match the existing number of southbound lanes south of Cajalco Road. The 15 COP's purpose is to provide some interim congestion relief by improving traffic operations in this targeted area. The project will provide an additional lane from the Cajalco Road southbound on-ramp to the Weirick Road southbound off-ramp. This southbound auxiliary lane will extend just under one mile and is depicted in Figure 1 below.

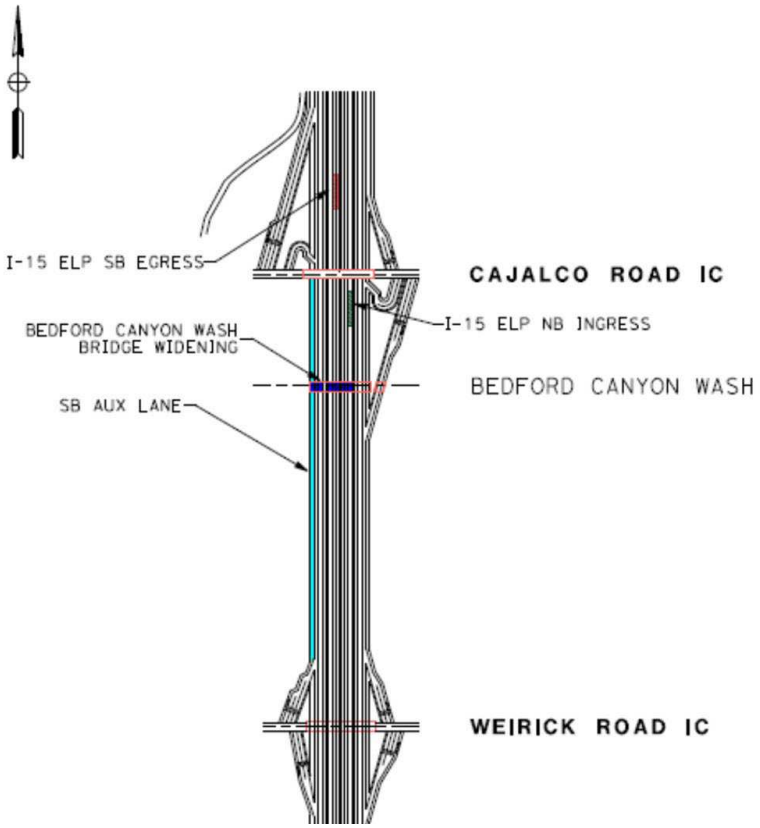


Figure 1 – 15 COP southbound auxiliary lane (Cajalco Road to Weirick Road)

The 15 COP will provide new southbound median pavement, result in shifting existing traffic lanes to that new median pavement, and repurpose the existing outside lane to the new auxiliary lane. The 15 COP also includes widening the Bedford Canyon Wash Bridge to accommodate both the 15 COP as well as the median improvements needed for the future I-15 Express Lanes Project – Southern Extension. The 15 COP improvements are compatible with these future corridor improvements and the auxiliary lane itself will be perpetuated. This bridge widening also minimizes the environmental impacts and necessary permitting needed within the Bedford Canyon Wash and eliminates any Bedford Canyon Wash bridge reconstruction when the future project is constructed.

Proposed Project Development Schedule

Staff proposes an aggressive project delivery schedule by overlapping project work phases and conducting a non-competitive (sole source) procurement for final design. Both approaches will save time to allow this auxiliary lane to open sooner and achieve the expected additional congestion relief. Staff estimates that using these two approaches together will save almost three years versus more traditional project delivery approaches.

Work Phase	Phase Timeframe
Preliminary engineering/environmental document	October 2020 - April 2022
Final design	April 2021 – August 2022
Construction management services	August 2022 – April 2025
Construction	May 2023 – April 2025
Open lane to traffic	**October 2024**
Construction contract closeout	April 2025

In May 2019 following a competitive procurement, the Commission awarded an agreement to HDR for preliminary engineering and environmental document services for both the I-15 Express Lanes Project – Southern Extension and the 15 COP. Significant preliminary engineering and related project development work for the 15 COP will be performed by HDR during this work phase. As a result, HDR will be in an excellent position due to its prior work knowledge to efficiently perform the final design for the 15 COP. A time efficiency will also be realized through the overlapping of the preliminary engineering/environmental document work phase with the final design work phase and using the same consultant, HDR, for both work phases. In addition to this work efficiency, staff estimates that, if the Commission chooses to sole source this work, the elimination of a competitive procurement will also save time to the benefit of the project. Staff recommends that the Commission authorize the Executive Director to negotiate a final design services contract with HDR, currently estimated at about $2.38 million, plus a contingency amount of $238,000, for a total estimated amount of $2.62 million and to execute a contract amendment or new contract with HDR to provide final design services as it is in the best public interest and best interest of the Commission to conduct a non-competitive procurement.

Estimated Project Costs and Funding Sources

The estimated project cost by work phase is approximately $38.3 million detailed as follows:

Preliminary engineering/environmental document	$ 4,200,000
Final design	2,736,000
Construction management services	4,520,000
Construction	26,790,000
Total	$ 38,246,000

Preliminary engineering/environmental document, final design, and construction management services costs include Commission staff and other support costs such as Bechtel program management. Staff anticipates that existing agreements with consultants like Bechtel can be utilized without the need for amendments.

Estimated costs for the 15 COP preliminary engineering/environmental document and final design phases of work in FY 2020/21 are $2,000,000. Since these costs were not included in the FY 2020/21 budget, staff recommends the Commission approve a budget adjustment of $2,000,000 to increase expenditures for the 15 COP.

Staff assessed the type and potential amounts of available fund sources to develop the 15 COP through construction. This assessment results in two sources proposed to fund project development as follows:

- Measure A sales tax revenue bond proceeds remaining from the I-15 Express Lanes Project currently under construction
    - Effective management of this project has resulted in a projection of approximately $25 million in unspent Measure A sales tax revenue bonds.
    - These unspent proceeds can be used for all phases of project development.
- CMAQ
    - These federal formula funds can be used only on certain types of RCTC projects including carpool, express, and auxiliary lane projects.
    - $13.3 million is available and would be programmed in the FTIP for construction phase costs.

The projected unspent bond proceeds will not be available until final completion of the I-15 Express Lanes Project, which is anticipated in December 2021. Since the proposed 15 COP project development costs will be incurred following Commission approval anticipated in October, staff proposes that available 2009 Measure A Western County highway funds be used until the unspent bond proceeds are available.

Staff recommends the Commission approve project funding for the 15 COP comprised of anticipated unspent Measure A sales tax revenue bond proceeds and federal CMAQ funds.

Lastly, each work phase to implement the 15 COP will require, non-funding, cooperative agreements with Caltrans that are typical for the project development process for work on the State Highway System. Staff recommends the Commission authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary, non-funding, agency agreements or amendments to existing agency agreements for all phases of 15 COP project development.

Financial Information							
In Fiscal Year Budget:	No N/A	Year:	FY 2020/21 FY 2021/22+	Amount:	$2,000,000 $4,936,000		
Source of Funds:	Measure A sales tax revenue bonds proceeds and CMAQ grant funds			Budget Adjustment:		Yes N/A	
GL/Project Accounting No.:	*Amounts in parentheses reflect FY 2020/21 budget adjustment amount* 003052 60001/61401 00000 0000 262 31 60001/61401 Salaries and benefits ($50,000) 003052 65101 00000 0000 262 31 65101 Legal services ($30,000) 003052 65525/65526 00000 0000 262 31 65525 Professional services ($20,000) 003052 73115/73121 00000 0000 262 31 73002 Support services ($5,000) 003052 81001 00000 0000 262 31 81001 Program management ($50,000) 003052 81101 00000 0000 262 31 81101 Prelim. engineering ($950,000) 003052 81102 00000 0000 262 31 81102 Final Design ($895,000)						
Fiscal Procedures Approved:	Theresia Trevino			Date:	09/18/2020		

Attachments:

1) 10-Year Western County Highway Delivery Plan (2019-2029)
2) 10-Year Western County Highway Delivery Plan (2019-2029) Map

10-Year Western Riverside County Highway Delivery Plan 2019-2029
RCTC-Sponsored Group 1 and Group 2 Projects

	Projects	Phase	Sponsor	Cost	Available Funding	PRIORITIZATION FACTORS 1: Consequence of deferring delivery	2: Deferred projects from the 2009-2019 Western County Highway Delivery Plan	3: Projects that fulfill or enhance projects named in the approved Measure A expenditure plan	4: Projects that can realistically attain sufficient funding to achieve completion of a usable segment	5: Projects with the potential to minimize Measure A contributions	6: Eligibility for "restrictive" funding sources	7: Economic benefit to the region due to the constructed traffic improvement
				(in millions $)	(in millions $)							
Group 1	***Fully Funded: Part of the 2019-2029 Delivery Plan***											
COMPLETE	91 CIP Completion	Design-Build	RCTC	$ 36		X		X	X	X	X	n/a (project closeout)
	I-15 ELP Completion	Design-Build	RCTC	22		X		X	X		X	n/a (project closeout)
BUILD	15/91 Express Lanes Connector	Design-Build	RCTC	220		X	X	X	X	X	X	MEDIUM
	SR-60 Truck Lanes	Construction	RCTC	123		X		X	X	X	X	MEDIUM
	Mid-County Parkway: Placentia Interchange at I-215	Construction	RCTC	60		X		X	X	X	X	MEDIUM
	91 Pachappa UP Project: Railroad realignment	Construction	RCTC	18		X		X	X	X	X	n/a (railroad constr.)
	Mid County Parkway: Sweeney Grading	Construction	RCTC	5		X		X	X		X	n/a (no lane const.)
	*71/91 Interchange	Construction	RCTC	128		X	X	X	X	X	X	MEDIUM
	*SR-91 Corridor Operations Project (Westbound auxiliary lane: Green River to 241)	Construction	RCTC	40			X	X	X	X	X	HIGH
	*I-15 Express Lanes Project Southern Extension (Cajalco to 74): Advanced Operations	Environmental through Construction	RCTC	28			X	X	X	X	X	MEDIUM
START	I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Environmental	RCTC	33			X	X	X	X	X	n/a (no lane const.)
	* I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Design-Build phase 1	RCTC	24			X	X	X	X	X	n/a (no lane const.)
	* 91 Downtown Riverside Express Lanes	Environmental	RCTC	22					X	X	X	n/a (no lane const.)
			Group Total	**$ 757**	**$ 757**							
Group 2	***Partial Funding Likely Available: Part of the 2019-2029 Delivery Plan***											
	Mid County Parkway: Right of Way and Environmental Mitigation	ROW/Environmental	RCTC	40		X		X	X		X	n/a (no lane const.)
	Mid-County Parkway: Package 2	Design/Construction	RCTC	84		X		X	X		X	HIGH
	Mid County Parkway: I-215 Project, Nuevo to Alessandro	Design/Construction	RCTC	145				X			X	HIGH
	I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Design-Build phase 2 construction	RCTC	470			X	X		X	X	MEDIUM
	60/215 Riverside-Moreno Valley Express Lanes											
	60/215 Riverside-Moreno Valley Express Lanes	Environmental	RCTC	38				X	X	X	X	n/a (no lane const.)
	60/215 Riverside-Moreno Valley Express Lanes	Design/Construction	RCTC	342				X		X	X	HIGH
	I-215 Gap Project (I-215 to French Valley Parkway)	Environmental to Construction	RCTC	18				X	X		X	n/a
	91 Downtown Riverside Express Lanes	Design/Construction	RCTC	197						X	X	HIGH
			Group Total	**$ 1,335**	**$125-$525**							
Group 3	***Partner Agency Projects: Assist with Funding in 2019-2029***											
	Lake Elsinore: I-15/Railroad Canyon Interchange (fully funded)	Construction	Lake Elsinore	$ 36		X			X		X	MEDIUM
	RCTLMA: Cajalco Road Corridor	Environmental to Construction	County	452				X			X	HIGH
	Temecula: French Valley Parkway Phase 2	Environmental to Construction	Temecula	120							X	MEDIUM
			Group Total	**$ 608**	**$36-$100**							
Group 4	***Not Part of 2019-2029 Delivery Plan: RCTC Projects***											
	Mid County Parkway: Packages 3 and thereafter	Environmental to Construction	RCTC	$ 800		X		X			X	HIGH
	79 Realignment	Design/ROW to Construction	RCTC	1,300		X		X				MEDIUM
	I-15 Corridor (SR-74 to 215/15 interchange)	Project Study to Environmental	RCTC	35			X	X		X	X	n/a (no lane const.)
	SR-91 Corridor Ultimate Project:											
	SR-91 Corridor Ultimate Proj.: 2035 (EB & WB general purpose lanes: 71 to 241)	Environmental	RCTC	50			X	X		X	X	n/a (no lane const.)
	SR-91 Corridor Ultimate Proj.: 2035 (EB & WB general purpose lanes: I-15 to Pierce)	Environmental	RCTC	25			X	X		X	X	n/a (no lane const.)
	I-10 Truck Climbing Lane	Environmental to Construction	RCTC	75			X	X		X		n/a
	I-15 Corridor (215/15 interchange to San Diego County line)	Project Study to Environmental	RCTC	35				X		X	X	n/a (no lane const.)
	SR-71 Widening	Environmental to Construction	RCTC	100				X		X		MEDIUM
	10/60 Interchange	Environmental to Construction	RCTC	500				X		X		MEDIUM
	215 Ultimate widening (60 to San Bernardino County line)	Environmental to Construction	RCTC	1,000				X				MEDIUM
	60 Jurupa Valley-Riverside Express Lanes	Environmental	RCTC	51						X	X	n/a (no lane const.)
	Managed Freeway Projects	Pilot Project	RCTC	50								n/a (benefit unknown)
			Group Total	**$ 4,022**	**$ -**							
Group 5	***Not Part of 2019-2029 Delivery Plan: Partner Agency Projects***											
	SBCTA: 15 Express Lanes	Environmental to Construction	SBCTA	N/A							X	n/a (cost unknown)
	RCTLMA: Ethanac Corridor	Environmental to Construction	County	N/A								n/a (cost unknown)
	Temecula: French Valley Parkway Phase 3	Environmental to Construction	Temecula	N/A								n/a (cost unknown)
			Group Total	**N/A**	**$ -**							

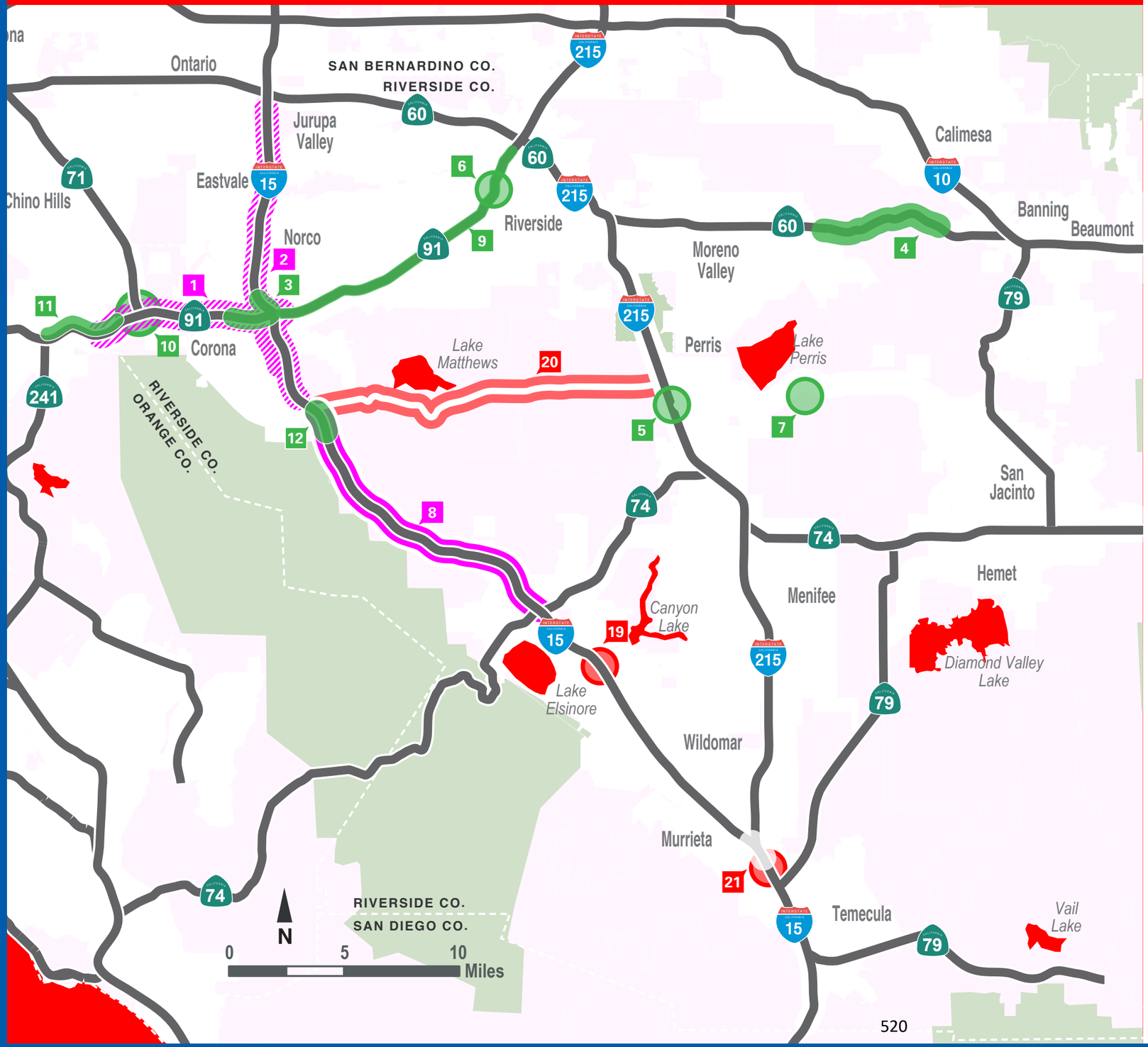
*** = project (or project phase) fully-funded based on the June FFI Committee Innovative Financing Opportunities staff report recommendations and potential July 2019 Board approval**

Note: The June FFI Committee Innovative Financing Opportunities staff report estimated between $228M and $467M of proceeds available, use of $241M of proceeds are assumed above

June 24, 2019

Attachment 2

2019-2029 Western Riverside County Highway Delivery Plan



FULLY FUNDED	Phase	Sponsor
1	91 CIP Completion	Design-Build	RCTC
2	15 ELP Completion	Design-Build	RCTC
3	15/91 Express Lanes Connector	Design-Build	RCTC
4	60 Truck Lanes	Construction	RCTC
5	Mid-County Parkway: Placentia Interchange at 215	Construction	RCTC
6	91 Pachappa UP Project: Railroad Realignment	Construction	RCTC
7	Mid County Parkway: Sweeney Grading	Construction	RCTC
8	15 Express Lanes Project Southern Extension	Environmental/ Design-Build Phase 1	RCTC
9	91 Downtown Riverside Express Lanes	Environmental	RCTC
10	71/91 Interchange	Construction	RCTC
11	91 Corridor Operations Project	Construction	RCTC
12	15 Express Lanes Project Southern Extension - Advanced Operations	Environmental to Construction	RCTC
	Mid County Parkway: Right of Way and Environmental Mitigation	ROW/Environmental	RCTC
	Mid County Parkway: Package 2	Design/Construction	RCTC
	15 Express Lanes Project Southern Extension	Design-Build Phase 2 Construction	RCTC
	60/215 Riverside-Moreno Valley Express Lanes	Environmental/ Design/ Construction	RCTC
	215 Gap Project	Environmental to Construction	RCTC
	Mid County Parkway: 215 Project, Nuevo to Alessandro	Design/Construction	RCTC
	91 Downtown Riverside Express Lanes	Design/Construction	RCTC
ASSIST WITH FUNDING – PARTNERS	**Phase**	**Sponsor**
19	Lake Elsinore: 15/Railroad Canyon Interchange (Fully Funded)	Construction	Lake Elsinore
20	RCTLMA: Cajalco Road Corridor	Environmental to Construction	County
21	Temecula: French Valley Parkway Phase 2	Environmental to Construction	Temecula
	Mid County Parkway: Packages 3 and thereafter	Environmental to Construction	RCTC
	79 Realignment	Design/Right of Way to Construction	RCTC
	15 Corridor (SR-74/Central to I-215)	Project Study to Environmental	RCTC
	91 Corridor Ultimate Project: 71 to 241	Environmental	RCTC
	91 Corridor Ultimate Project: 15 to Pierce Street	Project Study	RCTC
	10 Truck Climbing Lane	Environmental to Construction	RCTC
	15 Corridor (I-215 to County Line)	Project Study to Environmental	RCTC
	71 Widening	Environmental to Construction	RCTC
	10/60 Interchange	Environmental to Construction	RCTC
	215 Ultimate Widening	Environmental to Construction	RCTC
	60 Jurupa Valley-Riverside Express Lanes	Environmental	RCTC
	SBCTA: 15 Express Lanes	Environmental to Construction	SBCTA
	RCTLMA: Ethanac Corridor	Environmental to Construction	County
	Temecula: French Valley Parkway Phase 3	Environmental to Construction	Temecula