



# MEETING AGENDA

## Budget and Implementation Committee

**Time:** 9:30 a.m.

**Date:** May 24, 2021

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

## COMMITTEE MEMBERS

Lloyd White, **Chair** / David Fenn, City of Beaumont  
Raymond Gregory, **Vice Chair** / Mark Carnevale, City of Cathedral City  
Kyle Pingree / Alberto Sanchez, City of Banning  
Linda Molina / Wendy Hewitt, City of Calimesa  
Jeremy Smith / Larry Greene, City of Canyon Lake  
Steven Hernandez / Denise Delgado, City of Coachella  
Scott Matas / Russell Betts, City of Desert Hot Springs  
Bob Magee / Natasha Johnson, City of Lake Elsinore

Jan Harnik / Kathleen Kelly, City of Palm Desert  
Lisa Middleton / Dennis Woods, City of Palm Springs  
Chuck Conder / Erin Edwards, City of Riverside  
Alonso Ledezma / Crystal Ruiz, City of San Jacinto  
Ben J. Benoit / Joseph Morabito, City of Wildomar  
Karen Spiegel, County of Riverside, District II  
Chuck Washington, County of Riverside, District III

## STAFF

Anne Mayer, Executive Director  
Theresia Trevino, Chief Financial Officer

## AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight  
Competitive Federal and State Grant Programs  
Countywide Communications and Outreach Programs  
Countywide Strategic Plan  
Legislation  
Public Communications and Outreach Programs  
Short Range Transit Plans





**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
BUDGET AND IMPLEMENTATION COMMITTEE**

[www.rctc.org](http://www.rctc.org)

**AGENDA\***

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

**9:30 a.m.**

**Monday, May 24, 2021**

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Budget and Implementation Committee 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/82933761158>

Meeting ID: 829 3376 1158

One tap mobile

+16699006833,,82933761158# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Budget and Implementation Committee Meeting please email written comments to the Clerk of the Board at [lmobley@rctc.org](mailto:lmobley@rctc.org) prior to May 23, 2021 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

*In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, [www.rctc.org](http://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 Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.*

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PLEDGE OF ALLEGIANCE**

- 4. PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*

- 5. ADDITIONS/REVISIONS** *(The Committee 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 Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

- 6. 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.*

**6A. APPROVAL OF MINUTES – APRIL 26, 2021**

**Page 1**

**6B. APPROPRIATIONS LIMIT FY 2021/22**

**Page 8**

**Overview**

This item is for the Committee to:

- 1) Adopt Resolution No. 21-010 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”*, for Fiscal Year 2021/22; and
- 2) Forward to the Commission for final action.

**6C. QUARTERLY FINANCIAL STATEMENTS**

**Page 15**

**Overview**

This item is for the Committee to:

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2021; and
- 2) Forward to the Commission for final action.

**6D. QUARTERLY INVESTMENT REPORT**

***Page 25***

***Overview***

This item is for the Committee to:

- 1) Receive and file the Quarterly Investment Report for the quarter ended March 31, 2021; and
- 2) Forward to the Commission for final action.

**6E. QUARTERLY SALES TAX ANALYSIS**

***Page 120***

***Overview***

This item is for the Committee to:

- 1) Receive and file the sales tax analysis for Quarter 4, 2020 (4Q 2020); and
- 2) Forward to the Commission for final action.

**6F. FEDERAL TRANSIT ADMINISTRATION PROPOSED TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL FISCAL YEARS 2022-2024**

***Page 129***

***Overview***

This item is for the Committee to:

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

**6G. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY-MARCH 2021**

***Page 162***

***Overview***

This item is for the Committee to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January-March 2021; and
- 2) Forward to the Commission for final action.

**6H. STATE AND FEDERAL LEGISLATIVE UPDATE**

***Page 172***

***Overview***

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

**6I. POLICY UPDATE ON THE USE OF STATE TRANSIT ASSISTANCE FUNDING BY OPERATORS**

***Page 176***

***Overview***

This item is for the Committee to:

- 1) Adopt Resolution No. 21-011, *“Resolution of the Riverside County Transportation Commission Regarding the Policy for Use of State Transit Assistance Funding by Transit Operators”*; and
- 2) Forward to the Commission for final action.

**6J. ADOPTION OF RESOLUTION NO. 21-009 TO BECOME THE ACCESS FUND ADMINISTRATOR FOR THE TRANSPORTATION NETWORK COMPANIES ACCESS FOR ALL PROGRAM**

***Page 182***

***Overview***

This item is for the Committee to:

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

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

## **7. PROPOSED BUDGET FOR FISCAL YEAR 2021/22**

***Page 187***

### ***Overview***

This item is for the Committee to:

- 1) Receive input on the proposed Budget for Fiscal Year (FY) 2021/22;
- 2) Approve the revised mid-year FY 2020/21 revenue projections of \$210 million for 2009 Measure A revenues for a revenue budget increase of \$15 million and a related local streets and roads expenditure budget increase of \$4,573,000 to reflect the revised FY 2020/21 Measure A projection;
- 3) Approve the revised mid-year FY 2020/21 revenue projections of \$105 million for Local Transportation Fund (LTF) revenues for a revenue budget increase of \$5 million and the related planning allocation expenditure budget increases of \$113,000 and transfer out of \$150,000 to reflect the revised FY 2020/21 LTF projection;
- 4) Approve the revised FY 2021/22 revenue projections of \$210 million for 2009 Measure A and \$105 million for LTF;
- 5) Approve the salary schedule effective July 1, 2021, located in Appendix B of the proposed budget;
- 6) Authorize the expenditure of \$1,025,700 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 Connector);
- 7) Close the public hearing on the proposed Budget for FY 2021/22 at the June Commission meeting;
- 8) Adopt the proposed Budget for FY 2021/22; and
- 9) Forward to the Commission for final action.

## **8. RECURRING CONTRACTS FOR FISCAL YEAR 2021/22**

***Page 346***

### ***Overview***

This item is for the Committee to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$15,679,516 for Fiscal Year (FY) 2021/22;

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

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

***Page 359***

***Overview***

This item is for the Committee to:

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

**10. FISCAL YEAR 2021/22 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS**

***Page 386***

***Overview***

This item is for the Committee to:

- 1) Approve the Fiscal Years 2021/22 – FY 2023/24 Draft Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's FY 2021/22 – 2025/26 SRTP for the Rail and Vanpool Programs;
- 2) Approve Fiscal Year 2021/22 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs aggregating \$109,314,786;
- 3) Adopt Resolution No. 21-008, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2021/222*";

- 4) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP); and
- 5) Forward to the Commission for final action.

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

***Page 1104***

***Overview***

This item is for the Committee to:

- 1) Approve the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472; and
- 2) Forward to the Commission for final action.

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

***Page 1108***

***Overview***

This item is for the Committee to:

- 1) Approve the Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
- 2) Forward to the Commission for final action.

**13. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

**14. COMMISSIONERS / STAFF REPORT**

***Overview***

This item provides the opportunity for the Commissioners and staff to report on attended and upcoming meeting/conferences and issues related to Commission activities.

**15. ADJOURNMENT**

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., June 28, 2021**, via Zoom.





# **AGENDA ITEM 6A**

## **MINUTES**



# ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

## **BUDGET AND IMPLEMENTATION COMMITTEE**

Monday, April 26, 2021

### **MINUTES**

#### **1. CALL TO ORDER**

The meeting of the Budget and Implementation Committee was called to order by Chair Lloyd White at 9:30 a.m. via Zoom Meeting ID: 863 2454 4888, pursuant to Governor Newsom's Executive Order N-29-20.

#### **2. ROLL CALL**

##### **Members/Alternates Present**

Ben J. Benoit  
Chuck Conder  
Raymond Gregory  
Jan Harnik  
Bob Magee  
Scott Matas  
Lisa Middleton  
Linda Molina  
Karen Spiegel  
Chuck Washington  
Lloyd White

##### **Members Absent**

David Happe  
Steven Hernandez  
Alonso Ledezma  
Jeremy Smith

#### **3. PLEDGE OF ALLEGIANCE**

Vice Chair Raymond Gregory led the Budget and Implementation Committee in a flag salute.

#### **4. PUBLIC COMMENTS**

There were no requests to speak from the public.

#### **5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.

- 6. 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.*

**M/S/C (Harnik/Molina) to approve the following Consent Calendar item(s):**

**6A. APPROVAL OF MINUTES – MARCH 22, 2021**

**6B. SINGLE SIGNATURE AUTHORITY REPORT**

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2021; and
- 2) Forward to the Commission for final action.

**6C. QUARTERLY REPORTING OF CONTRACT CHANGE ORDER FOR CONSTRUCTION CONTRACTS**

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the past three months ending March 31, 2021; and
- 2) Forward to the Commission for final action.

**7. PROPOSED BUDGET FOR FISCAL YEAR 2021/22**

Michele Cisneros, Deputy Director of Finance, presented the proposed FY 2021/22 Budget, highlighting the following:

- Budget process, FY 2021/22 Budget considerations, Budget summary
- Revenues/sources breakdown and comparison, expenditures/expenses by department and comparison
- Capital Development and Delivery Department Highlights
- Expenditures/expenses by function and by function comparison
- Next steps

Chair White stated the information provided is very helpful in going through the whole budget and it was very detailed. He asked if there could be a GIS map of expenditures by geographical location, city, region, or project to see where the money has been spent over the past five years or so. As well as something that would show the projects that are on the priority list and the projects RCTC is budgeting funding for as it helps to look at a map and get a good understanding of where the Commission is. Chair White suggested to include traffic patterns and populations and he does not expect this to be done by the June Commission meeting for the adoption of the FY 2021/22 Budget but in a future budget. It would be more helpful for some of the Commissioners that do not see a lot of their projects show up but know that there are projects in line to be worked on and he

would be interested to see a historical pattern and asked Anne Mayer, Executive Director, if it is something that can be done. Anne Mayer replied yes, staff will work on that.

Commissioner Chuck Washington thanked Michele Cisneros for an outstanding and very thorough budget presentation and thanked Anne Mayer for her tremendous leadership. He explained the points that stood out were the limitation placed on administrative costs by Measure A of 1 percent or less and the Commission is at .71 percent and the administrative costs being placed on the Commission through policy of under 4 percent and the Commission is at 2 percent. Commissioner Washington expressed he cannot imagine any other organization being able to achieve that level of efficiency and still maintain such a high level of efficacy. Anne Mayer expressed appreciation for Commissioner Washington's comments and stated the team does a great job.

Commissioner Lisa Middleton concurred with Commissioner Washington's comments and stated the number that jumps out at them in the budget is the change in debt service and asked for additional clarification of what it is they are accomplishing with the refinancing of the 91 toll road.

Theresa Trevino replied on the refinancing on the 91 debt the intent is to refinance a portion of the toll revenue bonds that are outstanding, just under \$125 million, and then also to refinance the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan with bonds, the current balance of the TIFIA loan is almost \$500 million. She explained so when they take those out to repay the federal government for the TIFIA loan and the investors of the old bonds some of those proceeds will be in an escrow account for the former bonds and then paying TIFIA out, so that is what the increase in the debt service is related to.

In response to Commissioner Middleton's question if they are getting significantly better interest rates with this financing, Theresa Trevino replied that is the hope and it was planned when this was brought to the Commission in March 2020 to achieve savings greater than their 3 percent target for refunding or refinancing and within 24 hours everything was not approved, and they were not able to move forward and achieve those savings. With the update of the Traffic and Revenue Study, they will be updating the financial model so they can try and meet their objectives that came to the Commission in March 2020 and figure out how to make this financing work so that they achieve those debt service savings.

Vice Chair Raymond Gregory expressed appreciation for the presentations and for the responses to the questions. He referred to Commissioner Middleton's question and asked if the increase in debt service is one year for the refinance and then the debt service would return to more historical levels, perhaps even below.

Theresa Trevino replied that is correct, it is just a one-year peak, which is very unusual because of the size of the refinancing. After the refinancing it would return to the normal

level for both the toll debt and the sales tax debt. Commissioner Gregory expressed appreciation for clarifying.

Commissioner Karen Spiegel referred to Commissioner Washington's comments and stated with the percentage that the Commission is so far below what is the directive from Measure A, yet Measure A is even lower than what the average organization has for its budgeting purposes. She expressed it is the fiscal responsibility of this organization even though the Commission approves it, it is the staff that puts this forward, does the deep work, and keeps the Commission on track. She thanked staff for always being on top of this and requested a copy of the budget presentation.

**M/S/C (Spiegel/Washington) to:**

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

**8. AGREEMENTS FOR AUDIT AND ATTESTATION SERVICES**

Theresia Trevino, Chief Financial Officer, presented the audit and attestation services including the procurement and work allocation.

**M/S/C (Benoit/Middleton) to:**

- 1) Award the following agreements to provide audit and attestation services for the Western Riverside County Measure A recipients and Transportation Development Act (TDA) claimants of the Commission and the member agencies of the Western Riverside County Regional Conservation Authority (RCA) for a three-year term, with three one-year options to extend the agreements in the total aggregate amount of \$1,524,661, plus a contingency amount of \$75,339, for a total aggregate amount not to exceed \$1,600,000:**
  - a) Agreement No. 21-19-034-00 to BCA Watson Rice LLP;**
  - b) Agreement No. 21-19-035-00 to Brown Armstrong Accountancy Corporation (Brown Armstrong);**
  - c) Agreement No. 21-19-036-00 to Conrad LLP; and**
  - d) Agreement No. 21-19-037-00 to Eide Bailly LLP;**

- 2) Award the following agreements to provide audit and attestation services for the Eastern Riverside County Measure A Recipients and Transportation Development Act Claimants of the Commission for a three-year term, with three one-year options to extend the agreements in the total aggregate amount of \$413,160, plus a contingency amount of \$19,840, for a total aggregate amount not to exceed \$433,000:
  - a) Agreement No. 21-19-056-00 to Brown Armstrong; and
  - b) Agreement No. 21-19-057-00 to Conrad LLP;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements, including options years, on behalf of the Commission;
- 4) Authorize the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for these audit and attestation services; and
- 5) Forward to the Commission for final action.

**9. 2021 MID-CYCLE STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND PROGRAMMING**

Jillian Guizado, Planning and Programming Director, provided a detailed overview for the distribution and programming for the 2021 Mid-Cycle State Transportation Improvement Program funding.

**M/S/C (Washington/Benoit) to:**

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

- 6) **Authorize the Executive Director, pursuant to legal counsel review, to execute Agreement No. 07-71-028-04 on behalf of the Commission upon CTC adoption of the 2021 Mid-Cycle STIP; and**
- 7) **Forward to the Commission for final action.**

Anne Mayer explained staff reviewed this with the Coachella Valley Association of Governments staff prior to making this recommendation and they were supportive, especially because by making this swap they could minimize the amount of administrative overhead for both agencies.

#### **10. STATE AND FEDERAL LEGISLATIVE UPDATE**

David Knudsen, Interim External Affairs Director, presented an update for the state and federal legislative activities.

Anne Mayer explained as David Knudsen mentioned they have been actively coordinating and having discussions with Southern California Association of Governments and other regional partners on SB 261 as there are significant concerns about the impact to the Regional Transportation Plan, which is a comprehensive plan for the entire region. She stated related to AB 840 for L.A. Metro and San Bernardino access to Ontario International Airport, it is certainly an important item and San Bernardino County Transportation Authority already has their plans in place for a rail connection to Ontario airport, and they have a sales tax measure that describes what their projects will be. She referred to Mr. Knudsen's point about protecting the statutory authority of regional transportation decision makers, which is crucial. She expressed this bill is an important bill to watch as well because the Commission could be in a situation if this passes that the Legislature will start mandating to Commissions such as RCTC and what projects they will build and that is a very dangerous precedent to be set.

At this time Commissioners Bob Magee and Ben Benoit left the meeting.

**M/S/C (Gregory/Conder) to:**

- 1) **Receive and file an update on state and federal legislation;**
- 2) **Adopt the following bill positions:**
  - a) **SB 261 (Allen) – Oppose**
  - b) **AB 840 (Holden) – Oppose; and**
- 3) **Forward to the Commission for final action.**

#### **11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

There were no items pulled from the consent calendar.



**12. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT**

There were no Commissioners or Executive Director reports.

**13. ADJOURNMENT**

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:28 a.m.

Respectfully submitted,

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

Lisa Mobley  
Clerk of the Board



# **AGENDA ITEM 6B**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Appropriations Limit FY 2021/22

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Adopt Resolution No. 21-010 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”*, for Fiscal Year 2021/22; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

Section 7910 of the California Government Code implements Article XIII B of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make documentation used to determine the appropriations limit available to the public 15 days prior to adoption of the resolution establishing the appropriations limit.

Staff performed the calculations necessary to determine the limit as \$542,714,188 for FY 2021/22. The resolution and documents supporting the calculation are attached. The Commission chose to use the percentage change in the California per capita personal income and population change within Riverside County as the factors in determining the appropriations limit. As required, the adoption of the Commission’s FY 2021/22 Appropriations Limit was posted on the *Commission’s website*.

Attachments:

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



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

WHEREAS, Article XIII B of the California Constitution places an annual limitation upon appropriations from proceeds of taxes by each local government of the State of California; and

WHEREAS, in 1988, pursuant to Article XIII B, section 4 of the California Constitution, the Riverside County Transportation Commission established its appropriations limit at \$75 million for fiscal year 1988-1989 under ordinance No. 88-1; and

WHEREAS, Section 7910 of the California Government Code implements Article XIII B of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make the documentation used in determining the appropriations limit available to the public fifteen days prior to adoption of the resolution establishing the appropriations limit; and

WHEREAS, in accordance with Senate Constitutional Amendment No. 1 approved by the voters of the State effective June 6, 1990, beginning with Fiscal Year (FY) 1990/91 and for each fiscal year thereafter, the Commission's Board of Commissioners is required to select either the percentage change in California per capita personal income or the percentage change in the local assessment roll due to the addition of local non-residential construction, and either the population change within the Commission or the population change within Riverside County, as the two factors to be applied in calculating the appropriations limit for each fiscal year; and

WHEREAS, this Board wishes to select, as factors in determining the Commission's appropriation limit for FY 2021/22 the percentage change in California per capita personal income and also the population change within Riverside County; and

WHEREAS, this Commission has documented its calculations of the Commission's appropriations limit for FY 2021/22 and said calculations have been made available to the public at least fifteen days prior to the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission as follows:

1. For FY 2021/22, the factors selected for calculating the appropriations limit are (a) the percentage change in California per capita personal income, and (b) the population change within the County of Riverside.

2. The appropriations limit applicable to this Agency pursuant to Article XIII B of the California Constitution for FY 2021/22 are hereby established and determined to be \$542,714,188.

3. A copy of the documentation used in the determination of the appropriations limit for FY 2021/22 shall be affixed hereto and shall be available for public inspection.

4. Pursuant to Section 7910 of the California Government Code, any judicial action or proceeding to attack, review, set aside, void, or annul the establishment of the appropriations limit as set forth herein must be commenced within forty-five days of the adoption of this resolution.

ADOPTED this 9th day of June, 2021.

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Jan Harnik, Chair  
Riverside County Transportation Commission

ATTEST:

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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION****2021/22 APPROPRIATIONS LIMIT**

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

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





DEPARTMENT OF  
**FINANCE**  
OFFICE OF THE DIRECTOR

GAVIN NEWSOM • GOVERNOR  
STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ [WWW.DOF.CA.GOV](http://www.dof.ca.gov)

ATTACHMENT 3

May 2021

Dear Fiscal Officer:

**Subject: Price Factor and Population Information**

**Appropriations Limit**

California Revenue and Taxation Code section 2227 requires the Department of Finance (Finance) to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2021, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2021-22. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2021-22 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

**Population Percent Change for Special Districts**

Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: <http://leginfo.legislature.ca.gov/faces/codes.xhtml>.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

**Population Certification**

The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2021.**

**Please Note:** The prior year's city population estimates may be revised. The per capita personal income change is based on historical data. Given the stay-at-home orders due to COVID-19, growth in the coming years may be substantially lower than recent trends.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

KEELY MARTIN BOSLER  
Director  
By:

Erika Li  
Chief Deputy Director

Attachment

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2021-22 appropriation limit is:

Per Capita Personal Income	
Fiscal Year (FY)	Percentage change over prior year
2021-22	5.73

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

**2021-22:**

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

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

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

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

Fiscal Year 2021-22

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

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

\*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.



# **AGENDA ITEM 6C**





<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Financial Statements

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2021; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

During the nine months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The attached financial statements present the revenues and expenditures for the nine months of the fiscal year. Period closing accrual adjustments are not included for revenues earned but not billed and expenditures incurred for goods and services received but not yet invoiced, as such adjustments are normally made during the year-end closing process.

The operating statement shows the Measure A and Local Transportation Fund (LTF) sales tax revenues for the third quarter at 64 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions*. GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they are collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration (CDTFA) collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the revenues related to collections through January 2021.

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

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. The negative revenue amounts reflect the reversal of FY 2019/20 accrued revenues at the beginning of FY 2020/21 in excess of amounts billed through the third quarter. Reimbursement invoices for third quarter expenditures will be prepared and submitted in the fourth quarter.

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

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

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

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

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

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

- Program operations are under budget due to unused budget authority for the toll operations, motorist and commuter assistance program operations, highway and rail program management, and station security;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding \$5 million is discussed in the attachment;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibility studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through January 2021;
- Regional arterial expenditures primarily represent expenditures for highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes Enterprise Fund accounting records, the Commission records accrued interest including compounded interest on the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds, Series B (capital appreciation). However, \$16.9 million of the \$22.2 million interest cost through the third quarter will not be paid in the current year and therefore is not included in the FY 2020/21 budget;
- Capital outlay expenditures are under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations transponders, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 Express Lanes Enterprise Fund accounting records; however, such depreciation is not paid and therefore is not included in the FY 2020/21 budget; and
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a \$152.5 million TIFIA loan to pay eligible I-15 Express Lanes project costs. Proceeds of the TIFIA loan may be drawn upon after certain conditions have been met. Through the third quarter, the Commission drew down \$15.7 million in TIFIA loan proceeds, for a cumulative inception to date total in TIFIA loan proceeds of \$141.9 million. During construction of the I-15 Express Lanes project and for a period of up to five years following substantial completion, interest is compounded and added to the TIFIA loan. TIFIA debt service payments are expected to commence in December 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055.

Attachments:

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



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

ATTACHMENT 1

Project Description	FY 2020/21 3 <sup>rd</sup> Quarter Budget	Expenditures 3 <sup>rd</sup> Quarter Actuals	Project Status
<b>91 Project (P003028)</b> 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. <b>The FY 2020/21 budget amount is \$15,493,100.</b>	\$ 2,944,300	(\$ 536,041)	The under run of the FY 2020/21 budget at the third quarter is due to a FY 2019/20 accrual reversal for the Army Corps of Engineers Reach 9 project (\$1.7 million), a FY 2019/20 accrual reversal for Caltrans not yet offset by actual invoices (\$0.6 million), a FY2019/20 accrual reversal for the design builder costs not yet offset by actual invoices (\$0.4 million), and an under run in the project and construction management (PCM) contract (\$0.7 million).
<b>SR-91 Corridor Operations Project (623046)</b> The project will add one additional general-purpose lane to westbound SR- 91 between Green River Road and the on-ramp to southbound SR-241. Included in the project is 9 to 10 feet of outside widening at some locations and restriping in others. <b>The FY 2020/21 budget amount is \$37,390,100.</b>	13,715,500	5,070,009	The under run of the FY 2020/21 budget at the third quarter is due to a slower than anticipated start for the construction contract (\$7.4 million) and under runs in construction management (\$0.9 million) and program management (\$0.1 million).
<b>I-15 Express Lanes project (P003027)</b> The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in Spring 2021. The total project cost is estimated at \$472 million, which includes \$42 million of contingency. <b>The FY 2020/21 budget amount is \$69,731,400.</b>	26,079,700	16,221,101	The under run of the FY 2020/21 budget at the third quarter is due to design builder contingency not used (\$2.0 million), under runs in the PCM contract (\$1.9 million) and marketing and towing (\$0.9 million), late opening for the toll services provider (\$2.9 million), and an agreement that Caltrans extended oversight was not needed after October 2020 (\$1.5 million). Staff anticipates roughly \$6 million in dispute resolution claims that will draw down from unused contingency.

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

<b>Project Description</b>	<b>FY 2020/21 3<sup>rd</sup> Quarter Budget</b>	<b>Expenditures 3<sup>rd</sup> Quarter Actuals</b>	<b>Project Status</b>
<b>15/91 Express Lanes Connector (P003039)</b> The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2023. <b><i>The FY 2020/21 budget amount is \$51,620,000.</i></b>	31,743,500	28,692,504	The under run of the FY 2020/21 budget at the third quarter is due to under runs in the PCM contract (\$1.5 million), the toll service provider (\$0.5 million), and a BNSF temporary construction license (\$0.7 million).
<b>I-15 Express Lanes Southern Extension (P003044)</b> 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. <b><i>The FY 2020/21 budget amount is \$6,862,000.</i></b>	4,621,500	2,979,880	The under run of the FY 2020/21 budget at the third quarter is due to lagging invoices from the PA/ED firm (\$1.4 million).

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

<b>Project Description</b>	<b>FY 2020/21 3<sup>rd</sup> Quarter Budget</b>	<b>Expenditures 3<sup>rd</sup> Quarter Actuals</b>	<b>Project Status</b>
<b>Mid County Parkway (MCP) (P002302, P612302, P002320, &amp; P002317)</b> The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. <b>The FY 2020/21 budget amount is \$43,222,800.</b>	30,837,600	12,044,346	The under run of the FY 2020/21 budget at the third quarter is primarily due to the following for each project: <ul style="list-style-type: none"> <li>• MCP: Under runs in preliminary engineering due to lower than anticipated billing from consultants (\$0.3 million) and right of way (ROW) acquisition, acquisition support, and ROW support for moving expenses (\$0.3 million).</li> <li>• MCP Placentia: Under runs in construction, construction management, and construction support due to the contract bid being substantially lower than the engineer's estimate (\$4.9 million).</li> <li>• MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter in FY 2020/21 and the minimal under run was due to construction and construction management (\$0.1 million).</li> </ul>
<b>Pachappa Underpass project (P003038)</b> The project will remove the Pachappa shoofly structure and associated retaining walls and construct a retaining wall, drainage, and track bed for the permanent Pachappa underpass. Track relocation will be performed by Union Pacific Railroad (UPRR). The project construction cost is estimated at \$16 million. <b>The FY 2020/21 budget amount is \$14,296,100.</b>	8,820,900	4,220,631	The under run of the FY 2020/21 budget at the third quarter is due to additional time required for UPRR, pushing expenditures into the next quarter for construction (\$2.1 million) and construction management (\$0.5 million), as well as billings not yet received for UPRR construction support services (\$1.9 million).
<b>SR-60 Truck Lanes (P003029)</b> 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. <b>The FY 2020/21 budget amount is \$43,565,700.</b>	28,818,300	21,120,445	The under run of the FY 2020/21 budget at the third quarter is due to lower-than-expected construction invoice billings (\$6.0 million), one month lag in construction management billing (\$0.9 million), and FY 2019/20 accrual reversals for construction support services not yet offset by actual invoices (\$0.4 million).

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

<b>Project Description</b>	<b>FY 2020/21 3<sup>rd</sup> Quarter Budget</b>	<b>Expenditures 3<sup>rd</sup> Quarter Actuals</b>	<b>Project Status</b>
<b>71/91 Connector Project (P003021)</b> 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. <b>The FY 2020/21 budget amount is \$5,055,700.</b>	3,791,800	1,227,099	The minimal under run of the FY 2020/21 budget at the third quarter is due to delayed billings on final design by the consultant (\$0.2 million).
<b>I-15/Railroad Canyon Interchange (P005104)</b> The project is to relieve congestion by improving traffic operations through improvements of the Railroad Canyon Road interchange and correction of the merging/diverging freeway and ramp movements. The estimated project cost is \$51 million and the project is funded by TUMF Regional Arterial, SB-1 LPP-C, STIP/RIP, and city of Lake Elsinore contribution. <b>The FY 2020/21 budget amount is \$26,952,500.</b>	19,584,400	16,404,131	The under run of the FY 2020/21 budget at the third quarter is due to under runs in construction (\$1.1 million), construction management (\$0.9 million), ROW services (\$0.6 million), construction support services (\$0.2 million), and final design (\$0.2 million).
<b>Riverside Layover Facility (P653822)</b> The project includes increased capacity and maintenance service improvements to Metrolink's West Layover Facility, north of the Riverside Downtown station. The improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The project is funded by Federal Transit Administration Section 5307. <b>The FY 2020/21 budget amount is \$9,683,600.</b>	3,837,700	4,132,735	Construction was substantially completed in the third quarter of FY 2020/21 and the overrun is due to SCRRA billings of engineering support services (\$0.1 million) and additional work items identified by SCRRA, postponing construction and construction management (\$0.4 million) into the fourth quarter of FY 2020/21. The total overrun is offset by an under run of construction support & ROW services (\$0.2 million).

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



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

ATTACHMENT 2

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

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

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

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



# **AGENDA ITEM 6D**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Megan Kavand, Senior Financial Analyst Michele Cisneros, Deputy Finance Director
<b>THROUGH:</b>	Theresia Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Investment Report

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the Quarterly Investment Report for the quarter ended March 31, 2021;  
and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

The Commission's quarterly investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments and in the state Local Agency Investment Fund. As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

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

The quarterly investment report for the third quarter of FY 2020/21, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, and available operating cash. As of March 31, 2021, the Commission's cash and investments was comprised of the following:

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

The quarterly investment report includes the following information:

- Investment Portfolio Report;
- 91 CIP STAMP Portfolio by Investment Category;
- 91 CIP STAMP Portfolio by Account;
- 91 CIP STAMP Portfolio Transaction Report by Account;
- 91 CIP STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio TIFIA Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio by Investment Category;
- 2017 Financing STAMP Portfolio by Account;
- 2017 Financing STAMP Portfolio Transaction Report by Account;
- 2017 Financing STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio Ramp Up Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- MetLife Short Duration First Quarter 2021 Review;
- Payden & Rygel Operating Portfolio by Investment Category;
- Payden & Rygel Operating Portfolio Transaction Report;
- Payden & Rygel Operating Portfolio First Quarter 2021 Review; and
- County of Riverside Investment Report for the Quarter Ended March 31, 2021.



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

Attachments:

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

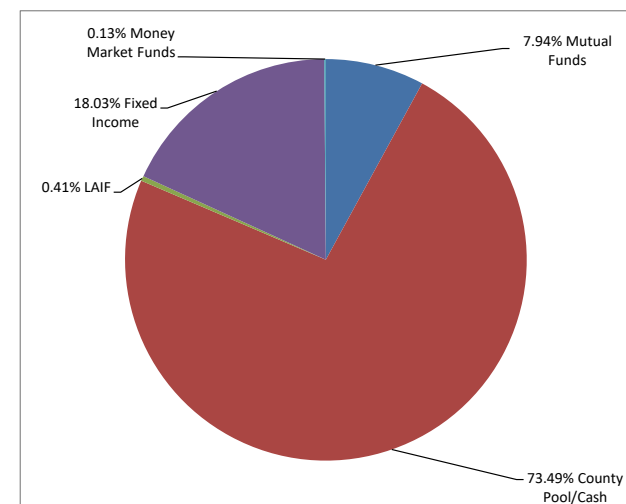
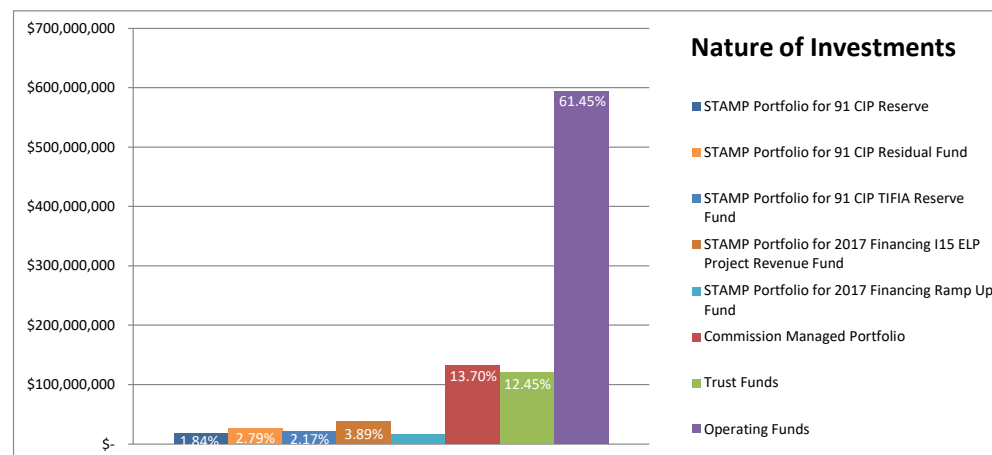


# ATTACHMENT 1

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

(Amounts subject to rounding differences)

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





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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	208,100.95	5,598.06	3.250	1.510	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWN4	Agency	Freddie Mac	08/12/2025	08/14/2020	300,000.00	299,580.00	08/12/2021	296,103.00	(3,528.45)	0.600	0.904	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	290,000.00	289,956.50	09/28/2021	290,116.00	152.12	0.300	0.219	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	145,000.00	145,000.00	05/24/2021	144,841.95	(158.05)	0.350	0.391	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130ALJ28	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	200,000.00	200,000.00	04/12/2021	200,026.00	26.00	0.500	0.471	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/22/2020	400,000.00	399,960.00	07/20/2021	400,132.00	159.71	0.320	0.211	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	270,000.00	269,959.50	09/28/2021	270,108.00	141.63	0.300	0.219	AAA
256350021	MIM-RCTC 2013 Residual Fund	3134GWY42	Agency	Freddie Mac	10/13/2023	10/07/2020	300,000.00	299,850.00	10/13/2021	299,730.00	(143.26)	0.300	0.336	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136G46A6	Agency	Federal National Mortgage Association	10/27/2023	10/20/2020	415,000.00	414,896.25	10/27/2021	415,087.15	176.14	0.300	0.263	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	224,974.00	6,051.96	3.250	1.510	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAC9	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	271,053.00	180.49	1.125	0.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWN4	Agency	Freddie Mac	08/12/2025	08/14/2020	325,000.00	324,545.00	08/12/2021	320,778.25	(3,822.49)	0.600	0.904	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	315,000.00	314,952.75	09/28/2021	315,126.00	165.23	0.300	0.219	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	160,000.00	160,000.00	05/24/2021	159,825.60	(174.40)	0.350	0.391	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	508,995.00	7,224.68	2.375	0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJ28	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	250,000.00	250,000.00	04/12/2021	250,032.50	32.50	0.500	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	130,887.60	124,343.22	---	132,591.76	2,453.70	2.482	0.477	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,138.00	2,960.28	2.396	0.352	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	20,922.21	21,492.04	---	21,359.07	236.63	3.500	0.260	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	42,772.58	44,686.66	---	44,623.78	885.29	3.000	0.720	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	72,010.87	72,021.73	---	74,398.03	2,440.22	2.500	0.687	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	83,625.11	85,967.27	---	88,640.94	2,936.55	3.000	1.749	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRt6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	20,107.18	19,415.99	---	20,515.55	733.02	2.000	0.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	112,040.82	114,859.32	---	119,677.52	4,911.41	4.000	1.257	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	52,071.68	53,110.55	---	53,375.03	969.99	3.000	1.119	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	143,966.20	3,521.80	2.573	0.384	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,458.81	6,763.40	2.373	0.306	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	461,767.50	20,457.82	2.273	1.365	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	78,800.61	75,956.40	---	81,215.06	4,361.04	2.250	0.394	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	22,983.47	22,408.88	---	23,214.23	501.09	2.500	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	8,850.50	8,583.50	---	8,968.04	300.72	1.250	0.288	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	12,467.38	12,327.13	---	12,912.47	550.03	2.500	-0.083	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	22,078.79	22,803.25	---	23,424.94	777.02	4.500	0.580	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	24,810.87	25,513.52	---	25,393.68	257.17	5.000	1.351	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	46,613.48	45,943.41	---	46,923.46	714.89	1.500	0.502	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	22,634.28	23,083.43	---	22,970.40	133.32	3.500	0.798	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	23,316.56	23,740.08	---	23,985.75	294.33	3.000	1.172	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	11,166.53	11,238.50	---	11,261.11	82.43	2.500	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	24,735.18	24,425.99	---	25,046.84	541.67	1.500	0.487	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	138,103.82	136,075.42	---	141,530.17	5,490.12	2.000	1.319	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T1T9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	26,430.38	27,049.84	---	27,656.74	616.51	3.000	0.413	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	---	240,000.00	250,336.72	---	248,726.40	1,816.64	2.637	0.341	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	74,259.70	76,394.67	---	76,119.91	507.65	3.000	-0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	56,945.05	58,410.94	---	57,046.41	(30.72)	3.989	1.264	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	68,229.20	69,178.01	---	68,483.01	(51.83)	3.000	0.275	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	12/16/2020	17,837.88	18,069.22	---	18,093.32	(1.42)	2.000	1.243	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	44,830.55	45,706.15	---	45,944.14	260.63	1.500	0.068	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AQQE1	Agency CMO	Freddie Mac	05/15/2027	---	89,950.00	91,636.58	---	91,740.01	111.16	1.500	0.453	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADZA0	Agency CMO	Federal National Mortgage Association	04/25/2028	---	111,705.60	113,097.17	---	113,299.64	208.40	1.250	0.356	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	43,778.40	44,770.26	---	45,122.39	385.03	2.500	-0.463	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	52,922.20	53,980.64	---	54,443.71	470.91	2.000	0.243	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	49,308.88	50,341.29	---	50,573.66	254.22	1.750	0.264	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	45,249.19	45,722.90	---	45,793.54	87.80	2.500	0.958	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	58,221.08	59,217.48	---	59,371.53	137.74	1.500	0.341	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	208,348.06	219,058.46	---	217,769.56	(872.14)	2.802	0.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	86,731.28	88,614.97	---	88,529.22	(73.94)	2.000	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	74,312.18	76,695.40	---	76,617.34	(98.58)	2.000	0.593	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BBSD8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	43,316.76	45,123.88	---	45,356.98	181.82	3.000	0.631	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LUX3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	33,656.87	34,335.27	---	34,316.88	462.87	4.500	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	17,683.12	17,373.67	---	17,824.76	313.43	1.500	0.633	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	14,381.91	14,993.14	---	15,000.62	247.46	5.500	0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	18,224.85	18,331.51	---	18,462.14	184.95	2.482	0.477	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	48,502.04	49,464.50	---	49,222.29	285.68	3.500	0.798	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,152.80	7,735.43	2.682	0.437	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	89,746.68	88,821.17	---	90,663.89	1,471.04	1.500	0.296	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	101,896.00	1,562.01	2.373	0.306	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	42,880.23	43,183.40	---	43,613.91	476.87	2.500	0.922	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	25,083.64	25,597.07	---	25,076.61	(7.02)	3.871</		

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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3137BD6F5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	108,414.10	107,287.61	---	110,661.52	3,041.16	2.000	0.431	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGF00	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	22,342.67	22,624.57	---	22,414.39	52.31	3.500	0.728	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	0.00	0.00	---	(0.00)	(0.00)	0.556	0.454	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	70,227.90	69,372.00	---	71,233.56	1,780.16	2.000	1.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	34,055.28	34,108.49	---	34,169.02	126.83	2.500	1.116	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIUG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	207,272.00	5,419.42	2.637	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZ3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	12,497.07	12,580.55	---	12,721.39	196.00	3.000	0.013	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,184.00	3,677.69	2.396	0.352	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	305,688.00	5,063.82	2.373	0.306	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,249.50	3,389.02	2.573	0.384	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	24,251.02	24,732.25	---	24,611.15	142.84	3.500	0.798	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	78,011.78	78,158.05	---	80,597.87	2,499.74	2.500	0.687	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	25,157.34	25,614.30	---	25,879.35	317.56	3.000	1.172	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	75,400.72	78,463.88	---	80,104.22	2,333.75	4.000	0.357	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	12,025.49	12,103.00	---	12,127.35	88.77	2.500	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	26,281.13	25,952.61	---	26,612.27	575.52	1.500	0.487	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	123,288.97	124,271.43	---	126,893.94	2,835.40	2.500	0.084	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	62,302.59	65,359.31	---	66,549.13	1,321.62	4.000	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	145,776.25	143,635.16	---	149,392.96	5,795.13	2.000	1.319	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	24,141.02	24,669.10	---	24,645.08	140.79	3.500	0.260	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	11,383.26	11,489.98	---	11,789.64	315.14	2.500	-0.083	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TIT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	28,728.67	29,401.99	---	30,061.68	670.12	3.000	0.413	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	80,748.42	83,069.93	---	82,771.16	552.00	3.000	-0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	84,848.12	86,992.11	---	84,999.15	(31.65)	3.989	1.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	244,874.35	249,207.48	---	246,186.87	786.77	3.230	0.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	92,847.18	93,775.66	---	94,131.26	496.19	2.750	0.466	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZN1	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	37,047.67	37,111.35	---	37,056.56	(7.68)	2.500	0.910	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	51,909.06	52,922.92	---	53,198.48	301.79	1.500	0.068	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQQE1	Agency CMO	Freddie Mac	05/15/2027	---	104,152.65	106,105.51	---	106,225.28	128.73	1.500	0.453	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	Agency CMO	Federal National Mortgage Association	04/25/2028	---	131,169.45	132,803.01	---	133,041.24	244.99	1.250	0.356	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	63,065.61	64,326.93	---	64,878.74	561.16	2.000	0.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	50,690.78	51,839.25	---	52,246.99	445.83	2.500	-0.463	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	57,094.49	58,289.91	---	58,558.96	294.35	1.750	0.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	52,933.01	53,487.16	---	53,569.80	102.70	2.500	0.958	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	69,180.34	70,364.02	---	70,547.35	163.89	1.500	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	243,072.74	255,568.20	---	254,064.49	(1,017.50)	2.802	0.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	87,688.37	90,500.57	---	90,408.46	(116.32)	2.000	0.593	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BB5D8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	50,689.82	52,804.54	---	53,077.31	212.77	3.000	0.631	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/26/2021	25,918.58	27,518.24	---	27,498.84	(75.53)	4.500	0.580	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	62,525.17	60,927.85	---	64,514.72	1,950.45	2.299	2.042	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	85,355.89	87,977.38	---	89,705.63	2,559.46	3.000	0.562	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	137,203.67	138,897.27	---	141,192.18	2,580.41	2.500	1.768	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	30,307.31	28,798.89	---	30,407.93	610.23	1.400	0.828	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	183,248.64	194,637.25	---	186,241.09	(339.42)	2.996	1.609	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	182,380.56	187,595.50	---	185,468.26	2,133.97	2.349	0.122	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	84,139.38	88,174.15	---	92,342.97	5,351.22	4.500	0.585	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KR80	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	455,359.50	9,811.84	2.389	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	58,199.34	57,917.43	---	58,529.32	414.55	1.705	0.894	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	190,853.73	188,140.84	---	194,938.00	4,025.78	2.325	1.230	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	434,392.50	14,836.26	2.795	2.398	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	28,527.16	29,172.92	---	28,758.20	(94.42)	2.548	1.913	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	97,155.15	94,092.48	---	98,542.53	2,736.40	1.826	1.271	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BIU75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	310,070.94	322,243.65	---	317,766.91	5,186.04	2.522	0.274	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	---	43,218.77	42,637.25	---	44,668.76	1,672.23	2.532	0.800	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	39,434.50	3,091.58	3.600	1.578	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	60,463.80	62,665.06	---	64,294.18	2,276.96	4.000	-0.326	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	220,702.00	11,584.08	3.281	1.481	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BIBS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	371,437.20	10,094.90	2.510	0.332	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	131,309.57	133,930.25	---	139,821.06	6,588.13	2.631	1.053	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	273,018.94	282,307.99	---	288,717.53	7,332.74	2.550	1.820	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,260.53	---	24,984.58	750.38	2.500	0.601	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	22,776.71	23,730.49	---	24,291.37	817.68	4.500	-0.589	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	30,692.84	31,062.11	---	31,942.65	911.65	2.500	0.725	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	180,313.28	181,130.33	---	189,155.84	8,249.96	2.258	0.979	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	180,763.75	180,827.30	---	188,784.24	8,017.29	2.190	1.159	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	143,660.16	149,855.50	---	151,367.53	1,803.55	3.000	0.836	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,373.16	---	19,454.31	31.41	3.000	1.150	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	45,077.47	47,007.34	---	46,472.61	(458.19)	2.500	1.901	AAA
256350023	MIM-Sr Lien Reserve Fund-1													

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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	76,115.59	79,635.94	---	80,359.03	814.32	3.000	-0.158	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	80,492.95	84,819.45	---	84,800.93	(12.17)	3.000	0.722	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	137,223.00	143,783.97	---	144,873.18	1,135.77	3.000	0.202	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	30,815.91	32,525.24	---	32,467.96	(9.23)	3.000	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FH7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	52,390.47	54,944.51	---	55,187.60	298.27	3.000	0.453	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	259,005.56	277,368.65	---	277,081.55	3,077.51	3.045	0.291	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	206,410.01	217,536.80	---	214,748.98	(2,864.68)	2.500	1.170	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	139,696.17	147,226.67	---	147,513.57	(454.92)	3.000	1.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	08/19/2020	50,015.12	50,452.76	---	50,335.22	33.63	1.583	0.282	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138X0ZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	37,758.65	39,676.08	---	39,431.74	(148.94)	2.500	0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	43,863.98	45,796.74	---	45,807.59	32.37	2.500	0.482	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAB2	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	120,000.00	131,714.06	---	129,374.40	(869.54)	3.038	0.123	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	31,436.24	32,899.99	---	32,732.36	(98.06)	2.500	0.729	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	400,248.39	430,829.87	---	432,196.21	2,729.36	3.500	1.132	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	75,466.41	80,300.97	---	80,583.79	(32.48)	3.500	1.135	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179HIM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	76,928.75	77,523.83	---	77,523.83	638.81	3.500	0.859	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31406FU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	89,430.89	95,467.47	---	96,027.31	619.21	3.000	0.678	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.97	---	238,553.13	(543.49)	2.905	0.770	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	78,970.93	85,905.56	---	85,338.35	(606.65)	3.500	0.666	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	113,177.55	123,197.10	---	123,070.40	(108.82)	3.500	0.418	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	01/14/2021	12,466.16	12,473.95	---	12,479.37	6.64	2.150	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	168,932.49	176,534.45	---	174,762.35	(1,647.62)	2.000	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	151,311.76	159,681.19	---	157,424.75	(2,354.06)	2.500	1.178	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	02/08/2021	37,000.00	40,815.63	---	40,381.43	(307.55)	3.284	0.940	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	181,957.98	195,263.67	---	193,021.02	(2,119.05)	3.000	0.756	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	204,825.08	219,610.89	---	216,209.26	(3,467.71)	3.000	0.983	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	85,835.01	93,077.33	---	93,633.98	658.81	3.500	-0.077	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36176XOB8	Agency MBS	Government National Mortgage Association	05/15/2027	02/23/2021	41,880.50	43,817.48	---	44,215.33	387.16	3.000	0.289	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140J83R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	85,039.73	88,893.10	---	88,972.82	46.58	2.500	0.519	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	67,249.51	70,527.93	---	70,509.10	(45.75)	2.500	0.757	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	34,198.14	35,704.99	---	35,715.17	(2.72)	2.500	0.595	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	165,224.08	171,187.64	---	170,076.71	(1,046.52)	2.000	1.280	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	173,951.76	180,366.24	---	178,622.37	(1,666.32)	2.000	1.407	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	60,900.99	65,468.57	---	65,949.68	506.55	3.500	0.055	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	113,075.57	118,446.66	---	118,108.56	(307.26)	2.500	0.956	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	03/18/2021	36,393.52	36,393.52	---	36,395.34	1.82	4.244	3.092	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	35,000.00	36,110.16	---	36,211.35	98.85	2.000	1.054	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	03/18/2021	48,946.21	52,204.19	---	51,903.54	(363.12)	3.000	0.877	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NAH1	Agency MBS	Government National Mortgage Association	04/20/2028	03/26/2021	128,758.46	134,029.51	---	133,648.71	(518.88)	2.500	0.852	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	03/31/2021	40,000.00	42,250.00	---	42,720.40	470.40	2.920	0.806	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	6,752.37	6,653.19	---	6,813.47	97.86	1.785	0.254	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	20,839.64	20,452.15	---	20,973.01	272.19	1.583	0.282	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	39,603.79	41,045.61	---	42,112.69	1,491.41	4.000	-0.326	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	18,132.60	18,030.60	---	18,151.82	49.81	2.150	0.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	137,373.90	138,296.88	---	143,320.82	5,186.76	2.500	0.621	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	41,265.67	41,729.91	---	42,148.76	450.32	2.325	1.230	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	278,385.60	279,951.52	---	281,283.60	2,541.37	2.500	0.756	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	79,981.13	80,868.42	---	83,281.95	2,501.27	2.500	0.601	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	52,329.36	53,310.54	---	55,247.24	2,162.93	3.000	0.082	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179MAJ6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	102,309.46	103,540.37	---	106,475.50	3,038.81	2.500	0.725	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202FZH8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	58,317.69	59,757.41	---	61,289.56	1,667.77	3.000	0.562	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	49,230.54	51,661.30	---	51,878.15	84.26	3.000	1.150	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179QZ48	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	257,678.18	272,494.68	---	272,324.61	(735.17)	3.000	1.014	AAA
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	184,951.94	192,407.81	---	192,584.90	620.81	2.500	0.581	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	28,938.69	29,354.69	---	28,927.70	(11.00)	3.763	0.525	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	120,169.36	117,624.84	---	120,134.51	384.93	1.870	1.685	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RL16	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	50,745.22	51,498.48	---	50,727.97	(30.20)	3.840	3.425	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BJP56	Agency MBS	Freddie Mac	01/25/2025	07/23/2020	40,831.52	42,574.83	---	42,568.49	280.17	2.697	0.216	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BFE80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	274,033.61	286,151.03	---	284,107.08	217.06	2.720	0.436	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	58,360.00	59,226.28	---	58,340.16	(6.77)	3.840	3.215	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132A8F51	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	279,925.91	295,015.67	---	291,234.92	(3,884.98)	2.500	1.170	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	167,032.79	179,795.14	---	180,365.34	1,139.01	3.500	0.132	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J7Q32	Agency MBS	Federal National Mortgage Association	10/01/2031	10/20/2020	43,187.77	46,507.83	---	47,060.85	656.24	3.500	-0.177	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	93,861.55	100,138.55	---	99,532.66	(582.64)	3.000	0.871	AAA
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	246,163.46	258,048.54	---	257,058.65	(801.08)	2.500	0.623	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	59,080.47	62,200.67	---	61,711.91	(577.33)	2.500	1.047	AAA



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	120,927.60	125,330.12	---	128,588.36	4,553.91	4.000	-0.326	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	57,698.96	59,576.44	---	61,338.61	2,330.57	4.000	-0.541	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	56,632.23	59,014.77	---	59,647.89	1,369.59	4.000	0.856	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	98,378.98	101,583.98	---	104,610.30	4,009.25	4.000	-0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	60,155.98	62,381.28	---	63,969.87	2,202.42	4.000	0.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	46,918.09	46,654.18	---	46,967.83	128.89	2.150	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	133,373.66	131,894.05	---	134,227.26	1,541.36	1.583	0.282	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIBS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	665,491.65	17,616.99	2.510	0.332	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	169,005.00	8,343.21	3.600	1.578	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BIU75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	305,991.06	308,943.40	---	313,585.76	6,448.45	2.522	0.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	198,847.40	204,253.57	---	204,118.85	3,269.00	3.090	0.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	202,921.90	9,081.82	2.920	0.806	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	220,702.00	11,584.08	3.281	1.481	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	37,853.53	39,249.38	---	38,833.94	331.49	5.500	0.864	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AAEA0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	34,156.60	34,471.87	---	34,397.06	(102.59)	2.548	1.913	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	206,154.72	209,915.43	---	209,521.23	895.81	2.996	1.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	18,597.67	17,781.98	---	18,659.41	481.97	1.400	0.828	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	76,114.03	77,615.50	---	78,004.70	814.92	2.838	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	(0.00)	(0.00)	3.005	1.087	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	145,899.53	148,811.39	---	155,356.73	7,320.15	2.631	1.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	297,838.85	307,972.35	---	314,964.58	7,999.36	2.550	1.820	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	38,686.57	39,121.79	---	39,514.46	422.17	2.325	1.230	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	100,309.30	101,120.40	---	102,007.54	1,306.73	2.349	0.122	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	309,628.00	7,574.50	3.563	1.785	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	214,794.00	7,071.34	2.849	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	250,874.39	266,211.06	---	272,336.69	7,036.87	3.010	1.851	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	31,992.45	32,347.37	---	33,312.78	1,000.51	2.500	0.601	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	24,757.29	25,794.01	---	26,403.65	888.78	4.500	-0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	214,602.00	9,920.96	2.770	0.927	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	163,708.50	6,455.61	3.284	0.940	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	122,771.35	124,248.45	---	127,770.60	3,646.57	2.500	0.725	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	132,540.21	135,812.30	---	139,294.46	3,792.66	3.000	0.562	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	194,933.27	195,816.56	---	204,492.80	8,918.89	2.258	0.979	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	195,420.27	195,488.97	---	204,091.07	8,667.34	2.190	1.159	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	47,894.09	52,347.59	---	52,563.77	500.47	4.500	0.585	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	19,454.31	31.60	3.000	1.150	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	70,256.59	(61.96)	2.500	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	48,833.92	50,924.63	---	50,345.33	(496.38)	2.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	64,684.89	67,454.22	---	67,318.21	(13.01)	2.500	0.709	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	83,843.67	87,433.23	---	86,434.44	(770.41)	2.500	1.026	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140U4J97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	50,281.68	52,277.23	---	51,442.68	(256.40)	2.596	1.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJP55	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	15,922.16	16,402.48	---	15,922.96	(41.36)	4.244	3.092	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	87,200.70	91,887.74	---	91,867.68	(13.17)	3.000	0.722	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	110,999.69	116,202.79	---	115,943.61	(459.95)	2.500	1.047	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	84,127.75	88,018.66	---	88,817.87	900.03	3.000	-0.158	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	149,230.01	156,365.07	---	157,549.58	1,235.14	3.000	0.202	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	57,877.38	58,826.94	---	57,855.39	(21.99)	3.763	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	33,314.50	35,162.42	---	35,100.49	(9.97)	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	302,173.15	323,596.75	---	323,261.81	3,590.43	3.045	0.291	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	223,375.22	235,416.55	---	232,399.57	(3,100.15)	2.500	1.170	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	150,442.03	158,551.80	---	158,860.77	(489.91)	3.000	1.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138X0ZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	41,534.52	43,643.69	---	43,374.91	(163.83)	2.500	0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	47,444.71	49,535.25	---	49,546.98	35.01	2.500	0.482	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBA82	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	130,000.00	142,690.23	---	140,155.60	(942.00)	3.038	0.123	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	39,295.31	41,124.98	---	40,915.45	(122.56)	2.500	0.729	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	431,764.00	464,753.47	---	466,227.40	2,944.26	3.500	1.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RH44	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	84,719.95	89,750.20	---	90,444.48	745.29	3.500	0.859	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	84,899.70	90,338.60	---	90,656.75	(36.55)	3.500	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31406FU6E	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	98,373.98	105,014.22	---	105,630.04	681.12	3.000	0.678	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	12/23/2020	146,310.24	149,945.14	---	149,780.72	195.26	2.592	-0.024	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.98	---	238,553.13	(543.50)	2.905	0.770	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	90,132.75	100,223.16	---	99,561.41	(707.76)	3.500	0.666	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	133,150.06	144,933.85	---	144,788.71	(124.29)	3.500	0.418	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	193,065.70	201,753.66	---	199,728.40	(1,883.01)	2.000	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	179,682.71	189,621.41	---	186,941.89	(2,795.45)	2.500	1.178	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31307NP40	Agency M											



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

Source	Account	Identifier	Security Type	Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFA Reserve	31418DXH0	Agency MBS	Federal National Mortgage Association		02/01/2036	02/24/2021	198,802.01	206,132.84	---	204,139.85	(1,904.35)	2.000	1.407	AAA
256350018	MIM-RCTC 91 TIFA Reserve	3138EQRJ3	Agency MBS	Federal National Mortgage Association		11/01/2030	02/24/2021	70,776.83	76,085.09	---	76,644.23	588.69	3.500	0.055	AAA
256350018	MIM-RCTC 91 TIFA Reserve	3128MMT52	Agency MBS	Freddie Mac		10/01/2030	02/24/2021	129,229.22	135,367.60	---	134,981.21	(351.15)	2.500	0.956	AAA
256350018	MIM-RCTC 91 TIFA Reserve	31418DQ47	Agency MBS	Federal National Mortgage Association		07/01/2035	02/24/2021	185,877.09	192,586.09	---	191,336.30	(1,177.33)	2.000	1.280	AAA
256350018	MIM-RCTC 91 TIFA Reserve	31418DYF3	Agency MBS	Federal National Mortgage Association		04/01/2031	03/18/2021	40,000.00	41,268.75	---	41,384.40	112.97	2.000	1.054	AAA
256350018	MIM-RCTC 91 TIFA Reserve	31408JME0	Agency MBS	Federal National Mortgage Association		12/01/2032	03/18/2021	59,311.29	63,259.20	---	62,894.88	(440.02)	3.000	0.877	AAA
256350018	MIM-RCTC 91 TIFA Reserve	36179NAH1	Agency MBS	Government National Mortgage Association		04/20/2028	03/26/2021	151,602.70	157,808.94	---	157,360.57	(610.95)	2.500	0.852	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust		05/16/2022	06/29/2018	6,781.79	6,746.82	---	6,791.83	11.75	2.650	0.709	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust		04/18/2022	09/25/2018	2,368.53	2,331.62	---	2,370.12	2.40	2.120	0.370	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4		10/16/2023	07/24/2019	39,498.43	40,222.06	---	40,079.85	362.12	3.210	0.232	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LB86	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2		05/15/2024	08/02/2019	160,000.00	160,387.50	---	160,374.40	346.41	2.210	0.370	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4		01/16/2024	09/09/2019	80,000.00	79,989.10	---	80,537.60	540.27	2.230	0.849	AAA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B		11/15/2023	12/05/2019	111,173.22	112,988.47	---	113,019.80	1,104.78	3.190	0.211	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1		12/16/2024	01/14/2020	60,000.00	59,988.23	---	61,339.80	1,346.80	1.890	0.567	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2		09/15/2022	03/13/2020	100,000.00	100,312.50	---	102,013.00	1,829.32	1.720	0.333	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QHK3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, Series 2020-1		09/15/2025	09/15/2020	225,000.00	224,986.86	---	225,470.25	484.64	0.700	0.614	AAA
256350021	MIM-RCTC 2013 Residual Fund	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust		10/18/2021	09/22/2020	78,931.76	78,931.76	---	78,931.76	0.00	0.189	0.189	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3		12/15/2022	01/29/2021	0.02	0.02	---	0.02	(0.00)	2.210	0.451	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	Asset Backed	World Omni Automobile Lease Securitization Trust 2020-A		01/17/2023	02/04/2021	235,000.00	239,773.44	---	239,206.50	(9.17)	1.700	0.104	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	Asset Backed	Ford Credit Floorplan Master Owner Trust A		05/15/2023	02/04/2021	300,000.00	302,226.56	---	300,858.00	(140.00)	2.950	0.596	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162YAD5	Asset Backed	World Omni Auto Receivables Trust 2019-A		05/15/2024	02/04/2021	129,923.55	132,253.05	---	132,189.42	(41.82)	3.040	0.903	AAA
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	Asset Backed	Verizon Owner Trust 2019-A		09/20/2023	02/04/2021	180,000.00	183,058.59	---	182,449.80	(144.39)	2.930	0.941	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, 2017-3		09/15/2022	02/12/2021	100,000.00	103,445.31	---	103,097.00	(73.12)	2.480	0.346	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	Asset Backed	Carmax Auto Owner Trust 2020-1		06/16/2025	03/03/2021	280,000.00	291,309.38	---	290,449.60	(602.20)	2.030	0.813	AAA
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Truist Bank		05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,282.50	282.50	0.782	0.266	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company		05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	100,580.00	580.00	0.802	0.281	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation		03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	170,492.85	5,562.26	2.200	0.408	A
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.		11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/2021	197,061.15	2,061.15	2.312	0.528	A
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	Corporate	PNC Bank, National Association		02/24/2023	02/20/2020	250,000.00	250,000.00	02/24/2022	250,467.50	467.50	0.501	0.329	A
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	Corporate	Caterpillar Financial Services Corporation		05/17/2021	05/14/2019	120,000.00	120,000.00	---	120,054.00	54.00	0.582	0.237	A
256350021	MIM-RCTC 2013 Residual Fund	14913R2D8	Corporate	Caterpillar Financial Services Corporation		07/07/2023	07/06/2020	200,000.00	199,888.00	---	200,982.00	1,066.95	0.650	0.432	A
256350021	MIM-RCTC 2013 Residual Fund	438516CC8	Corporate	Honeywell International Inc.		08/19/2022	08/17/2020	265,000.00	265,000.00	08/19/2021	265,243.80	243.80	0.483	0.243	A
256350021	MIM-RCTC 2013 Residual Fund	06051GHC6	Corporate	Bank of America Corporation		12/20/2023	10/09/2020	185,000.00	194,412.80	12/20/2022	192,401.85	(23.63)	3.004	0.660	A
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	Corporate	JPMorgan Chase & Co.		12/05/2024	---	495,000.00	544,824.45	12/05/2023	537,010.65	(3,356.19)	4.023	0.812	A
256350021	MIM-RCTC 2013 Residual Fund	06051GHI3	Corporate	Bank of America Corporation		10/24/2024	11/05/2020	205,000.00	205,604.75	10/24/2023	205,498.15	(26.71)	0.810	0.714	A
256350021	MIM-RCTC 2013 Residual Fund	6174468T9	Corporate	Morgan Stanley		11/10/2023	11/09/2020	380,000.00	380,000.00	11/10/2022	380,110.20	110.20	0.560	0.517	A
256350021	MIM-RCTC 2013 Residual Fund	38141GXL3	Corporate	The Goldman Sachs Group, Inc.		11/17/2023	---	485,000.00	486,140.00	11/17/2022	485,038.80	(954.32)	0.627	0.594	A
256350021	MIM-RCTC 2013 Residual Fund	863667BB6	Corporate	Stryker Corporation		12/01/2023	11/18/2020	160,000.00	159,860.80	12/01/2021	160,096.00	218.98	0.600	0.510	A
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.		12/08/2021	---	450,000.00	449,617.50	11/08/2021	457,150.50	7,250.61	2.900	0.260	A
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	Corporate	National Rural Utilities Cooperative Finance Corporation		11/15/2023	12/23/2020	165,000.00	178,234.65	08/15/2023	175,754.70	(1,181.00)	3.400	0.628	A
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	Corporate	American Express Company		05/20/2022	12/30/2020	150,000.00	154,734.00	04/19/2022	153,733.50	(116.17)	2.750	0.373	A
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	Corporate	Toyota Motor Credit Corporation		01/11/2024	01/06/2021	170,000.00	169,989.80	---	169,615.80	(374.75)	0.450	0.532	A
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	Corporate	Coöperatieve Rabobank U.A., New York Branch		01/12/2024	01/05/2021	285,000.00	284,803.35	---	283,483.80	(1,333.78)	0.375	0.568	AA
256350021	MIM-RCTC 2013 Residual Fund	22550L2E0	Corporate	Credit Suisse AG, New York Branch		02/02/2024	01/26/2021	250,000.00	250,000.00	---	247,160.00	(2,840.00)	0.495	0.902	AA
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	Corporate	Comcast Corporation		04/15/2024	02/04/2021	250,000.00	275,055.00	03/15/2024	273,012.50	(867.00)	3.700	0.556	A
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	Corporate	U.S. Bancorp		02/05/2024	02/04/2021	500,000.00	543,865.00	01/05/2024	538,170.00	(3,537.64)	3.375	0.584	A
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation		03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,341.90	1,106.22	0.884	0.326	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	Corporate	Wells Fargo & Company		06/02/2024	03/05/2021	395,000.00	404,254.85	06/02/2023	403,492.50	(505.33)	1.654	0.654	A
256350021	MIM-RCTC 2013 Residual Fund	842400HC0	Corporate	Southern California Edison Company		04/01/2024	03/24/2021	160,000.00	160,000.00	04/01/2023	160,249.60	249.60	0.840	0.762	A
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	2.04	---	2.04	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	(258,514.62)	---	(258,514.62)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	(160,000.00)	---	(160,000.00)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	0.01	---	0.01	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	(0.00)	---	(0.00)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA		03/31/2021	---	0.00	(43,410.25)	---	(43,410.25)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund		03/31/2021	---	0.00	289,267.93	---	289,267.93	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund		03/31/2021	---	0.00	605,440.05	---	605,440.05	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund		03/31/2021	---	0.00	143,181.47	---	143,181.47	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority		04/01/2022	09/20/2019	95,000.00	95,000.00	---	96,650.15	1,650.15	2.128	0.386	AA
256350021	MIM-RCTC 2013 Residual Fund	783186T22	Muni	Rutgers, The State University of New Jersey		05/01/2022	10/18/2019	105,000.00	105,000.00	---	107,051.70	2,051.70	2.057	0.250	AA
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation		03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,702.00	702.00	0.965	0.831	AA
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas		02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,111.25	1,111.25	0.867	0.643	AAA
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	Muni	New York City Transitional Finance Authority		08/01/2023	07/07/2020	155,000.00	164,850.25	---	163,447.50	910.98	2.710	0.362	AAA
256350021	MIM-RCTC 2013 Residual Fund	916544ES4	Muni	Upper Santa Clara Valley Joint Powers Authority		08/01/2023	07/16/2020	170,000.00	170,000.00	---	170,974.10	974.10	0.680	0.433	AA
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District		03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,666.				

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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	1,560,000.00	1,572,206.84	---	1,570,062.00	(26.22)	0.500	0.170	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	483,336.00	4,480.81	1.250	0.057	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	11/09/2020	810,000.00	808,354.69	---	808,890.30	282.52	0.125	0.190	AAA
256350021	MIM-RCTC 2013 Residual Fund	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	12/31/2020	350,000.00	349,753.91	---	348,810.00	(965.06)	0.125	0.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	2,045,000.00	2,045,706.29	---	2,045,122.70	(112.97)	0.159	0.086	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828I43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	126,895.00	1,697.09	1.750	0.093	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	305,000.00	306,894.34	---	312,374.90	6,433.18	1.750	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XBI	US Gov	United States Department of The Treasury	05/15/2025	---	710,000.00	744,402.74	---	751,293.60	12,989.93	2.125	0.692	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	764,235.00	5,509.47	1.375	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAM3	US Gov	United States Department of The Treasury	09/30/2025	10/30/2020	700,000.00	695,679.69	---	682,444.00	(13,601.94)	0.250	0.819	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	1,530,000.00	1,524,537.31	---	1,524,798.00	(96.47)	0.125	0.259	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAE1	US Gov	United States Department of The Treasury	08/15/2030	12/04/2020	110,000.00	106,515.23	---	99,601.70	(7,021.86)	0.625	1.721	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828ZF0	US Gov	United States Department of The Treasury	03/31/2025	03/08/2021	85,000.00	84,508.59	---	84,422.00	(94.17)	0.500	0.673	AAA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	04/20/2021	460,000.00	0.00	0.110	0.110	AAA
							<b>63,304,262.78</b>	<b>65,259,136.30</b>		<b>65,697,097.31</b>	<b>590,542.49</b>			



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	224,974.00	6,051.96	3.250	1.510	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEC9	Agency	Freddie Mac	08/12/2021	04/29/2020	270,000.00	273,044.52	---	271,053.00	180.49	1.125	0.053	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWN04	Agency	Freddie Mac	08/12/2025	08/14/2020	325,000.00	324,545.00	08/12/2021	320,778.25	(3,822.49)	0.600	0.904	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWT00	Agency	Freddie Mac	09/28/2023	09/23/2020	315,000.00	314,952.75	09/28/2021	315,126.00	165.23	0.300	0.219	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD08	Agency	Freddie Mac	11/24/2023	11/19/2020	160,000.00	160,000.00	05/24/2021	159,825.60	(174.40)	0.350	0.391	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAD02	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	508,995.00	7,224.68	2.375	0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJ28	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	250,000.00	250,000.00	04/12/2021	250,032.50	32.50	0.500	0.471	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	49,355.45	48,645.96	---	49,683.66	756.95	1.500	0.502	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	1,253.90	1,244.50	---	1,253.46	(0.44)	2.000	0.974	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	108,414.10	107,287.61	---	110,661.52	3,041.16	2.000	0.431	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGF00	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	22,342.67	22,624.57	---	22,414.39	52.31	3.500	0.728	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	0.00	0.00	---	(0.00)	(0.00)	0.556	0.454	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	70,227.90	69,372.00	---	71,233.56	1,780.16	2.000	1.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	34,055.28	34,108.49	---	34,169.02	126.83	2.500	1.116	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	207,272.00	5,419.42	2.637	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	12,497.07	12,580.55	---	12,721.39	196.00	3.000	0.013	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,184.00	3,677.69	2.396	0.032	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	305,688.00	5,063.82	2.373	0.306	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,249.50	3,389.02	2.573	0.384	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	24,251.02	24,732.25	---	24,611.15	142.84	3.500	0.798	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	78,011.78	78,158.05	---	80,597.87	2,499.74	2.500	0.687	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	25,157.34	25,614.30	---	25,879.35	317.56	3.000	1.172	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	75,400.72	78,463.88	---	80,104.22	2,333.75	4.000	0.357	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	12,025.49	12,103.00	---	12,127.35	88.77	2.500	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	26,281.13	25,952.61	---	26,612.27	575.52	1.500	0.487	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	123,288.97	124,271.43	---	126,893.94	2,835.40	2.500	0.084	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	62,302.59	65,359.31	---	66,549.13	1,321.62	4.000	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	145,776.25	143,635.16	---	149,392.96	5,795.13	2.000	1.319	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	24,141.02	24,669.10	---	24,645.08	140.79	3.500	0.660	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	11,383.26	11,489.98	---	11,789.64	315.14	2.500	-0.083	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	28,728.67	29,401.99	---	30,061.68	670.12	3.000	0.413	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	80,748.42	83,069.93	---	82,771.16	552.00	3.000	-0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	84,848.12	86,992.11	---	89,999.15	(31.65)	3.989	1.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	244,874.35	249,207.48	---	246,186.87	786.77	3.230	0.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	92,847.18	93,775.66	---	94,131.26	496.19	2.750	0.466	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZ01	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	37,047.67	37,111.35	---	37,056.56	(7.68)	2.500	0.910	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A8S9X	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	51,909.06	52,922.92	---	53,198.48	301.79	1.500	0.068	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	Agency CMO	Freddie Mac	05/15/2027	---	104,152.65	106,105.51	---	106,225.28	128.73	1.500	0.453	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZA0	Agency CMO	Federal National Mortgage Association	04/25/2028	---	131,169.45	132,803.01	---	133,041.24	244.99	1.250	0.356	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	63,065.61	64,326.93	---	64,878.74	561.16	2.000	0.243	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	50,690.78	51,839.25	---	52,246.99	445.83	2.500	-0.463	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	57,094.49	58,289.91	---	58,558.96	294.35	1.750	0.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	52,933.01	53,487.16	---	53,569.80	102.70	2.500	0.958	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	69,180.34	70,364.02	---	70,547.35	163.89	1.500	0.341	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	243,072.74	255,568.20	---	254,064.49	(1,017.50)	2.802	0.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	87,688.37	90,500.57	---	90,408.46	(116.32)	2.000	0.593	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BB5D8	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	50,689.82	52,804.54	---	53,077.31	212.77	3.000	0.631	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/26/2021	25,918.58	27,518.24	---	27,498.84	(75.53)	4.500	0.580	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	120,927.60	125,330.12	---	128,588.36	4,553.91	4.000	-0.326	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	57,698.96	59,576.44	---	61,338.61	2,330.57	4.000	-0.541	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	56,632.23	59,014.77	---	59,647.89	1,369.59	4.500	0.856	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	98,378.98	101,583.98	---	104,610.30	4,009.25	4.000	-0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	60,155.98	62,381.28	---	63,969.87	2,202.42	4.000	0.108	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	46,918.09	46,654.18	---	46,967.83	128.89	2.150	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQ63	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	133,373.66	131,894.05	---	134,227.26	1,541.36	1.583	0.282	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	665,491.65	17,616.99	2.510	0.332	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	169,005.00	8,343.21	3.600	1.578	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	305,991.06	308,943.40	---	313,585.76	6,448.45	2.522	0.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	198,847.40	204,253.57	---	204,118.85	3,269.00	3.090	0.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.91	---	202,921.90	9,081.82	2.920	0.806	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	220,702.00	11,584.08	3.281	1.481	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	37,853.53	39,249.38	---	38,833.94	331.49	5.500	0.864	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	34,156.60	34,471.87	---	34,397.06	(102.59)	2.548	1.913	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138JPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	206,154.72	209,915.43	---	209,521.23	895.81	2.996	1.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	18,597.67	17,781.98	---	18,659.41	487.97	1.400	0.828	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	76,114.03	77,615.50	---	78,004.70	814.92	2.838	0.767	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	0.00	0.00	---	(0.00)	(0.00)	3.005	1.087	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	145,899.53	148,811.39	---	155,356.73	7,320.15	2.631		



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	100,309.30	101,120.40	---	102,007.54	1,306.73	2.349	0.122	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	309,628.00	7,574.50	3.563	1.785	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	214,794.00	7,071.34	2.849	1.257	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	250,874.39	266,211.06	---	272,336.69	7,036.87	3.010	1.851	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	31,992.45	32,347.37	---	33,312.78	1,000.51	2.500	0.601	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	24,757.29	25,794.01	---	26,403.65	888.78	4.500	-0.589	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	214,602.00	9,920.96	2.770	0.927	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	163,708.50	6,455.61	3.284	0.940	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	122,771.35	124,248.45	---	127,770.60	3,646.57	2.500	0.725	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	132,540.21	135,812.30	---	139,294.46	3,792.66	3.000	0.562	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	194,933.27	195,816.56	---	204,492.80	8,918.89	2.258	0.979	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	195,420.27	195,488.97	---	204,091.07	8,667.34	2.190	1.159	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	47,894.09	52,347.59	---	52,563.77	500.47	4.500	0.585	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	19,454.31	31.60	3.000	1.150	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	70,256.59	(61.96)	2.500	0.796	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	48,833.92	50,924.63	---	50,345.33	(496.38)	2.500	1.091	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	64,684.89	67,454.22	---	67,318.21	(13.01)	2.500	0.709	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	83,843.67	87,433.23	---	86,434.44	(770.41)	2.500	1.026	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	50,281.68	52,277.23	---	51,442.68	(256.40)	2.596	1.181	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	15,922.16	16,402.48	---	15,922.96	(41.36)	4.244	3.092	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	87,200.70	91,887.74	---	91,867.68	(13.77)	3.000	0.722	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	110,999.69	116,202.79	---	115,943.61	(459.95)	2.500	1.047	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZEA	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	84,127.75	88,018.66	---	88,817.87	900.03	3.000	-0.158	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	149,230.01	156,365.07	---	157,549.58	1,235.14	3.000	0.202	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	57,877.38	58,826.94	---	57,855.39	(21.99)	3.763	0.525	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	33,314.50	35,162.42	---	35,100.49	(9.97)	3.000	0.781	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	302,173.15	323,596.75	---	323,261.81	3,590.43	3.045	0.291	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	223,375.22	235,416.55	---	232,399.57	(3,100.15)	2.500	1.170	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	150,442.03	158,551.80	---	158,860.77	(489.91)	3.000	1.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138X0ZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	41,534.52	43,643.69	---	43,374.91	(163.83)	2.500	0.645	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FWHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.25	(8,972.46)	0.826	1.688	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	47,444.71	49,535.25	---	49,546.98	35.01	2.500	0.482	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAB2	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	130,000.00	142,690.23	---	140,155.60	(942.00)	3.038	0.123	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	39,295.31	41,124.98	---	40,915.45	(122.56)	2.500	0.729	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	431,764.00	464,753.47	---	466,227.40	2,944.26	3.500	0.132	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179RHM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	84,719.95	89,750.20	---	90,444.48	745.29	3.500	0.289	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	84,899.70	90,338.60	---	90,656.75	(36.55)	3.500	1.135	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140J6FU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	98,373.98	105,014.22	---	105,630.04	681.12	3.000	0.678	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYX11	Agency MBS	Freddie Mac	04/25/2023	12/23/2020	146,310.24	149,945.14	---	149,780.72	195.26	2.592	-0.024	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.98	---	238,553.13	(543.50)	2.905	0.770	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	92,132.75	100,223.16	---	99,561.41	(707.76)	3.500	0.666	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	Agency MBS	Freddie Mac	01/01/2033	---	133,150.06	144,933.85	---	144,788.71	(124.29)	3.500	0.418	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	193,065.70	201,753.66	---	199,728.40	(1,883.01)	2.000	0.995	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	179,682.71	189,621.41	---	186,941.89	(2,795.45)	2.500	1.178	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	213,415.58	229,021.60	---	226,391.25	(2,485.40)	3.000	0.756	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	243,839.38	261,441.54	---	257,391.97	(4,128.23)	3.000	0.983	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	97,539.78	105,769.70	---	106,402.24	748.64	3.500	-0.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	02/23/2021	48,323.66	50,558.62	---	51,017.70	446.74	3.000	0.289	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140J83R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	106,299.67	111,116.37	---	111,216.03	58.23	2.500	0.519	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	67,249.51	70,527.93	---	70,509.10	(45.75)	2.500	0.757	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	39,083.58	40,805.71	---	40,817.33	(3.13)	2.500	0.595	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	198,802.01	206,132.84	---	204,139.85	(1,904.35)	2.000	1.407	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	70,776.83	76,085.09	---	76,644.23	588.69	3.500	0.055	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	129,229.22	135,367.60	---	134,981.21	(351.15)	2.500	0.956	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	185,877.09	192,586.09	---	191,336.30	(1,177.33)	2.000	1.280	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	40,000.00	41,268.75	---	41,384.40	112.97	2.000	1.054	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	03/18/2021	59,311.29	63,259.20	---	62,894.88	(440.02)	3.000	0.872	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAH1	Agency MBS	Government National Mortgage Association	04/20/2028	03/26/2021	151,602.70	157,808.94	---	157,360.57	(610.95)	2.500	0.857	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(0.00)	---	(0.00)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(43,410.25)	---	(43,410.25)	0.00	0.000	0.000	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	143,181.47	---	143,181.47	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	155,373.00	164,273.78	---	177,978.22	15,252.41	0.875	-0.921	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	300,000.00	306,894.34	---	312,374.90	6,433.18	1.750	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	710,000.00	744,402.74	---	751,293.60	12,989.93	2.125	0.692	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	750,000.00	763,253.90	---	764,235.00	5,509.47	1.375	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAM3	US Gov	United States Department of The Treasury	09/30/2025	10/30/2020	700,000.00	695,679.69	---	682,444.00	(13,601.94)	0.250	0.819	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	1,530,000.00	1,524,537.31	---	1,524,798.00	(96.47)	0.125	0.259	AAA
256350018	MIM													



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	33,656.87	34,335.27	---	34,316.88	462.87	4.500	0.297	AAA
256350021	MIM-RCTC 2013 Residual Fund	313742PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	17,683.12	17,373.67	---	17,824.76	313.43	1.500	0.633	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	14,381.91	14,993.14	---	15,000.62	247.46	5.500	0.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136472D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	18,224.85	18,331.51	---	18,462.14	184.95	2.482	0.477	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	48,502.04	49,464.50	---	49,222.29	285.68	3.500	0.798	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,152.80	7,735.43	2.682	0.437	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	89,746.68	88,821.17	---	90,663.89	1,471.04	1.500	0.296	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	101,896.00	1,562.01	2.373	0.306	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	42,880.23	43,183.40	---	43,613.91	476.87	2.500	0.922	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	25,083.64	25,597.07	---	25,076.61	(7.02)	3.871	0.402	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	117,306.80	119,497.14	---	117,515.61	42.62	3.989	1.264	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	27,985.64	28,527.87	---	28,135.64	45.46	3.230	0.135	AAA
256350021	MIM-RCTC 2013 Residual Fund	3133Q5GZ3	Agency CMO	Freddie Mac	09/25/2033	01/05/2021	239,530.96	242,861.94	---	239,250.71	(3,571.55)	1.000	1.026	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	312,522.09	328,587.68	---	326,654.33	(1,308.22)	2.802	0.203	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	6,752.37	6,653.19	---	6,813.47	97.86	1.785	0.254	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	20,839.64	20,452.15	---	20,973.01	272.19	1.583	0.282	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	39,603.79	41,045.61	---	42,112.69	1,491.41	4.000	-0.326	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	18,132.60	18,030.60	---	18,151.82	49.81	2.150	0.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	31406DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	137,373.90	138,296.88	---	143,320.82	5,186.76	2.500	0.621	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKX14	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	41,265.67	41,729.91	---	42,148.76	450.32	2.325	1.230	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	278,385.60	279,951.52	---	281,283.60	2,541.37	2.509	0.756	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	79,981.13	80,868.42	---	83,281.95	2,501.27	2.500	0.601	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	52,329.36	53,310.54	---	55,247.24	2,162.93	3.000	0.082	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	102,309.46	103,540.37	---	106,475.50	3,038.81	2.500	0.725	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	58,317.69	59,757.41	---	61,289.56	1,668.77	3.000	0.562	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	49,230.54	51,661.30	---	51,878.15	84.26	3.000	1.150	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179QZ48	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	257,678.18	272,494.68	---	272,324.61	(735.17)	3.000	1.014	AAA
256350021	MIM-RCTC 2013 Residual Fund	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	184,951.94	192,407.81	---	192,584.90	620.81	2.500	0.581	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	28,938.69	29,354.69	---	28,927.70	(11.00)	3.763	0.525	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	120,169.36	117,624.84	---	120,134.51	384.93	1.870	1.685	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RL16	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	50,745.22	51,498.48	---	50,727.97	(30.20)	3.840	3.425	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BP56	Agency MBS	Freddie Mac	01/25/2025	07/23/2020	40,831.52	42,574.83	---	42,568.49	280.17	2.697	0.216	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137BF8E0	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	274,033.61	286,151.03	---	284,107.08	217.06	2.720	0.436	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	58,360.00	59,226.28	---	58,340.16	(6.77)	3.840	3.215	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	279,925.91	295,015.67	---	291,234.92	(3,884.98)	2.500	1.170	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	167,032.79	179,795.14	---	180,365.34	1,139.01	3.500	0.132	AAA
256350021	MIM-RCTC 2013 Residual Fund	31407Q32	Agency MBS	Federal National Mortgage Association	10/01/2031	10/20/2020	43,187.77	46,507.83	---	47,060.85	656.24	3.500	-0.171	AAA
256350021	MIM-RCTC 2013 Residual Fund	31408ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	93,861.55	100,138.55	---	99,532.66	(582.64)	3.000	0.877	AAA
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	246,163.46	258,048.54	---	257,058.65	(801.08)	2.500	0.623	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	59,080.47	62,200.67	---	61,711.91	(577.33)	2.500	1.047	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	12,517.55	12,721.93	---	12,718.83	143.11	2.789	0.327	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	226,967.63	239,521.78	---	236,137.12	(3,531.09)	2.500	1.178	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	121,919.69	120,720.77	---	128,695.99	(2,064.11)	3.000	0.983	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	5,712.83	5,634.28	---	5,733.97	40.77	1.749	0.176	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B7YY9	Agency MBS	Freddie Mac	01/25/2024	02/26/2021	120,000.00	129,506.25	---	129,010.80	(215.41)	3.490	0.519	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418DYF3	Agency MBS	Federal National Mortgage Association	04/01/2031	03/18/2021	50,000.00	51,585.94	---	51,730.50	141.22	2.000	1.054	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	6,781.79	6,746.82	---	6,791.83	11.75	2.650	0.709	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	2,368.53	2,331.62	---	2,370.12	2.40	2.120	0.370	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	39,498.43	40,222.06	---	40,079.85	362.12	3.210	0.232	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	160,000.00	160,387.50	---	160,374.40	346.41	2.210	0.370	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	80,000.00	79,989.10	---	80,537.60	540.27	2.230	0.849	AAA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	111,173.22	112,988.47	---	113,019.80	1,104.78	3.190	0.211	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1	12/16/2024	01/14/2020	60,000.00	59,988.23	---	61,339.80	1,346.80	1.890	0.567	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	102,013.00	1,829.32	1.720	0.333	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QHK3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, Series 2020-1	09/15/2025	09/15/2020	225,000.00	224,986.86	---	225,470.25	484.64	0.700	0.614	AAA
256350021	MIM-RCTC 2013 Residual Fund	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	78,931.76	78,931.76	---	78,931.76	0.00	0.189	0.189	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	---	0.02	0.02	---	0.02	(0.00)	2.210	0.451	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	Asset Backed	World Omni Automobile Lease Securitization Trust 2020-A	01/17/2023	02/04/2021	235,000.00	239,773.44	---	239,206.50	(9.17)	1.700	0.104	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	Asset Backed	Ford Credit Floorplan Master Owner Trust A	05/15/2023	02/04/2021	300,000.00	302,226.56	---	300,858.00	(140.00)	2.950	0.596	AAA
256350021	MIM-RCTC 2013 Residual Fund	98162YAD5	Asset Backed	World Omni Auto Receivables Trust 2019-A	05/15/2024	02/04/2021	129,923.55	132,253.05	---	132,189.42	(41.82)	3.040	0.903	AAA
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	Asset Backed	Verizon Owner Trust 2019-A	09/20/2023	02/04/2021	180,000.00	183,058.59	---	182,449.80	(144.39)	2.930	0.941	AAA
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	Asset Backed	Ford Credit Floorplan Master Owner Trust A, 2017-3	09/15/2022	02/12/2021	100,000.00	103,445.31	---	103,097.00	(73.12)	2.480	0.346	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	Asset Backed	Carmax Auto Owner Trust 2020-1	06/16/2025	03/03/2021	280,000.00	291,309.38	---	290,449.60	(602.20)	2.030	0.813	AAA
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	Truist Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	50,282.50	282.50	0.782	0.266	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company	05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	100,580.00	580.00	0.802	0.281	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	170,492.85	5,662.26	2.200	0.408	A
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.	11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/					





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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	863667BB6	Corporate	Stryker Corporation	12/01/2023	11/18/2020	160,000.00	159,860.80	12/01/2021	160,096.00	218.98	0.600	0.510	A
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	457,150.50	7,250.61	2.900	0.260	A
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	Corporate	National Rural Utilities Cooperative Finance Corporation	11/15/2023	12/23/2020	165,000.00	178,234.65	08/15/2023	175,754.70	(1,181.00)	3.400	0.628	A
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	Corporate	American Express Company	05/20/2022	12/30/2020	150,000.00	154,734.00	04/19/2022	153,733.50	(116.17)	2.750	0.373	A
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	Corporate	Toyota Motor Credit Corporation	01/11/2024	01/06/2021	170,000.00	169,989.80	---	169,615.80	(374.75)	0.450	0.532	A
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	Corporate	Cooperative Rabobank U.A., New York Branch	01/12/2024	01/05/2021	285,000.00	284,803.35	---	283,483.80	(1,333.78)	0.375	0.568	AA
256350021	MIM-RCTC 2013 Residual Fund	22550L2E0	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	250,000.00	250,000.00	---	247,160.00	(2,840.00)	0.495	0.902	AA
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	Corporate	Comcast Corporation	04/15/2024	02/04/2021	250,000.00	275,055.00	03/15/2024	273,012.50	(867.00)	3.700	0.556	A
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	Corporate	U.S. Bancorp	02/05/2024	02/04/2021	500,000.00	543,865.00	01/05/2024	538,170.00	(3,537.64)	3.375	0.584	A
256350021	MIM-RCTC 2013 Residual Fund	0258M0EH8	Corporate	American Express Credit Corporation	03/03/2022	06/12/2020	270,000.00	270,459.00	01/31/2022	271,341.90	1,106.22	0.884	0.326	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	Corporate	Wells Fargo & Company	06/02/2024	03/05/2021	395,000.00	404,254.85	06/02/2023	403,492.50	(505.33)	1.654	0.654	A
256350021	MIM-RCTC 2013 Residual Fund	842400HC0	Corporate	Southern California Edison Company	04/01/2024	03/24/2021	160,000.00	160,000.00	04/01/2023	160,249.60	249.60	0.840	0.762	A
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	(160,000.00)	---	(160,000.00)	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	0.00	0.01	---	0.01	0.00	0.000	0.000	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2021	---	0.00	605,440.05	---	605,440.05	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	96,650.15	1,650.15	2.128	0.386	AA
256350021	MIM-RCTC 2013 Residual Fund	783186T22	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	107,051.70	2,051.70	2.057	0.250	AA
256350021	MIM-RCTC 2013 Residual Fund	650036AS5	Muni	The New York State Urban Development Corporation	03/15/2024	06/18/2020	180,000.00	180,000.00	---	180,702.00	702.00	0.965	0.831	AA
256350021	MIM-RCTC 2013 Residual Fund	194740PF7	Muni	Collin County Texas	02/15/2024	06/25/2020	175,000.00	175,000.00	---	176,111.25	1,111.25	0.867	0.643	AAA
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	Muni	New York City Transitional Finance Authority	08/01/2023	07/07/2020	155,000.00	164,850.25	---	163,447.50	910.98	2.710	0.362	AAA
256350021	MIM-RCTC 2013 Residual Fund	916544ES4	Muni	Upper Santa Clara Valley Joint Powers Authority	08/01/2023	07/16/2020	170,000.00	170,000.00	---	170,974.10	974.10	0.680	0.433	AA
256350021	MIM-RCTC 2013 Residual Fund	283062DK0	Muni	El Dorado Irrigation District	03/01/2022	06/16/2020	155,000.00	155,000.00	---	155,666.50	666.50	0.739	0.269	AA
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---	664,287.00	13,256.90	1.750	0.234	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.57	---	2,201,987.00	47,025.53	1.750	0.136	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,820,000.00	1,830,721.10	---	1,854,543.60	24,105.66	1.375	0.142	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	1,560,000.00	1,572,206.84	---	1,570,062.00	(26.22)	0.500	0.170	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	483,336.00	4,480.81	1.250	0.057	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	11/09/2020	810,000.00	808,354.69	---	808,890.30	282.52	0.125	0.190	AAA
256350021	MIM-RCTC 2013 Residual Fund	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	12/31/2020	350,000.00	349,753.91	---	348,810.00	(965.06)	0.125	0.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828Q68	US Gov	United States Department of The Treasury	04/30/2021	---	2,045,000.00	2,045,706.29	---	2,045,122.70	(112.97)	0.159	0.086	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	126,895.00	1,697.09	1.750	0.093	AAA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	04/20/2021	460,000.00	0.00	0.110	0.110	AAA
							<b>26,032,782.00</b>	<b>26,868,537.92</b>			<b>26,955,166.72</b>	<b>125,970.51</b>		
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	208,100.95	5,598.06	3.250	1.510	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWN4D	Agency	Freddie Mac	08/12/2025	08/14/2020	300,000.00	299,580.00	08/12/2021	296,103.00	(3,528.45)	0.600	0.904	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GWTL0	Agency	Freddie Mac	09/28/2023	09/23/2020	290,000.00	289,956.50	09/28/2021	290,116.00	152.12	0.300	0.219	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3134GXD78	Agency	Freddie Mac	11/24/2023	11/19/2020	145,000.00	145,000.00	05/24/2021	144,841.95	(158.05)	0.350	0.391	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	200,000.00	200,000.00	04/12/2021	200,026.00	26.00	0.500	0.471	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	130,887.60	124,343.22	---	132,591.76	2,453.70	2.482	0.477	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,138.00	2,960.28	2.396	0.352	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	20,922.21	21,492.04	---	21,359.07	236.63	3.500	0.260	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TSZ1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	42,772.58	44,686.66	---	44,623.78	885.29	3.000	0.720	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	72,010.87	72,021.73	---	74,398.03	2,440.22	2.500	0.687	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	83,625.11	85,967.27	---	88,640.94	2,936.55	3.000	1.749	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	20,107.18	19,415.99	---	20,515.55	733.02	2.000	0.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	112,040.82	114,859.32	---	119,677.52	4,911.41	4.000	1.257	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	52,071.68	53,110.55	---	53,375.03	969.99	3.000	1.119	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	143,966.20	3,521.80	2.573	0.384	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,458.81	6,763.40	2.373	0.306	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	461,767.50	20,457.82	2.273	1.365	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	78,800.61	75,956.40	---	81,215.06	4,361.04	2.250	0.394	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	22,983.47	22,408.88	---	23,214.23	501.09	2.500	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	8,850.50	8,583.50	---	8,968.04	300.72	1.250	0.288	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	12,467.38	12,327.13	---	12,912.47	550.03	2.500	-0.083	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	22,078.79	22,803.25	---	23,424.94	777.02	4.500	0.580	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	24,810.87	25,513.52	---	25,393.68	257.17	5.000	1.351	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	46,613.48	45,943.41	---	46,923.46	714.89	1.500	0.502	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	22,634.28	23,083.43	---	22,970.40	133.32	3.500	0.798	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	23,316.56	23,740.08	---	23,985.75	294.33	3.000	1.172	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	11,166.53	11,238.50	---	11,261.11	82.43	2.500	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	24,735.18	24,425.99	---	25,046.84	541.67	1.500	0.487	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	138,103.82	136,075.42	---	141,530.17	5,490.12	2.000	1.319	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	26,430.38	27,049.84	---	27,656.74	616.51	3.000	0.413	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	---	240,000.00	250,336.72	---	248,726.40	1,816.64	2.637	0.341	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AU90	Agency CMO	Government National Mortgage Association	10/20/2026	04/28/2020	74,259.70	76,394.67	---	76,119.91	507.65	3.000	-0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	56,945.05	58,410.94	---	57,046.41	(30.72)	3.989	1.264	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	68,229.20	69,178.01	---	68,483.01	(51.83)	3.000	0.275	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	12/16/2020	17,837.88	18,069.22	---	18,093.32				

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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/04/2021	208,348.06	219,058.46	---	217,769.56	(872.14)	2.802	0.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	86,731.28	88,614.97	---	88,529.22	(73.94)	2.000	0.431	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	74,312.18	76,695.40	---	76,617.34	(98.58)	2.000	0.593	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BBD58	Agency CMO	Freddie Mac	11/15/2043	03/26/2021	43,316.76	45,123.88	---	45,356.98	181.82	3.000	0.631	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	62,525.17	60,927.85	---	64,514.72	1,950.45	2.299	2.042	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	85,355.89	87,977.38	---	89,705.63	2,559.46	3.000	0.562	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	137,203.67	138,897.27	---	141,192.18	2,580.41	2.500	1.768	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	30,307.31	28,798.89	---	30,407.93	610.23	1.400	0.828	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	183,248.64	194,637.25	---	186,241.09	(339.42)	2.996	1.609	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	182,380.56	187,595.50	---	185,468.26	2,133.97	2.349	0.122	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	84,139.38	88,174.15	---	92,342.97	5,351.22	4.500	0.585	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KR50	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	455,359.50	9,811.84	2.389	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	58,199.34	57,917.43	---	58,529.32	414.55	1.705	0.894	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	190,853.73	188,140.84	---	194,938.00	4,025.78	2.325	1.230	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	434,392.50	14,836.26	2.795	2.398	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	28,557.16	29,172.92	---	28,758.20	(94.42)	2.548	1.913	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378BA62	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	97,155.15	94,092.48	---	98,542.53	2,736.40	1.826	1.271	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	310,070.94	322,243.65	---	317,766.91	5,186.04	2.522	0.274	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC714	Agency MBS	Federal National Mortgage Association	03/25/2023	---	43,218.77	42,637.25	---	44,668.76	1,672.23	2.532	0.800	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	39,434.50	3,091.58	3.600	1.578	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	60,463.80	62,665.06	---	64,294.18	2,276.96	4.000	-0.326	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	220,702.00	11,584.08	3.281	1.481	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	371,437.20	10,094.90	2.510	0.332	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	331,309.57	333,930.25	---	339,821.06	6,588.13	2.631	1.053	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	273,018.94	282,307.99	---	288,717.53	7,332.74	2.550	1.820	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,266.58	---	24,984.58	750.38	2.500	0.601	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	22,776.71	23,730.49	---	24,291.37	817.68	4.500	-0.589	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MA46	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	30,692.84	31,062.11	---	31,942.65	911.65	2.500	0.725	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPFJ3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	180,313.28	181,130.33	---	189,155.84	8,249.96	2.258	0.979	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	180,763.75	180,827.30	---	188,784.24	8,017.29	2.190	1.159	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	143,660.16	149,855.50	---	151,367.53	1,803.55	3.000	0.836	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,373.16	---	19,454.31	31.41	3.000	1.150	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU24	Agency MBS	Government National Mortgage Association	12/20/2027	04/28/2020	45,077.47	47,007.34	---	46,472.61	(458.19)	2.500	1.091	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MZV5	Agency MBS	Government National Mortgage Association	02/20/2028	04/28/2020	59,631.39	62,184.36	---	62,058.98	(12.00)	2.500	0.709	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NKP2	Agency MBS	Government National Mortgage Association	08/20/2028	04/28/2020	67,504.43	70,394.46	---	70,256.59	(61.96)	2.500	0.796	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MEK2	Agency MBS	Government National Mortgage Association	06/20/2027	04/28/2020	77,394.16	80,707.59	---	79,785.64	(711.15)	2.500	1.026	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140JAU97	Agency MBS	Federal National Mortgage Association	05/01/2023	05/20/2020	46,091.54	47,920.80	---	47,155.79	(235.03)	2.596	1.181	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MKL3	Agency MBS	Government National Mortgage Association	08/20/2027	05/28/2020	80,682.67	84,061.25	---	83,178.19	(764.88)	2.500	1.052	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	06/22/2020	107,419.05	112,454.31	---	112,203.49	(445.11)	2.500	1.047	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARZE4	Agency MBS	Government National Mortgage Association	02/15/2026	06/22/2020	76,115.59	79,635.94	---	80,359.03	814.32	3.000	-0.158	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179MU32	Agency MBS	Government National Mortgage Association	12/20/2027	06/22/2020	80,492.95	84,819.45	---	84,800.93	(12.17)	3.000	0.722	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36176XE21	Agency MBS	Government National Mortgage Association	03/15/2027	06/22/2020	137,223.00	143,783.97	---	144,873.18	1,135.77	3.000	0.202	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	30,815.91	32,525.24	---	32,467.96	(9.23)	3.000	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	52,390.47	54,944.51	---	55,187.60	298.27	3.000	0.453	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BVZ74	Agency MBS	Freddie Mac	08/25/2026	07/09/2020	259,005.56	277,368.65	---	277,081.55	3,077.51	3.045	0.291	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132A85Y1	Agency MBS	Freddie Mac	09/01/2032	08/12/2020	206,410.01	217,536.80	---	214,748.98	(2,864.68)	2.500	1.170	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132A9T64	Agency MBS	Freddie Mac	10/01/2032	08/14/2020	139,696.17	147,226.67	---	147,513.57	(454.92)	3.000	1.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	08/19/2020	50,015.12	50,452.76	---	50,335.22	33.63	1.583	0.282	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FMD66	Agency MBS	Freddie Mac	05/25/2026	08/18/2020	82,743.17	87,035.46	---	85,680.55	(1,838.45)	2.283	1.130	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138X0ZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	37,758.65	39,670.08	---	39,431.74	(148.94)	2.500	0.645	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F7WHY9	Agency MBS	Freddie Mac	09/25/2030	09/15/2020	194,375.15	193,403.27	---	184,467.84	(8,972.46)	0.826	1.688	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418AM39	Agency MBS	Federal National Mortgage Association	12/01/2027	09/22/2020	43,863.98	45,796.74	---	45,807.59	32.37	2.500	0.482	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F7BAB2	Agency MBS	Freddie Mac	08/25/2027	09/22/2020	120,000.00	131,714.06	---	129,374.40	(869.54)	3.038	0.123	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	31,436.24	32,899.99	---	32,732.36	(98.06)	2.500	0.729	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	400,248.39	430,829.87	---	432,196.21	2,729.36	3.500	0.132	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179TF83	Agency MBS	Government National Mortgage Association	09/20/2032	10/26/2020	75,466.41	80,300.97	---	80,583.79	(32.48)	3.500	1.135	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179RHM4	Agency MBS	Government National Mortgage Association	07/20/2030	10/27/2020	72,611.10	76,928.75	---	77,523.83	638.81	3.500	0.859	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140J6FU6	Agency MBS	Federal National Mortgage Association	10/01/2032	11/03/2020	89,430.89	95,467.47	---	96,027.31	619.21	3.000	0.879	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BYPQ7	Agency MBS	Freddie Mac	04/25/2024	11/30/2020	225,407.37	240,639.97	---	238,553.13	(543.49)	2.905	0.770	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFFK7	Agency MBS	Freddie Mac	04/01/2033	01/14/2021	78,970.93	85,905.56	---	85,338.35	(606.65)	3.500	0.666	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132AEFF68	Agency MBS	Freddie Mac	01/01/2033	---	113,177.55	123,197.10	---	123,070.40	(108.82)	3.500	0.418	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	01/14/2021	12,466.16	12,473.95	---	12,479.37	6.64	2.150	0.781	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31418DVU3	Agency MBS	Federal National Mortgage Association	01/01/2031	01/21/2021	168,932.49	176,534.45	---	174,762.35	(1,647.62)	2.000	0.995	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140XA4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	02/02/2021	151,311.76	159,681.19	---	157,424.75	(2,354.06)	2.500	1.178	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	02/08/2021	37,000.00	40,815.63	---	40,381.43	(307.55)	3.284	0.940	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	181,957.98	195,263.67	---	193,021.02	(2,119.05)	3.000	0.756	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3140X9VX8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	204,825.08	219,610.89	---	216,209.26	(3,467.71)	3.000	0.983	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138FTQ84	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	85,835.01	93,077.33	---	93,633.98	658.81	3.500	0.077	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	02/23/2021	41,880.							

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

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



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

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Ac cretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	536,691.75	-	-	-	-	-	(1,526.08)	(201.17)	534,964.50	3,331.73
256350018	MIM-RCTC 91 TIFIA Reserve	3137BVZ74	FHMS K-063 A1	328,798.95	-	-	-	(5,178.79)	(312.81)	(1,290.73)	1,245.20	323,261.81	766.76
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYPQ7	FHMS K-726 A2	241,682.57	-	-	-	(719.91)	(46.10)	(1,178.47)	(1,184.95)	238,553.13	545.67
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFC5	FH ZT1963	504,038.82	-	-	-	(33,285.10)	(2,501.12)	(1,103.06)	(922.13)	466,227.40	1,259.31
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	FHMS K-089 A2	325,578.00	-	-	-	-	-	(830.10)	(15,119.90)	309,628.00	816.52
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	161,895.00	-	-	-	-	-	(677.29)	(2,493.71)	158,724.00	1,206.32
256350018	MIM-RCTC 91 TIFIA Reserve	3140AU97	FN BM6007	70,201.57	-	-	-	(18,074.29)	(725.76)	(677.22)	718.39	51,442.68	112.40
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAE9	FEDERAL HOME LOAN MORTGAGE CORP	271,657.80	-	-	-	-	-	(585.60)	(19.20)	271,053.00	413.44
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	FEDERAL HOME LOAN BANKS	239,176.00	-	-	-	-	-	(572.04)	(13,629.96)	224,974.00	2,437.50
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	511,560.00	-	-	-	-	-	(555.70)	(2,009.30)	508,995.00	2,572.92
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBA82	FHMS K-JR3 A1	142,758.20	-	-	-	-	-	(548.75)	(2,053.85)	140,155.60	329.12
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	FHMS K-015 A2	284,108.54	-	-	-	(36,204.16)	(134.47)	(540.11)	(1,042.92)	246,186.87	659.12
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	485,685.00	-	-	-	-	-	(517.41)	(8,995.59)	476,172.00	3,618.96
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	FHMS K-721 A2	206,626.00	-	-	-	(1,152.59)	(13.27)	(504.22)	(837.07)	204,118.85	512.03
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLW87	FHMS K-050 A1	-	261,251.43	-	-	(5,405.37)	(273.14)	(490.93)	(1,017.50)	254,064.49	567.57
256350018	MIM-RCTC 91 TIFIA Reserve	3137BYX1	FHMS K-037 A1	168,253.12	-	-	-	(17,843.96)	(435.61)	(488.11)	295.28	149,780.72	316.03
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	118,723.00	-	-	-	-	-	(486.23)	(1,839.17)	116,397.60	884.63
256350018	MIM-RCTC 91 TIFIA Reserve	38378A90	GNR 2011-158 CA	95,879.87	-	-	-	(12,935.51)	(289.01)	(411.04)	526.85	82,771.16	201.87
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	FHMS K-JR1 A2	220,142.00	-	-	-	-	-	(385.75)	(4,962.25)	214,794.00	474.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137BAU5	FHMS K-JR3 A2	229,026.00	-	-	-	-	-	(382.84)	(7,941.16)	220,702.00	546.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	FHMS K-074 A2	175,879.50	-	-	-	-	-	(376.32)	(6,498.18)	169,005.00	450.00
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	UNITED STATES TREASURY	1,028,240.00	-	(712,987.69)	-	-	15,714.86	(375.15)	(18,217.12)	312,374.90	14.58
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1B85	FHMS K-026 A2	407,888.85	-	-	-	-	-	(339.09)	(0.61)	407,549.15	836.21
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	FHMS K-027 A2	207,460.00	-	-	-	-	-	(324.38)	136.38	207,272.00	439.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138E1P25	FN AL2239	212,019.57	-	-	-	(1,506.04)	(18.57)	(303.81)	(669.92)	209,521.23	531.86
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	FHMS K-BX1 A1	203,503.30	-	-	-	-	-	(297.98)	(283.42)	202,921.90	462.33
256350018	MIM-RCTC 91 TIFIA Reserve	3137BQU71	FHMS K-PLB A	215,986.00	-	-	-	-	-	(290.20)	(1,093.80)	214,602.00	461.67
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1B50	FHMS K-026 A2	258,157.50	-	-	-	-	-	(289.61)	74.61	257,942.50	522.92
256350018	MIM-RCTC 91 TIFIA Reserve	3135G0V75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	105,291.00	-	(104,342.00)	-	-	(652.83)	(277.24)	(18.93)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLA2C	FHMS K-048 A2	100,195.20	-	-	-	-	-	(274.31)	(1,695.79)	98,225.10	246.30
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	FHMS K-020 A2	306,876.00	-	-	-	-	-	(272.29)	(915.71)	305,688.00	593.25
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	UNITED STATES TREASURY	1,191,737.40	-	-	(1,190,000.00)	-	(0.00)	(257.43)	(1,479.97)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2Q65	FN AM2254	282,341.20	-	-	-	(2,394.12)	(139.04)	(254.71)	(7,216.64)	272,336.69	650.25
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	FHMS K-J09 A2	89,804.15	-	-	-	(10,944.30)	(165.83)	(245.78)	(443.54)	78,004.70	180.01
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	FNA 2011-M1 A3	126,162.93	-	-	-	(67,414.77)	(34.43)	(205.32)	(653.01)	57,855.39	181.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	FHMS K-S01 A2	343,220.04	-	-	-	(27,880.58)	(103.97)	(205.15)	(1,444.58)	313,585.76	643.09
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	FHMS K-024 A2	154,527.00	-	-	-	-	-	(199.54)	(77.96)	154,249.50	321.63
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	FN AN2905	328,997.52	-	-	-	(1,320.53)	(41.00)	(197.99)	(12,473.42)	314,964.58	654.00
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUP63	FHMS K-021 A2	255,284.00	-	-	-	-	-	(184.40)	(915.60)	204,184.00	399.33
256350018	MIM-RCTC 91 TIFIA Reserve	36176XE21	GN 778953	173,448.70	-	-	-	(16,100.95)	(773.39)	(178.58)	1,153.80	157,549.58	373.08
256350018	MIM-RCTC 91 TIFIA Reserve	3137FMD66	FHMS K-J24 A1	94,588.46	-	-	-	(7,143.34)	(417.25)	(177.58)	(1,169.75)	85,680.55	157.42
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K-048 A2	66,796.80	-	-	-	-	-	(171.52)	(1,141.88)	65,483.40	164.20
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	GNR 2013-005 JE	159,475.20	-	-	-	(9,982.54)	137.68	(152.80)	(84.58)	149,392.96	242.96
256350018	MIM-RCTC 91 TIFIA Reserve	3137BA5W2	FHR 4243 LH	111,594.42	-	-	-	(17,642.34)	(165.70)	(151.31)	496.19	94,131.26	212.77
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	47,007.16	-	-	-	(483.17)	(2.08)	(148.36)	(166.06)	46,207.59	153.33
256350018	MIM-RCTC 91 TIFIA Reserve	31307NP40	FH J32243	-	233,219.57	-	-	(3,911.91)	(287.52)	(143.50)	(2,485.40)	226,391.25	533.54
256350018	MIM-RCTC 91 TIFIA Reserve	31418DVU3	FN MA4226	-	206,939.29	-	-	(4,962.32)	(222.39)	(143.18)	(1,883.01)	199,728.40	321.78
256350018	MIM-RCTC 91 TIFIA Reserve	3620AR667	GN 737261	143,050.01	-	-	-	(13,858.66)	(365.95)	(142.06)	(94.97)	128,588.36	403.09
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	GN 723370	115,722.32	-	-	-	(10,652.10)	(250.38)	(132.77)	(76.76)	104,610.30	327.93
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS K-AIV A2	39,462.80	-	-	-	(405.63)	(1.71)	(122.20)	(141.71)	38,791.56	128.72
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	GNR 2010-019 UA	87,626.76	-	-	-	(7,111.90)	(230.94)	(120.44)	(59.27)	80,104.22	251.34
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARZ4E	GN 737941	99,203.39	-	-	-	(10,452.57)	(479.85)	(118.37)	665.27	88,817.87	210.32
256350018	MIM-RCTC 91 TIFIA Reserve	3138ETQP4	FN AL8561	-	107,740.12	-	-	(1,817.10)	(152.68)	(116.74)	748.64	106,402.24	284.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	FHMS K-095 A1	159,404.92	-	-	-	(483.20)	(7.28)	(110.44)	(3,447.27)	155,356.73	319.88
256350018	MIM-RCTC 91 TIFIA Reserve	36179RH44	G2 MA2936	96,466.63	-	-	-	(6,102.09)	(364.19)	(100.97)	545.10	90,444.48	247.10
256350018	MIM-RCTC 91 TIFIA Reserve	31417YK63	FN MA0293	32,808.88	-	-	-	(1,922.82)	(200.63)	(97.75)	247.48	30,835.16	105.36
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7M9N	FNA 2012-M8 A2	116,720.03	-	-	-	(14,024.59)	(58.74)	(90.07)	(539.09)	102,007.54	196.39
256350018	MIM-RCTC 91 TIFIA Reserve	31418DXH0	FN MA4279	-	206,132.84	-	-	-	-	(88.64)	(1,904.35)	204,139.85	331.34
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	FN AE0379	51,197.42	-	-	-	(11,899.56)	(216.02)	(87.65)	(160.25)	38,833.94	173.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138JRPS	FN AL2293	57,311.08	-	-	-	(41,408.41)	(293.48)	(81.78)	395.55	15,922.96	58.19
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZN1	GNR 2014-010 B	-	80,066.97	-	-	(42,881.91)	(46.29)	(74.53)	(7.68)	37,056.56	77.18
256350018	MIM-RCTC 91 TIFIA Reserve	31418DQ47	FN MA4074	-	192,586.09	-	-	-	-	(72.46)	(1,177.33)	191,336.30	309.80
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	FNR 2013-92 A	54,749.33	-	-	-	(31,966.77)	(81.74)	(68.30)	(218.14)	22,414.39	65.17
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	GN 728920	69,747.81	-	-	-	(8,012.21)	(186.19)	(59.09)	(151.71)	61,338.61	192.33
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	GNR 2010-158 EC	141,294.45	-	-	-	(14,284.14)	(93.27)	(53.72)	30.62	126,893.94	256.85
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4S05	GN 748531	71,025.32	-	-	-	(6,769.49)	(185.38)	(53.17)	(47.42)	63,969.87	200.52
256350018	MIM-RCTC 91 TIFIA Reserve	3128MEN56	FH G15601	44,337.81	-	-	-	(3,114.14)	(140.76)	(49.35)	-	40,915.45	81.87
256350018	MIM-RCTC 91 TIFIA Reserve	3137PJPF3	FHMS K-099 A1	211,110.48	-	-	-	(1,238.71)	(4.27)	(49.12)	(5,325.58)	204,492.80	366.80
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	FNA 2013-M14 APT	38,677.15	-	-	-	(4,203.70)	(45.08)	(16.37)	-	34,397.06	72.53
256350018	MIM-RCTC 91 TIFIA Reserve	3138XOZ77	FN AU1658	46,989.25	-	-	-	(3,414.07)	(167.29)	(47.45)	14.47	43,374.91	86.53
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	G2 004536	29,073.19	-	-	-	(2,512.54)	(79.42)	(40.22)	(37.36)	26,403.65	92.84
256350018	MIM-RCTC 91 TIFIA Reserve	36179MEK2	G2 MA0138	96,355.15	-	-	-	(8,484.13)	(341.09)	(39.77)	(1,055.72)	86,434.44	174.67
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJA2	FH SA0009	-	-	(75,569.50)	-	(8,277.39)	1,827.44	(38.70)	(1,767.26)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP9N7	FHR 4328 EA	83,825.41	53,614.72	-	-	(1,736.14)	(39.09)	(38.32)	445.83	52,246.99	105.61
256350018	MIM-RCTC 91 TIFIA Reserve	912828608	UNITED STATES TREASURY	-	400,144.56	(400,101.03)	-	-	-	(5.96)	-	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMT52	FH G18571	-	135,367.60	-	-	-	-	(35.24)	(351.15)	134,981.21	269.23
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDDK2	FHR 4384 LA	30,342.35	-	(22,997.70)	-	(7					

## 91 CIP STAMP Portfolio Transaction Report by Account

### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance	
256350018	MIM-RCTC 91 TIFIA Reserve	38377LFC7	GNR 2010-116 NE	-	58,978.40	-	-	(5,434.35)	(58.02)	(18.94)	102.70	53,569.80	110.28	
256350018	MIM-RCTC 91 TIFIA Reserve	31418AM39	FN MA1277	54,993.65	-	-	-	(5,168.72)	(224.86)	(18.44)	(34.65)	49,546.98	98.84	
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	GNR 2015-045 AG	19,636.20	-	-	-	(7,392.82)	(14.56)	(17.41)	(84.05)	12,127.35	25.05	
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	GNR 2011-136 GA	93,066.02	-	-	-	(21,171.90)	231.93	(17.41)	(875.08)	71,233.56	117.05	
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	FH ZT1989	-	106,154.97	-	-	(4,184.83)	(381.63)	(15.87)	(220.54)	101,352.10	271.85	
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU24	G2 MA0601	56,118.90	-	-	-	(4,936.30)	(202.56)	(16.79)	(619.79)	50,345.33	101.74	
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3V7	FHMS K-101 A1	210,290.82	-	-	-	(1,004.90)	(0.06)	(13.65)	(5,181.14)	204,091.07	356.64	
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384 LA	13,577.33	-	(10,290.81)	-	(3,178.32)	84.36	(12.60)	(179.96)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	FHR 4039 QB	-	54,470.44	-	-	(1,399.80)	(25.99)	(12.54)	80.53	53,112.64	65.10	
256350018	MIM-RCTC 91 TIFIA Reserve	912828SV2	UNITED STATES TREASURY	175,014.00	-	(100,005.11)	(75,000.00)	-	0.00	(11.66)	2.77	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	FNR 2013-27 KA	-	58,287.48	-	-	(1,697.31)	(21.76)	(10.98)	92.38	56,649.82	58.18	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ABNZ2	FNR 2012-148 MC	-	66,816.53	-	-	(2,440.79)	(49.00)	(9.16)	561.16	64,878.74	105.11	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZAA	FNR 2013-101 A	15,316.36	-	-	-	(2,549.06)	(6.78)	(8.95)	(30.18)	12,721.39	31.24	
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	GN AB2764	36,067.38	-	-	-	(2,600.91)	(26.33)	(7.99)	(119.38)	33,312.78	66.65	
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	GNR 2013-124 CP	56,418.62	-	-	-	(21,869.52)	7.67	(7.07)	(380.67)	34,169.02	70.95	
256350018	MIM-RCTC 91 TIFIA Reserve	36179MA46	G2 MA0825	140,858.86	-	-	-	(11,910.99)	(130.41)	(5.44)	(1,041.43)	127,770.60	255.77	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	FHR 4257 EK	12,972.54	-	-	-	(1,179.25)	(9.79)	(4.80)	10.94	11,789.64	23.72	
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAI7	GNR 2013-071 GA	85,787.79	-	-	-	(5,398.80)	(5.74)	(1.93)	30.55	80,397.87	162.52	
256350018	MIM-RCTC 91 TIFIA Reserve	3138KXKL4	FN AL3382	39,922.30	-	-	-	(268.10)	(2.67)	(1.11)	(135.96)	39,514.46	77.45	
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	GNR 2010-117 GK	33,513.57	-	-	-	(8,519.47)	(118.66)	(0.85)	(229.50)	24,645.08	70.41	
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	FIRST AMERGVT OBLG D	311,324.23	4,158,998.94	(4,327,141.70)	-	-	-	-	-	143,181.47	-	
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Cash	0.01	-	-	-	-	-	-	-	-	(0.00)	-
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Payable	(240,195.73)	-	-	-	-	-	-	-	(43,410.25)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	FHR 4231 FB	(0.00)	-	-	-	-	(0.00)	-	-	(0.00)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	GNR 2012-053 A	71,190.14	-	-	-	(70,772.59)	238.38	-	(655.93)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	GNR 2014-017 AM	(0.00)	-	-	-	-	(0.00)	-	-	(0.00)	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWBG6	FEDERAL HOME LOAN MORTGAGE CORP	225,049.50	-	-	(225,000.00)	-	-	-	(49.50)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3134GXD78	FEDERAL HOME LOAN MORTGAGE CORP	160,068.80	-	-	-	-	-	-	(243.20)	159,825.60	197.56	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B45W2	FHR 4243 LH	126,206.66	(125,688.98)	-	-	-	-	-	(517.69)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	38378PZ1	GNR 2014-010 B	114,655.33	(114,437.00)	-	-	-	-	-	(218.33)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3130ALJ28	FEDERAL HOME LOAN BANKS	-	250,000.00	-	-	-	-	-	32.50	250,032.50	65.97	
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEF68	FH ZT1989	-	43,340.35	-	-	-	-	-	96.26	43,436.61	69.90	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ASKR6	FNR 2012-31 AD	18,486.42	-	-	-	(18,486.55)	42.14	0.67	(42.68)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	GNR 2010-158 HA	34,392.34	-	-	-	(9,496.09)	(75.51)	0.85	(210.44)	24,611.15	70.73	
256350018	MIM-RCTC 91 TIFIA Reserve	36179NAJ7	G2 MA0909	38,193.43	-	-	-	(3,005.53)	(160.46)	-	70.43	35,100.49	83.29	
256350018	MIM-RCTC 91 TIFIA Reserve	31418DYF3	FN MA4309	-	41,268.75	-	-	-	-	2.68	112.97	41,384.40	66.67	
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWTLO	FEDERAL HOME LOAN MORTGAGE CORP	315,053.55	-	-	-	-	-	3.90	68.55	315,126.00	7.88	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AQOE1	FHR 4039 QB	-	54,487.16	-	-	(1,399.80)	(26.87)	3.96	48.19	53,112.64	65.10	
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAPE	UNITED STATES TREASURY	-	54,798.05	-	-	-	-	4.47	10.48	54,813.00	31.73	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADZAO	FNR 2013-27 KA	-	78,551.28	-	-	(2,288.80)	(28.39)	4.72	152.61	76,391.42	78.45	
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	GNR 2012-096 AD	-	45,995.86	-	-	(1,346.92)	(24.67)	4.92	74.08	44,703.27	54.80	
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	GNR 2010-006 AB	34,532.65	-	-	-	(4,367.92)	(99.30)	4.98	(8.73)	30,061.68	71.82	
256350018	MIM-RCTC 91 TIFIA Reserve	912828ZF0	UNITED STATES TREASURY	-	84,508.59	-	-	-	-	7.58	(94.17)	84,422.00	1.16	
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	GN 711168	74,000.55	-	-	-	(14,027.54)	(395.32)	7.71	62.49	59,647.89	212.37	
256350018	MIM-RCTC 91 TIFIA Reserve	3137ASTD0	FHR 4084 TC	37,042.92	-	-	-	(35,720.25)	77.82	12.04	(159.06)	1,253.46	2.09	
256350018	MIM-RCTC 91 TIFIA Reserve	36176XQB8	GN 779250	-	51,694.02	-	-	(1,085.21)	(51.54)	13.69	446.74	51,017.70	120.81	
256350018	MIM-RCTC 91 TIFIA Reserve	3131X83H7	FH ZK3300	-	40,805.71	-	-	-	-	14.75	(3.13)	40,817.33	81.42	
256350018	MIM-RCTC 91 TIFIA Reserve	38378HAU0	GNR 2012-096 AD	-	25,739.28	-	-	-	-	14.99	89.81	25,844.08	31.68	
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	GNR 2013-047 EC	29,630.95	-	-	-	(3,001.65)	29.17	16.97	(63.16)	26,612.27	32.85	
256350018	MIM-RCTC 91 TIFIA Reserve	3137FWMY9	FHMR 2020-P003 A1	195,013.11	-	-	-	(2,832.89)	13.82	20.20	(7,746.40)	184,467.84	133.86	
256350018	MIM-RCTC 91 TIFIA Reserve	3134GWNDA	FEDERAL HOME LOAN MORTGAGE CORP	323,492.00	-	-	-	-	-	22.24	(2,735.99)	320,778.25	265.42	
256350018	MIM-RCTC 91 TIFIA Reserve	3136AQZK9	FNR 2015-89 KE	-	90,500.57	-	-	-	-	24.21	(116.32)	90,408.46	146.15	
256350018	MIM-RCTC 91 TIFIA Reserve	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	425,837.25	-	(425,212.50)	-	-	567.84	26.24	(1,218.83)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3138WEMJ5	FN AS4860	-	70,527.93	-	-	-	-	26.91	(45.75)	70,509.10	140.10	
256350018	MIM-RCTC 91 TIFIA Reserve	36179RFD6	G2 MA2864	21,385.99	-	-	-	(1,872.47)	(93.90)	30.17	4.51	19,454.31	46.15	
256350018	MIM-RCTC 91 TIFIA Reserve	36179MU32	G2 MA0602	100,903.32	-	-	-	(8,760.70)	(463.29)	31.32	156.92	91,867.68	218.00	
256350018	MIM-RCTC 91 TIFIA Reserve	912828SV6	UNITED STATES TREASURY	12,117.87	-	-	-	-	-	32.06	(284.71)	11,865.21	19.03	
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	G2 005276	153,801.53	-	-	-	(14,084.06)	(307.05)	35.01	(150.96)	139,294.46	331.35	
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	GNR 2013-138 A	109,065.98	-	-	-	(61,795.66)	137.26	40.78	(480.54)	46,967.83	84.06	
256350018	MIM-RCTC 91 TIFIA Reserve	3140R3R2	FN BM4407	-	111,116.37	-	-	-	-	41.43	58.23	111,216.03	221.46	
256350018	MIM-RCTC 91 TIFIA Reserve	3135G05G4	FEDERAL NATIONAL MORTGAGE ASSOCIATION	426,015.75	-	(425,110.50)	-	-	640.08	41.65	(1,586.98)	-	-	
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADF1	FNR 2013-36 KC	64,108.22	-	-	-	(14,390.06)	133.04	48.51	(216.05)	49,683.66	61.69	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	FHR 4272 YG	124,250.42	-	-	-	(12,860.25)	98.06	51.64	(878.34)	110,661.52	180.69	
256350018	MIM-RCTC 91 TIFIA Reserve	3132AEFK7	FH ZT1970	-	105,524.56	-	-	(4,873.45)	(433.81)	51.87	(707.76)	99,561.41	268.72	
256350018	MIM-RCTC 91 TIFIA Reserve	3137B4HD1	FHR 4247 AK	-	27,518.24	-	-	-	-	56.13	(75.53)	27,498.84	97.19	
256350018	MIM-RCTC 91 TIFIA Reserve	3137BBS5D	FHR 4338 HP	-	52,804.54	-	-	-	-	60.00	212.77	53,077.31	126.72	
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	GNR 2011-018 PG	31,034.45	-	-	-	(4,611.63)	(60.18)	65.32	(548.61)	25,879.35	62.89	
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAPE	UNITED STATES TREASURY	-	796,875.00	-	-	-	-	72.46	332.54	797,280.00	461.54	
256350018	MIM-RCTC 91 TIFIA Reserve	3140R3R2	FN BM0956	-	63,259.20	-	-	-	-	75.70	(440.02)	62,894.88	148.28	
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	GNR 2010-015 PD	72,086.36	-	-	-	(5,280.06)	(238.03)	80.06	(99.19)	66,549.13	207.68	
256350018	MIM-RCTC 91 TIFIA Reserve	3140X9VX8	FN FM6017	-	268,046.88	-	-	(6,160.62)	(449.96)	83.91	(4,128.23)	257,391.97	609.60	
256350018	MIM-RCTC 91 TIFIA Reserve	91282CAE1	UNITED STATES TREASURY	107,250.00	-	-	-	-	-	84.93	(7,733.23)	99,601.70	85.46	
256350018	MIM-RCTC 91 TIFIA Reserve	3128MMUL5	FH H8586	128,194.52	-	-	-	(11,617.00)	(553.22)	90.20	(170.88)	115,943.61	231.25	
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A	20,502.35	-	-	-	(13,458.87)	465.35	98.29	(696.23)	6,910.89	8.04	
256350018	MIM-RCTC 91 TIFIA Reserve	36179TFR3	G2 MA4691	99,718.13	-	-	-	(8,972.99)	(598.92)	109.91	400.61	90,656.75	247.62	
256350018	MIM-RCTC 91 TIFIA Reserve	3132A85Y1	FH ZS8063	255,768.36	-	-	-	(21,376.86)	(1,144.01)	112.17	(960.08)	232,399.57	465.37	
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWOG3	FHMS K-023 A1	165,246.57	-	-	-	(30,686.75)	174.60	118.38	(625.55)	134,227.26	175.94	
256350018	MIM-RCTC 91 TIFIA Reserve	3140X4H90	FN FM1155	-	195,554.72	-	-	(5,622.32)	(314.12)	119.06	(2,795.45)	186,941.89	374.34	
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	230,010.75	-	-	-	-	-	124.70	(864.95)	229,270.50	1,427.88	
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 2013-096 A											

## 91 CIP STAMP Portfolio Transaction Report by Account

### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Ac cretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	169,650.13	-	-	-	-	-	426.14	(3,963.27)	166,113.00	266.39
				21,044,875.46	9,152,514.06	(6,603,758.54)	(1,490,000.00)	(1,138,540.17)	649.32	(19,349.53)	(199,911.10)	20,944,164.98	49,278.31
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	807,593.30	-	-	-	-	-	(2,367.75)	(231.35)	804,994.20	5,013.46
256350021	MIM-RCTC 2013 Residual Fund	91159HHV5	U.S. BANCORP	-	543,865.00	-	-	-	-	(2,157.36)	(3,537.64)	538,170.00	2,625.00
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	JPMORGAN CHASE & CO	269,899.35	-	-	-	-	-	(2,017.69)	(2,088.51)	265,973.15	3,175.94
256350021	MIM-RCTC 2013 Residual Fund	46647PAY2	JPMORGAN CHASE & CO	-	274,562.50	-	-	-	-	(1,247.26)	(2,097.74)	271,217.50	3,240.75
256350021	MIM-RCTC 2013 Residual Fund	637432MV4	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	177,969.00	-	-	-	-	-	(1,243.68)	(970.62)	175,754.70	2,119.33
256350021	MIM-RCTC 2013 Residual Fund	34528QFY5	FORDF 2018-1 A1	-	302,226.56	-	-	-	-	(1,228.56)	(140.00)	300,858.00	393.33
256350021	MIM-RCTC 2013 Residual Fund	20030NCR0	COMCAST CORP	-	275,055.00	-	-	-	-	(1,175.50)	(867.00)	273,012.50	4,265.28
256350021	MIM-RCTC 2013 Residual Fund	06051GHC6	BANK OF AMERICA CORP	194,714.35	-	-	-	-	-	(1,061.50)	(1,251.00)	192,401.85	1,559.16
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	258,780.00	-	(257,990.83)	-	-	(61.37)	(910.30)	182.50	-	-
256350021	MIM-RCTC 2013 Residual Fund	025816CD9	AMERICAN EXPRESS CO	154,747.50	-	-	-	-	-	(884.33)	(129.67)	153,733.50	1,501.04
256350021	MIM-RCTC 2013 Residual Fund	3137BF8E0	FHMS K-041 A1	303,999.33	-	-	-	(17,466.22)	(662.52)	(858.13)	(905.38)	284,107.08	621.14
256350021	MIM-RCTC 2013 Residual Fund	64971QWL3	NEW YORK N Y CITY TRANSITIONAL FIN AUTH REV	163,512.60	-	-	-	-	-	(791.24)	726.14	163,447.50	700.08
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	FHMS K-025 A2	372,254.40	-	-	-	-	-	(681.90)	(419.70)	371,152.80	804.60
256350021	MIM-RCTC 2013 Residual Fund	3137BLW87	FHMS K-050 A1	-	335,894.70	-	-	(6,949.76)	(351.19)	(631.20)	(1,308.22)	326,654.33	729.74
256350021	MIM-RCTC 2013 Residual Fund	98162HAC4	WOLS 2020-A A3	-	239,773.44	-	-	-	-	(557.77)	(9.17)	239,206.50	177.56
256350021	MIM-RCTC 2013 Residual Fund	3137ADT66	FHMS K-014 A2	362,708.04	-	-	-	(336,902.87)	(456.98)	(474.34)	202.76	25,076.61	80.92
256350021	MIM-RCTC 2013 Residual Fund	92347YAA2	VZOT 2019-A A1A	-	183,058.59	-	-	-	-	(464.40)	(144.39)	182,449.80	161.15
256350021	MIM-RCTC 2013 Residual Fund	912828608	UNITED STATES TREASURY	-	2,150,777.01	(375,111.12)	-	-	-	(1.63)	(459.91)	1,775,106.50	524.38
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	539,349.55	-	-	-	-	-	(452.20)	(446.60)	538,450.75	123.57
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	554,471.50	-	-	-	-	-	(451.26)	(472.64)	553,547.50	127.04
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	1,181,722.80	-	-	(1,180,000.00)	-	-	(443.44)	(1,279.36)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3132AEFC5	FH ZTI963	194,993.12	-	-	-	(12,876.72)	(967.59)	(426.73)	(356.74)	180,365.34	487.18
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	539,826.00	-	-	-	-	-	(383.33)	(1,748.17)	537,694.50	25.10
256350021	MIM-RCTC 2013 Residual Fund	912828ZD5	UNITED STATES TREASURY	478,861.75	-	-	-	-	-	(373.61)	(424.39)	478,063.75	109.71
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	243,253.20	-	(242,511.38)	-	-	4,909.60	(304.03)	(5,347.39)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137B7Y9Y	FHMS K-037 A2	-	129,506.25	-	-	-	-	(280.04)	(215.41)	129,010.80	349.00
256350021	MIM-RCTC 2013 Residual Fund	34528QFU3	FORDF 2017-3 A	-	103,445.31	-	-	-	-	(275.19)	(73.12)	103,097.00	110.22
256350021	MIM-RCTC 2013 Residual Fund	14315XAD0	CARMX 2020-1 A4	-	291,309.38	-	-	-	-	(257.58)	(602.20)	290,449.60	252.62
256350021	MIM-RCTC 2013 Residual Fund	95000U2R3	WELLS FARGO & CO	-	404,254.85	-	-	-	-	(257.02)	(503.33)	403,492.50	2,159.62
256350021	MIM-RCTC 2013 Residual Fund	3137ABF19	FHMS K-AIV A2	119,549.08	-	-	-	(1,228.80)	(3.45)	(246.05)	(555.18)	117,515.61	389.95
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	431,860.80	-	-	-	-	-	(244.95)	(1,460.25)	430,155.60	20.08
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	FNA 2015-M4 AV2	327,131.80	-	-	-	(44,226.40)	(85.66)	(233.67)	(1,302.47)	281,283.60	582.06
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	282,766.00	-	-	-	-	-	(203.54)	(912.96)	281,649.50	13.15
256350021	MIM-RCTC 2013 Residual Fund	3622AGZC0	GN 783795	209,194.38	-	-	-	(15,719.91)	(605.56)	(203.02)	(80.99)	192,584.90	385.32
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	853,439.20	-	-	-	-	-	(202.85)	(3,166.95)	850,069.40	39.69
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	CNH 2018-B A3	136,898.29	-	-	-	(23,159.33)	(174.65)	(352.93)	(32.93)	113,019.80	157.62
256350021	MIM-RCTC 2013 Residual Fund	31307NTZ7	FH J32368	-	270,048.14	-	-	(11,446.93)	(554.17)	(187.30)	(801.08)	257,058.65	512.84
256350021	MIM-RCTC 2013 Residual Fund	4581XOC29	INTER-AMERICAN DEVELOPMENT BANK	667,387.50	-	-	-	(173.29)	(2,927.21)	(173.29)	(2,927.21)	664,287.00	537.15
256350021	MIM-RCTC 2013 Residual Fund	38141GTX3	GOLDMAN SACHS GROUP INC	251,012.50	-	-	-	-	-	(146.88)	(845.62)	250,020.00	574.75
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	FHMS K-020 A2	102,292.00	-	-	-	-	-	(122.09)	(273.91)	101,896.00	197.75
256350021	MIM-RCTC 2013 Residual Fund	314007Q32	FEDERAL NATIONAL MORTGAGE ASSOCIATION	50,750.29	-	-	-	(3,205.28)	(246.11)	(116.65)	(121.99)	47,060.85	125.96
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	UNITED STATES TREASURY	226,859.22	-	(227,657.31)	-	-	-	13,222.92	(115.40)	(13,309.43)	-
256350021	MIM-RCTC 2013 Residual Fund	3137BJP56	FHMS K-046 A1	45,153.97	-	-	-	(2,590.78)	(96.96)	(114.99)	(217.24)	42,568.49	91.77
256350021	MIM-RCTC 2013 Residual Fund	3132GSAV1	FH U98019	58,518.52	-	-	-	(3,399.91)	(55.74)	(111.21)	295.58	55,247.24	130.82
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	FHMS K-015 A2	32,469.55	-	-	-	(4,137.61)	(26.75)	(107.39)	(62.15)	28,135.64	75.33
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	FN 468861	59,021.89	-	-	-	(381.70)	(0.23)	(81.93)	(217.87)	58,340.16	192.98
256350021	MIM-RCTC 2013 Residual Fund	61746BEF2	MORGAN STANLEY	200,102.00	-	-	(200,000.00)	-	-	(76.37)	(25.63)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31397LUX3	FNR 2008-45 DB	50,851.57	-	-	-	(16,122.95)	(119.79)	(76.00)	(215.95)	34,316.88	126.21
256350021	MIM-RCTC 2013 Residual Fund	912828Y72	UNITED STATES TREASURY	1,150,092.00	-	(540,035.02)	(610,000.00)	-	-	(1.19)	(73.95)	18.17	-
256350021	MIM-RCTC 2013 Residual Fund	0258M0E3H	AMERICAN EXPRESS CREDIT CORP	271,674.00	-	-	-	-	-	(69.55)	(262.55)	271,341.90	192.32
256350021	MIM-RCTC 2013 Residual Fund	31381RL16	FN 468431	51,170.28	-	-	-	(304.59)	(0.21)	(68.58)	(68.93)	50,727.97	167.80
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	FNA 2011-M1 A3	63,081.47	-	-	-	(33,707.39)	2.87	(68.01)	(381.25)	28,927.70	90.75
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCT 2014-A1 A1	110,145.20	-	-	-	(110,000.00)	-	(59.96)	(85.24)	-	-
256350021	MIM-RCTC 2013 Residual Fund	87165LB86	SYNCT 2016-2 A	161,124.80	-	-	-	-	-	(55.12)	(695.28)	160,374.40	157.16
256350021	MIM-RCTC 2013 Residual Fund	912828J43	UNITED STATES TREASURY	127,363.75	-	-	-	-	-	(53.08)	(415.67)	126,895.00	190.22
256350021	MIM-RCTC 2013 Residual Fund	06051GHJ3	BANK OF AMERICA CORP	206,914.70	-	-	-	-	-	(50.28)	(1,366.27)	205,498.15	738.00
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	GMCAR 2018-4 A3	51,095.19	-	-	-	(10,652.41)	(65.73)	(49.69)	(247.50)	40,079.85	52.83
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCT 2014-A1 A1	90,118.80	-	-	-	(90,000.00)	-	(49.41)	(69.39)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	GN 737261	46,848.87	-	-	-	(4,538.71)	(119.85)	(46.53)	(31.10)	42,112.69	132.01
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	FN MA3159	64,064.46	-	(59,845.25)	-	(4,408.35)	4.27	(44.91)	229.78	-	-
256350021	MIM-RCTC 2013 Residual Fund	31330SGZ3	FHS 370 A3	-	256,319.76	-	-	(13,273.25)	(183.44)	(40.83)	(3,571.55)	239,250.71	199.61
256350021	MIM-RCTC 2013 Residual Fund	912828608	UNITED STATES TREASURY	-	270,064.80	-	-	-	-	(33.48)	(15.12)	270,016.20	79.76
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	FHR 2666 OD	17,809.00	-	-	-	(2,674.23)	(71.86)	(31.91)	(30.37)	15,000.62	65.92
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	COMET 2019-2 A	102,427.00	-	-	-	-	-	(31.16)	(382.84)	102,013.00	76.44
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	UNITED STATES TREASURY	308,202.00	-	(308,203.13)	-	-	5,430.36	(28.01)	(5,401.22)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y52	UNITED STATES TREASURY	275,022.00	-	-	(275,000.00)	-	-	(26.55)	-	4.35	-
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	FHMS K-018 A2	13,719.88	-	-	-	(921.33)	(6.04)	(24.96)	(48.72)	12,718.83	29.09
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	CCCT 2018-A1 A1	100,123.00	-	-	-	(100,000.00)	-	(21.86)	(101.14)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828N65	UNITED STATES TREASURY	45,371.84	-	(45,531.46)	-	-	-	(21.27)	(2,581.93)	-	-
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	GN AB2764	90,168.45	-	-	-	(6,502.28)	(65.81)	(19.97)	(298.44)	83,281.95	166.63
256350021	MIM-RCTC 2013 Residual Fund	3140JRM50	FN BM3956	106,761.70	(2,051.96)	-	-	(4,182.06)	(283.10)	(19.83)	(692.09)	99,532.66	234.65
256350021	MIM-RCTC 2013 Residual Fund	65602VS72	Norinchukin Bank NY Branch	450,054.00	-	-	(450,000.00)	-	-	(19.43)	(34.57)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3140J6D18	FN BM1914	157,765.41	-	-	-	(13,616.57)	(76.24)	(17.92)	(733.88)	143,320.82	286.20
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	FNA 2012-M9 A2	19,627.23	-	-	-	(4,383.75)	(14.10)	(14.04)	(109.99)	15,105.39	30.84
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	FN MA3159	40,320.28	-	(37,664.84)	-	(2,774.48)	1,169.34	(12.21)	(1,038.10)	-	-
256350021	MIM-RCTC 2013 Residual Fund	98162YAD5	WOART 2019-A A3</										

## 91 CIP STAMP Portfolio Transaction Report by Account

### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Ac cretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	34528QH3K	FORDF 2020-1 A1	226,593.00	-	-	-	-	-	(2.50)	(1,120.25)	225,470.25	70.00
256350021	MIM-RCTC 2013 Residual Fund	3138EXK14	FN AL3382	42,583.79	-	-	-	(285.97)	(2.85)	(1.19)	(145.03)	42,148.76	82.62
256350021	MIM-RCTC 2013 Residual Fund	3136ASKR6	FNR 2012-31 AD	11,091.85	-	-	-	(11,091.96)	(1.23)	(0.46)	1.80	-	-
256350021	MIM-RCTC 2013 Residual Fund	31846V401	FIRST AMER-GVT OBLG D	1,141,444.51	7,603,400.37	(8,139,404.83)	-	-	-	-	-	605,440.05	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Payable	(1,125,143.21)	-	-	-	-	-	-	-	(160,000.00)	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Receivable	-	-	-	-	-	-	-	-	0.01	-
256350021	MIM-RCTC 2013 Residual Fund	658886D26	NORTH DAKOTA ST HSG FIN AGY MTG REV	100,000.00	-	(100,000.00)	-	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	TRUIST BANK	50,304.00	-	-	-	-	-	-	(21.50)	50,282.50	46.67
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	AMERICAN EXPRESS CO	100,635.00	-	-	-	-	-	-	(55.00)	100,580.00	84.66
256350021	MIM-RCTC 2013 Residual Fund	072024W8	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	97,004.50	-	-	-	-	-	-	(354.35)	96,650.15	1,010.80
256350021	MIM-RCTC 2013 Residual Fund	783186T22	RUTGERS ST UNIV N J	106,564.50	-	-	-	-	-	-	487.20	107,051.70	899.94
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	CITIGROUP INC	198,116.10	-	-	-	-	-	-	(1,054.95)	197,061.15	1,840.93
256350021	MIM-RCTC 2013 Residual Fund	3137ASFPA	FHR 3791 DA	13,694.81	-	-	-	(13,699.90)	0.02	-	5.07	-	-
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	PNC BANK NA	250,452.50	-	-	-	-	-	-	15.00	250,467.50	125.13
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	FN 467260	96,240.43	-	-	-	(96,284.72)	42.49	-	1.80	-	-
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	COLORADO HSG & FIN AUTH	460,000.00	-	-	-	-	-	-	-	460,000.00	288.25
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	CATERPILLAR FINANCIAL SERVICES CORP	120,159.60	-	-	-	-	-	-	(105.60)	120,054.00	83.35
256350021	MIM-RCTC 2013 Residual Fund	28306ZDK0	EL DORADO CALIF IRR DIST REV	155,754.85	-	-	-	-	-	-	(88.35)	155,666.50	95.45
256350021	MIM-RCTC 2013 Residual Fund	65003GAS5	NEW YORK ST URBAN DEV CORP REV	181,443.60	-	-	-	-	-	-	(741.60)	180,702.00	77.20
256350021	MIM-RCTC 2013 Residual Fund	194740PP7	COLLIN CNTY TEX	176,842.75	-	-	-	-	-	-	(731.50)	176,111.25	193.87
256350021	MIM-RCTC 2013 Residual Fund	91654HE54	UPPER SANTA CLARA VY JT PWRS AUTH CALIF REV	170,578.00	-	-	-	-	-	-	396.10	170,974.10	192.67
256350021	MIM-RCTC 2013 Residual Fund	3134CWBG6	FEDERAL HOME LOAN MORTGAGE CORP	300,066.00	-	-	(300,000.00)	-	-	-	(66.00)	-	-
256350021	MIM-RCTC 2013 Residual Fund	438516CC8	HONEYWELL INTERNATIONAL INC	265,424.00	-	-	-	-	-	-	(180.20)	265,243.80	149.33
256350021	MIM-RCTC 2013 Residual Fund	43813KAA0	HAROT 2020-3 A1	338,938.83	-	-	-	(260,007.08)	0.01	-	(0.00)	78,931.76	5.79
256350021	MIM-RCTC 2013 Residual Fund	362569AJH	GMALT 2020-3 A1	282,003.71	-	-	-	(282,003.70)	(0.01)	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	6174468T9	MORGAN STANLEY	380,881.60	-	-	-	-	-	-	(771.40)	380,110.20	815.73
256350021	MIM-RCTC 2013 Residual Fund	38141GXL3	GOLDMAN SACHS GROUP INC	235,951.75	-	-	-	-	-	-	(932.95)	235,018.80	540.27
256350021	MIM-RCTC 2013 Residual Fund	2255012E0	CREDIT SUISSE AG (NEW YORK BRANCH)	-	250,000.00	-	-	-	-	-	(2,840.00)	247,160.00	202.81
256350021	MIM-RCTC 2013 Residual Fund	842400HC0	SOUTHERN CALIFORNIA EDISON CO	-	160,000.00	-	-	-	-	-	249.60	160,249.60	-
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	JDOT 2019-B A2	20,823.26	-	-	-	(20,781.09)	0.02	0.00	(42.19)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	FTAT 2019-1 A2A	1,190.79	-	-	-	(1,189.73)	(0.00)	0.00	(1.06)	-	-
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	NALT 2019-B A2A	11,654.90	-	-	-	(11,642.79)	0.06	0.02	(12.19)	-	-
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	CARMX 2019-3 A2A	40,934.27	-	(26,873.59)	-	(13,953.85)	80.96	0.11	(187.89)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3136ASKR6	FNR 2012-31 AD	9,428.07	-	-	-	(9,428.16)	28.83	0.58	(29.32)	-	-
256350021	MIM-RCTC 2013 Residual Fund	89236THU2	TOYOTA MOTOR CREDIT CORP	-	169,989.80	-	-	-	0.75	-	(374.75)	169,615.80	170.00
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	CARMX 2020-1 A3	61,551.60	-	-	-	-	-	1.05	(212.85)	61,339.80	50.40
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	DRIVE 2019-4 B	80,820.80	-	-	-	-	1.69	-	(284.89)	80,537.60	79.29
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	GNR 2010-158 HA	68,784.68	-	-	-	(18,992.18)	(151.03)	1.69	(420.88)	49,222.29	141.46
256350021	MIM-RCTC 2013 Residual Fund	3134GWTL0	FEDERAL HOME LOAN MORTGAGE CORP	270,045.90	-	-	-	-	3.34	-	58.76	270,108.00	6.75
256350021	MIM-RCTC 2013 Residual Fund	31418DYF3	FN MA4309	-	51,585.94	-	-	-	-	3.34	141.22	51,730.50	83.33
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	NAROT 2018-A A3	19,385.01	-	-	-	(12,527.91)	5.69	4.08	(75.04)	6,791.83	7.99
256350021	MIM-RCTC 2013 Residual Fund	3134GV6H6	FEDERAL HOME LOAN MORTGAGE CORP	400,340.00	-	-	-	-	-	4.43	(212.43)	400,127.00	252.44
256350021	MIM-RCTC 2013 Residual Fund	3137AXIH6	FHMS K-024 A1	-	-	-	-	(2,568.96)	10.15	5.27	(31.15)	5,733.97	8.33
256350021	MIM-RCTC 2013 Residual Fund	3137H1U77	FHMS K-027 A1	8,138.73	-	-	-	(1,308.99)	7.77	5.31	(29.35)	6,813.47	10.04
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	FN AM1568	122,744.71	-	-	-	(122,836.85)	503.78	6.66	(418.30)	-	-
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	NAROT 2017-C A3	11,372.96	-	-	-	(8,975.16)	10.08	7.42	(45.19)	2,370.12	2.23
256350021	MIM-RCTC 2013 Residual Fund	3136QAA6A	FEDERAL NATIONAL MORTGAGE ASSOCIATION	415,012.45	-	-	-	-	-	8.52	66.18	415,087.15	532.58
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	TRUIST FINANCIAL CORP	171,279.90	-	-	-	-	-	8.57	(795.62)	170,492.85	151.25
256350021	MIM-RCTC 2013 Residual Fund	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	201,676.00	-	-	-	-	-	9.23	(703.23)	200,982.00	303.33
256350021	MIM-RCTC 2013 Residual Fund	3137AWOG3	FHMS K-023 A1	10,327.91	-	-	-	(1,917.92)	14.08	10.02	(44.88)	8,389.20	11.00
256350021	MIM-RCTC 2013 Residual Fund	863667BB6	STRYKER CORP	160,252.80	-	-	-	-	-	11.32	(168.12)	160,096.00	341.33
256350021	MIM-RCTC 2013 Residual Fund	3134GWY42	FEDERAL HOME LOAN MORTGAGE CORP	299,991.00	-	-	-	-	-	12.31	(273.31)	299,730.00	420.00
256350021	MIM-RCTC 2013 Residual Fund	21688AAQ5	COOPERATIVE RABOBANK UA (NEW YORK BRANCH)	-	284,803.35	-	-	-	-	14.23	(1,333.78)	283,483.80	234.53
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	255,402.50	-	-	-	-	-	14.95	(1,444.95)	253,972.50	2,275.69
256350021	MIM-RCTC 2013 Residual Fund	3137AWOG3	FHMS K-023 A1	15,491.87	-	-	-	(2,876.89)	21.35	15.23	(67.76)	12,583.81	16.49
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	G2 005276	67,672.67	-	-	-	(6,196.98)	(135.11)	15.40	(66.42)	61,289.56	145.79
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	GNR 2013-138 A	42,151.10	-	-	-	(23,882.38)	53.05	15.76	(185.72)	18,151.82	32.49
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	33,424.09	-	-	-	(245.54)	0.53	16.65	(55.17)	33,140.56	53.38
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	204,322.00	-	-	-	-	-	20.71	(1,164.71)	203,178.00	1,820.56
256350021	MIM-RCTC 2013 Residual Fund	91282CAP6	UNITED STATES TREASURY	349,275.00	-	-	-	-	-	21.15	(966.15)	348,810.00	201.92
256350021	MIM-RCTC 2013 Residual Fund	3137AP2V7	FHR 3760 BA	19,544.00	-	-	-	(1,727.53)	18.34	23.64	(33.68)	17,824.76	22.10
256350021	MIM-RCTC 2013 Residual Fund	3140X9VK8	FN FM6017	-	134,023.44	-	-	(3,080.31)	(224.98)	41.95	(2,064.11)	128,695.99	304.80
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	GNR 2013-190 GA	56,308.54	-	-	-	(12,370.26)	(50.09)	66.46	(340.74)	43,613.91	89.33
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	FHR 3737 MA	101,435.21	-	-	-	(11,036.47)	73.72	66.92	124.52	90,663.89	112.18
256350021	MIM-RCTC 2013 Residual Fund	36179RFD6	G2 MA2864	57,029.31	-	-	-	(4,993.24)	(250.42)	80.47	12.04	51,878.15	123.08
256350021	MIM-RCTC 2013 Residual Fund	3128MMUL5	FH G18586	-	66,730.47	-	-	(4,302.57)	(230.49)	91.84	(577.33)	61,711.91	123.08
256350021	MIM-RCTC 2013 Residual Fund	91282B858	UNITED STATES TREASURY	265,386.90	-	-	(265,000.00)	-	-	101.72	(488.62)	-	-
256350021	MIM-RCTC 2013 Residual Fund	91282BYK0	UNITED STATES TREASURY	184,008.60	-	-	-	-	-	-	(700.23)	183,416.40	1,142.31
256350021	MIM-RCTC 2013 Residual Fund	3132A85Y1	FH ZS8063	320,519.85	-	-	-	(26,788.71)	(1,433.65)	140.56	(1,203.14)	291,234.92	583.18
256350021	MIM-RCTC 2013 Residual Fund	3140X4H90	FN FM1155	-	247,016.48	-	-	(7,101.88)	(396.77)	150.39	(3,531.09)	236,137.12	472.85
256350021	MIM-RCTC 2013 Residual Fund	91282BZP8	UNITED STATES TREASURY	809,781.30	-	-	-	-	-	162.76	(1,053.76)	808,890.30	383.18
256350021	MIM-RCTC 2013 Residual Fund	91282B858	UNITED STATES TREASURY	285,416.10	-	-	(285,000.00)	-	-	-	(600.85)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	87,738.24	-	-	-	(644.53)	3.79	196.42	(299.95)	86,993.95	140.13
256350021	MIM-RCTC 2013 Residual Fund	91282RL57	UNITED STATES TREASURY	102,824.00	-	-	-	-	-	224.81	(630.81)	102,418.00	4.78
256350021	MIM-RCTC 2013 Residual Fund	91282RT67	UNITED STATES TREASURY	484,464.00	-	-	-	-	-	487.14	(1,615.14)	483,336.00	2,519.34
256350021	MIM-RCTC 2013 Residual Fund	36179Q2A8	G2 MA2569	301,890.80	-	-	-	(28,528.49)	(1,631.27)	555.70	37.87	272,324.61	644.20
256350021	MIM-RCTC 2013 Residual Fund	91282RYK0	UNITED STATES TREASURY	868,929.50	-	-	-	-	-	574.81	(3,371.31)	866,133.00	5,394.23
				<b>26,955,200.93</b>	<b>15,173,097.87</b>	<b>(10,505,608.87)</b>	<b>(3,565,000.00)</b>	<b>(1,959,257.50)</b>	<b>20,585.46</b>	<b>(23,667.87)</b>	<b>(105,326.52)</b>	<b>26,955,166.72</b>	<b>65,092.98</b>
256350023	MIM-Sr Lien Reserve Fund-1	3137BYPQ7	FHMS K-726 A2	241,682.57	-	-	-	(719.91)	(46.10)	(1,178.47)	(1,184.95)	238,553.13	545.67
256350023	MIM-Sr Lien Reserve Fund-1	3135G0V75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	447,486.75	-	(443,453.50)	-	-	(2,774.55)	(1,178.27)	(80.43)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137BVZ74	FHMS K-063 A1	281,827.67	-	-							

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### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-I	3140IAU97	FN BM6007	64,351.44	-	-	-	(16,568.09)	(665.29)	(620.79)	658.52	47,155.79	103.04
256350023	MIM-Sr Lien Reserve Fund-I	3137BIUG5	FHMS K-027 A2	145,222.00	-	-	-	(589.73)	-	-	458.13	145,090.40	307.65
256350023	MIM-Sr Lien Reserve Fund-I	91282X8B1	UNITED STATES TREASURY	134,912.50	-	-	-	-	-	(552.53)	(2,089.97)	132,270.00	1,005.27
256350023	MIM-Sr Lien Reserve Fund-I	3130AFFX0	FEDERAL HOME LOAN BANKS	221,237.80	-	-	-	-	-	(529.14)	(12,607.71)	208,100.95	2,254.69
256350023	MIM-Sr Lien Reserve Fund-I	91282G38	UNITED STATES TREASURY	1,454,314.50	-	(593,772.66)	-	-	34,778.03	(526.09)	(51,410.08)	843,383.70	6,769.58
256350023	MIM-Sr Lien Reserve Fund-I	3137FBA82	FHMS K-IR3 A1	131,776.80	-	-	-	-	-	(506.54)	(1,895.86)	129,374.40	303.80
256350023	MIM-Sr Lien Reserve Fund-I	3137BIUG5	FHMS K-027 A2	103,730.00	-	-	-	-	-	(502.17)	408.17	103,636.00	219.75
256350023	MIM-Sr Lien Reserve Fund-I	3138JPZ5	FN AL2239	188,461.84	-	-	-	(1,338.70)	(25.46)	(435.55)	(421.04)	186,241.09	472.76
256350023	MIM-Sr Lien Reserve Fund-I	3137BLW87	FHMS K-050 A1	-	223,929.80	-	-	(4,633.17)	(234.13)	(420.80)	(872.14)	217,769.56	486.49
256350023	MIM-Sr Lien Reserve Fund-I	3137ARVU7	FHR 4073 AJ	141,283.23	-	-	-	(71,991.16)	(608.66)	(395.79)	195.39	68,483.01	170.57
256350023	MIM-Sr Lien Reserve Fund-I	3137FBAJ5	FHMS K-IR3 A2	229,026.00	-	-	-	-	-	(382.84)	(7,941.16)	220,702.00	546.83
256350023	MIM-Sr Lien Reserve Fund-I	38378AU90	GNR 2011-138 CA	88,175.24	-	-	-	(11,896.05)	(265.79)	(378.01)	484.52	76,119.91	185.65
256350023	MIM-Sr Lien Reserve Fund-I	3137BIUG5	FHMS K-001 A2	347,796.31	-	-	-	(4,633.17)	(227.80)	(374.90)	(1,174.40)	317,766.91	651.67
256350023	MIM-Sr Lien Reserve Fund-I	3137BIUG5	FHMS K-026 A2	371,746.80	-	-	-	(28,252.31)	-	(309.04)	(0.56)	371,437.20	753.00
256350023	MIM-Sr Lien Reserve Fund-I	31367M9N9	FNA 2012-M8 A2	212,218.25	-	-	-	(25,499.24)	(149.33)	(248.45)	(852.98)	185,468.26	357.07
256350023	MIM-Sr Lien Reserve Fund-I	3137ABF19	FHMS K-AIV A2	58,033.53	-	-	-	(596.50)	-	(2.75)	(195.56)	57,046.41	189.29
256350023	MIM-Sr Lien Reserve Fund-I	3138LFGP7	FN AN2905	301,581.06	-	-	-	(1,210.47)	(37.60)	(181.49)	(11,433.97)	288,717.53	599.50
256350023	MIM-Sr Lien Reserve Fund-I	3137FMD66	FHMS K-J24 A1	94,588.46	-	-	-	(7,143.34)	(417.25)	(177.58)	(1,169.75)	85,680.55	157.42
256350023	MIM-Sr Lien Reserve Fund-I	3137FMD66	FHMS K-J24 A1	159,493.07	-	-	-	(14,805.47)	(711.16)	(164.21)	1,060.96	144,873.18	343.06
256350023	MIM-Sr Lien Reserve Fund-I	38378FR88	GNR 2013-005 JE	151,081.77	-	-	-	(9,457.15)	130.44	(144.76)	(80.13)	141,530.17	230.17
256350023	MIM-Sr Lien Reserve Fund-I	3137BLAC2	FHMS K-048 A2	-	40,815.63	-	-	-	-	(126.65)	(307.55)	40,381.43	101.26
256350023	MIM-Sr Lien Reserve Fund-I	31418DVU3	FN MA4226	-	181,071.87	-	-	(4,342.03)	(194.59)	(125.28)	(1,647.62)	174,762.35	281.55
256350023	MIM-Sr Lien Reserve Fund-I	31307NP40	FH J32243	-	198,842.85	-	-	(3,335.29)	(245.14)	(122.35)	(2,119.05)	193,021.02	454.89
256350023	MIM-Sr Lien Reserve Fund-I	3137AXH1P	FHMS K-024 A2	144,225.20	-	-	-	-	-	(121.97)	(137.03)	143,966.20	300.18
256350023	MIM-Sr Lien Reserve Fund-I	3620ARUE3	GN 737941	89,755.46	-	-	-	(9,457.07)	(434.17)	(107.10)	601.91	80,359.03	190.29
256350023	MIM-Sr Lien Reserve Fund-I	3137AUP48	FHMS K-021 A2	147,804.48	-	-	-	(87.48)	(687.42)	(378.01)	(1,174.40)	147,012.48	287.52
256350023	MIM-Sr Lien Reserve Fund-I	3138EQP4	FN AL8561	-	94,811.30	-	-	(1,599.05)	(134.36)	(102.73)	658.81	93,633.98	250.35
256350023	MIM-Sr Lien Reserve Fund-I	3137FNA02	FHMS K-095 A1	143,464.43	-	-	-	(434.87)	(6.56)	(99.40)	(3,102.54)	139,821.06	287.90
256350023	MIM-Sr Lien Reserve Fund-I	36179RH14	G2 MA2936	82,685.68	-	-	-	(5,230.37)	(312.16)	(86.55)	467.23	77,523.83	211.80
256350023	MIM-Sr Lien Reserve Fund-I	31418DXH0	FN MA4279	-	180,366.24	-	-	-	-	(77.56)	(1,666.32)	178,622.37	289.92
256350023	MIM-Sr Lien Reserve Fund-I	3137AWG03	FHMS K-023 A1	61,967.46	-	-	-	(11,507.53)	(76.13)	(73.99)	25.40	50,335.22	65.98
256350023	MIM-Sr Lien Reserve Fund-I	3620ARB67	GN 737261	71,525.00	-	-	-	(6,929.33)	(182.97)	(71.03)	(47.49)	64,294.18	201.55
256350023	MIM-Sr Lien Reserve Fund-I	31418DQ47	FN MA4074	-	171,187.64	-	-	-	-	(64.41)	(1,046.52)	170,076.71	275.37
256350023	MIM-Sr Lien Reserve Fund-I	38378CR16	GNR 2012-013 EG	24,936.71	-	-	-	(4,316.88)	55.09	(60.03)	(99.34)	20,515.55	33.51
256350023	MIM-Sr Lien Reserve Fund-I	3137BDDK7	FHR 4384 LA	37,927.95	-	(28,747.13)	-	(8,878.54)	89.50	(50.11)	(341.67)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	3136AHAE0	FNA 2013-M14 APT	32,336.64	-	-	-	(3,514.56)	(39.49)	(46.74)	22.35	28,758.20	60.64
256350023	MIM-Sr Lien Reserve Fund-I	3137FPJF3	FHMS K-099 A1	195,277.19	-	-	-	(1,145.80)	(3.95)	(45.43)	(4,926.16)	189,155.84	339.29
256350023	MIM-Sr Lien Reserve Fund-I	3138X0Z47	FN AU1658	42,717.50	-	-	-	(3,103.71)	(152.07)	(43.13)	13.15	39,431.74	78.66
256350023	MIM-Sr Lien Reserve Fund-I	3137F4D41	FHMS K-074 A2	35,175.90	-	-	-	-	-	(41.87)	(1,333.03)	33,801.00	90.00
256350023	MIM-Sr Lien Reserve Fund-I	3128MEN36	FH G15601	35,470.24	-	-	-	(2,491.32)	(112.60)	(39.48)	(94.48)	32,732.36	65.49
256350023	MIM-Sr Lien Reserve Fund-I	38376TSZ1	GNR 2010-004 PD	48,248.02	-	-	-	(3,514.71)	(81.04)	(38.23)	9.74	44,623.78	106.93
256350023	MIM-Sr Lien Reserve Fund-I	36202FA30	G2 004526	26,747.33	-	-	-	(2,311.53)	(73.07)	(37.00)	(34.37)	24,291.37	85.41
256350023	MIM-Sr Lien Reserve Fund-I	36179MEK2	G2 MA0138	88,943.22	-	-	-	(7,831.52)	(314.84)	(36.71)	(974.51)	79,785.64	161.24
256350023	MIM-Sr Lien Reserve Fund-I	3132CJAJ2	FH SA0009	77,119.37	-	(69,523.94)	-	(7,615.21)	1,681.25	(35.60)	(1,625.87)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38375XCM4	GNR 2008-047 PC	31,865.99	-	-	-	(6,103.87)	(80.92)	(33.47)	(254.05)	25,393.68	103.38
256350023	MIM-Sr Lien Reserve Fund-I	3137B9R97	FHR 4328 EA	-	46,303.62	-	-	(1,499.39)	(33.76)	(33.10)	385.03	45,122.39	91.21
256350023	MIM-Sr Lien Reserve Fund-I	3137B4HD1	FHR 4247 AK	25,901.43	-	-	-	(2,335.10)	(62.29)	(30.83)	(48.28)	23,424.94	82.80
256350023	MIM-Sr Lien Reserve Fund-I	3128MMT52	FH G18571	-	118,446.66	-	-	-	-	(30.83)	(307.26)	118,108.56	235.57
256350023	MIM-Sr Lien Reserve Fund-I	36179MZV5	G2 MA0756	67,996.98	-	-	-	(5,385.23)	(220.97)	(29.57)	(302.23)	62,058.98	124.23
256350023	MIM-Sr Lien Reserve Fund-I	36179NKP2	G2 MA1202	76,518.26	-	-	-	(5,655.77)	(235.96)	(28.47)	(341.47)	70,256.59	140.63
256350023	MIM-Sr Lien Reserve Fund-I	36179MKL3	G2 MA0299	92,277.96	-	-	-	(8,411.08)	(339.05)	(27.98)	(321.66)	83,178.19	168.09
256350023	MIM-Sr Lien Reserve Fund-I	31406FLU6	FN BM1197	103,286.29	-	-	-	(7,186.84)	(480.62)	(25.55)	434.03	96,027.31	223.58
256350023	MIM-Sr Lien Reserve Fund-I	3138EQRQ3	FN AL7688	-	65,468.57	-	-	-	-	(25.43)	506.55	65,949.68	177.63
256350023	MIM-Sr Lien Reserve Fund-I	3136ASSX9	FNR 2012-102 BJ	-	46,542.12	-	-	(819.95)	(16.05)	(22.62)	260.63	45,944.14	56.04
256350023	MIM-Sr Lien Reserve Fund-I	3136AEY84	FNR 2013-70 DG	-	51,450.01	-	-	(1,085.99)	(22.78)	(21.80)	254.22	50,573.66	71.91
256350023	MIM-Sr Lien Reserve Fund-I	3135G05G4	FEDERAL NATIONAL MORTGAGE ASSOCIATION	200,478.00	-	(200,280.20)	-	-	9.69	(18.49)	(189.00)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	31418AM39	FN MA1277	50,843.19	-	-	-	(4,778.61)	(207.91)	(17.05)	(32.03)	45,807.59	91.38
256350023	MIM-Sr Lien Reserve Fund-I	38377LFC7	GNR 2010-116 NE	-	50,417.02	-	-	(4,645.49)	(49.60)	(16.19)	87.80	45,793.54	94.27
256350023	MIM-Sr Lien Reserve Fund-I	38379JM99	GNR 2015-045 AG	18,233.61	-	-	-	(6,864.77)	(13.52)	(16.17)	(78.05)	11,261.11	23.26
256350023	MIM-Sr Lien Reserve Fund-I	36179MLU24	G2 MA0601	51,802.06	-	-	-	(4,556.57)	(187.00)	(13.77)	(572.11)	46,472.61	93.91
256350023	MIM-Sr Lien Reserve Fund-I	3132AEF68	FH ZT1989	-	90,989.97	-	-	(3,587.00)	(327.11)	(13.60)	(189.03)	86,873.23	233.01
256350023	MIM-Sr Lien Reserve Fund-I	3137FQ3V7	FHMS K-101 A1	194,519.01	-	-	-	(929.53)	(0.06)	(12.63)	(4,792.55)	188,784.24	329.89
256350023	MIM-Sr Lien Reserve Fund-I	3137B6D85	FHR 4272 YG	88,614.97	-	-	-	(11.83)	(73.94)	(11.81)	-	88,529.22	144.55
256350023	MIM-Sr Lien Reserve Fund-I	3137AQOE1	FHR 4039 QB	-	47,042.66	-	-	-	-	(10.85)	69.54	45,870.00	56.22
256350023	MIM-Sr Lien Reserve Fund-I	31417YK63	FN MA0293	50,352.77	-	-	-	(1,208.92)	(22.45)	(10.62)	28.10	47,323.64	161.70
256350023	MIM-Sr Lien Reserve Fund-I	3136ADZ40	FNR 2013-27 KA	50,339.18	-	-	-	(1,465.86)	(18.79)	(7.48)	79.80	48,924.85	50.25
256350023	MIM-Sr Lien Reserve Fund-I	3136ABNZ2	FNR 2012-148 MC	-	56,069.82	-	-	(2,048.21)	(41.12)	(7.69)	470.91	54,443.71	88.20
256350023	MIM-Sr Lien Reserve Fund-I	36178NB99	GN AB2764	27,050.53	-	-	-	(1,950.68)	(19.75)	(5.99)	(89.53)	24,984.58	49.99
256350023	MIM-Sr Lien Reserve Fund-I	3137F4D41	FHMS K-074 A2	5,862.65	-	-	-	(5.95)	-	(5.95)	(223.20)	5,633.50	15.00
256350023	MIM-Sr Lien Reserve Fund-I	38377JM59	GNR 2010-111 PE	31,471.94	-	-	-	(8,044.45)	87.73	(3.91)	(297.08)	23,214.23	47.88
256350023	MIM-Sr Lien Reserve Fund-I	9128286Q8	UNITED STATES TREASURY	-	300,104.11	(300,100.57)	-	-	0.01	(3.55)	-	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38377RVK8	GNR 2010-166 GP	17,982.31	-	-	-	(1,679.01)	(23.48)	(1.49)	(85.91)	16,192.43	39.49
256350023	MIM-Sr Lien Reserve Fund-I	36179M446	G2 MA0825	35,214.72	-	-	-	(2,977.74)	(32.61)	(1.36)	(260.36)	31,942.65	63.94
256350023	MIM-Sr Lien Reserve Fund-I	38377RVK8	GNR 2010-166 GP	29,970.52	-	-	-	(2,798.35)	(20.71)	(0.76)	(163.33)	26,987.38	65.82
256350023	MIM-Sr Lien Reserve Fund-I	38378KW47	GNR 2013-138 A	-	26,422.51	-	-	(13,939.85)	(9.50)	(0.44)	6.64	12,479.37	22.34
256350023	MIM-Sr Lien Reserve Fund-I	38377JZ89	GNR 2010-117 GK	11,171.18	-	-	-	(2,839.83)	(39.55)	(0.28)	(76.50)	8,215.02	23.47
256350023	MIM-Sr Lien Reserve Fund-I	3137ATRW4	FHMS K-020 A2	127,865.00	-	-	-	-	-	(0.12)	(494.88)	127,370.00	247.19
256350023	MIM-Sr Lien Reserve Fund-I	31846V401	FIRST AMER-GVT OBLG D	122,760.15	3,425,404.90	(3,258,897.12)	-	-	-	-	-	289,267.93	-
256350023	MIM-Sr Lien Reserve Fund-I	CCYUSD	Receivable	-	-	-	-	-	-	-	-	2.04	-
256350023	MIM-Sr Lien Reserve Fund-I	CCYUSD	Payable	-	-	-</							

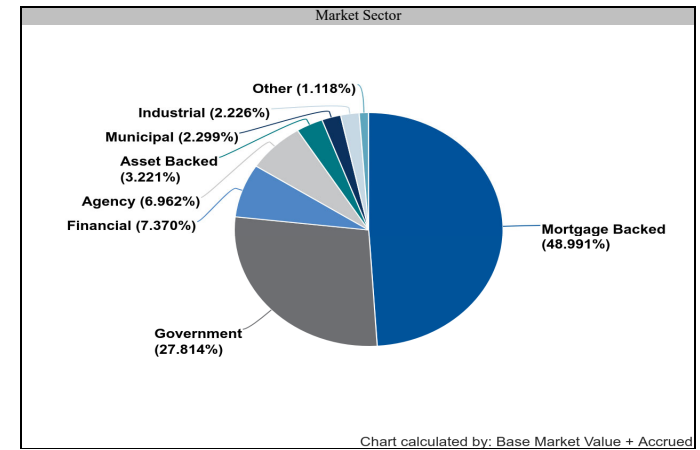
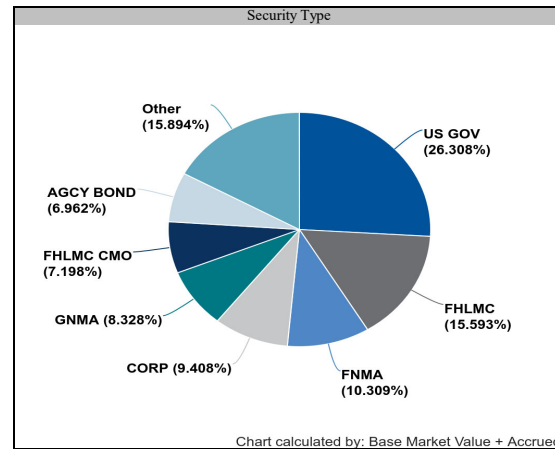
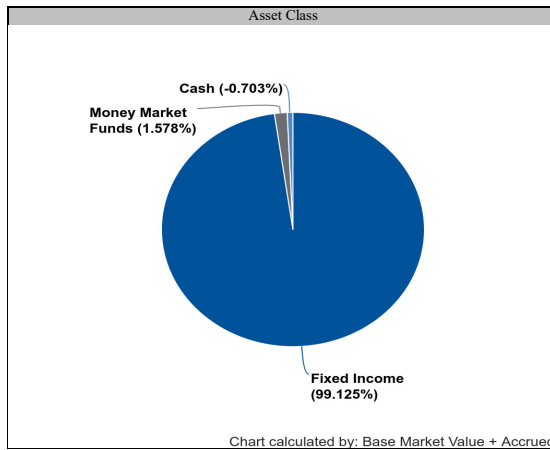
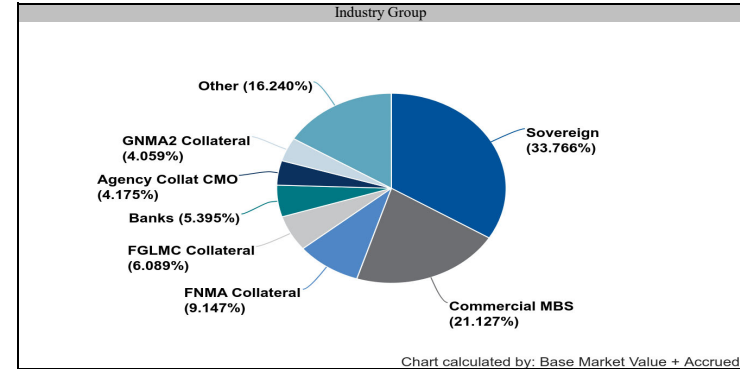
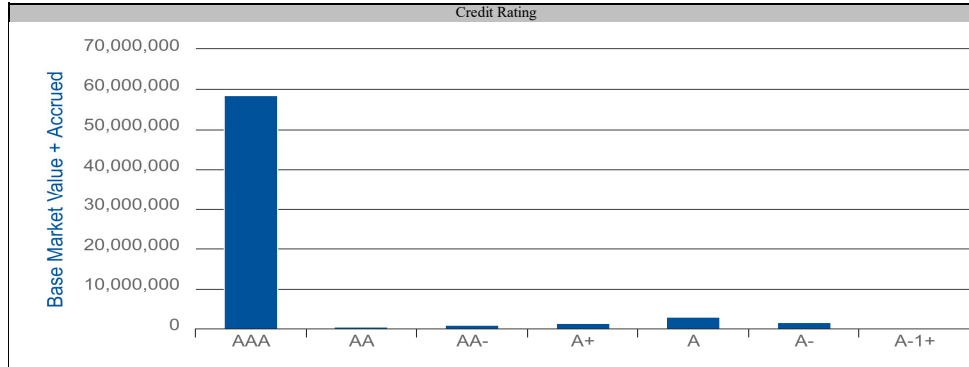


## 91 CIP STAMP Portfolio Transaction Report by Account

### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-I	3132AE68	FH ZT1989	-	36,116.96	-	-	-	-	-	80.21	36,197.17	58.25
256350023	MIM-Sr Lien Reserve Fund-I	912828608	UNITED STATES TREASURY	-	180,020.01	-	-	-	-	-	(9.21)	180,010.80	53.18
256350023	MIM-Sr Lien Reserve Fund-I	3137F4C76	FHMS K-BX1 A1	-	42,250.00	-	-	-	-	-	470.40	42,720.40	16.22
256350023	MIM-Sr Lien Reserve Fund-I	3136AC734	FNA 2013-M6 2A	8,348.63	-	-	-	(180.77)	(0.00)	0.00	(46.26)	8,121.60	16.58
256350023	MIM-Sr Lien Reserve Fund-I	3136ASKR6	FNR 2012-31 AD	6,137.49	-	-	-	(6,137.56)	18.78	0.38	(19.09)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38377REV3	GNR 2010-158 HA	32,099.52	-	-	-	(8,863.02)	(70.48)	0.79	(196.41)	22,970.40	66.02
256350023	MIM-Sr Lien Reserve Fund-I	36202F2H8	G2 005276	19,071.39	-	-	-	(1,746.42)	(0.59)	1.06	(52.93)	17,272.51	41.09
256350023	MIM-Sr Lien Reserve Fund-I	38377RVK8	GNR 2010-166 GP	11,322.19	-	-	-	(1,057.15)	9.92	1.22	(80.95)	10,195.23	24.87
256350023	MIM-Sr Lien Reserve Fund-I	38378TAF7	GNR 2013-071 GA	79,360.42	-	-	-	(4,983.52)	3.85	1.27	16.02	74,398.03	150.02
256350023	MIM-Sr Lien Reserve Fund-I	31418DYF3	FN MA4309	-	36,110.16	-	-	-	-	-	2.34	36,211.35	58.33
256350023	MIM-Sr Lien Reserve Fund-I	38377JZ89	GNR 2010-117 GK	17,873.90	-	-	-	(4,543.72)	(24.66)	2.41	(163.88)	13,144.04	37.55
256350023	MIM-Sr Lien Reserve Fund-I	36179NAJ7	G2 MA0909	35,328.92	-	-	-	(2,780.13)	(148.41)	2.43	65.15	32,467.96	77.04
256350023	MIM-Sr Lien Reserve Fund-I	91282CAP6	UNITED STATES TREASURY	19,986.00	-	(19,989.06)	-	-	-	46.94	(46.31)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	3137AQOE1	FHR 4039 QB	-	47,057.09	-	-	(1,208.92)	(23.21)	3.42	41.62	45,870.00	56.22
256350023	MIM-Sr Lien Reserve Fund-I	3134GWTLO	FEDERAL HOME LOAN MORTGAGE CORP	290,049.30	-	-	-	-	-	3.59	63.11	290,116.00	7.25
256350023	MIM-Sr Lien Reserve Fund-I	91282CAP6	UNITED STATES TREASURY	-	44,834.77	-	-	-	-	3.66	8.57	44,847.00	25.96
256350023	MIM-Sr Lien Reserve Fund-I	38378XKW4	GNR 2013-105 A	64,545.01	-	-	-	(5,953.07)	8.89	3.72	(75.23)	58,529.32	82.69
256350023	MIM-Sr Lien Reserve Fund-I	3136ADZAO	FNR 2013-27 KA	-	66,194.90	-	-	(1,928.76)	(23.92)	3.98	128.60	64,374.79	66.11
256350023	MIM-Sr Lien Reserve Fund-I	3137BSA60	FHR 4257 EK	14,208.02	-	-	-	(1,291.56)	11.16	4.03	(19.19)	12,912.47	25.97
256350023	MIM-Sr Lien Reserve Fund-I	38378HAUO	GNR 2012-096 AD	-	38,809.01	-	-	(1,136.46)	(20.82)	4.15	62.50	37,718.38	46.23
256350023	MIM-Sr Lien Reserve Fund-I	38376TTT9	GNR 2010-006 AB	31,770.04	-	-	-	(4,018.48)	(91.36)	4.58	(8.03)	27,656.74	66.08
256350023	MIM-Sr Lien Reserve Fund-I	3138L1W62	FN AM1568	160,512.32	-	-	-	(16,632.81)	658.79	8.71	(547.01)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38378KWU9	GNR 2013-096 A	8,200.94	-	-	-	(5,383.55)	35.60	9.34	(97.98)	2,764.36	3.21
256350023	MIM-Sr Lien Reserve Fund-I	38378XP82	GNR 2014-166 PL	163,431.01	-	-	-	(20,385.70)	(207.20)	9.48	(3,655.40)	141,192.18	285.84
256350023	MIM-Sr Lien Reserve Fund-I	3137AUP63	FHMS K-021 A2	6,158.52	-	-	-	-	-	11.38	(44.38)	6,125.52	11.98
256350023	MIM-Sr Lien Reserve Fund-I	36176XQB8	GN 779250	-	44,801.49	-	-	(940.51)	(44.67)	11.86	387.16	44,215.33	104.70
256350023	MIM-Sr Lien Reserve Fund-I	38378HAUO	GNR 2012-096 AD	-	21,565.35	-	-	-	-	12.56	75.24	21,633.15	26.54
256350023	MIM-Sr Lien Reserve Fund-I	3131X83H7	FH ZK3300	-	35,704.99	-	-	-	-	12.90	(2.72)	35,715.17	71.25
256350023	MIM-Sr Lien Reserve Fund-I	38378JZD7	GNR 2013-047 EC	27,887.95	-	-	-	(2,825.07)	27.44	15.97	(59.45)	25,046.84	30.92
256350023	MIM-Sr Lien Reserve Fund-I	38377YTL4	GNR 2011-136 GA	23,638.76	-	-	-	(5,377.66)	(73.98)	16.04	(109.84)	18,093.32	29.73
256350023	MIM-Sr Lien Reserve Fund-I	38378KSL4	GNR 2013-074 AL	238,835.25	-	-	-	-	-	17.06	(8,879.81)	229,972.50	524.13
256350023	MIM-Sr Lien Reserve Fund-I	31350G054	FEDERAL NATIONAL MORTGAGE ASSOCIATION	200,478.00	-	(200,280.20)	-	-	531.76	17.25	(746.81)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	3137F7WHY9	FHMR 2020-P003 A1	195,013.11	-	-	-	(2,832.89)	13.82	20.20	(7,746.40)	184,467.84	133.86
256350023	MIM-Sr Lien Reserve Fund-I	3136AQZK9	FNR 2015-89 KE	-	76,695.40	-	-	-	-	20.52	(98.58)	76,617.34	123.85
256350023	MIM-Sr Lien Reserve Fund-I	3134GWNV4	FEDERAL HOME LOAN MORTGAGE CORP	298,608.00	-	-	-	-	-	20.53	(3,525.53)	296,103.00	245.00
256350023	MIM-Sr Lien Reserve Fund-I	36202F3H7	G2 005300	61,792.28	-	-	-	(6,381.51)	(298.69)	21.07	54.45	55,187.60	130.98
256350023	MIM-Sr Lien Reserve Fund-I	31417YK63	FN MA0293	47,900.96	-	-	-	(2,807.33)	(97.65)	24.52	(1.17)	45,019.33	153.82
256350023	MIM-Sr Lien Reserve Fund-I	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	400,788.00	-	(400,200.00)	-	-	534.44	24.70	(1,147.14)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38378HXH4	GNR 2012-119 KB	9,993.02	-	-	-	(1,036.63)	24.23	26.67	(39.26)	8,968.04	9.22
256350023	MIM-Sr Lien Reserve Fund-I	3138WEMJ5	FN AS4860	-	70,527.93	-	-	-	-	26.91	(45.75)	70,509.10	140.10
256350023	MIM-Sr Lien Reserve Fund-I	3136AC734	FNA 2013-M6 2A	37,568.79	-	-	-	(813.47)	5.54	28.84	(242.55)	36,547.16	74.61
256350023	MIM-Sr Lien Reserve Fund-I	36179MU32	G2 MA0602	93,141.61	-	-	-	(8,086.82)	(427.63)	28.91	144.85	84,800.93	201.23
256350023	MIM-Sr Lien Reserve Fund-I	36179RF64	G2 MA2864	21,385.99	-	-	-	(1,872.47)	(93.92)	30.18	4.53	19,454.31	46.15
256350023	MIM-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	10,645.95	-	-	-	(71.49)	1.04	31.12	(69.42)	10,537.19	20.65
256350023	MIM-Sr Lien Reserve Fund-I	91282ZF0	UNITED STATES TREASURY	-	362,889.84	-	-	-	-	32.57	(404.41)	362,518.00	4.99
256350023	MIM-Sr Lien Reserve Fund-I	3140H83R2	FN BM4407	-	88,893.10	-	-	-	-	33.14	46.58	88,972.82	177.17
256350023	MIM-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	13,307.43	-	-	-	(89.37)	0.98	33.54	(91.11)	13,171.49	25.82
256350023	MIM-Sr Lien Reserve Fund-I	91282SL57	UNITED STATES TREASURY	231,354.00	-	(231,120.11)	-	-	6,709.22	33.77	(6,976.88)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	91282CAP6	UNITED STATES TREASURY	-	373,535.16	-	-	-	-	33.96	155.88	373,725.00	216.35
256350023	MIM-Sr Lien Reserve Fund-I	38376WA62	GNR 2010-015 PD	21,145.33	-	-	-	(1,548.82)	(42.14)	35.77	(69.07)	19,521.08	60.92
256350023	MIM-Sr Lien Reserve Fund-I	3132AEFK7	FH ZT1970	-	90,449.62	-	-	(4,177.25)	(371.83)	44.46	(606.65)	85,338.35	230.33
256350023	MIM-Sr Lien Reserve Fund-I	38378KWU9	GNR 2013-096 A	30,753.52	-	-	-	(20,188.31)	164.58	45.13	(408.58)	10,366.34	12.05
256350023	MIM-Sr Lien Reserve Fund-I	3136ADF1	FNR 2013-36 KC	60,546.66	-	-	-	(13,590.62)	125.66	45.82	(204.05)	46,923.46	58.27
256350023	MIM-Sr Lien Reserve Fund-I	912828YK0	UNITED STATES TREASURY	209,265.35	-	(209,389.45)	-	-	5,173.18	47.97	(5,397.05)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	38378VC45	GNR 2013-116 MA	91,302.79	-	-	-	(10,025.71)	249.37	50.38	(361.78)	81,215.06	147.75
256350023	MIM-Sr Lien Reserve Fund-I	3137BB5D8	FHR 4338 HP	-	45,123.88	-	-	-	-	51.27	181.82	45,356.98	108.29
256350023	MIM-Sr Lien Reserve Fund-I	38378B6A2	GNR 2013-012 AB	103,530.69	-	-	-	(4,271.93)	61.14	56.07	(833.44)	98,542.53	147.84
256350023	MIM-Sr Lien Reserve Fund-I	38377QKH9	GNR 2011-018 PG	28,763.64	-	-	-	(4,274.20)	(55.77)	60.54	(508.46)	23,985.75	58.29
256350023	MIM-Sr Lien Reserve Fund-I	3140H8ME0	FN BM2956	-	52,204.19	-	-	-	-	62.47	(363.12)	51,903.54	122.37
256350023	MIM-Sr Lien Reserve Fund-I	38376WA62	GNR 2010-015 PD	86,864.06	-	-	-	(6,362.47)	(92.59)	65.02	(282.32)	80,191.71	250.25
256350023	MIM-Sr Lien Reserve Fund-I	91282CAE1	UNITED STATES TREASURY	87,750.00	-	-	-	-	-	69.49	(6,327.19)	81,492.30	69.92
256350023	MIM-Sr Lien Reserve Fund-I	3140XVXK8	FN FM6017	-	225,159.38	-	-	(5,174.92)	(377.97)	70.48	(3,467.71)	216,209.26	512.06
256350023	MIM-Sr Lien Reserve Fund-I	36202F2H8	G2 005276	79,976.80	-	-	-	(7,323.71)	(178.79)	79.41	(120.58)	72,433.12	172.30
256350023	MIM-Sr Lien Reserve Fund-I	38378KSL4	GNR 2013-074 AL	212,298.00	-	-	-	-	-	80.04	(7,958.04)	204,420.00	465.89
256350023	MIM-Sr Lien Reserve Fund-I	38379KDN5	GNR 2015-029 AD	70,158.41	-	-	-	(3,948.59)	(0.29)	82.61	(1,777.42)	64,514.72	119.78
256350023	MIM-Sr Lien Reserve Fund-I	36179NHK7	G2 MA1134	165,183.24	-	-	-	(13,416.37)	(539.27)	82.80	57.13	151,367.53	359.15
256350023	MIM-Sr Lien Reserve Fund-I	3128MMUL5	FH G18586	124,059.21	-	-	-	(11,242.26)	(535.37)	87.29	(165.37)	112,203.49	223.79
256350023	MIM-Sr Lien Reserve Fund-I	38376WA62	GNR 2010-015 PD	21,625.91	-	-	-	(1,584.02)	(77.21)	90.46	(90.41)	19,964.74	62.30
256350023	MIM-Sr Lien Reserve Fund-I	36179TF83	G2 MA4691	88,638.36	-	-	-	(7,975.99)	(532.37)	97.69	356.10	80,583.79	220.11
256350023	MIM-Sr Lien Reserve Fund-I	3140X4H90	FN FM1155	-	164,677.66	-	-	(4,734.59)	(264.51)	100.26	(2,354.06)	157,424.75	315.23
256350023	MIM-Sr Lien Reserve Fund-I	3132A85Y1	FH ZS8063	236,342.92	-	-	-	(19,753.30)	(1,057.13)	103.65	(887.16)	214,748.98	430.02
256350023	MIM-Sr Lien Reserve Fund-I	3136A72D3	FNA 2012-M9 A2	172,263.82	-	-	-	(38,479.70)	246.88	109.32	(1,568.56)	132,891.76	270.72
256350023	MIM-Sr Lien Reserve Fund-I	91282CAM3	UNITED STATES TREASURY	423,389.25	-	-	-	-	-	130.80	(9,179.05)	414,341.00	2.90
256350023	MIM-Sr Lien Reserve Fund-I	38378KWU9	GNR 2013-096 A	20,502.35	-	-	-	(13,458.87)	586.48	131.64	(850.70)	6,910.89	8.04
256350023	MIM-Sr Lien Reserve Fund-I	36179NAH1	G2 MA0908	-	134,029.51	-	-	-	-	138.08	(518.88)	133,648.71	268.25
256350023	MIM-Sr Lien Reserve Fund-I	912828YK0	UNITED STATES TREASURY	475,355.55	-	(474,897.86)	-	-	12,430.38	169.93	(13,058.00)	-	-
256350023	MIM-Sr Lien Reserve Fund-I	912828XB1	UNITED STATES TREASURY	161,895.00	-	-	-	-	-	183.47	(3,354.47)	158,724.00	1,206.32
256350023	MIM-Sr Lien Reserve Fund-I	38378KWU9	GNR 2013-096 A	30,753.52	-	-	-	(20,188.31)	819.48	207.19	(1,225.55)	10,366.34	12.05
256350023	MIM-Sr Lien Reserve Fund-I	3138EKXL4	FN AL3382	172,996.63	-	-	-	(1,161.76)	(0.35)	224.10	(829.30)	171,229.33	335.63
256350023	MIM-Sr Lien Reserve Fund-I	3137ATRW4	FHMS K-020 A2	160,710.96	-	-	-	-	-	238.97	(861.12)	160,088.81	310.69
256350023	MIM-Sr Lien Reserve Fund-I	38378B7F0	GNR 2013-033 B	207,222.00	-								

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

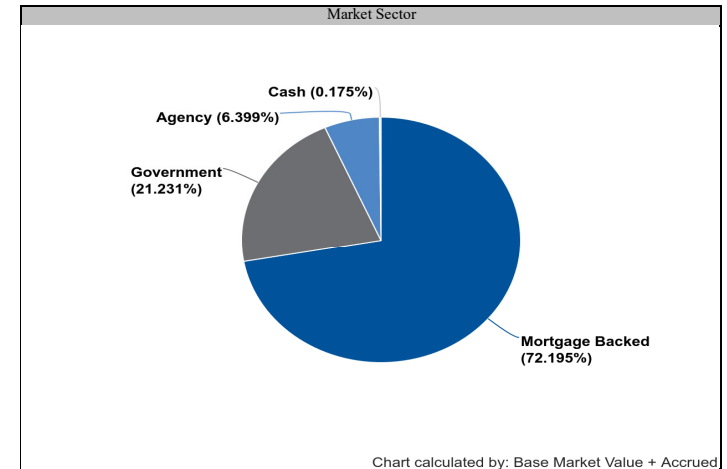
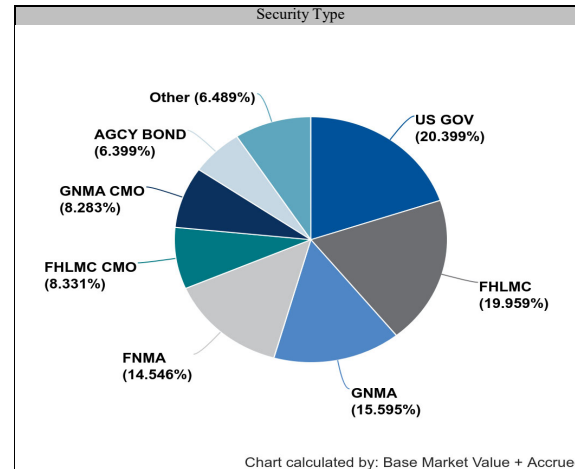
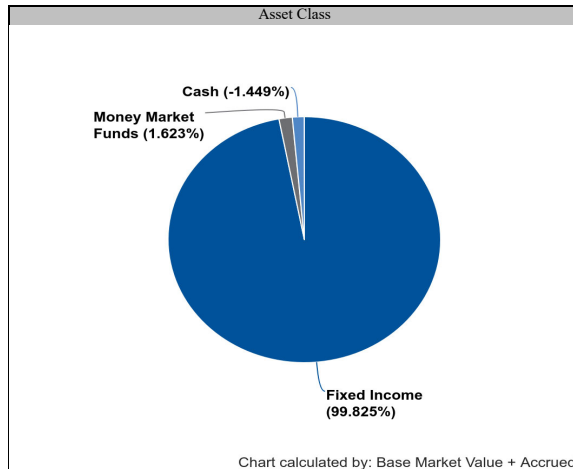
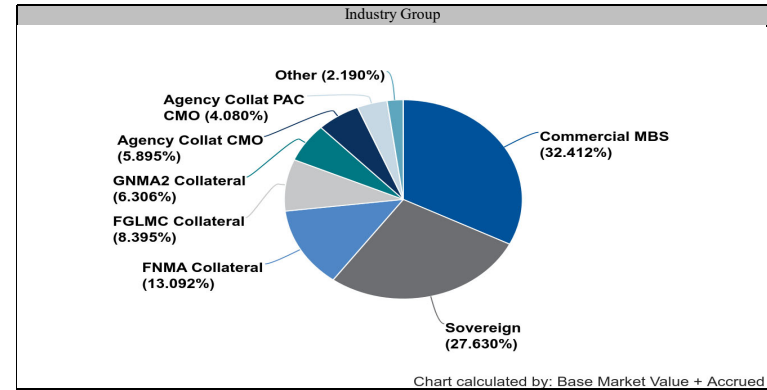
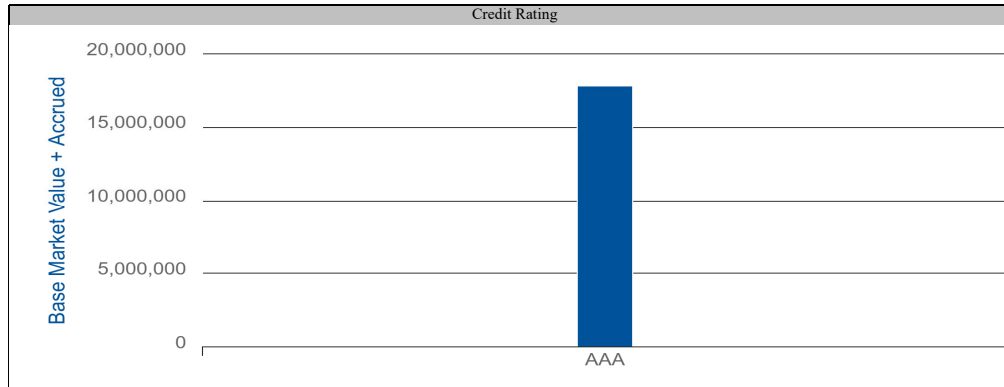


\*Negative cash reflects securities in transit at month end





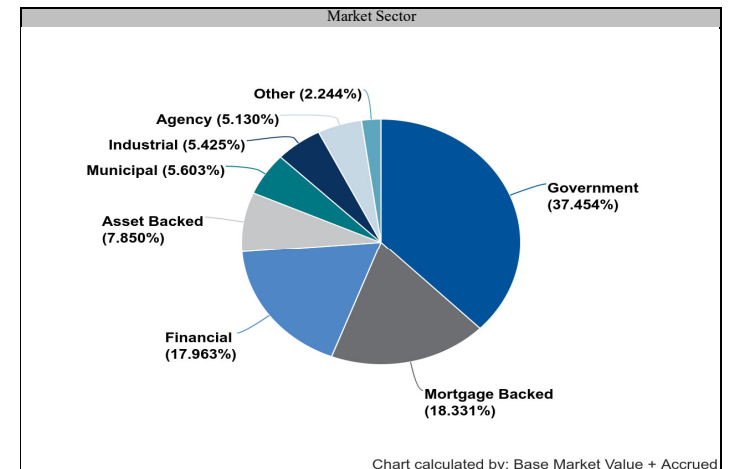
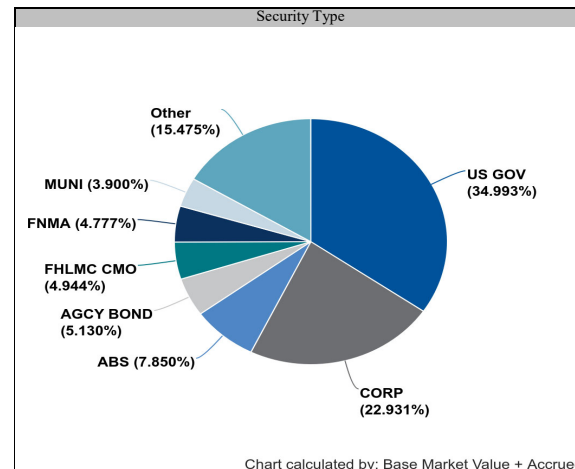
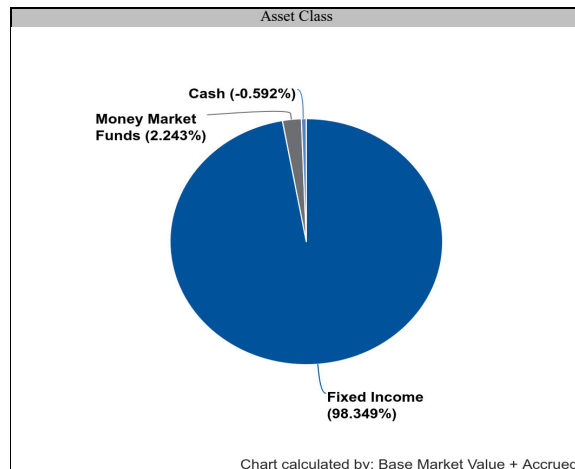
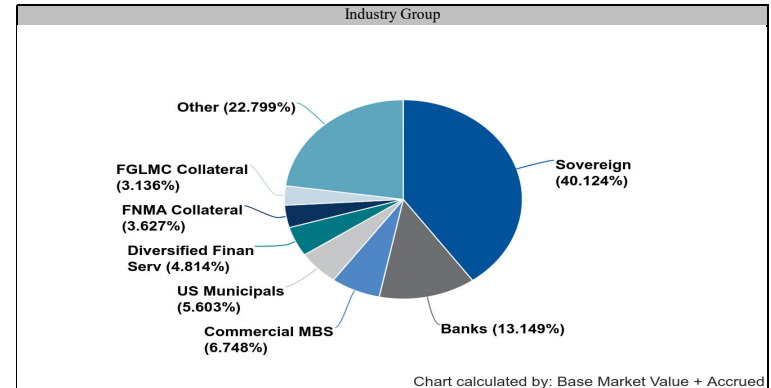
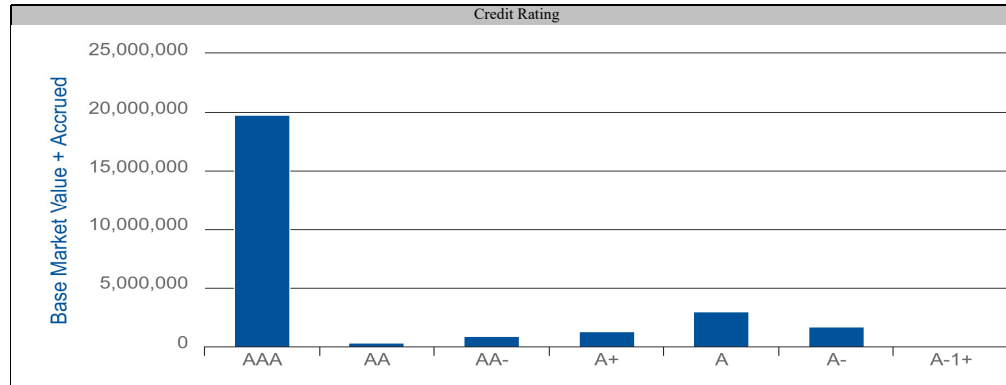
**91 CIP STAMP Portfolio**  
**Series A & Series B Reserve Fund Summary of Investments for quarter ended March 31, 2021**



\*Negative cash reflects securities in transit at month end



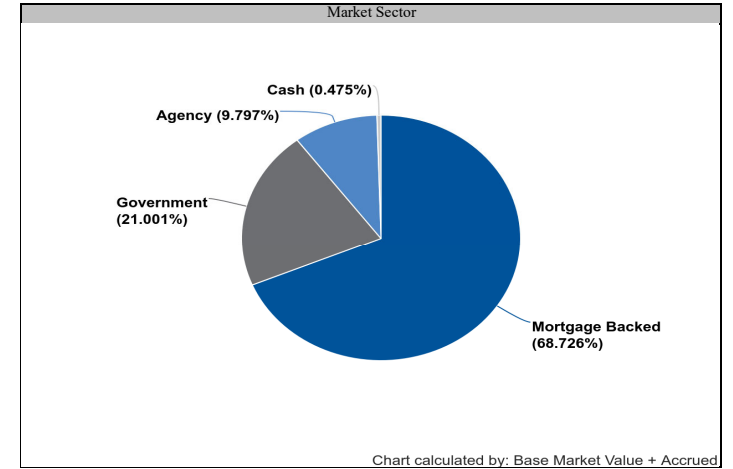
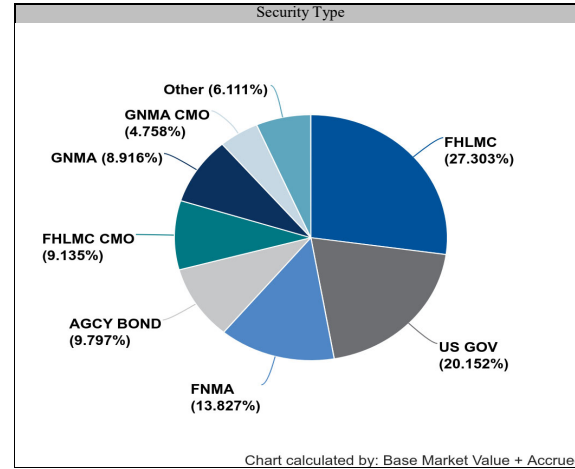
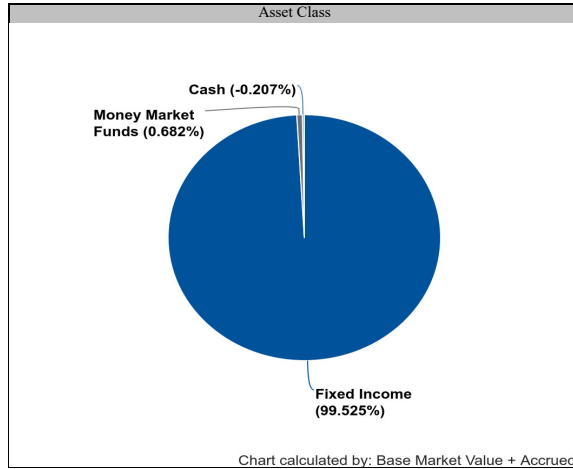
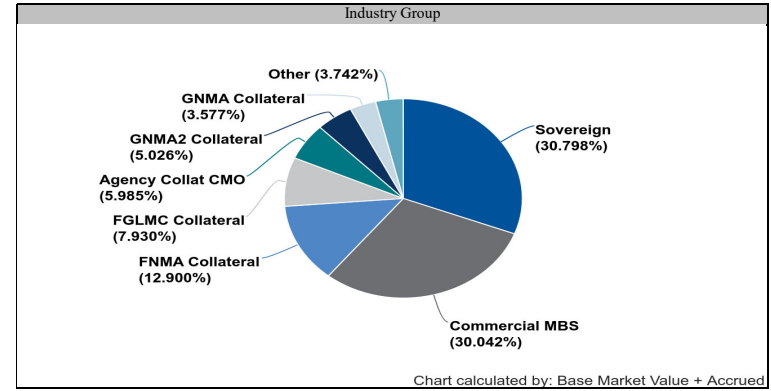
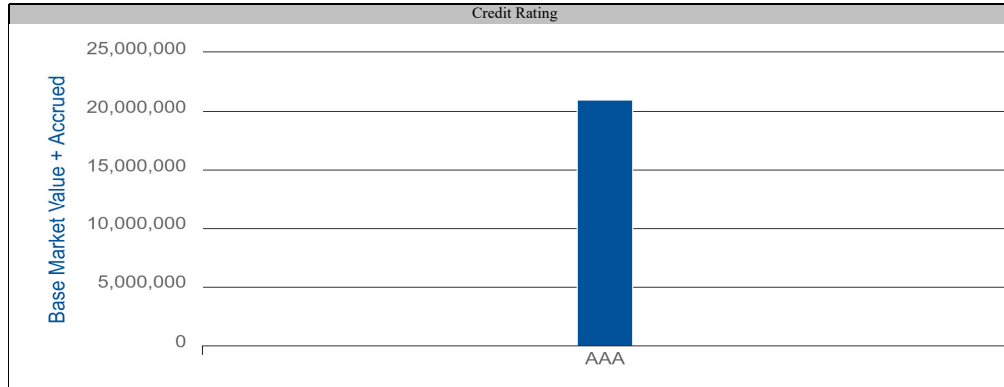
**91 CIP STAMP Portfolio**  
**Residual Fund Required Retained Balance Summary of Investments for quarter ended March 31, 2021**



\*Negative cash reflects securities in transit at month end



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



\*Negative cash reflects securities in transit at month end



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/20/2020	500,000.00	499,850.00	07/20/2021	500,165.00	268.78	0.320	0.211	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3134GWEH5	Agency	Freddie Mac	07/27/2022	07/27/2020	750,000.00	749,850.00	07/27/2021	750,292.50	391.97	0.280	0.159	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/16/2020	1,000,000.00	999,300.00	04/05/2021	999,630.00	140.53	0.180	0.205	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	1,250,000.00	1,252,443.00	---	1,252,312.50	418.91	0.190	0.471	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3134GXJF2	Agency	Freddie Mac	12/30/2022	12/15/2020	405,000.00	404,989.88	06/30/2021	404,708.40	(282.76)	0.200	0.241	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	750,000.00	750,000.00	04/12/2021	750,097.50	97.50	0.500	0.471	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3134GV6H6	Agency	Freddie Mac	10/20/2022	07/22/2020	125,000.00	124,987.50	07/20/2021	125,041.25	49.91	0.320	0.211	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/15/2020	200,000.00	199,880.00	04/05/2021	199,926.00	13.52	0.180	0.205	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3134GWTL0	Agency	Freddie Mac	09/28/2022	09/23/2020	85,000.00	84,987.25	09/28/2021	85,034.00	44.59	0.300	0.219	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3134GWY42	Agency	Freddie Mac	10/13/2023	10/07/2020	100,000.00	99,950.00	10/13/2021	99,910.00	(47.75)	0.300	0.336	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136G46A6	Agency	Federal National Mortgage Association	10/27/2023	10/20/2020	130,000.00	129,967.50	10/27/2021	130,027.30	55.18	0.300	0.263	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	100,000.00	100,195.44	---	100,185.00	33.51	0.190	0.471	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3134GXDTH8	Agency	Freddie Mac	11/24/2023	---	135,000.00	135,035.00	05/24/2021	134,852.85	(160.40)	0.350	0.391	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	407,196.00	4,960.81	2.375	0.077	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3134GW6E1	Agency	Freddie Mac	11/02/2023	02/23/2021	400,000.00	400,536.00	11/02/2021	399,648.00	(809.08)	0.320	0.354	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130ALJZ8	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	350,000.00	350,000.00	04/12/2021	350,045.50	45.50	0.500	0.471	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	147,618.14	160,590.95	---	152,803.97	(99.56)	5.500	0.875	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	47,370.42	46,778.29	---	48,255.77	1,260.25	2.000	0.174	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	33,900.60	34,748.11	---	34,751.16	459.41	4.000	1.636	AAA
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	---	101,896.00	2,824.92	2.373	0.306	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	35,324.41	34,049.42	---	36,406.75	1,954.95	2.250	0.394	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	10,325.90	10,067.76	---	10,429.58	225.12	2.500	0.893	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	3,406.83	3,358.39	---	3,407.95	20.18	0.456	0.301	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	4,022.96	3,813.92	---	4,076.38	197.03	1.250	0.288	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	10,925.89	11,235.31	---	11,182.54	113.25	5.000	1.351	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	8,284.03	8,332.50	---	8,391.88	84.07	2.482	0.477	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	10,508.77	10,717.31	---	10,664.83	61.90	3.500	0.798	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	103,098.00	2,148.73	2.682	0.437	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QK19	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	10,431.09	10,620.57	---	10,730.46	131.67	3.000	1.172	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	14,611.25	15,256.87	---	15,575.82	453.78	4.000	0.357	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	4,867.46	4,898.83	---	4,908.69	35.93	2.500	0.995	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	10,821.64	10,686.38	---	10,957.99	236.98	1.500	0.487	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARVU7	Agency CMO	Freddie Mac	08/15/2038	06/30/2020	30,147.78	30,567.03	---	30,259.93	(22.90)	3.000	0.275	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	69,964.10	70,699.82	---	70,339.11	362.84	3.230	1.135	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A6Z47	Agency CMO	Freddie Mac	01/15/2041	08/31/2020	33,263.35	34,999.28	---	35,106.14	(36.53)	4.500	0.893	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	90,433.31	90,133.05	---	91,174.86	940.01	2.968	0.476	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3133Q5GZ3	Agency CMO	Freddie Mac	09/25/2033	01/05/2021	73,701.82	74,726.75	---	73,615.59	(1,098.95)	1.000	1.026	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B45W2	Agency CMO	Freddie Mac	09/15/2030	12/30/2020	69,635.39	70,331.74	---	70,598.44	372.14	2.750	0.466	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378PZN1	Agency CMO	Government National Mortgage Association	03/16/2039	12/30/2020	14,975.14	15,000.88	---	14,978.73	(3.11)	2.500	0.910	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	1,221.85	1,194.36	---	1,222.05	3.77	1.573	0.268	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AQQE1	Agency CMO	Freddie Mac	05/15/2027	---	42,607.89	43,406.79	---	43,455.79	52.65	1.500	0.453	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A8SX9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	21,235.53	21,650.28	---	21,763.02	123.46	1.500	0.068	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	20,737.13	21,206.96	---	21,373.76	182.38	2.500	0.463	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	25,138.04	25,640.80	---	25,860.76	223.69	2.000	0.243	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	23,556.84	23,845.87	---	23,955.94	120.42	1.750	0.264	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136ADZ40	Agency CMO	Federal National Mortgage Association	04/25/2028	---	53,314.03	53,978.09	---	54,074.82	99.52	1.250	0.356	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A7D25	Agency CMO	Federal National Mortgage Association	07/25/2041	02/12/2021	52,534.81	53,142.25	---	54,332.03	1,188.80	3.000	0.716	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31394KJP0	Agency CMO	Freddie Mac	10/15/2023	02/18/2021	43,651.75	45,336.44	---	45,214.48	(115.45)	4.500	0.824	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BZT78	Agency CMO	Freddie Mac	07/15/2023	02/18/2021	55,129.63	55,394.52	---	55,345.19	(42.98)	1.400	0.669	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377LFC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	21,343.95	21,567.40	---	21,600.72	41.41	2.500	0.558	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HAU0	Agency CMO	Government National Mortgage Association	08/20/2027	---	53,426.40	54,302.93	---	54,482.10	156.30	1.500	0.341	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AWWM3	Agency CMO	Freddie Mac	12/15/2027	02/17/2021	23,845.74	24,151.27	---	24,265.90	112.68	1.250	0.166	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/25/2021	206,031.47	216,325.01	---	215,348.21	(706.26)	2.802	0.203	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	81,310.57	83,076.54	---	82,996.14	(69.33)	2.000	0.431	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	68,367.21	70,559.77	---	70,487.96	(90.69)	2.000	0.593	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	---	387,722.15	396,380.71	---	396,918.92	3,114.48	2.592	0.024	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	169,020.13	176,309.12	---	175,672.76	2,125.22	5.500	0.593	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FOXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	635,118.47	635,118.47	---	636,248.98	1,130.51	0.455	0.252	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B36H6	Agency MBS	Freddie Mac	10/25/2022	---	81,005.56	82,393.77	---	81,929.02	6.02	2.839	0.199	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137BFDQ1	Agency MBS	Freddie Mac	09/25/2021	08/19/2020	111,247.91	113,160.30	---	112,016.63	193.73	2.991	0.342	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	14,469.36	14,256.84	---	14,600.31	209.71	1.785	0.254	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7I4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	29,467.34	28,982.74	---	30,455.97	1,173.83	2.532	0.800	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	43,203.34	41,875.17	---	44,082.52	1,277.58	2.184	0.281	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	97,917.14	96,257.14	---	100,347.44	3,086.26	2.522	0.274	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	5,828.49	5,955.99	---	6,105.41	204.47	4.000	0.446	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	13,302.03	13,617.96	---	14,144.72	660.42	4.000	0.326	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association										

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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
24097020	RCTC I-15 Prj RAMP UP RESERVE	36179QZ48	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	81,700.71	86,398.50	---	86,344.57	(233.10)	3.000	1.014	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	58,084.12	60,824.96	---	60,449.31	(446.58)	2.500	1.216	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132A9QE4	Agency MBS	Freddie Mac	02/01/2030	04/29/2020	95,450.23	99,984.11	---	99,676.76	(443.99)	2.500	0.881	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	20,718.86	20,607.17	---	20,712.85	27.93	1.870	1.685	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31381RL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	43,745.88	44,395.24	---	43,731.00	(26.03)	3.840	3.425	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36202F3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	23,172.71	24,302.38	---	24,409.90	131.92	3.000	0.453	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	13,325.80	14,064.96	---	14,040.20	(3.98)	3.000	0.781	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BFE80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	82,210.08	85,845.31	---	85,232.12	65.12	2.720	0.436	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	08/31/2020	0.02	0.02	---	0.02	(0.00)	3.000	0.467	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138XOZY7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	100,689.73	105,802.89	---	105,151.29	(397.17)	2.500	0.645	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DSA1	Agency MBS	Federal National Mortgage Association	08/01/2035	08/31/2020	105,583.77	111,654.83	---	112,280.95	595.96	3.000	1.201	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	15,718.13	16,450.00	---	16,366.19	(49.03)	2.500	0.729	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3132AEFC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	53,576.56	57,670.14	---	57,853.04	365.35	3.500	0.132	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	28,791.89	30,717.34	---	30,531.50	(178.71)	3.000	0.877	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	77,227.75	80,956.40	---	80,645.85	(251.32)	2.500	0.623	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	19,693.49	20,733.56	---	20,570.64	(192.44)	2.500	1.047	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	---	223,184.84	234,917.61	---	232,201.50	(2,806.37)	2.500	1.178	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31307NP40	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	86,087.64	92,382.81	---	91,321.77	(1,002.57)	3.000	0.756	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	97,535.75	104,576.61	---	102,956.79	(1,651.29)	3.000	0.983	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138ETQ4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	40,966.70	44,423.27	---	44,688.93	314.42	3.500	-0.077	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	---	179,763.98	188,014.45	---	189,785.83	1,761.00	3.000	0.289	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	13,622.92	13,435.60	---	13,673.32	97.22	1.749	0.176	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140X4TL0	Agency MBS	Federal National Mortgage Association	09/01/2028	02/25/2021	75,092.50	78,577.26	---	78,268.91	(337.04)	2.500	0.586	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3140J8R2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	225,886.79	236,122.29	---	236,334.05	123.73	2.500	0.519	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137B7YY9	Agency MBS	Freddie Mac	01/25/2024	02/26/2021	209,000.00	225,556.72	---	224,693.81	(375.18)	3.490	0.519	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BDCW4	Agency MBS	Freddie Mac	07/25/2024	02/26/2021	175,000.00	189,916.02	---	188,956.25	(593.86)	3.303	0.670	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	229,993.35	241,205.53	---	241,141.13	(156.44)	2.500	0.757	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3131X83H7	Agency MBS	Freddie Mac	04/01/2028	02/26/2021	213,738.37	223,156.22	---	223,219.80	(17.05)	2.500	0.595	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DVU2	Agency MBS	Federal National Mortgage Association	01/01/2031	02/26/2021	241,332.12	250,382.08	---	249,660.49	(700.08)	2.000	0.995	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3128MMT53	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	242,304.77	253,814.26	---	253,089.76	(658.43)	2.500	0.956	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	213,976.46	230,024.69	---	231,715.11	1,779.77	3.500	0.055	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021	248,502.52	257,666.05	---	255,174.81	(2,380.44)	2.000	1.407	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	31418DQ47	Agency MBS	Federal National Mortgage Association	07/01/2035	02/24/2021	227,183.11	235,385.48	---	233,855.48	(1,438.96)	2.000	1.280	AAA
24097020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	53,992.00	54,340.00	---	54,728.45	642.02	2.183	0.356	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	65487DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	47,871.45	47,624.61	---	47,942.30	82.92	2.650	0.709	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/23/2019	184,326.03	187,702.94	---	187,039.31	(1,689.89)	3.210	0.322	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	63,859.72	63,856.85	---	64,009.15	149.82	2.210	0.534	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	525,000.00	526,271.48	---	526,228.50	(1,136.65)	2.210	0.370	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	261,747.20	1,755.88	2.230	0.849	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	34528GAJ5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	10/15/2022	05/07/2020	225,349.57	225,280.57	---	225,811.54	484.95	1.870	0.233	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	65,407.87	65,404.31	---	65,574.66	168.60	1.080	0.479	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	145,570.86	145,570.86	---	145,570.86	0.00	0.189	0.189	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	36,759.16	37,043.47	---	36,807.68	(25.96)	2.840	0.322	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	14687AAM0	Asset Backed	Carvana Auto Receivables Trust, Series 2020-P1	11/08/2023	12/03/2020	385,000.00	384,978.32	---	385,065.45	80.76	0.280	0.255	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	98162CAE1	Asset Backed	World Omni Automobile Lease Securitization Trust 2018-B	03/15/2024	03/30/2021	550,000.00	551,246.09	---	551,292.50	46.41	3.300	-0.176	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	05586FSB9	CD	BNP Paribas New York Branch	04/05/2021	11/02/2020	1,150,000.00	1,149,901.52	---	1,150,023.00	25.56	0.210	0.066	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	65602V6W1	CD	Norinchukin Bank NY Branch	05/11/2021	01/13/2021	1,000,000.00	1,000,098.24	---	1,000,150.00	116.70	0.240	0.108	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	60710AWB4	CD	Mizuho Bank Ltd., New York Branch	08/13/2021	01/25/2021	1,500,000.00	1,500,124.74	---	1,500,195.00	111.42	0.220	0.185	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	51501HAK5	CD	Landesbank Baden-Württemberg, New York Branch	10/25/2021	02/01/2021	1,000,000.00	1,000,000.00	---	1,000,160.00	160.00	0.240	0.212	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	83050PRZ4	CD	Skandinaviska Enskilda Banken AB (publ)	08/17/2021	02/22/2021	700,000.00	699,999.99	---	700,014.00	14.01	0.170	0.165	AAA
24097004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	536,000.45	1,000.45	0.501	0.329	A
24097004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/15/2021	501,115.00	1,107.55	2.250	0.422	A
24097004	MIM-RCTC Toll Revenue: - I-15	06051GFZ7	Corporate	Bank of America Corporation	10/21/2022	10/09/2020	920,000.00	940,037.60	10/21/2021	930,699.60	(216.55)	2.503	0.405	A
24097004	MIM-RCTC Toll Revenue: - I-15	61746BEA0	Corporate	Morgan Stanley	04/21/2021	10/13/2020	864,000.00	873,987.84	---	864,846.72	(215.49)	2.500	0.727	A
24097004	MIM-RCTC Toll Revenue: - I-15	025816CD9	Corporate	American Express Company	05/20/2022	12/30/2020	423,000.00	436,349.88	04/19/2022	433,528.47	(327.59)	2.750	0.373	A
24097004	MIM-RCTC Toll Revenue: - I-15	172967LQ2	Corporate	Citigroup Inc.	10/27/2022	12/30/2020	750,000.00	780,862.50	09/27/2022	774,120.00	(2,443.54)	2.700	0.529	A
24097004	MIM-RCTC Toll Revenue: - I-15	14913R2E6	Corporate	Caterpillar Financial Services Corporation	01/06/2022	07/06/2020	500,000.00	500,000.00	---	500,525.00	525.00	0.457	0.291	A
24097004	MIM-RCTC Toll Revenue: - I-15	927804F8	Corporate	Virginia Electric and Power Company	09/01/2022	01/25/2021	750,000.00	781,477.50	06/01/2022	775,792.50	(1,509.66)	3.450	0.490	A
24097004	MIM-RCTC Toll Revenue: - I-15	38141GG57	Corporate	The Goldman Sachs Group, Inc.	01/24/2022	10/09/2020	900,000.00	961,074.00	---	939,168.00	(181.22)	5.750	0.388	A
24097004	MIM-RCTC Toll Revenue: - I-15	46625HJD3	Corporate	JPMorgan Chase & Co.	01/24/2022	10/13/2020	1,000,000.00	1,053,810.00	---	1,034,170.00	(243.07)	4.500	0.293	A
24097004	MIM-RCTC Toll Revenue: - I-15	22550UAB7	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	410,000.00	410,000.00	---	406,187.00	(3,813.00)	0.417	0.726	AA
24097004	MIM-RCTC Toll Revenue: - I-15	63902HAD1	Corporate	The Nature Conservancy	07/01/2021	01/27/2021	75,000.00	75,000.00	---	74,996.25	(3.75)	0.317	0.337	AA
24097004	MIM-RCTC Toll Revenue: - I-15	15189WAM2	Corporate	CenterPoint Energy Resources Corp.	03/02/2023	02/26/2021	485,000.00	484,529.55	09/02/2021	484,830.25	281.63	0.700	0.718	A
24097004	MIM-RCTC Toll Revenue: - I-15	24422EVM8	Corporate	John Deere Capital Corporation	01/17/2023	03/01/2021	625,000.00	624,781.25	---	625,000.00	209.82	0.250	0.250	A
24097004	MIM-RCTC Toll Revenue: - I-15	46467PCA2	Corporate	JPMORGAN CHASE & CO	03/16/2024	03/09/2021	340,000.00	340,000.00	03/16/2023	340,921.40	921.40	0.652	0.455	A
24097004	MIM-RCTC Toll Revenue: - I-15	92343VGD0	Corporate	Verizon Communications Inc.	03/22/2024	03/22/2020	340,000.00	340,000.00	---	340,914.60	914.60	0.510	0.	



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	459058JQ7	Non-US Gov	International Bank for Reconstruction and Development	01/13/2023	01/07/2021	205,000.00	205,000.00	---	205,098.40	98.40	0.168	0.113	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828T67	US Gov	United States Department of The Treasury	10/31/2021	11/03/2020	1,500,000.00	1,516,347.66	---	1,510,425.00	833.08	1.250	0.057	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828S76	US Gov	United States Department of The Treasury	07/31/2021	11/30/2020	400,000.00	402,734.38	---	401,408.00	35.00	1.125	0.080	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	1,800,000.00	1,800,534.41	---	1,800,108.00	(103.77)	0.159	0.086	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128287F1	US Gov	United States Department of The Treasury	07/31/2021	03/31/2021	300,000.00	301,710.94	---	301,698.00	(12.94)	1.750	0.070	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	725,000.00	729,419.92	---	742,530.50	14,138.65	1.750	0.136	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	815,000.00	819,474.22	---	830,468.70	9,868.97	1.375	0.142	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	02/13/2020	40,000.00	40,606.25	---	40,904.80	598.60	2.125	0.111	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	91282CAP6	US Gov	United States Department of The Treasury	10/15/2023	---	900,000.00	898,185.95	---	896,940.00	(1,342.93)	0.125	0.259	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZD5	US Gov	United States Department of The Treasury	03/15/2023	---	865,000.00	871,530.08	---	870,579.25	49.58	0.500	0.170	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	---	1,950,000.00	1,965,534.17	---	1,963,552.50	1,906.72	1.250	0.057	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828ZP8	US Gov	United States Department of The Treasury	05/15/2023	---	855,000.00	853,286.72	---	853,828.65	411.67	0.125	0.190	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286Q8	US Gov	United States Department of The Treasury	04/30/2021	---	1,035,000.00	1,035,250.57	---	1,035,062.10	(56.65)	0.159	0.086	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YZ7	US Gov	United States Department of The Treasury	12/31/2021	02/26/2021	600,000.00	607,687.50	---	607,008.00	109.40	1.625	0.070	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	40,000.00	40,148.44	---	40,606.40	543.07	1.750	0.093	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	VRDN	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	04/15/2021	1,500,000.00	-	0.110	0.110	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,200,000.00	1,200,000.00	04/30/2021	1,200,000.00	-	0.090	0.090	AA
240907004	MIM-RCTC Toll Revenue: - I-15	56052FJB2	VRDN	Maine State Housing Authority	11/15/2050	01/25/2021	440,000.00	440,000.00	04/30/2021	440,000.00	-	0.100	0.100	AA
240907004	MIM-RCTC Toll Revenue: - I-15	57419P7F0	VRDN	Maryland Department of Housing and Community Development	09/01/2033	01/25/2021	600,000.00	600,000.00	04/30/2021	600,000.00	-	0.090	0.090	AA
240907004	MIM-RCTC Toll Revenue: - I-15	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	01/25/2021	430,000.00	430,000.00	---	430,000.00	-	0.100	0.100	AA
							<b>53,347,713.16</b>	<b>54,078,645.99</b>			<b>54,034,909.36</b>	<b>64,112.37</b>		





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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total	Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating	
240007004	MIM-RTCT Toll Revenue - I-15	3134GVH66	Agency	Freddie Mac	10/20/2022	07/20/2020	500,000.00	499,850.00	07/20/2021	500,165.00	268.78	0.320	0.211	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3134GVH65	Agency	Freddie Mac	07/27/2022	07/27/2020	750,000.00	749,850.00	07/27/2021	750,292.50	391.97	0.280	0.159	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3133EL7F5	Agency	Federal Farm Credit Banks Funding Corporation	09/15/2022	09/16/2020	1,000,000.00	999,300.00	04/05/2021	999,630.00	140.53	0.180	0.205	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3135G05F6	Agency	Federal National Mortgage Association	07/08/2022	11/03/2020	1,250,000.00	1,252,443.00	---	1,252,312.50	418.91	0.190	0.047	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3134GXJF2	Agency	Freddie Mac	12/30/2022	12/15/2020	405,000.00	404,989.88	06/30/2021	404,708.40	(282.76)	0.200	0.241	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3130ALJZA	Agency	Federal Home Loan Banks	03/12/2024	02/26/2021	750,000.00	750,000.00	04/12/2021	750,097.50	97.50	0.500	0.471	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3137BYX1	Agency MBS	Freddie Mac	04/25/2021	---	387,722.15	396,380.71	---	396,918.92	31.1448	---	2.592	0.024	AAA	AAA
240007004	MIM-RTCT Toll Revenue - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	169,020.13	176,309.12	---	175,672.76	2,125.22	5.500	0.593	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3137FQX63	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	635,118.47	635,118.47	---	636,248.98	1,130.51	0.455	0.252	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3137B3646	Agency MBS	Freddie Mac	10/25/2022	---	81,005.56	82,393.77	---	81,929.02	6.02	2.839	0.199	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	3137BDDQ1	Agency MBS	Freddie Mac	09/25/2021	08/19/2020	111,247.91	113,160.30	---	112,016.63	193.73	2.991	0.342	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	65476AD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	47,871.45	47,624.61	---	47,942.30	82.92	2.650	0.709	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-A	10/16/2023	07/24/2019	184,326.03	187,702.94	---	187,039.31	1,689.89	3.210	0.232	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	63,859.72	63,856.85	---	64,009.15	149.82	2.210	0.534	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/15/2024	08/02/2019	525,000.00	526,271.48	---	526,228.50	1,136.65	2.210	0.370	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.39	---	261,747.20	1,755.88	2.230	0.849	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	34528KAJ5	Asset Backed	Ford Credit Auto Owner Trust 2020-A	10/15/2022	05/07/2020	225,349.57	225,280.37	---	225,811.54	484.95	1.870	0.233	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	12597PAB4	Asset Backed	Cnh Equipment Trust 2020-A	07/17/2023	05/19/2020	65,407.87	65,404.31	---	65,574.66	168.60	1.080	0.479	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	43813KAA0	Asset Backed	Honda Auto Receivables 2020-3 Owner Trust	10/18/2021	09/22/2020	145,570.86	145,570.86	---	145,570.86	0.00	0.189	0.189	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	05586VAC6	Asset Backed	Bmw Vehicle Lease Trust 2019-1	11/22/2021	05/05/2020	36,759.16	37,043.47	---	36,807.68	25.96	2.840	0.322	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	14687AA06	Asset Backed	Carvana Auto Receivables Trust, Series 2020-P1	11/08/2023	12/03/2020	385,000.00	384,978.32	---	385,065.43	80.76	0.280	0.255	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	98162CAJ1	Asset Backed	World Oms Automobile Lease Securitization Trust 2018-B	03/15/2024	03/30/2021	550,000.00	551,246.09	---	551,292.50	5.300	0.200	0.176	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	05586SB9	CD	BNP Paribas New York Branch	04/05/2021	11/02/2020	1,150,000.00	1,149,901.52	---	1,150,023.00	25.56	0.210	0.066	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	65602V6W1	CD	Norinchukin Bank NY Branch	05/11/2021	01/13/2021	1,000,000.00	1,000,098.24	---	1,000,150.00	116.70	0.240	0.108	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	60710AWB4	CD	Mizuho Bank Ltd., New York Branch	10/25/2021	01/25/2021	1,500,000.00	1,500,124.74	---	1,500,195.00	111.42	0.220	0.185	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	51501HAK5	CD	Landshuk Baden-Württemberg, New York Branch	08/13/2021	02/01/2021	1,000,000.00	1,000,000.00	---	1,000,160.00	160.00	0.240	0.212	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	83050BPZ2	CD	Skandinavisk Bank, New York Branch	08/17/2021	02/22/2021	1,400,000.00	1,400,000.00	---	1,400,000.00	0.00	0.240	0.161	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	536,000.45	1,000.45	0.501	0.329	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	31677QBQ3	Corporate	Fifth Third Bank, National Association	06/14/2021	07/23/2019	500,000.00	500,110.00	05/15/2021	501,115.00	1,107.55	2.250	0.422	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	06051GFZ7	Corporate	Bank of America Corporation	10/21/2022	10/09/2020	920,000.00	940,037.60	10/21/2021	930,699.60	(216.55)	2.503	0.405	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	61746BEA0	Corporate	Morgan Stanley	04/21/2021	10/15/2020	864,000.00	875,987.84	---	864,846.72	(215.49)	2.500	0.727	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	82816CPD1	Corporate	Amgen Inc. Eas Company	05/20/2022	12/30/2020	420,000.00	425,328.47	04/19/2022	425,328.47	0.00	0.250	0.074	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	127967LQ2	Corporate	Citigroup Inc.	10/27/2022	12/30/2020	750,000.00	780,862.50	09/27/2022	774,120.00	(2,443.54)	2.700	0.529	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	14913R2E6	Corporate	Caterpillar Financial Services Corporation	01/06/2022	07/06/2020	500,000.00	500,000.00	---	500,525.00	525.00	0.457	0.291	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	927804FJ8	Corporate	Virginia Electric and Power Company	09/01/2022	01/25/2021	750,000.00	781,477.50	06/01/2022	775,792.50	(1,509.66)	3.450	0.490	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	38141CGS7	Corporate	The Goldman Sachs Group, Inc.	01/24/2022	10/09/2020	900,000.00	961,074.00	---	939,168.00	181.22	5.570	0.388	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	69523HJD3	Corporate	JP Morgan Chase & Co.	01/24/2022	10/13/2020	1,000,000.00	1,000,000.00	---	1,034,178.00	34,178.00	4.500	0.275	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	22550UAB7	Corporate	Credit Suisse AG, New York Branch	02/02/2024	01/26/2021	410,000.00	410,000.00	---	406,187.00	(3,813.00)	0.417	0.726	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	63902HAD1	Corporate	The Nature Conservancy	07/01/2021	01/27/2021	75,000.00	75,000.00	---	74,996.25	(3.75)	0.317	0.337	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	15189WAM2	Corporate	CenterPoint Energy Resources Corp.	03/02/2023	02/26/2021	485,000.00	484,529.55	09/02/2021	484,830.25	281.63	0.700	0.718	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	24422EVM8	Corporate	John Deere Capital Corporation	01/17/2023	03/01/2021	625,000.00	624,781.25	---	625,000.00	209.82	0.250	0.250	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	46647PCA2	Corporate	JP Morgan Chase & Co.	03/16/2022	03/09/2021	340,000.00	340,000.00	03/16/2022	340,921.40	921.40	0.652	0.455	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	92343VGD0	Corporate	Verizon Communications Inc.	03/22/2024	03/11/2021	340,000.00	340,000.00	---	340,914.60	914.60	0.510	0.420	BBB	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	65339KBV1	Corporate	NEXTERA ENERGY CAPITAL HOLDINGS IN	03/01/2023	03/15/2021	225,000.00	225,000.00	---	225,562.50	562.50	0.550	0.421	BBB	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	842400K00	Corporate	Southern California Edison Company	04/01/2024	03/24/2021	220,000.00	220,000.00	04/01/2023	220,343.20	343.20	0.840	0.762	A	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	80285PV25	CP	Santander UK plc	08/02/2021	03/11/2021	1,000,000.00	999,200.00	---	999,390.00	73.33	0.000	0.177	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	80285PU18	CP	Santander UK plc	07/01/2022	03/11/2021	900,000.00	899,703.75	---	899,592.00	(182.25)	0.000	0.177	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	69350ARP5	CP	PPG Industries, Inc.	04/23/2021	03/24/2021	775,000.00	774,890.21	---	774,907.00	(12.49)	0.000	0.188	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	-	4.42	---	4.42	-	0.000	0.000	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2021	---	-	(1,074,633.87)	---	(1,074,633.87)	-	0.000	0.000	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	31846V203	Muni Fund	UNITED STATES FUND, Inc. - Government Obligations Fund	03/31/2021	---	1,136,591.71	1,136,591.71	---	1,136,591.71	-	0.010	0.010	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	69564PV3	Muni	Monmouth County Improvement Authority	11/09/2021	10/23/2020	75,000.00	75,191.75	---	75,191.75	25.41	0.000	0.338	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	57582RM37	Muni	Commonwealth of Massachusetts	05/20/2021	12/10/2020	375,000.00	375,000.00	---	375,052.50	52.50	0.230	0.127	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	23504MAC8	Muni	Dallas Fort Worth Texas International Airport	08/25/2021	12/16/2020	410,000.00	410,000.00	---	410,065.60	65.60	0.380	0.340	NA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	13013KAA1	Muni	California Community College Districts	12/30/2021	03/18/2021	150,000.00	150,000.00	---	149,994.00	(6.00)	0.250	0.255	NA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	45818WC99	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,503,630.00	3,630.00	0.271	0.107	NA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	45908KQ7	Non-US Gov	International Bank for Reconstruction and Development	01/13/2023	01/01/2021	205,000.00	205,000.00	---	205,098.40	98.40	0.168	0.133	NA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	912828T67	US Gov	United States Department of The Treasury	10/31/2021	11/03/2020	1,500,000.00	1,516,347.66	---	1,510,425.00	833.08	1.250	0.057	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	912828T56	US Gov	United States Department of The Treasury	07/31/2021	11/30/2020	400,000.00	402,734.38	---	401,408.00	35.00	1.125	0.080	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	912828T68	US Gov	United States Department of The Treasury	04/30/2021	---	1,800,000.00	1,800,534.41	---	1,800,108.00	(103.77)	1.150	0.086	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	912828F71	US Gov	United States Department of The Treasury	07/31/2021	03/31/2020	300,000.00	301,710.94	---	301,698.00	(12.94)	0.750	0.070	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	196476C28	US Gov	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	04/15/2021	1,500,000.00	0.00	1.110	0.110	AAA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,200,000.00	1,200,000.00	04/30/2021	1,200,000.00	-	0.090	0.090	AA	AAA	
240007004	MIM-RTCT Toll Revenue - I-15	56052FJB2	VRDN	Maine State Housing Authority	11/15/2050	01/25/2021	440,000.00	440,000.00	04/30/2021							



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

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total	Coupon	Yield	Summarized Credit Rating
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	1,221.85	1,194.36	---	1,222.05	3.77	1.573	0.268	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137AQOQ1	Agency CMO	Freddie Mac	01/15/2027	---	42,607.89	43,406.79	---	43,455.79	---	1.500	0.451	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136ARSS9	Agency CMO	Federal National Mortgage Association	09/25/2027	02/04/2021	21,235.53	21,650.28	---	21,763.02	123.46	1.500	0.068	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137B9RN7	Agency CMO	Freddie Mac	12/15/2027	02/05/2021	20,737.13	21,206.96	---	21,373.76	182.38	2.500	-0.463	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136ABNZ2	Agency CMO	Federal National Mortgage Association	11/25/2042	02/05/2021	25,138.04	25,640.80	---	25,860.76	223.69	2.000	0.243	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136AEY84	Agency CMO	Federal National Mortgage Association	07/25/2028	02/05/2021	23,356.84	23,945.87	---	23,955.94	120.42	1.750	0.264	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136ADZ40	Agency CMO	Federal National Mortgage Association	04/25/2021	---	53,314.03	53,978.09	---	54,074.82	99.52	1.250	0.356	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136ATD25	Agency CMO	Federal National Mortgage Association	07/25/2041	02/12/2021	52,534.81	53,142.25	---	54,332.03	1,188.80	3.000	0.716	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31394KJP0	Agency CMO	Freddie Mac	10/15/2023	02/18/2021	43,651.75	45,336.44	---	45,214.48	(115.45)	4.500	0.824	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BZ278	Agency CMO	Freddie Mac	07/15/2023	02/18/2021	55,129.63	55,394.52	---	55,345.19	(42.98)	1.400	0.669	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	38377LUC7	Agency CMO	Government National Mortgage Association	12/20/2039	02/12/2021	21,343.95	21,567.40	---	21,600.72	41.41	2.500	0.958	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3837BH410	Agency CMO	Government National Mortgage Association	08/20/2027	---	53,426.40	54,302.93	---	54,482.10	156.30	1.500	0.341	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137AWWM3	Agency CMO	Freddie Mac	12/15/2027	02/17/2021	23,845.74	24,151.27	---	24,265.90	112.68	1.250	0.166	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BLW87	Agency CMO	Freddie Mac	01/25/2025	02/25/2021	206,031.47	216,325.01	---	215,348.21	(706.26)	2.802	0.203	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BGDF5	Agency CMO	Freddie Mac	11/15/2026	03/05/2021	81,310.57	83,076.54	---	82,996.14	(69.33)	2.000	0.431	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136AQZK9	Agency CMO	Federal National Mortgage Association	11/25/2031	03/11/2021	68,367.21	70,559.77	---	70,487.96	(90.69)	2.000	0.593	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BIUF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	14,469.36	14,256.84	---	14,600.31	209.71	1.785	0.254	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136AC7H4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	29,467.34	28,982.74	---	30,455.97	1,173.83	2.532	0.800	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136A9F00	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	43,203.34	41,875.17	---	44,082.52	1,277.58	2.184	0.281	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BIU75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	97,917.14	96,257.14	---	100,347.44	3,086.26	2.522	0.274	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3620AWW99	Agency MBS	Government National Mortgage Association	12/15/2024	05/21/2018	3,828.49	5,955.99	---	6,105.41	204.47	4.000	0.446	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	13,302.03	13,617.96	---	14,144.72	660.42	4.000	-0.326	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	66,282.29	65,291.73	---	66,972.28	997.52	2.509	0.756	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137B3NW4	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	41,942.32	41,581.88	---	42,670.43	918.99	2.778	0.262	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31418AU48	Agency MBS	Federal National Mortgage Association	07/01/2023	05/21/2019	0.00	0.00	---	(0.00)	(0.00)	2.500	0.065	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	6,888.03	6,661.83	---	6,910.89	221.03	1.400	0.828	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2015	06/13/2019	9,064.30	9,015.50	---	9,075.91	24.91	2.150	0.781	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3138EPZ55	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	22,906.08	23,323.94	---	23,280.13	99.53	2.996	1.609	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31406DU88	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	53,176.99	53,534.28	---	55,479.03	2,007.78	2.500	0.621	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	23,994.33	24,260.53	---	24,984.58	750.38	2.500	0.601	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3620TFA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	10,233.01	10,661.52	---	10,913.51	367.36	4.500	-0.589	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36179MA46	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	20,461.89	20,708.07	---	21,295.10	607.76	2.500	0.725	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3620T2I08	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	21,206.43	21,729.97	---	22,287.11	606.82	3.000	0.562	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	95,773.44	99,903.67	---	100,911.69	1,202.36	3.000	0.836	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36179RFD6	Agency MBS	Government National Mortgage Association	06/20/2030	05/01/2020	18,461.45	19,372.98	---	19,454.31	31.60	3.000	1.150	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3622A2GC0	Agency MBS	Government National Mortgage Association	03/15/2028	04/30/2020	58,177.38	60,522.65	---	60,578.36	195.28	2.500	0.581	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36179QZ48	Agency MBS	Government National Mortgage Association	02/20/2030	04/30/2020	81,700.71	86,398.50	---	86,344.57	(233.10)	3.000	1.014	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3132A9SM0	Agency MBS	Freddie Mac	10/01/2031	04/29/2020	58,084.12	60,824.96	---	60,449.31	(446.38)	2.500	1.216	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3132A9FC5	Agency MBS	Freddie Mac	02/01/2030	04/30/2020	95,450.21	99,484.11	---	99,676.76	4,443.99	2.500	0.811	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	20,718.86	20,607.17	---	20,712.85	27.93	1.870	1.685	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31381RLLE	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	43,745.88	44,395.24	---	43,731.00	(26.03)	3.840	3.425	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3620ZF3H7	Agency MBS	Government National Mortgage Association	02/20/2027	06/30/2020	23,172.71	24,302.38	---	24,409.90	131.92	3.000	0.453	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36179NAJ7	Agency MBS	Government National Mortgage Association	04/20/2028	06/30/2020	13,325.80	14,064.96	---	14,040.20	(3.98)	3.000	0.781	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BF80	Agency MBS	Freddie Mac	08/25/2024	07/15/2020	82,210.08	85,845.61	---	85,232.12	65.12	2.720	0.436	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	08/31/2020	0.02	0.02	---	0.02	(0.00)	3.000	0.467	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3138X0ZV7	Agency MBS	Federal National Mortgage Association	07/01/2028	08/31/2020	100,689.73	105,802.89	---	105,151.29	(397.17)	2.500	0.465	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31418DSA1	Agency MBS	Federal National Mortgage Association	08/01/2035	08/31/2020	105,583.77	111,654.83	---	112,280.95	595.96	3.000	1.201	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3128MENS6	Agency MBS	Freddie Mac	01/01/2029	10/01/2020	15,718.13	16,450.00	---	16,366.19	(49.03)	2.500	0.729	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3132A9FC5	Agency MBS	Freddie Mac	11/01/2030	10/14/2020	53,576.56	57,670.14	---	57,853.04	365.35	3.500	0.132	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3140J8ME0	Agency MBS	Federal National Mortgage Association	12/01/2032	12/30/2020	28,791.89	30,717.34	---	30,531.50	(178.71)	3.000	0.877	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31307NTZ7	Agency MBS	Freddie Mac	11/01/2028	01/13/2021	77,227.75	80,956.40	---	80,645.85	(251.32)	2.500	0.623	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3128MMUL5	Agency MBS	Freddie Mac	02/01/2031	01/19/2021	19,693.49	20,733.56	---	20,570.64	(192.44)	2.500	1.047	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3140X4H90	Agency MBS	Federal National Mortgage Association	06/01/2032	---	223,184.84	234,917.61	---	232,201.50	(2,806.37)	2.500	1.178	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31307P940	Agency MBS	Freddie Mac	07/01/2030	02/05/2021	86,087.64	92,382.81	---	91,321.77	(1,062.37)	3.000	0.756	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3140X9VK8	Agency MBS	Federal National Mortgage Association	02/01/2035	02/10/2021	97,533.75	104,576.61	---	102,956.79	(1,651.29)	3.000	0.983	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3138ETQP4	Agency MBS	Federal National Mortgage Association	06/01/2031	02/11/2021	40,966.70	44,423.27	---	44,688.93	314.42	3.500	-0.077	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	36176XQB8	Agency MBS	Government National Mortgage Association	05/15/2027	---	179,763.98	188,014.45	---	189,785.83	1,761.00	3.000	0.289	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	13,625.92	13,435.60	---	13,673.52	97.22	1.749	0.176	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3140XATL0	Agency MBS	Federal National Mortgage Association	09/01/2028	02/25/2021	75,092.50	78,577.26	---	78,268.91	(337.04)	2.500	0.586	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3140J8JR2	Agency MBS	Federal National Mortgage Association	10/01/2028	02/26/2021	225,886.79	236,122.29	---	236,334.05	123.73	2.500	0.519	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BTYY9	Agency MBS	Freddie Mac	01/25/2024	02/26/2021	209,000.00	225,556.72	---	224,693.81	(375.18)	3.490	0.519	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3137BDCW4	Agency MBS	Freddie Mac	07/25/2024	02/26/2021	175,000.00	189,916.02	---	188,956.25	(593.86)	3.303	0.670	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3128WEMJ5	Agency MBS	Federal National Mortgage Association	05/01/2030	02/26/2021	229,993.35	241,205.33	---	241,141.13	(136.44)	2.500	0.757	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3131XSHJ7	Agency MBS	Freddie Mac	04/01/2031	02/26/2021	213,738.37	223,156.22	---	223,219.80	(17.05)	2.500	0.595	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31418DVL3	Agency MBS	Federal National Mortgage Association	01/01/2031	02/26/2021	241,332.12	250,382.08	---	249,660.49	(700.08)	2.000	0.995	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3128MMT52	Agency MBS	Freddie Mac	10/01/2030	02/24/2021	242,304.77	253,814.26	---	253,089.76	(658.43)	2.500	0.956	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	3138EQRJ3	Agency MBS	Federal National Mortgage Association	11/01/2030	02/24/2021	213,976.46	230,024.69	---	231,715.11	1,779.77	3.500	0.055	AAA
240907020	RCTC 1-15 Ptg RAMP UP RESERVE	31418DXH0	Agency MBS	Federal National Mortgage Association	02/01/2036	02/24/2021								

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

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue - I-15	38141GG087	GOLDMAN SACHS GROUP INC	951,300.00	-	-	-	-	-	(11,829.64)	(302.36)	939,168.00	9,631.25
240907004	MIM-RCTC Toll Revenue - I-15	46625HJ03	JPMORGAN CHASE & CO	1,044,540.00	-	-	-	-	-	(10,448.14)	78.14	1,034,170.00	8,375.00
240907004	MIM-RCTC Toll Revenue - I-15	06051GF27	BANK OF AMERICA CORP	936,468.00	-	-	-	-	-	(4,855.74)	(912.66)	930,699.60	10,234.49
240907004	MIM-RCTC Toll Revenue - I-15	17468BEA0	MORGAN STANLEY	869,356.80	-	-	-	-	-	(4,779.93)	269.85	864,846.72	9,600.00
240907004	MIM-RCTC Toll Revenue - I-15	172967LQ2	CITIGROUP INC	780,015.00	-	-	-	-	-	(4,298.96)	(1,596.04)	774,120.00	8,662.50
240907004	MIM-RCTC Toll Revenue - I-15	927804FJ8	VIRGINIA ELECTRIC AND POWER CO	1,513,950.00	781,477.50	-	-	-	-	(4,175.34)	(1,509.66)	775,925.50	2,156.25
240907004	MIM-RCTC Toll Revenue - I-15	912828T67	UNITED STATES TREASURY	912,828.67	-	-	-	-	-	(4,108.22)	583.22	1,510,425.00	7,872.93
240907004	MIM-RCTC Toll Revenue - I-15	95000L2B8	WELLS FARGO & CO	776,340.00	-	(773,972.50)	-	-	(184.10)	(2,730.90)	547.50	-	-
240907004	MIM-RCTC Toll Revenue - I-15	459088EW9	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,002,750.00	-	-	(1,000,000.00)	-	-	(2,688.04)	(61.96)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	025816CD9	AMERICAN EXPRESS CO	436,387.95	-	-	-	-	-	(2,493.82)	(365.66)	433,528.47	4,232.94
240907004	MIM-RCTC Toll Revenue - I-15	22533CKZ3	Credit Agricole Corporate And Investment Bank, New	1,501,725.00	-	-	(1,500,000.00)	-	-	(1,556.56)	(168.44)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	912828S58	UNITED STATES TREASURY	3,505,110.00	-	-	(3,500,000.00)	-	-	(1,330.81)	(3,779.19)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	912828S76	UNITED STATES TREASURY	402,344.00	-	-	-	-	-	(1,015.52)	79.52	401,408.00	745.86
240907004	MIM-RCTC Toll Revenue - I-15	31378FDQ1	FHMS K-717 A2	116,872.57	-	-	-	(4,149.87)	(32.65)	(542.14)	(131.28)	112,016.63	277.29
240907004	MIM-RCTC Toll Revenue - I-15	31416BTW8	FN 995265	207,682.59	-	-	-	(37,098.58)	(1,056.52)	(460.89)	(885.61)	168,180.99	741.64
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	67,301.25	-	-	-	(7,137.58)	(414.53)	(457.41)	620.56	59,912.29	126.41
240907004	MIM-RCTC Toll Revenue - I-15	31350G5F6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,252,300.00	-	-	-	-	-	(295.94)	308.44	1,252,312.50	628.47
240907004	MIM-RCTC Toll Revenue - I-15	60956PWG3	MONMOUTH CNTY N J IMPT AUTH REV	76,032.00	-	-	-	-	-	(294.66)	14.91	75,752.25	587.50
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	131,268.28	-	-	-	(33,011.31)	(223.08)	(271.79)	(667.76)	277,094.34	584.66
240907004	MIM-RCTC Toll Revenue - I-15	3137836H6	FHMS K-029 A1	93,324.65	-	-	-	(19,131.08)	(265.50)	(249.11)	2.18	73,681.14	172.35
240907004	MIM-RCTC Toll Revenue - I-15	38013FAD3	GMCA 2018-4 A3	238,444.22	-	-	-	(49,711.27)	(306.73)	(231.90)	(1,155.01)	187,039.31	246.54
240907004	MIM-RCTC Toll Revenue - I-15	912828608	UNITED STATES TREASURY	-	750,282.43	-	-	-	-	(192.45)	(44.98)	750,045.00	221.57
240907004	MIM-RCTC Toll Revenue - I-15	313787YX1	FHMS K-037 A1	67,301.25	-	-	-	(7,137.58)	(171.99)	(191.65)	112.27	59,912.29	126.41
240907004	MIM-RCTC Toll Revenue - I-15	87165LB86	SVNCT 2016-2 A	528,690.75	-	-	-	-	-	(180.88)	(2,281.37)	526,228.50	515.67
240907004	MIM-RCTC Toll Revenue - I-15	17305FEM2	CCCT 2014-A1 A1	305,402.60	-	-	-	(305,000.00)	-	(167.44)	(235.16)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	912828S72	UNITED STATES TREASURY	2,800,224.00	-	(1,800,105.80)	(1,000,000.00)	-	4.14	(150.24)	27.90	-	-
240907004	MIM-RCTC Toll Revenue - I-15	912828608	UNITED STATES TREASURY	-	1,050,251.98	-	-	-	-	(130.19)	(58.79)	1,050,063.00	310.20
240907004	MIM-RCTC Toll Revenue - I-15	05566VAC6	BMWLT 2019-1 A3	180,278.47	-	-	-	(142,885.17)	(203.63)	(122.67)	(259.32)	36,807.68	31.90
240907004	MIM-RCTC Toll Revenue - I-15	17305FEM2	CCCT 2014-A1 A1	195,257.40	-	-	-	(195,000.00)	-	(106.30)	(151.10)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	65602V6W1	Norinchukin Bank NY Branch	-	1,000,098.24	-	-	-	-	(64.94)	116.70	1,000,150.00	560.00
240907004	MIM-RCTC Toll Revenue - I-15	02005AGP7	AMOT 2018-1 A2	175,155.75	-	-	-	(175,000.00)	-	(45.34)	(110.41)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	60710AWB4	Mizuho Bank Ltd., New York Branch	-	1,500,124.74	-	-	-	-	(41.16)	111.42	1,500,195.00	705.83
240907004	MIM-RCTC Toll Revenue - I-15	26208MAE6	DRIVE 2018-5 B	52,605.61	-	-	-	(52,534.16)	(0.00)	(34.94)	(36.51)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	65602V572	Norinchukin Bank NY Branch	675,081.00	-	-	(675,000.00)	-	-	(29.14)	(51.86)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	31416BTW8	FN 995265	9,251.40	-	-	-	(1,652.59)	(47.06)	(20.53)	(39.45)	7,491.77	33.04
240907004	MIM-RCTC Toll Revenue - I-15	3137836H6	FHMS K-029 A1	10,446.79	-	-	-	(2,141.54)	(17.13)	(17.42)	(22.80)	8,247.89	19.29
240907004	MIM-RCTC Toll Revenue - I-15	31677QB33	FIFTH THIRD BANK NA (OHIO)	503,460.00	-	-	-	-	-	(15.59)	(2,329.41)	501,115.00	3,343.75
240907004	MIM-RCTC Toll Revenue - I-15	51501GV32	Landesbank Baden-Württemberg, New York Branch	375,015.00	-	-	(375,000.00)	-	-	(4.75)	(10.25)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	12597PAB4	CNH 2020-A2	144,926.39	-	-	-	(79,026.00)	2.27	(0.01)	(327.99)	65,574.66	31.40
240907004	MIM-RCTC Toll Revenue - I-15	31846V203	FIRST AMER-GV OBLG Y	1,652,508.24	19,528,933.03	(20,044,849.56)	-	-	-	-	-	1,136,591.71	-
240907004	MIM-RCTC Toll Revenue - I-15	CCYUSD	Receivable	-	-	-	-	-	-	-	-	4.42	-
240907004	MIM-RCTC Toll Revenue - I-15	CCYUSD	Payable	(2,008,149.76)	-	-	-	-	-	-	-	(1,074,633.87)	-
240907004	MIM-RCTC Toll Revenue - I-15	65888GDZ6	NORTH DAKOTA ST HSG FIN AGY MTG REV	-	430,000.00	-	-	-	-	-	-	430,000.00	111.66
240907004	MIM-RCTC Toll Revenue - I-15	97689P2K3	WISCONSIN HSG & ECONOMIC DEV AUTH HOME OWNERSHIP R	1,200,000.00	-	-	-	-	-	-	-	1,200,000.00	80.33
240907004	MIM-RCTC Toll Revenue - I-15	57419PTF0	MARYLAND ST CMNTY DEV ADMIN DEPT HSG & CMNTY DEV	-	600,000.00	-	-	-	-	-	-	600,000.00	47.51
240907004	MIM-RCTC Toll Revenue - I-15	98162CAE1	WOLS 2018-B A4	-	551,246.09	-	-	-	-	-	46.41	551,292.50	806.67
240907004	MIM-RCTC Toll Revenue - I-15	196479G29	COLORADO HSG & FIN AUTH	1,500,000.00	-	-	-	-	-	-	-	1,500,000.00	939.94
240907004	MIM-RCTC Toll Revenue - I-15	912828T71	UNITED STATES TREASURY	-	301,710.94	-	-	-	-	-	(12.94)	301,698.00	870.17
240907004	MIM-RCTC Toll Revenue - I-15	45818WC9P	INTER-AMERICAN DEVELOPMENT BANK	1,502,310.00	-	-	-	-	-	-	1,320.00	1,503,630.00	180.83
240907004	MIM-RCTC Toll Revenue - I-15	3137FQXG3	FHMS K-105 A	887,685.36	-	-	-	(250,954.24)	-	-	(482.14)	636,248.98	7,970.31
240907004	MIM-RCTC Toll Revenue - I-15	69533FRU7	PNC BANK NA	535,968.35	-	-	-	-	-	-	32.10	536,000.45	267.77
240907004	MIM-RCTC Toll Revenue - I-15	14913R2E6	CATERPILLAR FINANCIAL SERVICES CORP	500,785.00	-	-	-	-	-	-	(260.00)	500,525.00	539.81
240907004	MIM-RCTC Toll Revenue - I-15	3134GWHG4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,230.00	-	-	(1,000,000.00)	-	-	-	(230.00)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	362569AH8	GMALT 2020-3 A1	522,229.09	-	-	-	(522,229.09)	(0.00)	-	(0.00)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	43813KAA0	HAROT 2020-3 A1	625,092.10	-	-	-	(479,521.24)	0.01	-	-	145,570.86	10.69
240907004	MIM-RCTC Toll Revenue - I-15	20775HC22	CONNECTICUT ST HSG FIN AUTH HSG MTG FIN PROG	164,930.70	-	-	(165,000.00)	-	-	-	69.30	-	-
240907004	MIM-RCTC Toll Revenue - I-15	54464TCQ1	LOS ANGELES CALIF INTL SCH DIST	405,000.00	-	-	(405,000.00)	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue - I-15	57582RM47	MASSACHUSETTS (COMMONWEALTH OF)	375,007.50	-	-	-	-	-	-	45.00	375,052.50	251.56
240907004	MIM-RCTC Toll Revenue - I-15	23504MAC8	DALLAS FT WORTH TEX INTL APT REV SUB LIEN TAXABLE	409,971.30	-	-	-	-	-	-	94.30	410,065.60	454.42
240907004	MIM-RCTC Toll Revenue - I-15	459058J07	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	-	205,000.00	-	-	-	-	-	98.40	205,098.40	74.67
240907004	MIM-RCTC Toll Revenue - I-15	56052FJB2	MAINE ST HSG AUTH MTG PLUR	-	440,000.00	-	-	-	-	-	-	440,000.00	198.09
240907004	MIM-RCTC Toll Revenue - I-15	22550UAB7	CREDIT SUISSE AG (NEW YORK BRANCH)	-	410,000.00	-	-	-	-	-	(3,813.00)	406,187.00	275.78
240907004	MIM-RCTC Toll Revenue - I-15	63902HAD1	NATURE CONSERVANCY	-	75,000.00	-	-	-	-	-	(3.75)	74,996.25	39.63
240907004	MIM-RCTC Toll Revenue - I-15	51501HAK5	Landesbank Baden-Württemberg, New York Branch	-	1,000,000.00	-	-	-	-	-	160.00	1,000,160.00	393.33
240907004	MIM-RCTC Toll Revenue - I-15	3130ALJZ8	FEDERAL HOME LOAN BANKS	-	750,000.00	-	-	-	-	-	97.50	750,097.50	197.92
240907004	MIM-RCTC Toll Revenue - I-15	46647PCA2	JPMORGAN CHASE & CO	-	340,000.00	-	-	-	-	-	921.40	340,921.40	89.16
240907004	MIM-RCTC Toll Revenue - I-15	92343VGD0	VERIZON COMMUNICATIONS INC	-	340,000.00	-	-	-	-	-	914.60	340,914.60	48.17
240907004	MIM-RCTC Toll Revenue - I-15	65339KBV1	NEXTERA ENERGY CAPITAL HOLDINGS INC	-	225,000.00	-	-	-	-	-	562.50	225,562.50	51.56
240907004	MIM-RCTC Toll Revenue - I-15	13013KAA1	CALIFORNIA CMNTY COLLEGE DIST TAX & REV ANTIC NT	-	150,000.00	-	-	-	-	-	(6.00)	149,994.00	1.04
240907004	MIM-RCTC Toll Revenue - I-15	842400HC0	SOUTHERN CALIFORNIA EDISON CO	-	220,000.00	-	-	-	-	-	343.20	220,343.20	-
240907004	MIM-RCTC Toll Revenue - I-15	83050PRZ4	Skandinaviska Enskilda Banken AB (publ)	-	699,999.99	-	-	-	-	0.00	14.01	700,014.00	142.14
240907004	MIM-RCTC Toll Revenue - I-15	477870AB5	JDOT 2019-B A2	67,097.18	-	-	-	(66,961.24)	0.01	0.00	(135.95)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	89114NVY8	Toronto-Dominion Bank, New York Branch	1,250,012.50	-	-	(1,250,000.00)	-	-	0.01	(12.51)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	65478LAB5	NALT 2019-B A2A	37,878.43	-	-	-	(37,839.10)	0.23	-	(39.61)	-	-
240907004	MIM-RCTC Toll Revenue - I-15	14315PAB1	CARMX 2019-3 A2A	129,625.18	-	-	-	(65,171.91)	0.59	0.47	(445.17)	64,009.15	62.72
240907004	MIM-RCTC Toll Revenue - I-15	3134GXFJ2	FEDERAL HOME LOAN MORTGAGE CORP	404,959.50	-	-	-	-	-	1.25	(252.35)	404,708.40	204.75
240907004	MIM-RCTC Toll Revenue - I-15	14687AAAM0	CRVNA 2020-P1 A2	385,069.30	-	-	-	-	-	5.15	(9.00)	385,065.45	68.87
240907004	MIM-RCTC Toll Revenue - I-15	26209AAE1	DRIVE 2019-4 B	262,667.60	-	-	-	-	-	5.50	(925.90)	261,747.20	257.69
240907004	MIM-RCTC Toll Revenue - I-15	24422EVM8	JOHN DEERE CAPITAL CORP	-	624,781.25	-	-	-	-	8.93	209.82	625,000.00	117.19
240907004	MIM-RCTC Toll Revenue - I-15	34528GAJ5	FORDO 2020-A A2	345,247.71	-	-	-	(118,944.44)	15.17	12.90	(519.80)	225,811.54	103.16
240907004	MIM-RCTC Toll Revenue - I-15	60683BK44	Mitsubishi UFJ Trust and Banking Corp. (New York B	1,500,120.00	-	-	(1,500,000.00)	-	-	14.			

## 2017 Financing STAMP Portfolio Transaction Report by Account

### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance	
240907004	MIM-RCTC Toll Revenue: - I-15	8028SPU18	Santander UK plc	-	899,570.75	-	-	-	-	42.50	(18.25)	899,595.00	-	
240907004	MIM-RCTC Toll Revenue: - I-15	05586F589	BNP Paribas New York Branch	1,150,069.00	-	-	-	-	-	57.55	(103.55)	1,150,023.00	1,194.08	
240907004	MIM-RCTC Toll Revenue: - I-15	3133EL7F5	FEDERAL FARM CREDIT BANKS FUNDING CORP	999,640.00	-	-	-	-	-	86.86	(96.86)	999,630.00	80.00	
240907004	MIM-RCTC Toll Revenue: - I-15	93884ENM3	Washington Gas Light Company	749,970.00	-	-	(750,000.00)	-	-	104.17	(74.17)	-	-	
240907004	MIM-RCTC Toll Revenue: - I-15	8028SPV25	Santander UK plc	-	999,200.00	-	-	-	-	116.67	73.33	999,390.00	-	
240907004	MIM-RCTC Toll Revenue: - I-15	46640PQ65	J.P. Morgan Securities LLC	-	999,880.00	-	(1,000,000.00)	-	-	120.00	-	-	-	
240907004	MIM-RCTC Toll Revenue: - I-15	69350AQN1	PPG INDUSTRIES INC.	-	999,840.00	-	(1,000,000.00)	-	-	160.00	-	-	-	
240907004	MIM-RCTC Toll Revenue: - I-15	02665JQ98	AMERICAN HONDA FINANCE CORPORATION	-	724,608.70	-	(725,000.00)	-	-	391.30	-	-	-	
240907004	MIM-RCTC Toll Revenue: - I-15	5148XQ032	Landesbank Baden-Württemberg, New York Branch	999,810.00	-	-	(1,000,000.00)	-	-	423.61	(233.61)	-	-	
				<b>41,049,925.81</b>	<b>37,856,425.40</b>	<b>(22,618,927.86)</b>	<b>(16,845,000.00)</b>	<b>(2,740,670.29)</b>	<b>(2,860.36)</b>	<b>(58,967.80)</b>	<b>(18,014.89)</b>	<b>37,555,430.32</b>	<b>87,925.48</b>	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	-	1,310,257.81	-	-	-	-	(1,319.15)	96.34	1,309,035.00	6,823.20	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	338,115.50	-	-	-	-	-	(886.53)	99.28	337,328.25	1,758.29	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828Y27	UNITED STATES TREASURY	-	607,687.50	-	-	-	-	(788.90)	109.40	607,008.00	2,450.97	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137EADB2	FEDERAL HOME LOAN MORTGAGE CORP	409,248.00	-	-	(702.33)	-	-	(702.33)	(1,349.67)	407,196.00	2,058.33	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31392J6N4	FNR 0323B EQ	187,142.74	-	-	-	(32,765.62)	(1,247.96)	(625.80)	300.60	152,803.97	676.58	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B7Y9Y	FHMS K-037 A2	-	225,556.72	-	-	-	-	(487.73)	(375.18)	224,693.81	607.84	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828YK0	UNITED STATES TREASURY	-	407,875.00	-	-	-	-	(450.05)	167.05	407,592.00	2,538.46	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BDCW4	FHMS K-039 A2	-	189,916.02	-	-	-	-	(365.91)	(593.86)	188,956.25	481.69	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BF80	FHMS K-041 A1	91,199.80	-	-	-	(5,239.87)	(198.75)	(257.44)	(271.61)	85,232.12	186.34	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AYCE9	FHMS K-025 A2	103,404.00	-	-	-	-	-	(189.42)	(116.58)	103,098.00	223.50	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	-	151,207.03	-	-	-	-	(176.60)	12.07	151,042.50	787.29	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137ARVU7	FHR 4073 AJ	62,427.47	-	-	-	(31,810.04)	(268.95)	(174.88)	86.34	30,259.93	75.37	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	-	102,613.28	-	-	-	-	(33.55)	102.418.00	4.78	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	652,932.40	-	(10,281.64)	-	264.29	(452.88)	(2,649.66)	6,440.12	29.88	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828ZD5	UNITED STATES TREASURY	171,382.10	-	-	-	-	-	(143.69)	(141.91)	171,096.50	39.27	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828ZD5	UNITED STATES TREASURY	176,422.75	-	-	-	-	-	(143.61)	(150.39)	176,128.75	40.42	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828ZD5	UNITED STATES TREASURY	171,382.10	-	-	-	-	-	(140.45)	(145.15)	171,096.50	39.27	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828ZD5	UNITED STATES TREASURY	176,422.75	-	-	-	-	-	(137.65)	(156.35)	176,128.75	40.42	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3132AEFC5	FH ZT1963	62,544.96	-	-	-	(4,130.27)	(310.36)	(136.88)	(114.43)	57,853.04	156.27	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BLW87	FHMS K-050 A1	-	109,378.67	-	-	-	-	(136.79)	(357.10)	108,884.78	243.25	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BLW87	FHMS K-050 A1	111,810.99	-	(2,432.33)	-	-	(2,432.32)	(133.75)	(349.16)	106,463.43	237.84	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3138X0Z7Y	FN AU1658	113,913.33	-	-	-	(8,276.53)	(405.56)	(115.02)	35.07	105,151.29	209.77	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B45W2	FHR 4243 LH	-	83,695.81	-	-	(13,231.76)	(124.27)	(113.48)	372.14	70,598.44	159.58	
240907020	RCTC I-15 Pj RAMP UP RESERVE	9148DXH0	FN MA4279	-	257,666.05	-	-	-	-	(110.80)	(2,380.44)	255,174.81	414.17	
240907020	RCTC I-15 Pj RAMP UP RESERVE	9128286Q8	UNITED STATES TREASURY	-	825,197.99	-	-	-	-	(102.29)	(46.20)	825,049.50	243.72	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BLW87	FHMS K-050 A1	-	111,964.90	(109,378.66)	-	(2,316.59)	(172.08)	(97.57)	-	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3138EQRJ3	FN AL7688	-	230,024.69	-	-	-	-	(89.35)	1,779.77	231,715.11	624.10	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31418DQ47	FN MA4074	-	235,383.00	-	-	-	-	(88.57)	(1,438.96)	233,855.48	378.64	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GW6E1	FEDERAL HOME LOAN MORTGAGE CORP	-	400,536.00	-	-	-	-	(78.92)	(809.08)	399,648.00	529.78	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137A6Z47	FHR 3806 B	39,407.83	-	-	-	(4,113.79)	(238.25)	(72.31)	123.86	35,106.14	124.74	
240907020	RCTC I-15 Pj RAMP UP RESERVE	9128286J9	UNITED STATES TREASURY	41,093.60	-	-	-	-	-	(67.23)	(121.57)	40,904.80	321.69	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3128MMT52	FH G18571	-	253,814.26	-	-	-	-	(66.07)	(658.43)	253,089.76	504.80	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3622A2G0	GN 783795	65,802.93	-	-	-	(4,944.76)	(190.48)	(63.86)	(25.48)	60,578.36	121.20	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31381RL16	FN 468431	44,112.31	-	-	-	(262.57)	(0.19)	(59.13)	(59.42)	43,731.00	144.65	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31307NTZ7	FH J32368	-	84,720.98	-	-	(3,591.19)	(173.86)	(58.76)	(251.32)	80,645.85	160.89	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31307NP40	FH J32243	-	94,076.19	-	-	(1,577.99)	(115.98)	(57.88)	(1,002.57)	91,321.77	215.22	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31418CQ49	FN MA3159	78,400.56	-	(73,237.19)	-	(5,394.83)	34.31	(54.55)	251.71	0.02	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828ZD5	UNITED STATES TREASURY	-	176,114.26	-	-	-	-	(50.61)	65.10	176,128.75	40.42	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3138ET0P4	FN AL8561	-	45,250.85	-	-	(763.18)	(64.13)	(49.03)	314.42	44,688.93	119.49	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	130,189.80	-	-	(130,000.00)	-	-	(47.91)	(141.89)	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	100,146.00	-	-	(100,000.00)	-	-	(45.55)	(100.45)	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828B65	UNITED STATES TREASURY	85,210.54	-	(85,510.31)	-	-	4,966.66	(43.34)	(4,623.54)	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BQBY2	FHMS K-722 A1	56,803.97	-	-	-	(1,713.46)	(3.86)	(42.74)	(315.46)	54,728.45	98.22	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3138EPZ5	FN AL2239	23,557.72	-	-	-	(167.34)	(2.06)	(33.76)	(74.44)	23,280.13	59.10	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828Y2	UNITED STATES TREASURY	350,028.00	-	-	(350,000.00)	-	-	(32.07)	4.07	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3837APZNI	GNR 2014-010 B	-	32,364.09	-	-	-	-	(30.13)	(3.11)	14,978.73	31.20	
240907020	RCTC I-15 Pj RAMP UP RESERVE	9128286Q8	UNITED STATES TREASURY	-	200,049.11	-	-	-	-	(27.20)	(9.91)	200,012.00	59.08	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3135G05F6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	100,184.00	-	-	-	-	-	(23.68)	24.68	100,185.00	50.28	
240907020	RCTC I-15 Pj RAMP UP RESERVE	38376V2E6	GNR 2010-019 UA	17,038.54	-	-	-	(1,382.87)	(44.90)	(23.42)	(11.52)	15,575.82	48.87	
240907020	RCTC I-15 Pj RAMP UP RESERVE	36176X0B8	GN 779250	-	53,191.45	-	-	-	-	(22.52)	569.70	53,738.63	127.25	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GXD78	FEDERAL HOME LOAN MORTGAGE CORP	70,030.10	-	-	-	-	-	(21.75)	(84.65)	69,923.70	86.43	
240907020	RCTC I-15 Pj RAMP UP RESERVE	31418DVU3	FN MA4226	-	250,382.08	-	-	-	-	(21.52)	(700.08)	249,660.49	402.22	
240907020	RCTC I-15 Pj RAMP UP RESERVE	9128286Q8	UNITED STATES TREASURY	-	175,060.73	(165,036.23)	-	-	-	(2.16)	(21.20)	10,000.60	2.95	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3128MENS6	FH G15601	17,735.13	-	-	-	(1,245.66)	(56.30)	(19.74)	(47.24)	16,366.19	32.75	
240907020	RCTC I-15 Pj RAMP UP RESERVE	912828J43	UNITED STATES TREASURY	40,756.40	-	-	-	-	-	(16.98)	(133.02)	40,606.40	60.87	
240907020	RCTC I-15 Pj RAMP UP RESERVE	383742C76	GNR 2008-032 PA	39,989.54	-	-	-	(5,067.97)	(58.92)	(16.91)	(94.59)	34,751.16	113.00	
240907020	RCTC I-15 Pj RAMP UP RESERVE	36202FA30	G2 004526	12,016.91	-	-	-	(1,038.52)	(32.82)	(16.62)	(15.44)	10,913.51	38.37	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B9R87	FHR 4328 EA	-	21,933.29	-	-	(710.24)	(15.99)	(15.68)	182.38	21,373.76	43.20	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B8453	FHR 4305 CT	55,267.76	-	-	-	(6,987.92)	51.90	(15.66)	(60.30)	48,255.77	78.95	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3132CJAJ2	FH SA0009	33,530.16	-	(30,227.80)	-	-	-	(3,310.95)	730.97	-	-	
240907020	RCTC I-15 Pj RAMP UP RESERVE	383753CM4	GNR 2008-047 PC	14,032.73	-	-	-	-	-	(35.64)	(14.74)	11,182.54	45.52	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3133G5G23	FHS 370 A3	-	78,867.63	-	-	(4,084.07)	(56.45)	(12.56)	(1,098.95)	73,615.59	61.42	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AH6C7	FHMS K-015 A2	81,173.87	-	-	-	(10,344.05)	(3.11)	(12.50)	(475.10)	70,339.11	188.32	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B6D65	FHR 4272 YG	-	83,076.54	-	-	-	-	(11.07)	(69.33)	82,996.14	135.52	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136ASSX9	FNR 2012-102 BJ	-	22,046.27	-	-	-	-	(388.40)	(7.60)	12,346	26.54	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136AEY84	FNR 2013-70 DG	-	24,371.06	-	-	-	-	(514.41)	(10.80)	120.42	23,955.94	34.06
240907020	RCTC I-15 Pj RAMP UP RESERVE	38377FLC7	GNR 2010-116 NE	-	23,781.61	-	-	(2,191.27)	(23.39)	(7.64)	41.41	21,600.72	44.47	
240907020	RCTC I-15 Pj RAMP UP RESERVE	3620ARB67	GN 737261	15,735.50	-	-	-	(1,524.45)	(21.38)	(7.62)	(37.34)	14,144.72	44.34	
2409														



## 2017 Financing STAMP Portfolio Transaction Report by Account

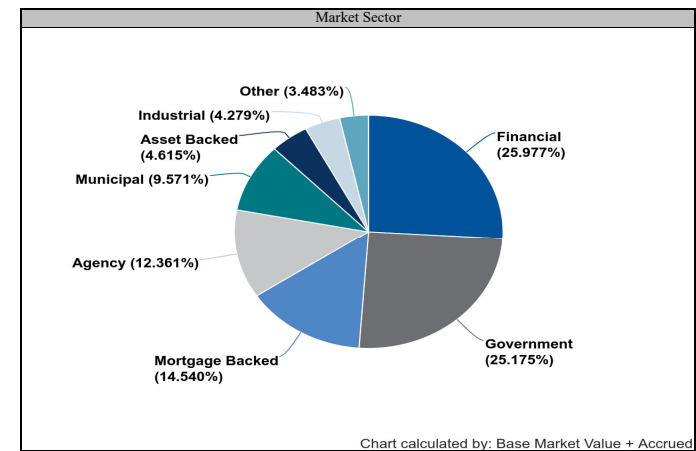
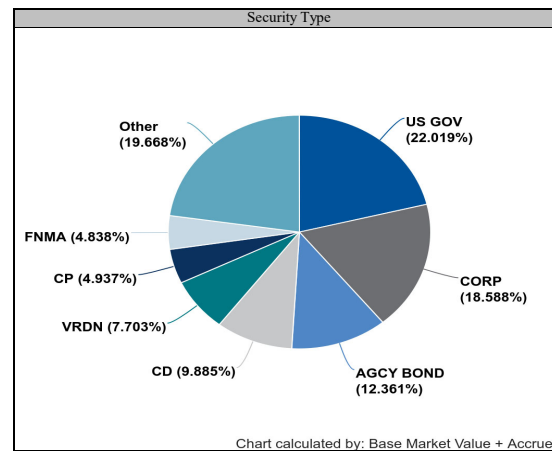
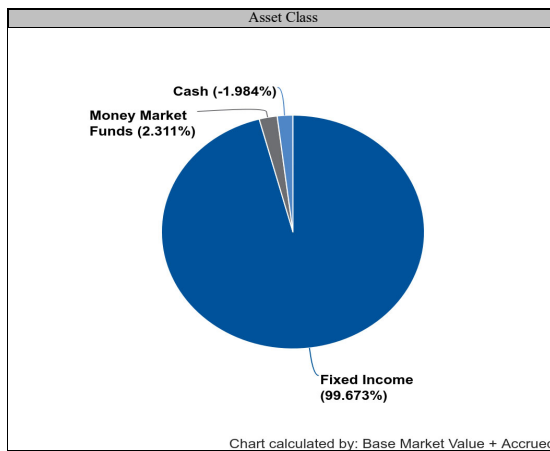
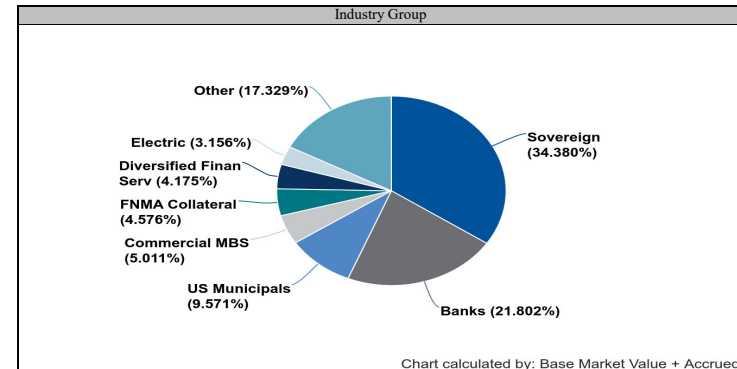
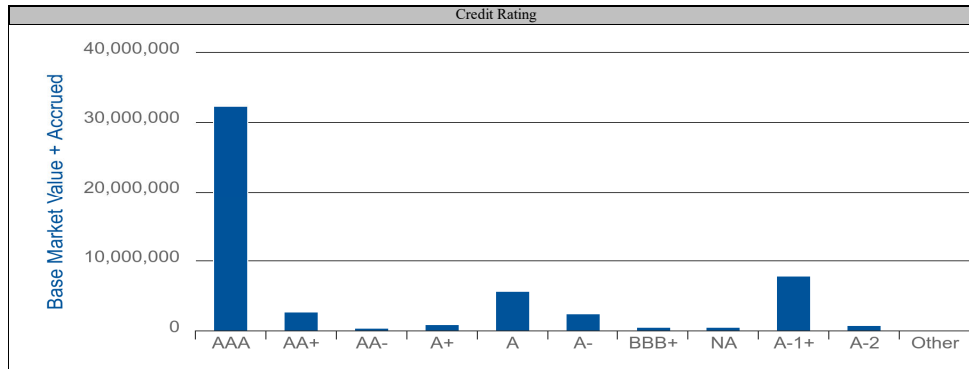
### Quarter ended March 31, 2021

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/A	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AQOE1	FHR 4039 QB	-	22,283.36	-	-	(572.65)	(10.63)	(5.13)	32.94	21,727.89	26.63
240907020	RCTC I-15 Pj RAMP UP RESERVE	912825Y2	UNITED STATES TREASURY	100,008.00	-	(85,004.53)	(15,000.00)	-	(0.08)	(4.97)	1.58	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	31418QOM9	FN MA3159	15,680.11	-	(14,647.44)	-	(1,078.97)	454.75	(4.75)	(403.71)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136ADZAO	FN 2013-27 KA	-	23,844.88	-	-	(694.35)	(8.90)	(4.49)	37.79	23,174.92	23.80
240907020	RCTC I-15 Pj RAMP UP RESERVE	31394KJP0	FHR 2682 JG	-	47,692.41	-	-	(2,268.42)	(89.92)	(4.14)	(115.45)	45,214.48	163.69
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136ABNZ2	FN 2012-148 MC	-	26,633.16	-	-	(972.90)	(19.53)	(3.65)	223.69	25,860.76	41.90
240907020	RCTC I-15 Pj RAMP UP RESERVE	3620A9VV9	GN 723460	6,950.72	-	-	-	(789.47)	(10.07)	(3.39)	(45.38)	6,105.41	19.43
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282L57	UNITED STATES TREASURY	61,694.40	-	-	-	-	1,441.69	(1.94)	(1,444.30)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	38377JMA59	GNR 2010-111 PE	14,139.56	-	-	-	(3,614.18)	39.42	(1.76)	(133.47)	10,429.58	21.51
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136A7D23	FNA 2012-M9 A2	2,180.81	-	-	-	(487.09)	(1.55)	(1.55)	(12.24)	1,678.38	3.43
240907020	RCTC I-15 Pj RAMP UP RESERVE	36179M46	G2 MA0825	23,476.48	-	-	-	(1,985.17)	(21.73)	(0.91)	(173.57)	21,295.10	42.63
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282L57	UNITED STATES TREASURY	10,282.40	-	(10,281.64)	-	-	229.89	(0.41)	(230.24)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	31846V203	FIRST AMER-GVT OBLG Y	223,023.05	9,640,257.27	(9,744,549.60)	-	-	-	-	-	118,730.72	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	CCYUSD	Cash	0.00	-	-	-	-	-	-	-	0.00	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	CCYUSD	Payable	(243,388.59)	-	-	-	-	-	-	-	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	31418AU48	FN MA1502	(0.00)	-	-	-	-	(0.00)	-	(0.00)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137A5FP4	FHR 3791 DA	23,486.08	-	-	-	(23,494.76)	(0.01)	-	8.69	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B45W2	FHR 4243 LH	94,654.99	(94,266.73)	-	-	-	-	-	(388.26)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	31381QB54	FN 467260	54,396.76	-	-	-	(54,421.77)	23.99	-	1.02	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GWBG6	FEDERAL HOME LOAN MORTGAGE CORP	100,022.00	-	-	(100,000.00)	-	-	-	(22.00)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GXDTH	FEDERAL HOME LOAN MORTGAGE CORP	65,027.95	-	-	-	-	-	-	(98.80)	64,929.15	80.26
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378PZ21	GNR 2014-010 B	46,345.14	(46,256.88)	-	-	-	-	-	(88.26)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3130ALJZ3	FEDERAL HOME LOAN BANKS	-	350,000.00	-	-	-	-	-	45.50	350,045.50	92.36
240907020	RCTC I-15 Pj RAMP UP RESERVE	38377RELV3	GNR 2010-158 HA	14,903.35	-	-	-	(4,114.98)	(32.72)	0.37	(91.19)	10,664.83	30.65
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AWWM3	FHR 4138 HA	-	10,411.51	-	-	(244.36)	(3.19)	0.87	47.42	10,212.26	10.45
240907020	RCTC I-15 Pj RAMP UP RESERVE	36179NAJ7	G2 MA0909	15,277.37	-	-	-	(1,202.22)	(64.17)	1.05	28.17	14,040.20	33.31
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GWTLO	FEDERAL HOME LOAN MORTGAGE CORP	85,014.45	-	-	-	-	-	1.05	18.50	85,034.00	2.13
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AWWM3	FHR 4138 HA	-	14,327.83	-	-	(336.27)	(4.38)	1.20	65.27	14,053.64	14.39
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GV6H6	FEDERAL HOME LOAN MORTGAGE CORP	125,106.25	-	-	-	-	-	1.38	(66.38)	125,041.25	78.89
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AQOE1	FHR 4039 QB	-	22,290.20	-	-	(572.65)	(10.99)	1.62	19.71	21,727.89	26.63
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136A7D25	FN 2012-83 PC	-	56,293.49	-	-	(3,115.22)	(36.73)	1.69	1,188.80	54,332.03	131.34
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136ADZAO	FN 2013-27 KA	-	31,773.55	-	-	(925.81)	(11.48)	1.91	61.73	30,899.90	31.73
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378HAU0	GNR 2012-096 AD	-	18,685.82	-	-	(547.18)	(10.03)	2.00	30.09	18,160.70	22.26
240907020	RCTC I-15 Pj RAMP UP RESERVE	313646A66	FEDERAL NATIONAL MORTGAGE ASSOCIATION	130,003.90	-	-	-	-	-	2.67	20.73	130,027.30	166.83
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137ASB97	FHMS K-020 A1	3,847.06	-	-	-	(2,619.79)	9.68	2.99	(17.90)	1,222.05	1.60
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	39,853.13	-	-	-	3.25	7.62	39,864.00	23.08	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3134GWY42	FEDERAL HOME LOAN MORTGAGE CORP	99,997.00	-	-	-	-	-	4.10	(91.10)	99,910.00	140.00
240907020	RCTC I-15 Pj RAMP UP RESERVE	36202F2H8	G2 005276	24,608.24	-	-	-	(2,253.46)	(49.12)	5.60	(24.15)	22,287.11	53.02
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378JZD7	GNR 2013-047 EC	12,200.98	-	-	-	(1,235.98)	12.02	6.99	(26.01)	10,957.99	13.53
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378KW47	GNR 2013-138 A	21,075.55	-	-	-	(11,941.19)	26.52	7.88	(92.86)	9,075.91	16.24
240907020	RCTC I-15 Pj RAMP UP RESERVE	36202F3H7	G2 005360	27,331.20	-	-	-	(2,822.60)	(132.11)	24.09	24,499.90	57.93	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	31381ZG44	FN AM1999	20,890.06	-	-	-	(153.46)	0.33	10.40	(34.48)	20,712.85	33.36
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	174,822.27	-	-	-	-	10.65	(427.92)	174,405.00	100.96
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AEV77	FEDERAL HOME LOAN MORTGAGE CORP	175,344.75	-	(175,087.50)	-	-	233.82	10.81	(501.87)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BU1F7	FHMS K-027 A1	17,440.15	-	-	-	(2,804.96)	16.62	11.39	(62.89)	14,600.31	21.52
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AJMF8	FHMS 2011-K016 A2	92,335.59	-	-	-	(574.48)	1.31	11.94	(599.50)	91,744.86	223.64
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137AXHIN6	FHMS K-024 A1	19,836.79	-	-	-	(6,125.99)	24.22	12.57	(74.27)	13,673.32	19.86
240907020	RCTC I-15 Pj RAMP UP RESERVE	3133EL7F5	FEDERAL FARM CREDIT BANKS FUNDING CORP	199,928.00	-	-	-	-	-	14.89	(16.89)	199,926.00	16.00
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	164,355.47	-	-	-	-	14.94	68.59	164,439.00	95.19
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137B3NW4	FHMS K-031 A1	49,939.13	-	-	-	(7,029.61)	33.85	18.16	(291.10)	42,670.43	97.10
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136AQZK9	FN 2015-89 KE	-	70,559.77	-	-	-	-	18.88	(90.69)	70,487.96	113.95
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	-	349,480.47	-	-	-	-	19.45	(689.92)	348,810.00	201.92
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378HJH4	GNR 2012-119 KB	4,542.28	-	-	-	(471.20)	19.01	21.07	(34.71)	4,076.38	4.19
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378HAU0	GNR 2012-096 AD	-	36,174.13	-	-	-	-	126.21	36,321.41	44.52	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3140X4H90	FN FM1555	-	78,908.04	-	-	-	-	22.17	(1,102.12)	75,432.69	151.05
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378VC45	GNR 2013-116 MA	40,928.84	-	-	-	(4,494.28)	111.78	22.59	(162.18)	36,406.75	66.23
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137ARBX3	FHR 4061 CF	11,609.99	-	-	-	(8,196.66)	62.70	23.49	(91.57)	3,407.95	0.69
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136ACT74	FNA 2013-M6 2A	31,307.33	-	-	-	(677.90)	4.63	24.04	(202.12)	30,455.97	62.18
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282CAP6	UNITED STATES TREASURY	169,881.00	-	-	-	-	-	26.88	(485.88)	169,422.00	98.08
240907020	RCTC I-15 Pj RAMP UP RESERVE	38377QKJ9	GNR 2011-018 PG	12,867.94	-	-	-	(1,912.14)	(24.95)	27.08	(227.47)	10,730.46	26.08
240907020	RCTC I-15 Pj RAMP UP RESERVE	3140X4TL0	FN FM1454	-	78,577.26	-	-	-	-	28.69	(337.04)	78,268.91	156.44
240907020	RCTC I-15 Pj RAMP UP RESERVE	3179RFDE6	G2 MA2864	21,385.99	-	-	-	(1,872.47)	(93.90)	30.17	1,454.31	46.15	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	3128MMLL5	FH G18586	-	22,243.49	-	-	(1,434.19)	(76.83)	30.61	(1,434.19)	20,779.64	445.39
240907020	RCTC I-15 Pj RAMP UP RESERVE	3140X9VK3	FN FM6017	-	107,218.75	-	-	(2,464.25)	(179.98)	33.56	(1,651.29)	102,956.79	243.84
240907020	RCTC I-15 Pj RAMP UP RESERVE	36176XOB8	GN 779250	-	137,850.73	-	-	(2,893.89)	(137.44)	36.50	1,191.30	136,047.20	322.16
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282ZP8	UNITED STATES TREASURY	-	598,804.69	-	-	-	-	50.58	322.73	599,178.00	283.84
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282ZP8	UNITED STATES TREASURY	254,931.15	-	-	-	-	-	51.24	(331.74)	254,650.65	120.63
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136AMM48	FNA 2015-M4 AV2	77,888.52	-	-	-	(10,530.09)	56.44	53.97	(496.56)	66,972.28	138.59
240907020	RCTC I-15 Pj RAMP UP RESERVE	36179NHK7	G2 MA1134	110,122.16	-	-	-	(8,944.24)	(359.52)	55.20	38.08	100,911.69	239.43
240907020	RCTC I-15 Pj RAMP UP RESERVE	3137BU1F5	FHMS K-S01 A2	109,830.41	-	-	-	(8,921.79)	59.61	60.18	(680.97)	100,347.44	205.79
240907020	RCTC I-15 Pj RAMP UP RESERVE	3132A9SM0	FH ZS8624	66,992.13	-	-	-	(6,005.40)	(283.09)	61.66	(315.98)	60,449.31	121.01
240907020	RCTC I-15 Pj RAMP UP RESERVE	3140X4H90	FN FM1555	-	158,403.71	-	-	-	-	69.35	(1,704.24)	156,768.82	313.92
240907020	RCTC I-15 Pj RAMP UP RESERVE	31313KH37	FH ZK5300	-	223,156.22	-	-	-	-	80.64	(173.05)	223,219.80	445.39
240907020	RCTC I-15 Pj RAMP UP RESERVE	3140B3R2	FN BM4407	-	236,122.29	-	-	-	-	88.03	123.73	236,334.05	470.60
240907020	RCTC I-15 Pj RAMP UP RESERVE	3138WEMJ5	FN AS4860	-	241,205.53	-	-	-	-	92.04	(156.44)	241,141.13	479.15
240907020	RCTC I-15 Pj RAMP UP RESERVE	3136A96F0	FNA 2012-M17 A2	44,496.81	-	-	-	(260.35)	2.97	112.87	(269.78)	44,082.52	78.63
240907020	RCTC I-15 Pj RAMP UP RESERVE	3132A9OE0	FH ZS8553	110,867.68	-	-	-	(10,642.23)	(504.24)	120.26	(164.70)	99,676.76	198.85
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282B58	UNITED STATES TREASURY	320,467.20	-	-	(320,000.00)	-	-	-	(590.54)	-	-
240907020	RCTC I-15 Pj RAMP UP RESERVE	38378KWU9	GNR 2013-096 A	20,502.35	-	-	-	(13,458.87)	586.48	131.64	(850.70)	6,910.89	8.04
240907020	RCTC I-15 Pj RAMP UP RESERVE	91282YK0	UNITED STATES TREASURY	18									





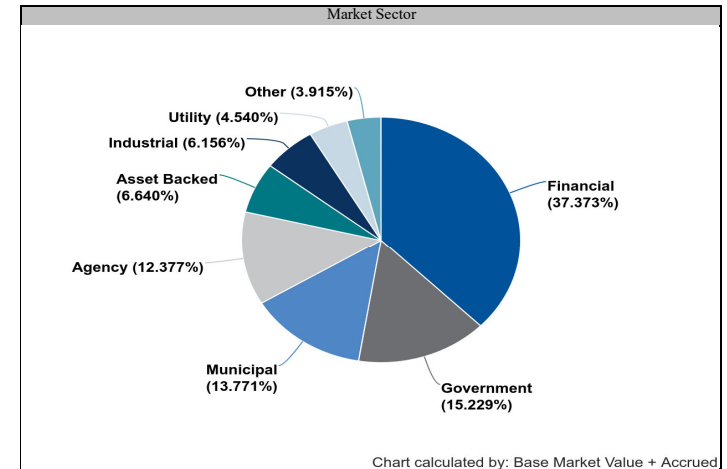
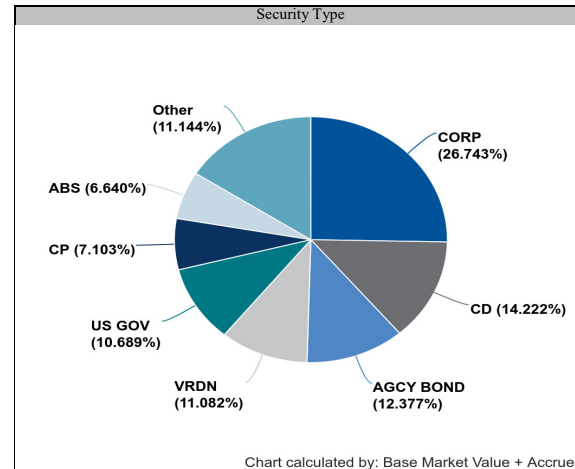
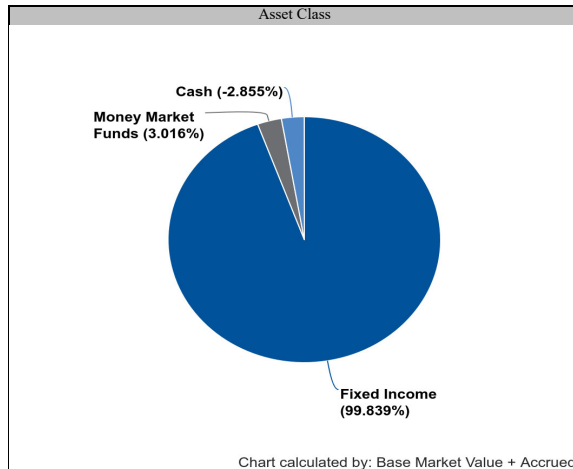
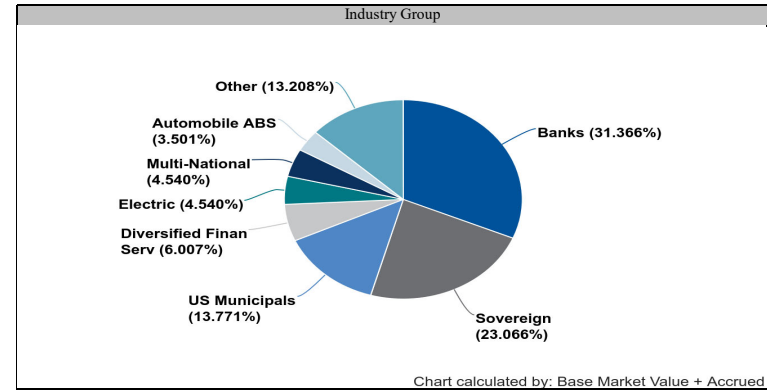
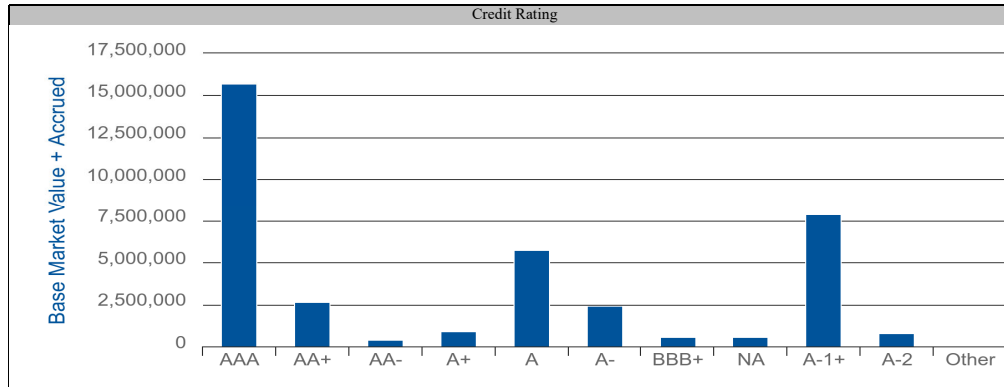
2017 Financing STAMP Portfolio Summary of Investments for quarter ended March 31, 2021



\*Negative cash reflects securities in transit at month end



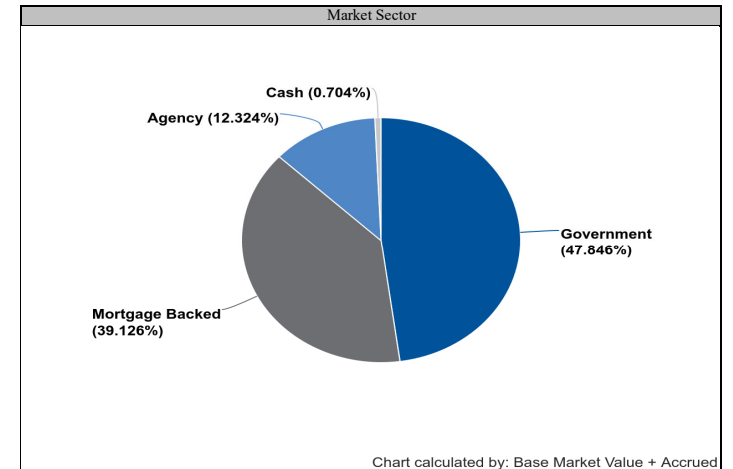
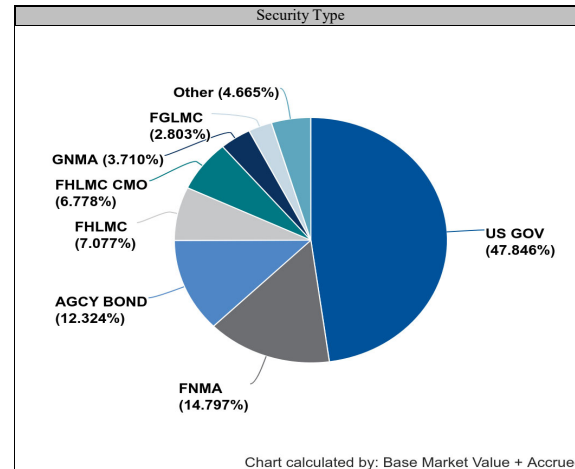
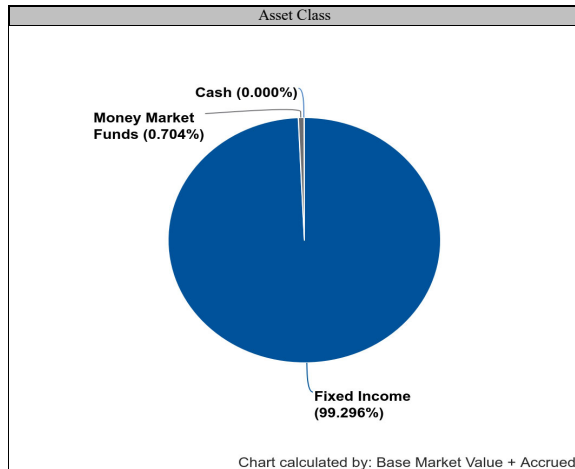
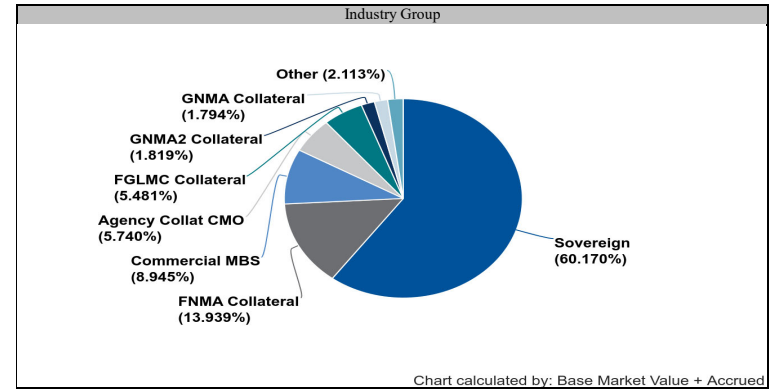
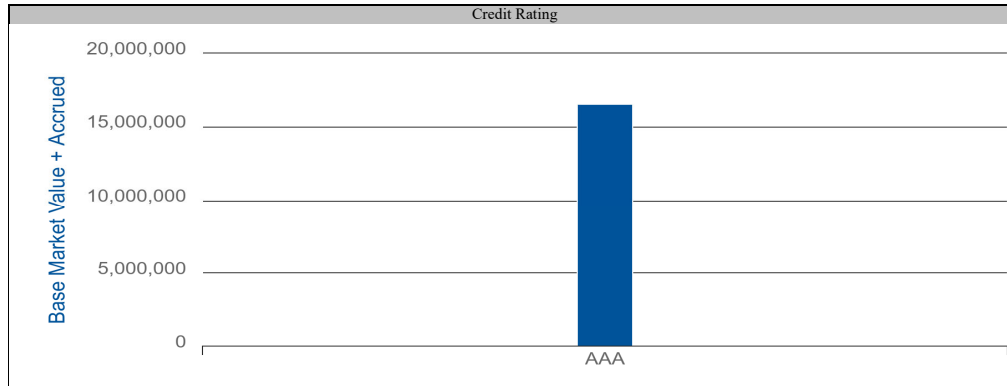
**2017 Financing STAMP Portfolio**  
**Sales Tax I15 ELP Project Revenue Fund Summary of Investments for quarter ended March 31, 2021**



\*Negative cash reflects securities in transit at month end



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



\*Negative cash reflects securities in transit at month end



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

Account Number: 001050990415			Name: RIVERSIDE COUNTY TRANS COMM										
CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating	
010831DN2	Taxable Muni	ALAMEDA CNTY CA JT 2.866% 6/01/21	04/24/2018	06/01/2021		255,000.00	256,058.25	1,058.25	5.11	2.870	2.858596236	AA+	
010831DQ5	Taxable Muni	ALAMEDA CNTY CA 3.095% 6/01/23	04/24/2018	06/01/2023		134,242.96	137,616.70	3,373.74	2,541.67	3.100	2.927544457	AA+	
023135AJ5	Credit	AMAZON COM INC 2.500% 11/29/22	11/29/2012	11/29/2022	08/29/2022	311,158.09	309,393.00	-1,765.09	354.00	2.500	2.424195410	AA-	
023135BP0	Credit	AMAZON COM INC SR NT 0.400% 6/03/23	06/03/2020	06/03/2023		269,622.00	270,834.30	1,212.30	568.75	0.400	0.399165744	AA-	
037833DL1	Credit	APPLE INC 1.700% 9/11/22	09/11/2019	09/11/2022		524,910.75	536,282.25	11,371.50	495.83	1.700	1.666192945	AA+	
037833DV9	Credit	APPLE INC 0.750% 5/11/23	05/11/2020	05/11/2023		194,469.60	196,959.75	2,490.15	3,179.37	0.750	0.742140730	AA+	
05588CAC6	Asset-Backed	BMW VEHICLE OWNER 1.920% 1/25/24	09/18/2019	01/25/2024		321,512.43	325,221.38	3,708.95	986.67	1.920	1.900425616	AAA	
06050TMJ8	Credit	BANK OF AMERICA MTN 3.335% 1/25/23	01/25/2019	01/25/2023	01/25/2022	520,000.00	532,433.20	12,433.20	205.83	3.340	3.261549896	A+	
06406RAK3	Credit	BANK OF NY MTN 1.950% 8/23/22	08/23/2019	08/23/2022		99,968.00	102,269.00	2,301.00	306.92	1.950	1.905990675	A	
06406RAM9	Credit	BANK OF NY MTN 1.850% 1/27/23	01/28/2020	01/27/2023	01/02/2023	299,790.00	308,610.00	8,820.00	68.04	1.850	1.802012410	A	
072024WN8	Taxable Muni	BAY AREA CA TOLL 2.184% 4/01/23	09/26/2019	04/01/2023		680,000.00	703,337.60	23,337.60	5,277.99	2.180	2.113371137	AA	
088006JW2	Taxable Muni	BEVERLY HILLS CA 0.373% 6/01/22	10/15/2020	06/01/2022		330,000.00	330,518.10	518.10	1,605.56	0.370	0.372430182	AA+	
13032UUZ9	Taxable Muni	CALIFORNIA ST HLTH 1.893% 6/01/22	11/25/2019	06/01/2022		520,000.00	528,964.80	8,964.80	1,404.50	1.890	1.860844605	AA-	
13063BFS6	Taxable Muni	CALIFORNIA ST BUILD 6.650% 3/01/22	04/01/2010	03/01/2022		205,120.83	222,282.90	12,282.90	713.25	6.650	6.304692018	AA-	
13063DGA0	Taxable Muni	CALIFORNIA ST 2.800% 4/01/21	04/25/2018	04/01/2021		500,000.00	500,000.00	0.00	164.09	2.800	2.800000000	N/R	
13066YTY5	Taxable Muni	CALIFORNIA ST DEPT 1.713% 5/01/21	09/28/2016	05/01/2021		80,813.58	81,726.27	912.69	7,776.98	1.710	1.712606101	AA+	
13066YTY2	Taxable Muni	CALIFORNIA ST DEPT 2.000% 5/01/22	09/28/2016	05/01/2022		300,665.32	305,874.00	5,208.68	5.33	2.000	1.964366394	AA+	
13077DMJ8	Taxable Muni	CALIFORNIA ST UNIV 0.475% 11/01/23	09/17/2020	11/01/2023		150,000.00	150,099.00	99.00	126.67	0.480	0.474416468	AA-	
14043MAC5	Asset-Backed	CAPTIAL ONE PRIME 1.600% 11/15/24	02/19/2020	11/15/2024		289,938.35	294,567.50	4,629.15	333.33	1.600	1.574942662	AAA	
144141DC9	Credit	PROG ENERGY CAROLINA 2.800% 5/15/22	05/18/2012	05/15/2022	02/15/2022	251,702.70	255,190.00	3,487.30	2,644.44	2.800	2.746067239	A	
166756AJ5	Credit	CHEVRON USA INC 0.426% 8/11/23	08/12/2020	08/11/2023		115,000.00	115,217.35	217.35	2,442.92	0.430	0.425018208	AA-	
166764AU4	Credit	CHEVRON CORP 0.762% 3/03/22	03/03/2015	03/03/2022		501,284.95	501,970.00	685.05	1,105.90	0.710	0.759153176	AA-	
17325FAQ1	Credit	CITIBANK NA 3.400% 7/23/21	07/23/2018	07/23/2021	06/23/2021	251,087.90	251,732.50	644.60	731.59	3.400	3.382848956	A+	
17325FAY4	Credit	CITIBANK NA 2.844% 5/20/22	05/22/2019	05/20/2022	05/20/2021	510,379.83	511,616.70	1,236.87	8,485.52	2.840	2.839031695	A+	
20772JKP6	Taxable Muni	CONNECTICUT ST 2.401% 10/15/21	11/16/2012	10/15/2021		120,073.52	121,357.20	1,283.68	102.90	2.400	2.375440263	A	
20772KGM5	Taxable Muni	CONNECTICUT ST SER A 2.921% 4/15/23	04/11/2019	04/15/2023		301,026.67	315,168.00	14,141.33	206.22	2.920	2.786628761	A	
20772KJU4	Taxable Muni	CONNECTICUT ST 2.500% 7/01/22	06/11/2020	07/01/2022		121,480.10	123,229.20	1,749.10	33.20	2.500	2.433729545	A	
212204JC6	Taxable Muni	CONTRA COSTA CA 1.652% 8/01/22	09/12/2019	08/01/2022		300,000.00	305,277.00	5,277.00	496.82	1.650	1.624657022	AA+	
250847EJ5	Credit	DETROIT EDISON CO 2.650% 6/15/22	06/22/2012	06/15/2022		181,501.54	183,900.60	2,399.06	197.78	2.650	2.598268475	A	
26208VAD8	Asset-Backed	DRIVE AUTO 0.830% 5/15/24	06/17/2020	05/15/2024		89,996.56	90,319.50	322.94	210.22	0.830	0.827270009	AAA	
30231GGB7	Credit	EXXON MOBIL 1.902% 8/16/22	08/16/2019	08/16/2022		300,000.00	306,681.00	6,681.00	226.13	1.900	1.861184230	AA-	
3130AKXQ4	Agencies	F H L B DEB 0.600% 2/12/2026	02/12/2021	02/12/2026	05/12/2021	559,608.00	548,273.60	-11,334.40	232.80	0.600	0.606961852	AA+	
3130ALJZ8	Agencies	F H L B DEB 0.500% 3/12/24	03/12/2021	03/12/2024		560,000.00	560,072.80	72.80	114.49	0.500	0.499905018	AA+	
3134GXDZ4	Agencies	F H L M C MTN 0.450% 11/25/24	11/25/2020	11/25/2024	11/25/2022	300,000.00	298,797.00	-1,203.00	0.00	0.450	0.451001223	N/A	
3136AKQM8	Mortgage-Backed	F N M A GTD REMIC 3.056% 6/25/24	07/01/2014	06/25/2024		430,999.63	429,968.48	-1,031.15	212.22	3.060	2.882529382	N/A	
3136B1XP4	Mortgage-Backed	F N M A GTD REMIC 3.560% 9/25/21	04/01/2018	09/25/2021		29,252.68	29,321.45	68.77	582.67	3.560	3.545396965	N/A	
3137ATRW4	Mortgage-Backed	F H L M C MULTICLASS 2.373% 5/25/22	09/01/2012	05/25/2022		190,432.80	193,602.40	3,169.60	1,341.17	2.370	2.331293165	N/A	
3137B1U75	Mortgage-Backed	F H L M C MLTCL MTG 2.522% 1/25/23	05/07/2013	01/25/2023		130,888.52	133,796.59	2,908.07	2,436.10	2.520	2.463107500	N/A	
3137B36J2	Mortgage-Backed	F H L M C MLTCL MT 3.320% 2/25/23	07/01/2013	02/25/2023		491,856.77	504,336.00	12,479.23	7,425.60	3.320	3.163170411	N/A	
3137B4GY6	Mortgage-Backed	F H L M C MLTCL MT 3.30996% 5/25/23	09/01/2013	05/25/2023		542,114.06	539,906.40	-2,207.66	410.30	3.310	3.128891074	N/A	
3137B4WB8	Mortgage-Backed	F H L M C MLTCL MTG 3.060% 7/25/23	10/01/2013	07/25/2023		506,689.49	516,886.30	10,196.81	7,000.00	3.060	2.901051394	N/A	
31846V203	Cash	FIRST AM GOVT OB FD CL Y				640,044.92	640,044.92	0.00	1,163.75	0.000	0.005986000		
3582326S0	Taxable Muni	FRESNO CALIF UNI CA 0.719% 8/01/24	09/30/2020	08/01/2024		150,000.00	150,007.50	7.50	2,500.00	0.720	0.717607841	N/A	
365298Y28	Taxable Muni	GARDEN GROVE CA 1.875% 8/01/21	10/16/2019	08/01/2021		300,000.00	301,587.00	1,587.00	3,281.20	1.880	1.866897664	AA-	
378460YB9	Taxable Muni	GLENDALE CA 1.041% 9/01/22	06/02/2020	09/01/2022		330,000.00	333,544.20	3,544.20	383.96	1.040	1.030376815	N/A	
41284WAC4	Asset-Backed	HARLEY DAVIDSON 2.340% 2/15/24	06/26/2019	02/15/2024		477,676.48	483,508.12	5,831.64	1,328.55	2.340	2.313624679	N/A	
419792YL4	Taxable Muni	HAWAII ST SER FX 2.770% 1/01/22	02/21/2019	01/01/2022		190,000.00	193,667.00	3,667.00	750.00	2.770	2.720380264	AA+	
43815NAC8	Asset-Backed	HONDA AUTO 1.780% 8/15/23	08/27/2019	08/15/2023		249,997.93	253,132.50	3,134.57	4,040.72	1.780	1.759588770	AAA	
46647PBB1	Credit	JPMORGAN CHASE CO 3.207% 4/01/23	03/22/2019	04/01/2023	04/01/2022	485,000.00	498,153.20	13,153.20	826.00	3.210	3.123630307	A-	
46647PBZ8	Credit	JPMORGAN CHASE CO 0.697% 3/16/24	03/16/2021	03/16/2024	03/16/2023	565,000.00	567,373.00	2,373.00	179.75	0.700	0.695581015	A-	
47789JAD8	Asset-Backed	JOHN DEERE OWNER 2.910% 7/17/23	03/13/2019	07/17/2023		174,822.08	177,310.60	2,488.52	937.50	2.910	2.870360324	N/A	
47789KAC7	Asset-Backed	JOHN DEERE OWNER 1.100% 8/15/24	03/11/2020	08/15/2024		429,973.73	433,736.70	3,762.97	286.28	1.100	1.090555787	N/A	
544290JC4	Taxable Muni	LOS ALTOS CA SCH 2.143% 8/01/23	10/17/2019	08/01/2023		390,000.00	391,454.70	1,454.70	1,315.75	2.140	2.134525932	SP-1+	
5445872S6	Taxable Muni	LOS ANGELES CA MUN 0.683% 11/01/24	03/04/2021	11/01/2024		230,000.00	227,631.00	-2,369.00	1,392.95	0.680	0.687357849	AA-	
544587Y28	Taxable Muni	LOS ANGELES CA 0.515% 11/01/22	08/20/2020	11/01/2022		325,000.00	324,974.00	-26.00	1,027.50	0.520	0.515030902	AA-	
57582RF76	Taxable Muni	MASSACHUSETTS ST 0.386% 7/01/22	07/09/2020	07/01/2022		210,000.00	210,296.10	296.10	117.82	0.390	0.385064294	AA	
58769TAD7	Asset-Backed	MERCEDES BENZ 1.940% 3/15/24	09/25/2019	03/15/2024		269,962.82	273,761.10	3,798.28	202.65	1.940	1.916882398	AAA	

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

Account Number: 001050990415		Name: RIVERSIDE COUNTY TRANS COMM											
CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating	
58770FAC6	Asset-Backed	MERCEDES BENZ AUTO 1.840% 12/15/22	01/29/2020	12/15/2022		139,981.55	141,502.20	1,520.65	217.29	1.840	1.822106910	AAA	
62451FKF6	Taxable Muni	MOUNTAIN VIEW CA 1.043% 9/01/22	05/19/2020	09/01/2022		250,000.00	252,340.00	2,340.00	513.30	1.040	1.033706974	AA+	
654106AH6	Credit	NIKE INC SR NT 2.400% 3/27/25	03/27/2020	03/27/2025	02/27/2025	19,972.80	21,073.80	1,101.00	587.07	2.400	2.263638421	AA-	
693304AP2	Credit	PECO ENERGY CO 2.375% 9/15/22	09/17/2012	09/15/2022	06/15/2022	120,593.12	122,830.80	2,237.68	182.25	2.380	2.322284150	A	
717081EM1	Credit	PFIZER INC 3.000% 9/15/21	09/07/2018	09/15/2021		249,662.50	253,125.00	3,462.50	1,365.17	3.000	2.969179913	A+	
76913CAX7	Taxable Muni	RIVERSIDE CNTY CA 2.363% 2/15/23	05/06/2020	02/15/2023		170,000.00	175,560.70	5,560.70	677.08	2.360	2.290283499	AA	
786134WD4	Taxable Muni	SACRAMENTO CNTY CA 0.629% 12/01/22	07/14/2020	12/01/2022		280,000.00	280,971.60	971.60	2,761.13	0.630	0.626887389	AA	
796720ME7	Taxable Muni	SAN BERNARDINO CA 1.883% 8/01/22	12/12/2019	08/01/2022		435,000.00	444,500.40	9,500.40	1,583.33	1.880	1.844234197	AA	
796720NP1	Taxable Muni	SAN BERNARDINO CA 0.729% 8/01/23	07/07/2020	08/01/2023		150,000.00	151,308.00	1,308.00	669.20	0.730	0.722626435	AA	
797299LT9	Taxable Muni	SAN DIEGO CA PUBLIC 2.994% 10/15/21	06/21/2018	10/15/2021		200,000.00	202,758.00	2,758.00	1,375.00	2.990	2.957592042	AA-	
79730WAY6	Taxable Muni	SAN DIEGO CA 3.250% 9/01/22	01/28/2016	09/01/2022		253,935.91	260,462.50	6,526.59	3,182.67	3.250	3.124609424	AA	
79770GGP5	Taxable Muni	SAN FRANCISCO CA 2.375% 8/01/22	11/30/2017	08/01/2022		404,101.51	409,776.00	5,674.49	1,378.30	2.380	2.320741074	AA-	
801096AP3	Taxable Muni	SANTA ANA CA CMNTY 3.346% 9/01/21	11/08/2018	09/01/2021		240,000.00	243,110.40	3,110.40	487.48	3.350	3.309201677	AA	
80136PCY7	Taxable Muni	SANTA BARBARA CA 3.300% 12/01/21	11/28/2018	12/01/2021		125,000.00	127,343.75	2,343.75	3,534.70	3.300	3.244423033	AA	
80168FMA1	Taxable Muni	SANTA CLARA VLY CA 2.387% 6/01/21	03/30/2016	06/01/2021		397,756.00	401,408.00	3,652.00	1,117.01	2.390	2.381760128	N/A	
80285WAD9	Asset-Backed	SANTANDER DRIVE 0.00001% 7/15/24	09/23/2020	07/15/2024		329,968.45	330,435.60	467.15	288.75	0.520	0.000009981	N/A	
835569GP3	Taxable Muni	SONOMA CNTY CA 1.969% 8/01/22	11/12/2019	08/01/2022		420,000.00	429,030.00	9,030.00	147.78	1.970	1.929314011	AA	
842475P58	Taxable Muni	SOUTHERN CALIF CA 0.527% 7/01/23	09/24/2020	07/01/2023		370,000.00	370,577.20	577.20	1,328.00	0.530	0.526074110	AA-	
89238UAD2	Asset-Backed	TOYOTA AUTO 1.910% 9/15/23	08/14/2019	09/15/2023		249,997.95	252,962.50	2,964.55	1,406.73	1.910	1.889143852	AAA	
90331HPF4	Credit	US BANK NA MTN 1.950% 1/09/23	12/09/2019	01/09/2023	12/09/2022	549,538.00	564,861.00	15,323.00	274.39	1.950	1.897219357	AA-	
911759MU9	Agencies	U S DEPT HSG & URB 2.570% 8/01/21	03/28/2019	08/01/2021		100,000.00	100,842.00	842.00	1,249.50	2.570	2.551906980	N/A	
91282CBA8	Treasuries	U S TREASURY NT 0.125% 12/15/23	12/15/2020	12/15/2023		7,291,800.09	7,276,593.30	-13,595.76	375.73	0.130	0.125416382	N/A	
91282CBD2	Treasuries	U S TREASURY NT 0.125% 12/31/22	12/31/2020	12/31/2022		4,913,223.39	4,912,689.95	-779.60	1,034.52	0.130	0.125020003	N/A	
91282CBE0	Treasuries	U S TREASURY NT 0.125% 1/15/24	01/15/2021	01/15/2024		7,772,076.96	7,744,829.40	-27,247.56	86.53	0.130	0.125485629	N/A	
91282CBG5	Treasuries	U S TREASURY NT 0.125% 1/31/23	01/31/2021	01/31/2023		8,286,893.83	8,280,111.85	-6,781.98	457.33	0.130	0.125023755	N/A	
91282CBR1	Treasuries	U S TREASURY NT 0.250% 3/15/24	03/15/2021	03/15/2024		419,310.94	418,853.40	-457.54	472.50	0.250	0.250332943	N/A	
91282CBU4	Treasuries	U S TREASURY NT 0.125% 3/31/23	03/31/2021	03/31/2023		1,079,515.63	1,079,244.00	-271.63	428.33	0.130	0.125063783	N/A	
91412G2S3	Taxable Muni	UNIV OF CALIFORNIA 2.112% 5/15/21	09/28/2017	05/15/2021		140,000.00	140,299.60	299.60	2,043.02	2.110	2.109805802	AA-	
91412HDJ9	Taxable Muni	UNIV OF CA 3.283% 5/15/22	06/05/2018	05/15/2022		285,412.25	294,507.60	9,095.35	1,716.51	3.280	3.179630221	AA-	
916544ER6	Taxable Muni	UPPER SANTA CLARA CA 0.525% 8/01/22	07/23/2020	08/01/2022		330,000.00	331,204.50	1,204.50	3.69	0.530	0.523163695	AA	
931142EJ8	Credit	WALMART INC 3.125% 6/23/21	06/27/2018	06/23/2021		129,993.50	130,834.60	841.10	2,686.02	3.130	3.109545559	AA	
94988J5T0	Credit	WELLS FARGO MTN 3.625% 10/22/21	10/23/2018	10/22/2021	09/21/2021	529,941.70	538,273.30	8,331.60	1,544.42	3.630	3.575197499	A+	
94988J6A0	Credit	WELLS FARGO MTN 2.082% 9/09/22	09/11/2019	09/09/2022	09/09/2021	550,000.00	554,191.00	4,191.00	48.51	2.080	2.068513293	A+	
						55,373,741.67	55,628,261.66	251,005.69	117,716.50				



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

Account Number: 001050990415			Name: RIVERSIDE COUNTY TRANS COMM										
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
01/04/2021			20772KJU4	INTEREST EARNED ON CONNECTICUT ST 2.500% 7/01/22 \$1 PV ON	0.00	-	-	-	-	1,666.67	-	-	-
01/04/2021	01/04/2021	01/04/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-4,674.22	1.00	-	-	-	4,674.22	(4,674.22)	-	-
01/04/2021			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SH	0.00	-	-	-	-	1.39	-	-	-
01/04/2021			419792YL4	INTEREST EARNED ON HAWAII ST SER FX 2.770% 1/01/22 \$1 PV ON	0.00	-	-	-	-	2,631.50	-	-	-
01/04/2021	12/30/2020	01/04/2021	54438CYJ5	SOLD PAR VALUE OF LOS ANGELES CA 0.673% 8/01/24 /PERSHING	-170,000.00	1.01	-	-	-	171,421.20	(170,000.00)	1,421.20	-
01/04/2021		01/04/2021	54438CYJ5	RECEIVED ACCRUED INTEREST ON SALE OF LOS ANGELES CA 0.6	0.00	-	-	-	-	171.62	-	-	-
01/04/2021			57582RF76	INTEREST EARNED ON MASSACHUSETTS ST 0.386% 7/01/22 \$1 PV C	0.00	-	-	-	-	387.29	-	-	-
01/04/2021			842475P58	INTEREST EARNED ON SOUTHERN CALIF CA 0.527% 7/01/23 \$1 PV O	0.00	-	-	-	-	525.39	-	-	-
01/04/2021	01/04/2021	01/04/2021	90331HPA5	FULL CALL PAR VALUE OF US BANK NA MTN 3.000% 2/04/21 /CALLS	-270,000.00	1.00	-	-	-	270,000.00	(269,781.30)	-	218.70
01/04/2021			90331HPA5	INTEREST EARNED ON US BANK NA MTN 3.000% 2/04/21 \$1 PV ON :	0.00	-	-	-	-	3,375.00	-	-	-
01/04/2021	12/31/2020	01/04/2021	91282CAX9	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 11/30/22 /J.P	280,000.00	1.00	-	-	-	(280,032.81)	280,032.81	-	-
01/04/2021		01/04/2021	91282CAX9	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(33.65)	-	-	-
01/04/2021	12/30/2020	01/04/2021	91282CBA8	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /CIT	175,000.00	1.00	-	-	-	(174,774.41)	174,774.41	-	-
01/04/2021		01/04/2021	91282CBA8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(12.02)	-	-	-
01/05/2021	01/05/2021	01/05/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1.39	1.00	-	-	-	(1.39)	1.39	-	-
01/08/2021	01/07/2021	01/08/2021	3135GOW33	SOLD PAR VALUE OF F N M A 1.375% 9/06/22 /DEUTSCHE BANK	-90,000.00	1.02	-	-	-	91,849.50	(89,686.80)	-	2,162.70
01/08/2021		01/08/2021	3135GOW33	RECEIVED ACCRUED INTEREST ON SALE OF F N M A 1.375% 9	0.00	-	-	-	-	419.38	-	-	-
01/08/2021	01/08/2021	01/08/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,294.21	1.00	-	-	-	(2,294.21)	2,294.21	-	-
01/08/2021	01/07/2021	01/08/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BO	90,000.00	1.00	-	-	-	(89,972.18)	89,972.18	-	-
01/08/2021		01/08/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(2.49)	-	-	-
01/11/2021			3135G05G4	INTEREST EARNED ON F N M A 0.250% 7/10/23 \$1 PV ON 510000	0.00	-	-	-	-	637.50	-	-	-
01/11/2021	01/11/2021	01/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	6,000.00	1.00	-	-	-	(6,000.00)	6,000.00	-	-
01/11/2021			90331HPF4	INTEREST EARNED ON US BANK NA MTN 1.950% 1/09/23 \$1 PV ON :	0.00	-	-	-	-	5,362.50	-	-	-
01/13/2021	01/13/2021	01/13/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-354,210.44	1.00	-	-	-	354,210.44	(354,210.44)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAK7	SOLD PAR VALUE OF U S TREASURY NT 0.125% 9/15/23 /WELLS FAF	-4,620,000.00	1.00	-	-	-	4,611,517.97	(4,615,910.05)	(4,392.08)	-
01/13/2021		01/13/2021	91282CAK7	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	1,914.36	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAP6	SOLD PAR VALUE OF U S TREASURY NT 0.125% 10/15/23 /CITADEL S	-4,070,000.00	1.00	-	-	-	4,061,096.88	(4,061,573.83)	(476.95)	-
01/13/2021		01/13/2021	91282CAP6	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	1,257.90	-	-	-
01/13/2021			91282CAW1	AMORTIZED PREMIUM ON U S TREASURY NT 0.250% 11/15/23 CURR	0.00	-	-	-	-	-	(123.58)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAW1	SOLD PAR VALUE OF U S TREASURY NT 0.250% 11/15/23 /J.P. MORG	-5,570,000.00	1.00	-	-	-	5,576,744.92	(5,580,596.37)	(3,851.45)	-
01/13/2021		01/13/2021	91282CAW1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.2	0.00	-	-	-	-	2,269.54	-	-	-
01/13/2021			91282CAX9	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 11/30/22 CURR	0.00	-	-	-	-	-	(18.59)	-	-
01/13/2021	01/12/2021	01/13/2021	91282CAX9	SOLD PAR VALUE OF U S TREASURY NT 0.125% 11/30/22 /RBC CAPIT	-8,225,000.00	1.00	-	-	-	8,222,429.69	(8,225,849.67)	(3,419.98)	-
01/13/2021		01/13/2021	91282CAX9	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	1,242.79	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CBA8	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /WE	10,485,000.00	1.00	-	-	-	(10,455,920.51)	10,455,920.51	-	-
01/13/2021		01/13/2021	91282CBA8	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(1,044.18)	-	-	-
01/13/2021	01/12/2021	01/13/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /GO	12,380,000.00	1.00	-	-	-	(12,375,164.07)	12,375,164.07	-	-
01/13/2021		01/13/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(555.73)	-	-	-
01/15/2021			14043MAC5	INTEREST EARNED ON CAPITAL ONE PRIME 1.600% 11/15/24 \$1 PV OI	0.00	-	-	-	-	386.67	-	-	-
01/15/2021			26208VAD8	INTEREST EARNED ON DRIVE AUTO 0.830% 5/15/24 \$1 PV ON 62	0.00	-	-	-	-	62.25	-	-	-
01/15/2021	01/15/2021	01/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	21,187.67	1.00	-	-	-	(21,187.67)	21,187.67	-	-
01/15/2021	01/15/2021	01/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	35,194.49	1.00	-	-	-	(35,194.49)	35,194.49	-	-
01/15/2021			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 \$1 PV ON	0.00	-	-	-	-	1,150.50	-	-	-
01/15/2021	01/15/2021	01/15/2021	41284WAC4	PAID DOWN PAR VALUE OF HARLEY DAVIDSON 2.340% 2/15/24	-35,194.49	-	-	-	-	35,194.49	(35,191.77)	-	2.72
01/15/2021			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 \$1 PV ON 3	0.00	-	-	-	-	370.83	-	-	-
01/15/2021			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 \$1 PV C	0.00	-	-	-	-	558.53	-	-	-
01/15/2021	01/15/2021	01/15/2021	47789JAD8	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23	-17,072.63	-	-	-	-	17,072.63	(17,070.53)	-	2.10
01/15/2021			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 \$1 PV C	0.00	-	-	-	-	394.17	-	-	-
01/15/2021			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 \$1 PV ON	0.00	-	-	-	-	436.50	-	-	-
01/15/2021			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 \$1 PV	0.00	-	-	-	-	214.67	-	-	-
01/15/2021			80285WAD9	INTEREST EARNED ON SANTANDER DRIVE 0.00001% 7/15/24 \$1 PV C	0.00	-	-	-	-	143.00	-	-	-
01/15/2021			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 \$1 PV ON 3	0.00	-	-	-	-	397.92	-	-	-
01/21/2021	01/21/2021	01/21/2021	3134GWAR7	FULL CALL PAR VALUE OF F H L M C M T N 0.750% 7/21/25 /CALLS/	-500,000.00	1.00	-	-	-	500,000.00	(500,000.00)	-	-
01/21/2021			3134GWAR7	INTEREST EARNED ON F H L M C M T N 0.750% 7/21/25 \$1 PV ON 50	0.00	-	-	-	-	1,875.00	-	-	-
01/21/2021	01/20/2021	01/21/2021	3135G05G4	SOLD PAR VALUE OF F N M A 0.250% 7/10/23 /MORGAN STANLE	-510,000.00	1.00	-	-	-	510,953.70	(508,903.50)	2,050.20	-
01/21/2021		01/21/2021	3135G05G4	RECEIVED ACCRUED INTEREST ON SALE OF F N M A 0.250% 7	0.00	-	-	-	-	38.96	-	-	-
01/21/2021	01/21/2021	01/21/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	502,890.45	1.00	-	-	-	(502,890.45)	502,890.45	-	-
01/21/2021	01/20/2021	01/21/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /MC	510,000.00	1.00	-	-	-	(509,940.23)	509,940.23	-	-
01/21/2021		01/21/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(36.98)	-	-	-
01/22/2021	01/21/2021	01/22/2021	3130AGWK7	SOLD PAR VALUE OF F H L B DEB 1.500% 8/15/24 /J.P. MORGAN S	-150,000.00	1.04	-	-	-	156,670.50	(149,647.50)	-	7,023.00
01/22/2021		01/22/2021	3130AGWK7	RECEIVED ACCRUED INTEREST ON SALE OF F H L B DEB 1.500%	0.00	-	-	-	-	981.25	-	-	-
01/22/2021	01/21/2021	01/22/2021	3137EAEW5	SOLD PAR VALUE OF F H L M C 0.250% 9/08/23 /BNY MELLON CA	-380,000.00	1.00	-	-	-	380,718.20	(379,874.60)	843.60	-
01/22/2021		01/22/2021	3137EAEW5	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C 0.250% 9	0.00	-	-	-	-	364.17	-	-	-
01/22/2021	01/22/2021	01/22/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-575,325.68	1.00	-	-	-	575,325.68	(575,325.68)	-	-
01/22/2021	01/21/2021	01/22/2021	91282CBD2	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /CIT	585,000.00	1.00	-	-	-	(585,022.85)	585,022.85	-	-
01/22/2021		01/22/2021	91282CBD2	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(44.44)	-</		

## Payden & Rygel Operating Portfolio Transaction Report

### Quarter ended March 31, 2021

Account Number: 001050990415			Name: RIVERSIDE COUNTY TRANS COMM										
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
01/25/2021			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON	0.00	-	-	-	-	237.41	-	-	-
01/25/2021			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURR	0.00	-	-	-	-	-	(30.71)	-	-
01/25/2021	01/25/2021	01/25/2021	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-48,664.23	-	-	-	-	48,664.23	(48,853.30)	-	(189.07)
01/25/2021			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 \$1 PV OI	0.00	-	-	-	-	375.73	-	-	-
01/25/2021			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURI	0.00	-	-	-	-	-	(24.38)	-	-
01/25/2021			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 \$1 PV ON	0.00	-	-	-	-	299.39	-	-	-
01/25/2021			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURF	0.00	-	-	-	-	-	(12.97)	-	-
01/25/2021	01/25/2021	01/25/2021	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-421.98	-	-	-	-	421.98	(423.15)	-	(1.17)
01/25/2021			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MT 3.320% 2/25/23 \$1 PV ON	0.00	-	-	-	-	1,326.51	-	-	-
01/25/2021			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MT 3.320% 2/25/23 CURR	0.00	-	-	-	-	-	(405.36)	-	-
01/25/2021			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 \$1 PV ON	0.00	-	-	-	-	1,249.50	-	-	-
01/25/2021			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURF	0.00	-	-	-	-	-	(470.13)	-	-
01/25/2021	01/25/2021	01/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	66,362.25	1.00	-	-	-	(66,362.25)	66,362.25	-	-
01/25/2021	01/25/2021	01/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,326.51	1.00	-	-	-	(1,326.51)	1,326.51	-	-
01/26/2021				TRUST FEES COLLECTED CHARGED FOR PERIOD 12/01/2020 THRU 12/31/2020	0.00	-	-	-	-	(579.72)	-	-	-
01/26/2021	01/26/2021	01/26/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-579.72	1.00	-	-	-	579.72	(579.72)	-	-
01/27/2021			06406RAM9	INTEREST EARNED ON BANK OF NY MTN 1.850% 1/27/23 \$1 PV ON	0.00	-	-	-	-	2,775.00	-	-	-
01/27/2021	01/26/2021	01/27/2021	3137EAEQ8	SOLD PAR VALUE OF F H L M C 0.375% 4/20/23 /MORGAN STANL	-560,000.00	1.01	-	-	-	562,805.60	(558,600.00)	4,205.60	-
01/27/2021			3137EAEQ8	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C 0.375% 4/20/23	0.00	-	-	-	-	565.83	-	-	-
01/27/2021	01/27/2021	01/27/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	566,146.43	1.00	-	-	-	(566,146.43)	566,146.43	-	-
02/01/2021			212204JC6	INTEREST EARNED ON CONTRA COSTA CA 1.652% 8/01/22 \$1 PV ON	0.00	-	-	-	-	2,478.00	-	-	-
02/01/2021	02/01/2021	02/01/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-528,447.42	1.00	-	-	-	528,447.42	(528,447.42)	-	-
02/01/2021			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SH	0.00	-	-	-	-	2.22	-	-	-
02/01/2021			3582326S0	INTEREST EARNED ON FRESNO CALIF UNI CA 0.719% 8/01/24 \$1 PV O	0.00	-	-	-	-	362.50	-	-	-
02/01/2021			365298Y28	INTEREST EARNED ON GARDEN GROVE CA 1.875% 8/01/21 \$1 PV O	0.00	-	-	-	-	2,812.50	-	-	-
02/01/2021			544290JC4	INTEREST EARNED ON LOS ALTOS CA SCH 2.143% 8/01/23 \$1 PV ON	0.00	-	-	-	-	4,178.85	-	-	-
02/01/2021			796720ME7	INTEREST EARNED ON SAN BERNARDINO CA 1.883% 8/01/22 \$1 PV C	0.00	-	-	-	-	4,095.53	-	-	-
02/01/2021			796720NP1	INTEREST EARNED ON SAN BERNARDINO CA 0.729% 8/01/23 \$1 PV C	0.00	-	-	-	-	546.75	-	-	-
02/01/2021			79730CJG0	INTEREST EARNED ON SAN DEIGO CA PUB 1.327% 8/01/23 \$1 PV ON	0.00	-	-	-	-	530.80	-	-	-
02/01/2021			79770GGP5	INTEREST EARNED ON SAN FRANCISCO CA 2.375% 8/01/22 \$1 PV ON	0.00	-	-	-	-	4,750.00	-	-	-
02/01/2021			79770GGP5	AMORTIZED PREMIUM ON SAN FRANCISCO CA 2.375% 8/01/22 CURR	0.00	-	-	-	-	-	(221.47)	-	-
02/01/2021			835569GP3	INTEREST EARNED ON SONOMA CNTY CA 1.969% 8/01/22 \$1 PV ON	0.00	-	-	-	-	4,134.90	-	-	-
02/01/2021			911759MU9	INTEREST EARNED ON U S DEPT HSG & URB 2.570% 8/01/21 \$1 PV ON	0.00	-	-	-	-	1,285.00	-	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -21.	0.00	-	-	-	-	-	(214.12)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -22.	0.00	-	-	-	-	-	(221.43)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY -27.	0.00	-	-	-	-	-	(27.34)	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 214.	0.00	-	-	-	-	-	214.12	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 221.	0.00	-	-	-	-	-	221.43	-	-
02/01/2021			91282CBA8	FED BASIS OF U S TREASURY NT 0.125% 12/15/23 ADJUSTED BY 27.	0.00	-	-	-	-	-	27.34	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBA8	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/15/23 /CITADEL S	-5,580,000.00	1.00	-	-	-	5,571,935.16	(5,567,718.36)	4,216.80	-
02/01/2021		02/01/2021	91282CBA8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	919.78	-	-	-
02/01/2021			91282CBD2	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 12/31/22 CURR	0.00	-	-	-	-	-	(0.33)	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BMO CAPI	-2,900,700.00	1.00	-	-	-	2,901,459.11	(2,899,574.25)	1,884.86	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	320.52	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /BOFA SEC	-2,900,700.00	1.00	-	-	-	2,901,404.90	(2,899,566.92)	1,837.98	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	320.52	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 /NOMURA S	-1,453,600.00	1.00	-	-	-	1,453,980.41	(1,453,032.19)	948.22	-
02/01/2021		02/01/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	160.62	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBE0	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/15/24 /CIT	7,255,000.00	1.00	-	-	-	(7,243,097.27)	7,243,097.27	-	-
02/01/2021		02/01/2021	91282CBE0	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(425.88)	-	-	-
02/01/2021	01/26/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /MO	560,000.00	1.00	-	-	-	(560,000.00)	560,000.00	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(1.93)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BMO	2,156,800.00	1.00	-	-	-	(2,157,389.76)	2,157,389.76	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(7.45)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BOI	2,156,800.00	1.00	-	-	-	(2,157,347.63)	2,157,347.63	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(7.45)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /NOI	1,080,600.00	1.00	-	-	-	(1,080,895.48)	1,080,895.48	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(3.73)	-	-	-
02/01/2021	01/29/2021	02/01/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /NAI	185,800.00	1.00	-	-	-	(185,850.80)	185,850.80	-	-
02/01/2021		02/01/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(0.64)	-	-	-
02/01/2021			916544ER6	INTEREST EARNED ON UPPER SANTA CLARA CA 0.525% 8/01/22 \$1 PV	0.00	-	-	-	-	904.75	-	-	-
02/02/2021	02/02/2021	02/02/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2.22	1.00	-	-	-	(2.22)	2.22	-	-
02/03/2021	02/02/2021	02/03/2021	3137EAE54	SOLD PAR VALUE OF F H L M C M T N 0.250% 6/26/23 /BNY MELLON	-540,000.00	1.00	-	-	-	541,290.60	(538,423.20)	2,867.40	-
02/03/2021		02/03/2021	3137EAE54	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C M T N 0.250%	0.00	-	-	-	-	138.75	-	-	-
02/03/2021	02/03/2021	02/03/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,318.29	1.00	-	-	-	(1,318.29)	1,318.29	-	-
02/03/2021	02/02/2021	02/03/2021	91282CBG5	PURCHASED PAR VALUE OF U S TREASURY NT 0.125% 1/31/23 /BN	540,000.00	1.00	-	-	-	(540,105.47)	540,105.47	-	-
02/03/2021		02/03/2021	91282CBG5	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.1	0.00	-	-	-	-	(5.59)	-	-	-
02/08/2021			06050TMJ8	INTEREST EARNED ON BANK OF AMERICA MTN 3.335% 1/25/23 \$1 PV	0.00	-	-	-	-	(8,574.66)	-	-	-
02/08/2021			06050TMJ8	INTEREST EARNED ON BANK OF AMERICA MTN 3.335% 1/25/23 \$1 PV	0.00	-	-	-	-	8,671.00	-	-	-
02/08/2021	02/08/2021	02/08/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	96.34	1.00	-	-	-	(96.34)	96.34	-	-
02/11/2021			166756AJ5	INTEREST EARNED ON CHEVRON USA INC 0.426% 8/11/23 \$1 PV ON	0.00	-	-	-	-	243.59	-	-	-
02/11/2021	02/11/2021	02/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL									

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

Account Number: 001050990415			Name: RIVERSIDE COUNTY TRANS COMM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</	
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## Payden & Rygel Operating Portfolio Transaction Report

### Quarter ended March 31, 2021

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM													
Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount				
03/03/2021			166764AU4	AMORTIZED PREMIUM ON CHEVRON CORP 0.762% 3/03/22 CURRI	0.00	-	-	-	-	-	(216.92)	-	-				
03/03/2021	03/03/2021	03/03/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	952.50	1.00	-	-	-	(952.50)	952.50	-	-				
03/04/2021	03/04/2021	03/04/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	604,953.33	1.00	-	-	-	(604,953.33)	604,953.33	-	-				
03/04/2021	02/25/2021	03/04/2021	5445872S6	PURCHASED PAR VALUE OF LOS ANGELES CA MUN 0.683% 11/01/24 /	230,000.00	1.00	-	-	-	(230,000.00)	230,000.00	-	-				
03/04/2021			91282CBD2	AMORTIZED PREMIUM ON U S TREASURY NT 0.125% 12/31/22 CURR	0.00	-	-	-	-	-	(0.52)	-	-				
03/04/2021	03/03/2021	03/04/2021	91282CBD2	SOLD PAR VALUE OF U S TREASURY NT 0.125% 12/31/22 J.P. MORG	-835,000.00	1.00	-	-	-	834,771.68	(834,673.83)	97.85	-				
03/04/2021		03/04/2021	91282CBD2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 0.1	0.00	-	-	-	-	181.65	-	-	-				
03/05/2021	03/02/2021	03/05/2021	3137B4GY6	PURCHASED PAR VALUE OF F H L M C MLTCL MT 3.30996% 5/25/23 /M	510,000.00	1.06	-	-	-	(542,114.06)	542,114.06	-	-				
03/05/2021		03/05/2021	3137B4GY6	PAID ACCRUED INTEREST ON PURCHASE OF F H L M C MLTCL MT 3.3	0.00	-	-	-	-	(187.57)	-	-	-				
03/05/2021	03/05/2021	03/05/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-542,301.63	1.00	-	-	-	542,301.63	(542,301.63)	-	-				
03/09/2021	03/09/2021	03/09/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,725.50	1.00	-	-	-	(5,725.50)	5,725.50	-	-				
03/09/2021			94988J6A0	INTEREST EARNED ON WELLS FARGO MTN 2.082% 9/09/22 \$1 PV OI	0.00	-	-	-	-	5,725.50	-	-	-				
03/11/2021			037833DL1	INTEREST EARNED ON APPLE INC 1.700% 9/11/22 \$1 PV ON 525C	0.00	-	-	-	-	4,462.50	-	-	-				
03/11/2021	03/11/2021	03/11/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	593,505.13	1.00	-	-	-	(593,505.13)	593,505.13	-	-				
03/11/2021	03/09/2021	03/11/2021	46647PBB1	SOLD PAR VALUE OF JPMORGAN CHASE CO 3.207% 4/01/23 J.P. MOI	-565,000.00	1.03	-	-	-	580,989.50	(565,000.00)	-	15,989.50				
03/11/2021		03/11/2021	46647PBB1	RECEIVED ACCRUED INTEREST ON SALE OF JPMORGAN CHASE CO	0.00	-	-	-	-	8,053.13	-	-	-				
03/12/2021	02/26/2021	03/12/2021	3130ALJ28	PURCHASED PAR VALUE OF F H L B DB 0.500% 3/12/24 /NOMUR	560,000.00	1.00	-	-	-	(560,000.00)	560,000.00	-	-				
03/12/2021	03/12/2021	03/12/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-560,000.00	1.00	-	-	-	560,000.00	(560,000.00)	-	-				
03/15/2021			06406FAA1	AMORTIZED PREMIUM ON BANK OF NY MTN 2.500% 4/15/21 CURRE	0.00	-	-	-	-	-	(360.89)	-	-				
03/15/2021	03/15/2021	03/15/2021	06406FAA1	FULL CALL PAR VALUE OF BANK OF NY MTN 2.500% 4/15/21 /CALLS	-450,000.00	1.00	-	-	-	450,000.00	(450,000.00)	-	-				
03/15/2021			06406FAA1	INTEREST EARNED ON BANK OF NY MTN 2.500% 4/15/21 \$1 PV ON	0.00	-	-	-	-	4,687.47	-	-	-				
03/15/2021			084670BQ0	INTEREST EARNED ON BERKSHIRE HATHAWAY 2.200% 3/15/21 \$1 PV	0.00	-	-	-	-	5,181.00	-	-	-				
03/15/2021			084670BQ0	ACCREDITED DISCOUNT ON BERKSHIRE HATHAWAY 2.200% 3/15/21	0.00	-	-	-	-	-	4,563.99	-	-				
03/15/2021	03/15/2021	03/15/2021	084670BQ0	MATURED PAR VALUE OF BERKSHIRE HATHAWAY 2.200% 3/15/21 47	-471,000.00	1.00	-	-	-	471,000.00	(471,000.00)	-	-				
03/15/2021			14043MAC5	INTEREST EARNED ON CAPITAL ONE PRIME 1.600% 11/15/24 \$1 PV OI	0.00	-	-	-	-	386.67	-	-	-				
03/15/2021			26208VAD8	INTEREST EARNED ON DRIVE AUTO 0.830% 5/15/24 \$1 PV ON 62	0.00	-	-	-	-	62.25	-	-	-				
03/15/2021	03/15/2021	03/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	143.00	1.00	-	-	-	(143.00)	143.00	-	-				
03/15/2021	03/15/2021	03/15/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	990,566.71	1.00	-	-	-	(990,566.71)	990,566.71	-	-				
03/15/2021			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 \$1 PV ON	0.00	-	-	-	-	1,004.47	-	-	-				
03/15/2021	03/15/2021	03/15/2021	41284WAC4	PAID DOWN PAR VALUE OF HARLEY DAVIDSON 2.340% 2/15/24	-37,399.33	-	-	-	-	37,399.33	(37,396.43)	-	2.90				
03/15/2021			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 \$1 PV ON 3	0.00	-	-	-	-	370.83	-	-	-				
03/15/2021			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 \$1 PV (	0.00	-	-	-	-	456.49	-	-	-				
03/15/2021	03/15/2021	03/15/2021	47789JAD8	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 2.910% 7/17/23	-13,399.94	-	-	-	-	13,399.94	(13,398.29)	-	1.65				
03/15/2021			47789KAC7	INTEREST EARNED ON JOHN DEERE OWNER 1.100% 8/15/24 \$1 PV (	0.00	-	-	-	-	394.17	-	-	-				
03/15/2021			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 \$1 PV ON	0.00	-	-	-	-	436.50	-	-	-				
03/15/2021			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 \$1 PV	0.00	-	-	-	-	214.67	-	-	-				
03/15/2021			693304AP2	INTEREST EARNED ON PECO ENERGY CO 2.375% 9/15/22 \$1 PV ON	0.00	-	-	-	-	1,425.00	-	-	-				
03/15/2021			693304AP2	AMORTIZED PREMIUM ON PECO ENERGY CO 2.375% 9/15/22 CURF	0.00	-	-	-	-	-	(94.00)	-	-				
03/15/2021			717081EM1	INTEREST EARNED ON PFIZER INC 3.000% 9/15/21 \$1 PV ON 250C	0.00	-	-	-	-	3,750.00	-	-	-				
03/15/2021			80285WAD9	INTEREST EARNED ON SANTANDER DRIVE 0.00001% 7/15/24 \$1 PV C	0.00	-	-	-	-	143.00	-	-	-				
03/15/2021			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 \$1 PV ON 3	0.00	-	-	-	-	397.92	-	-	-				
03/16/2021	03/16/2021	03/16/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-565,000.00	1.00	-	-	-	565,000.00	(565,000.00)	-	-				
03/16/2021	03/09/2021	03/16/2021	46647PBZ8	PURCHASED PAR VALUE OF JPMORGAN CHASE CO 0.697% 3/16/24 /	565,000.00	1.00	-	-	-	(565,000.00)	565,000.00	-	-				
03/24/2021	03/23/2021	03/24/2021	3137EAEY1	SOLD PAR VALUE OF F H L M C M T N 0.125% 10/16/23 /MORGAN ST	-420,000.00	1.00	-	-	-	418,710.60	(418,433.40)	277.20	-				
03/24/2021		03/24/2021	3137EAEY1	RECEIVED ACCRUED INTEREST ON SALE OF F H L M C M T N 0.125%	0.00	-	-	-	-	230.42	-	-	-				
03/24/2021	03/24/2021	03/24/2021	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-395.60	1.00	-	-	-	395.60	(395.60)	-	-				
03/24/2021	03/23/2021	03/24/2021	91282CBR1	PURCHASED PAR VALUE OF U S TREASURY NT 0.250% 3/15/24 /MO	420,000.00	1.00	-	-	-	(419,310.94)	419,310.94	-	-				
03/24/2021		03/24/2021	91282CBR1	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 0.2	0.00	-	-	-	-	(25.68)	-	-	-				
03/25/2021				TRUST FEES COLLECTED CHARGED FOR PERIOD 02/01/2021 THRU 0	0.00	-	-	-	-	(579.17)	-	-	-				
03/25/2021			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 \$1 PV	0.00	-	-	-	-	528.00	-	-	-				
03/25/2021	03/25/2021	03/25/2021	05588CAC6	PAID DOWN PAR VALUE OF BMW VEHICLE OWNER 1.920% 1/25/24 P	-8,444.35	603.43	-	-	-	8,444.35	(8,443.22)	-	1.13				
03/25/2021			3136AKQM8	INTEREST EARNED ON F N M A GTD REMIC 3.056% 6/25/24 \$1 PV ON	0.00	-	-	-	-	1,036.75	-	-	-				
03/25/2021			3136AKQM8	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.056% 6/25/24 CURRI	0.00	-	-	-	-	-	(585.18)	-	-				
03/25/2021	03/25/2021	03/25/2021	3136AKQM8	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.056% 6/25/24	-874.86	-	-	-	-	874.86	(928.22)	(53.36)	-				
03/25/2021			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 \$1 PV ON	0.00	-	-	-	-	89.68	-	-	-				
03/25/2021			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRI	0.00	-	-	-	-	-	(13.54)	-	-				
03/25/2021	03/25/2021	03/25/2021	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-1,062.59	-	-	-	-	1,062.59	(1,065.72)	-	(3.13)				
03/25/2021			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 \$1 PV OI	0.00	-	-	-	-	375.73	-	-	-				
03/25/2021			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURI	0.00	-	-	-	-	-	(28.45)	-	-				
03/25/2021			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 \$1 PV ON	0.00	-	-	-	-	297.61	-	-	-				
03/25/2021			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURF	0.00	-	-	-	-	-	(15.04)	-	-				
03/25/2021	03/25/2021	03/25/2021	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-11,050.19	-	-	-	-	11,050.19	(11,078.32)	-	(28.13)				
03/25/2021			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MT 3.320% 2/25/23 \$1 PV ON	0.00	-	-	-	-	1,326.77	-	-	-				
03/25/2021			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MT 3.320% 2/25/23 CURRI	0.00	-	-	-	-	-	(472.92)	-	-				
03/25/2021			3137B4WB8	INTEREST EARNED ON F H L M C MLTCL MTG 3.060% 7/25/23 \$1 PV ON	0.00	-	-	-	-	1,249.50	-	-	-				
03/25/2021			3137B4WB8	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.060% 7/25/23 CURF	0.00	-	-	-	-	-	(548.48)	-	-				
03/25/2021	03/25/2021	03/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	15,457.74	1.00	-	-	-	(15,457.74)	15,457.74	-	-				
03/25/2021	03/25/2021	03/25/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	10,299.12	1.00	-	-	-	(10,299.12)	10,299.12	-	-				
03/29/2021	03/29/2021	03/29/2021	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	240.00	1.00	-	-	-	(240.00)	240.00	-	-				
03/29/2021			654106AH6	INTEREST EARNED ON NIKE INC SR NT 2.400% 3/27/25 \$1 PV ON 20	0.00	-	-	-	-	240.00	-	-	-				
03/31/2021	03/30/2021	03/31/2021	3137EAEV7	SOLD PAR VALUE OF F H L M C M T N 0.250% 8/24/23 /WELLS FARG	-520,000.00	1.00	-										

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

Account Number: 001050990415				Name: RIVERSIDE COUNTY TRANS COMM										
Transaction		Settlement		CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous	Net Cash Amount	Federal Tax Cost	Short Term	Long Term
Date	Trade Date	Date	Fees							Amount		Amount	Gain/Loss	Gain/Loss Amount
											-	191,693.89	18,088.90	25,184.09





# Riverside County Transportation Commission

**SHORT DURATION FIXED INCOME**

APRIL 21, 2021



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**01** MetLife Investment Management Overview

**02** Market Review

**03** Portfolio Review

**04** Appendix



# 1. MetLife Investment Management Overview

# Overview

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

## MIM Highlights

Total Assets Under Management of \$659.6 billion<sup>2</sup> as of December 31, 2020

Separate accounts, proprietary commingled funds and client-specific portfolio solutions

Experienced and tenured investment teams

Deep fundamental research

Leverages the broader resources of the MetLife enterprise

## Global Presence<sup>1,3</sup>



1. As of December 31, 2020, subsidiaries of MetLife, Inc. that provide investment management services to MetLife's general account, separate accounts and/or unaffiliated/third party investors include Metropolitan Life Insurance Company, MetLife Investment Management, LLC, MetLife Investment Management Limited, MetLife Investments Limited, MetLife Investments Asia Limited, MetLife Latin America Asesorias e Inversiones Limitada, MetLife Asset Management Corp. (Japan), and MIM I LLC.

2. As of December 31, 2020. At estimated fair value. See Appendix – End Notes for additional information.

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

# Short Duration Fixed Income Team

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

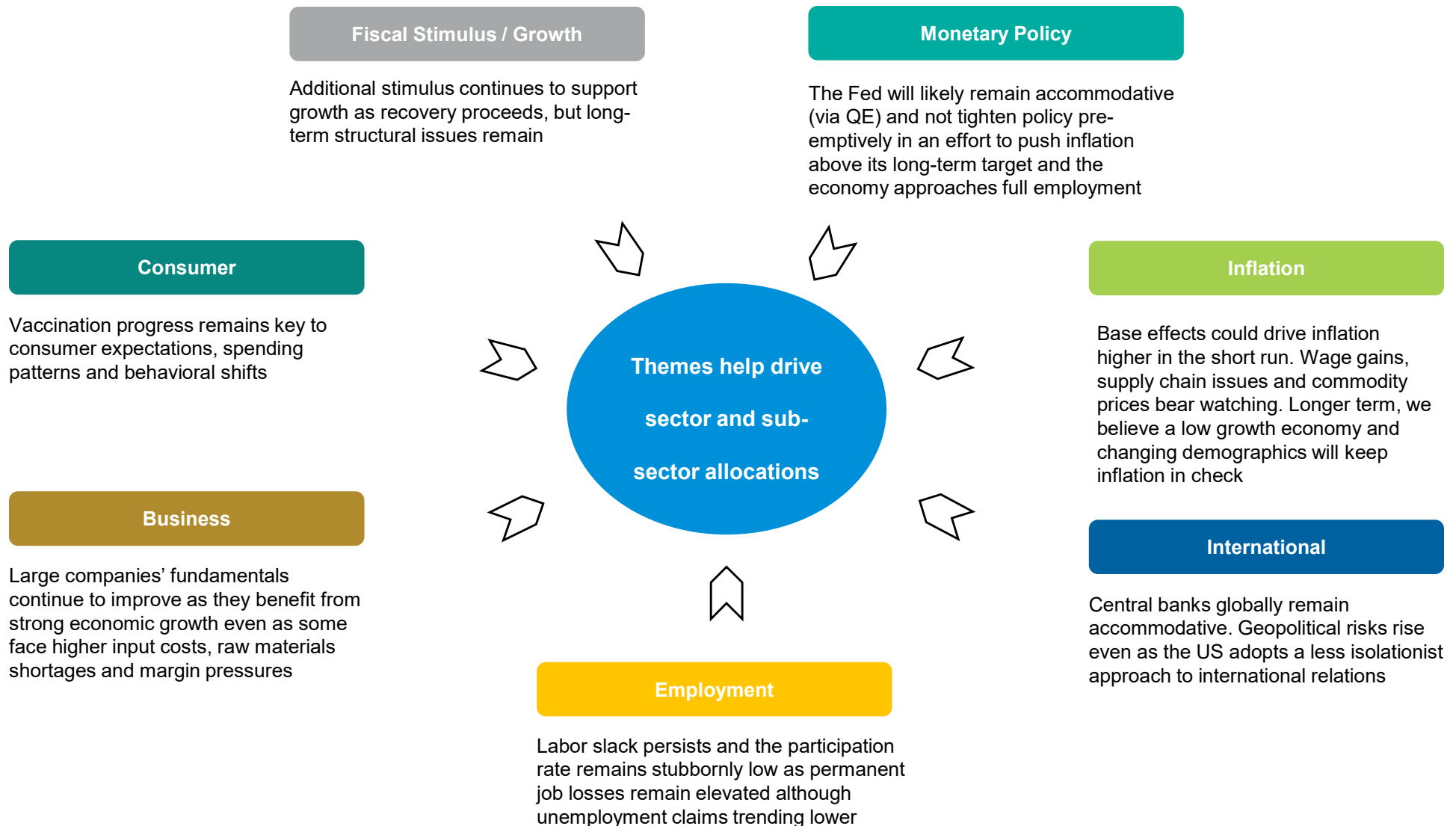
Portfolio Management Support		
Name	Sector	Industry Experience (yrs)
<b>David Wheeler, CFA</b>	Credit	34
<b>Steve Kelly, CFA</b>	Credit	32
<b>Kimberley Slough</b>	Municipals	27
<b>John Palphreyman, CFA</b>	Structured Products	21
<b>Phil Tran</b>	Treasuries, Agencies, Money Markets	17

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

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

## 2. Market Review & Outlook

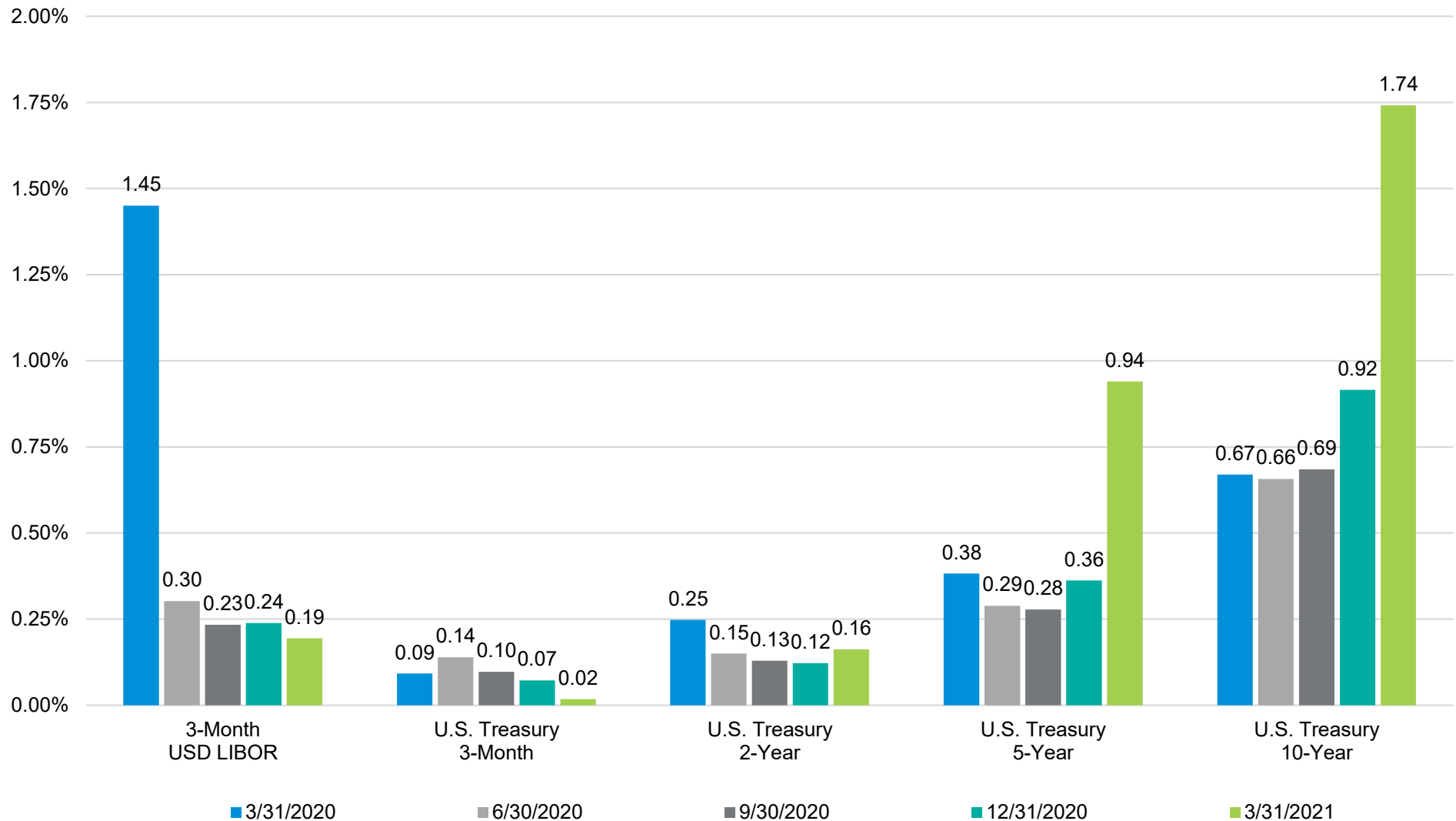
# Current Themes



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

# Yields

As of March 31, 2021

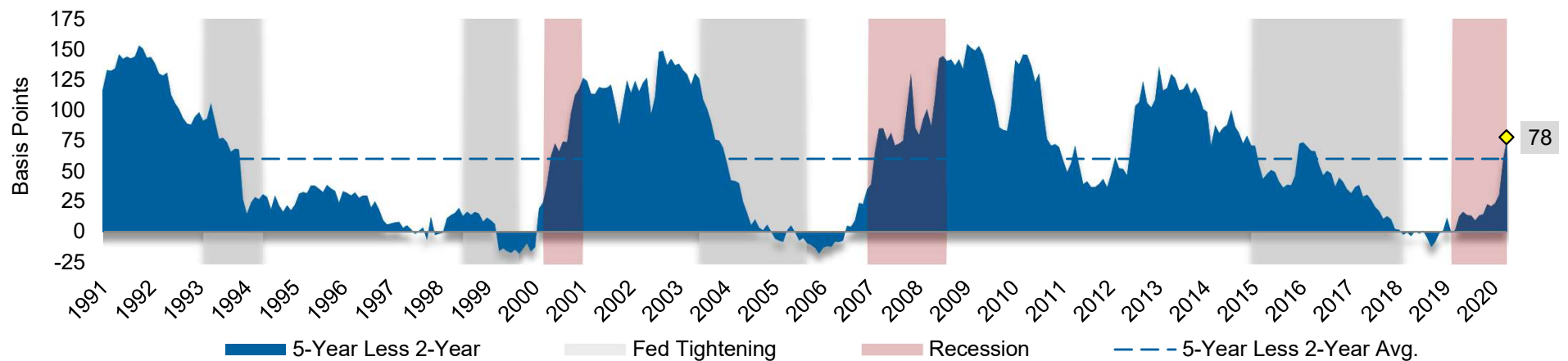


Source: Bloomberg

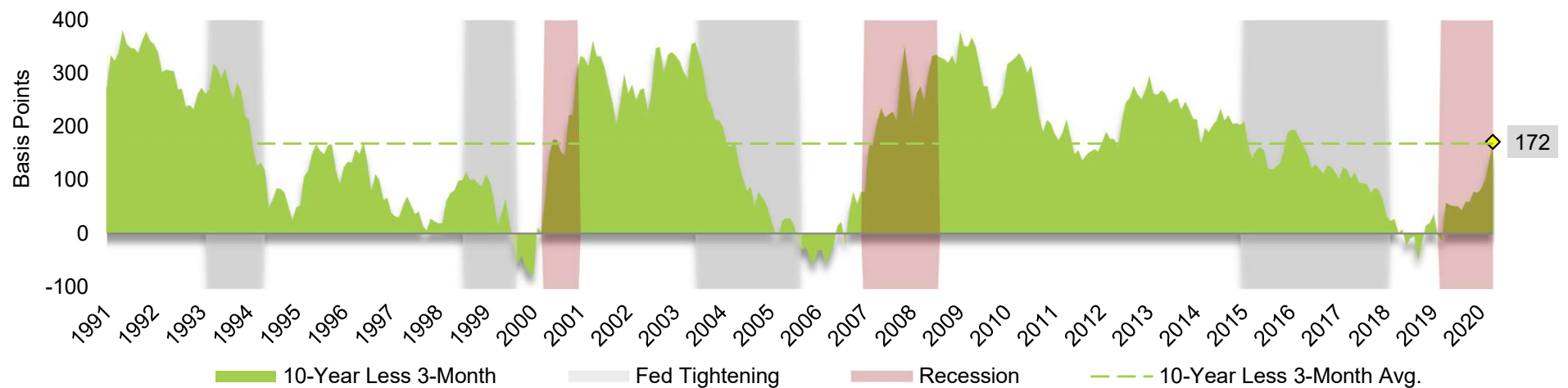
# Yield Curves

As of March 31, 2021

5-Year Less 2-Year



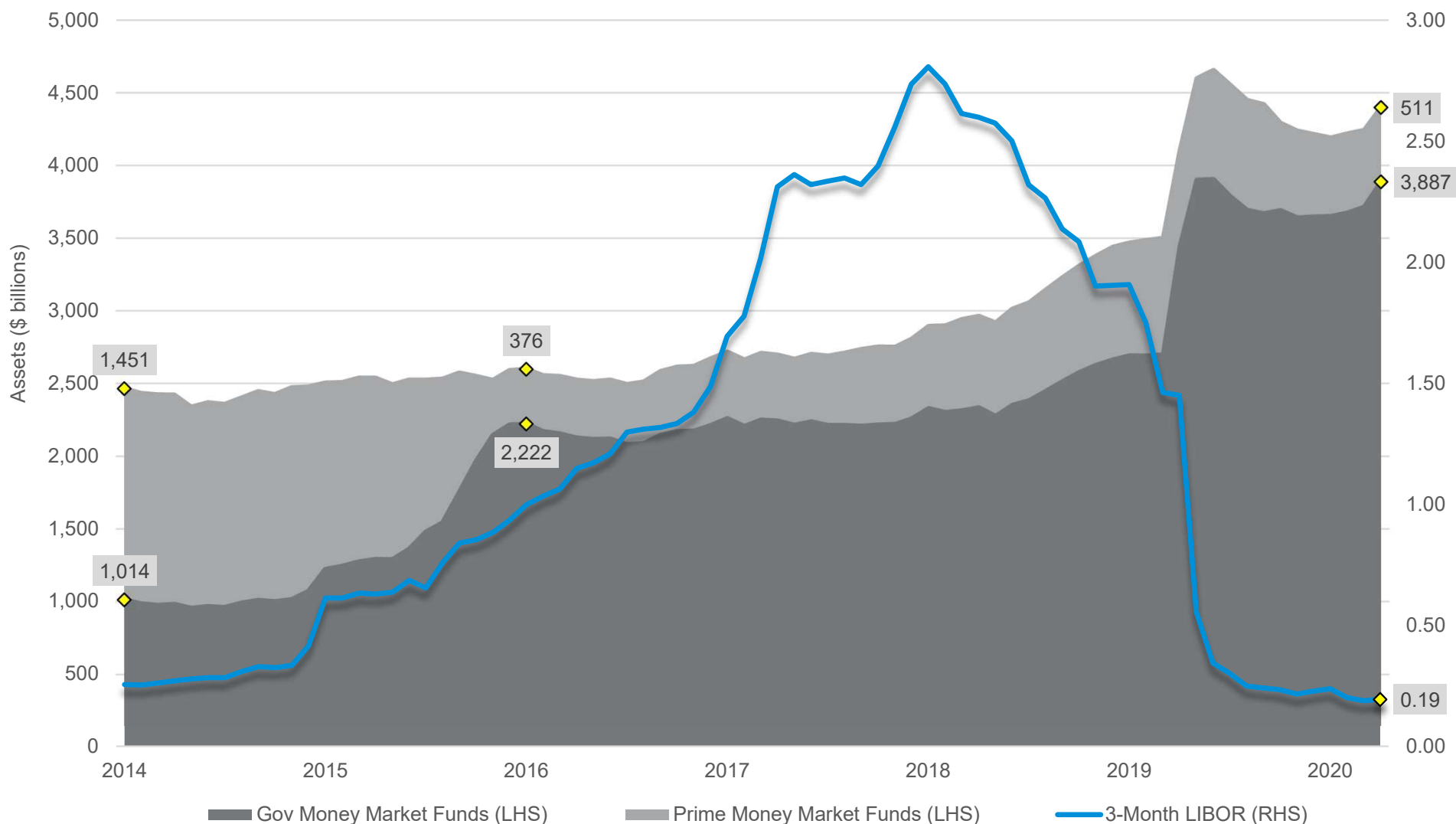
10-Year Less 3-Month



Source: Bloomberg

# Money Market Funds & 3-Month LIBOR

As of March 31, 2021



Source: Bloomberg



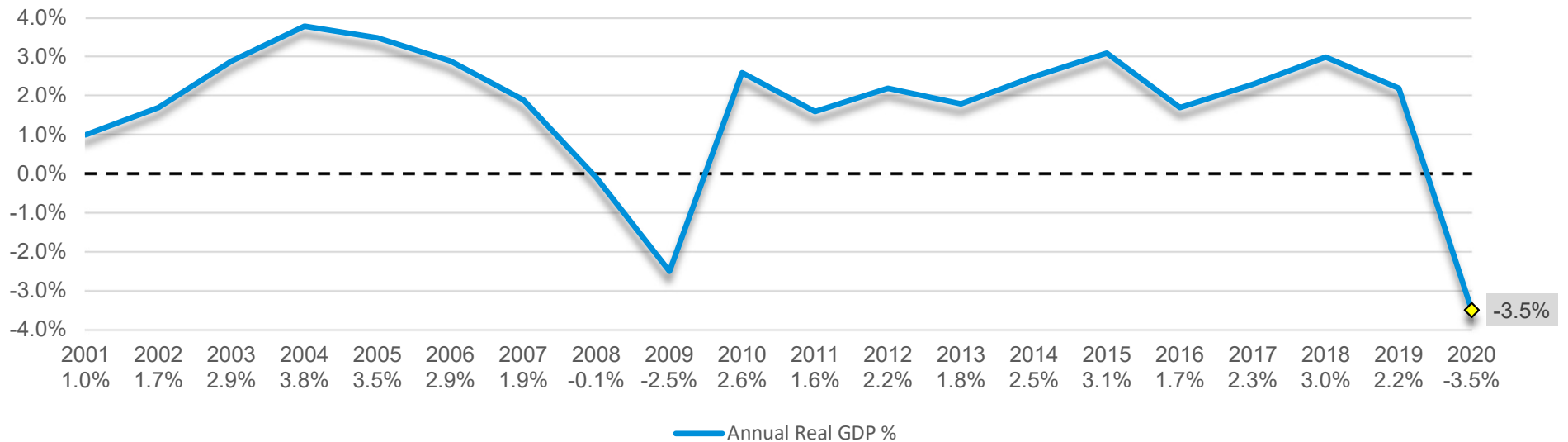
# Federal Reserve Projections

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

Source: Federal Reserve

# Real GDP

As of March 31, 2021



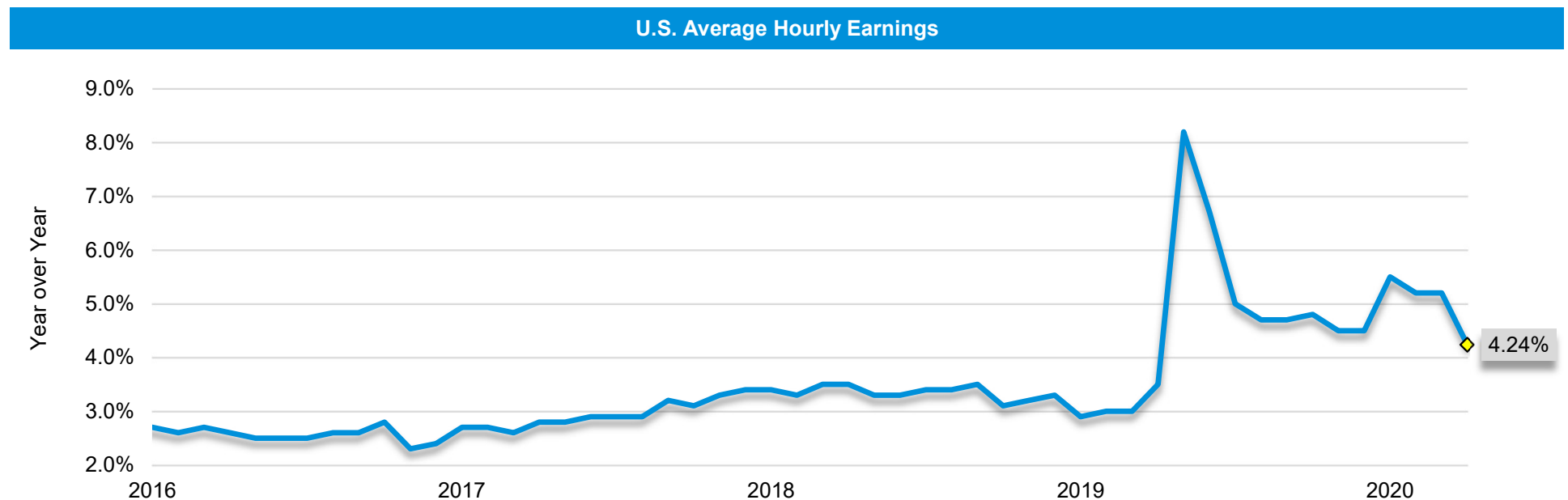
Year	Quarter	Real GDP QoQ (%)	Consumer Spending	Fixed Investment	Government Spending	Net Exports	Inventories
2018	1Q	3.80	1.40	1.42	0.26	0.29	0.41
	2Q	2.70	2.13	0.76	0.50	0.25	-0.94
	3Q	2.10	1.79	0.14	0.44	-1.83	1.58
	4Q	1.30	1.05	0.46	-0.16	-0.27	0.23
2019	1Q	2.90	1.25	0.50	0.43	0.55	0.21
	2Q	1.50	2.47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

Source: Bureau of Economic Analysis

# U.S. Labor & Average Earnings

As of March 31, 2021

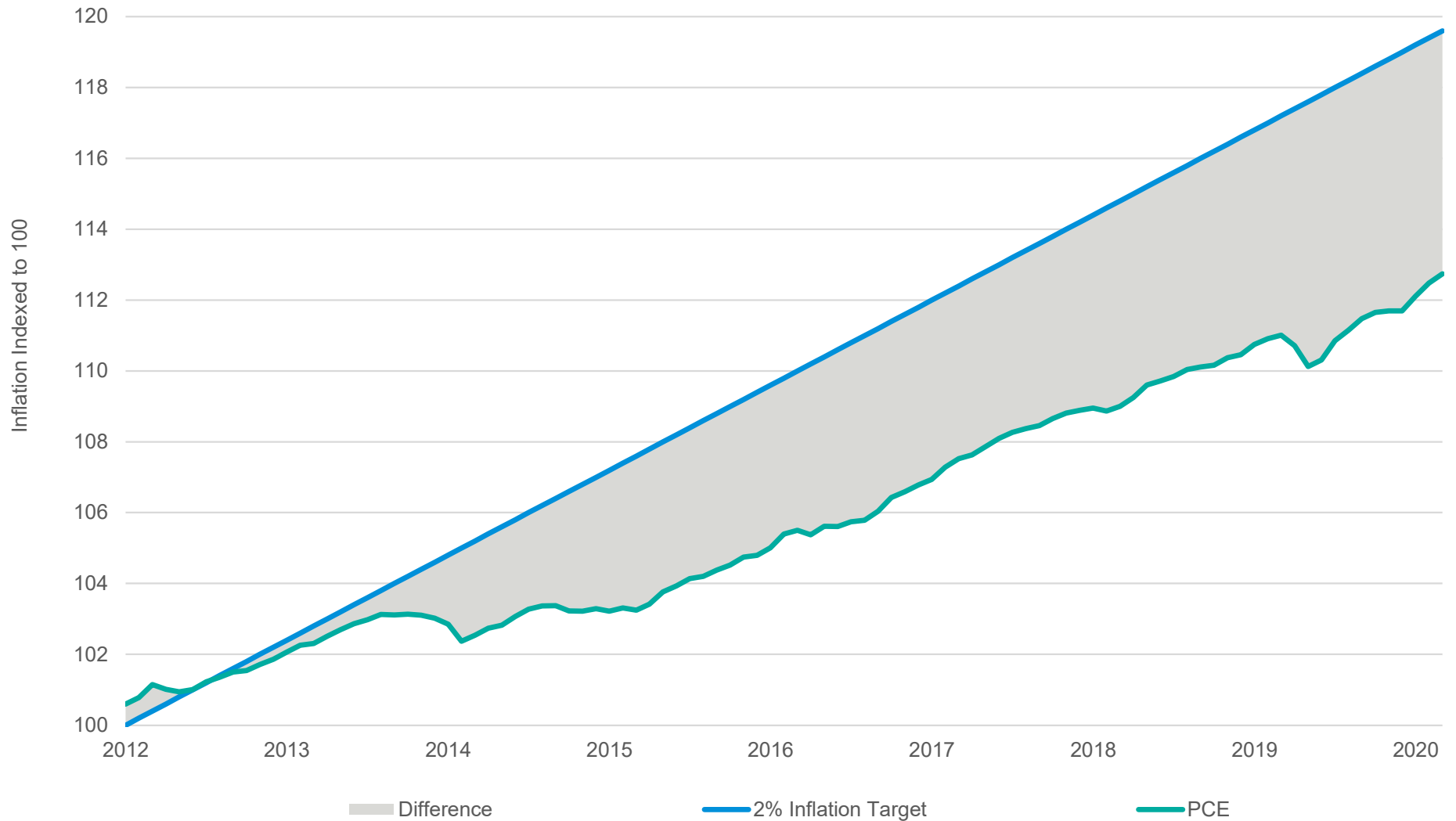
	Labor Force Participation Rate	Unemployment Rate	Non-Farm Payroll
<b>Current</b>	<b>61.5%</b>	<b>6.0%</b>	<b>916,000</b>
Average (2020 - 2021)	61.7%	7.7%	(519,933)



Source: Bureau of Labor Statistics

# Fed Inflation Target

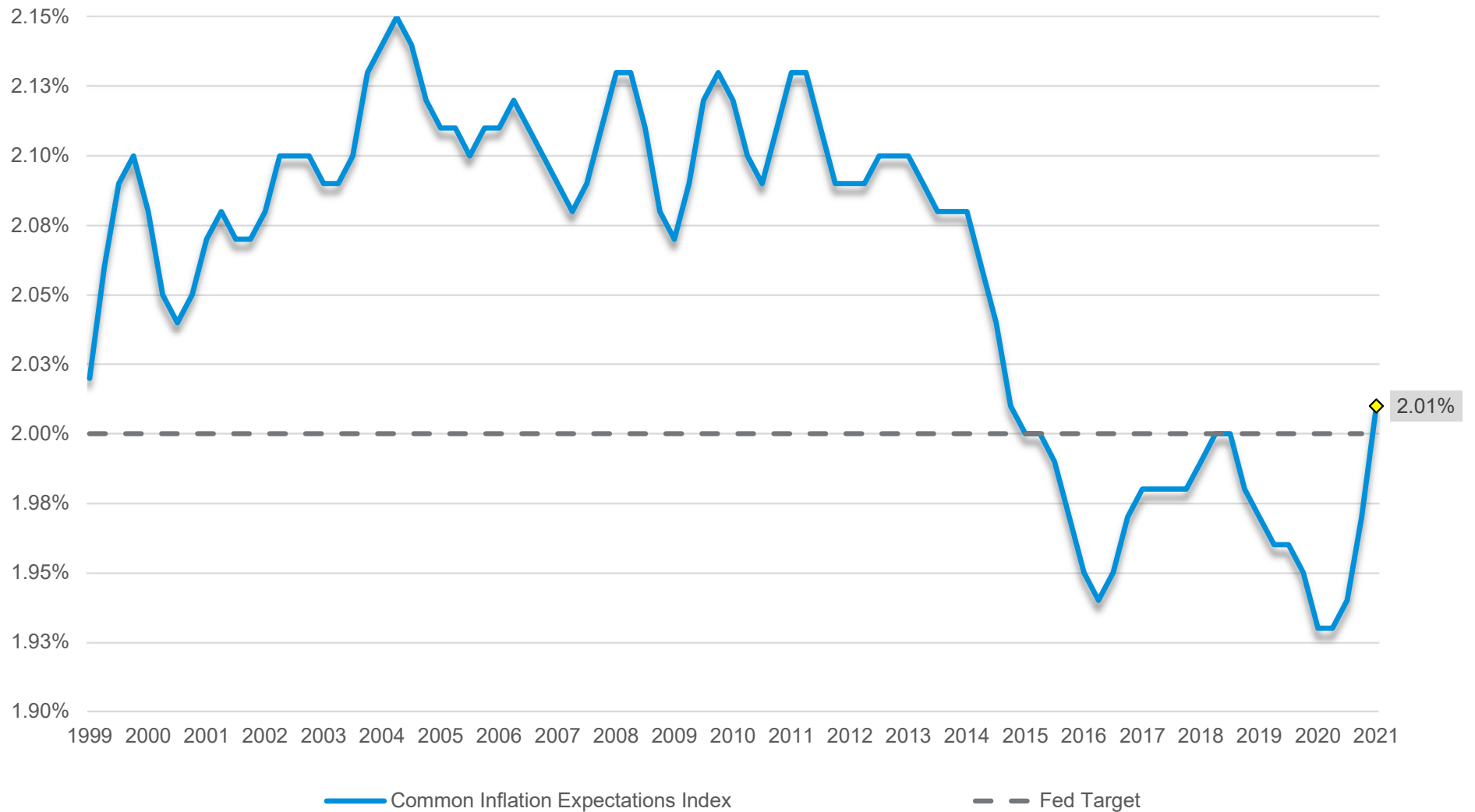
As of February 28, 2021



Source: Bureau of Economic Analysis

# Common Inflation Expectations Index

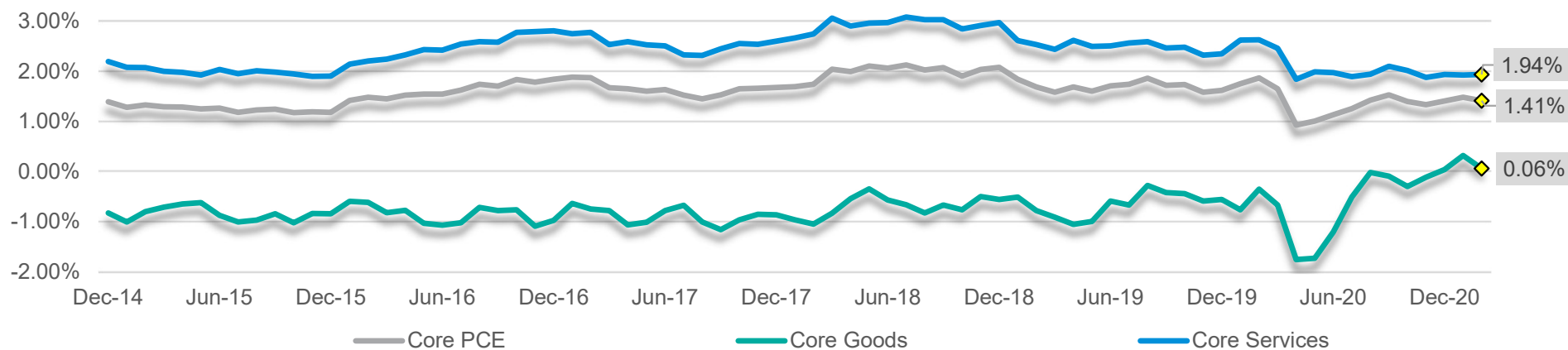
As of March 31, 2021



Source: Federal Reserve

# Inflation

PCE Core Breakdown As of February 28, 2021



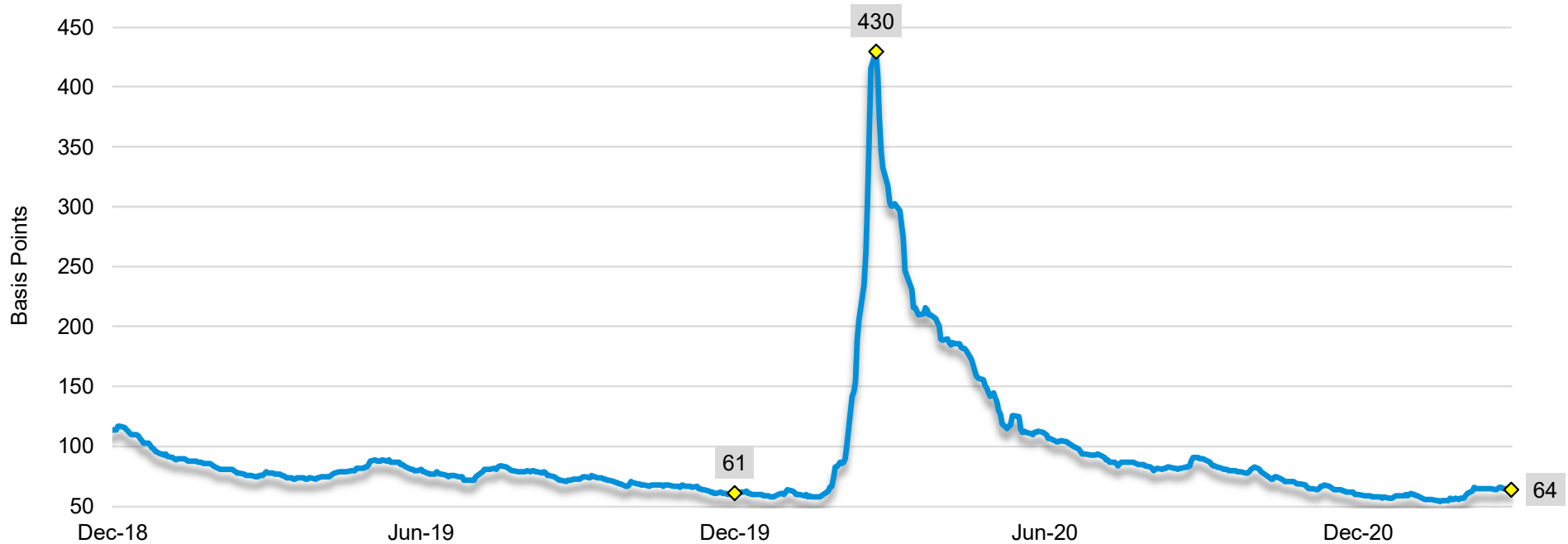
5-Year TIPS Breakeven Rate As of March 31, 2021



Source: Bureau of Economic Analysis, Bloomberg

# ICE BofA Corporate 1-5 Year Index

As of March 31, 2021



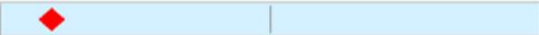

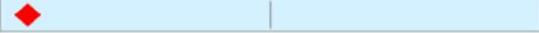

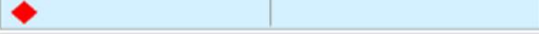
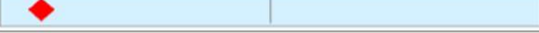
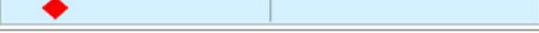



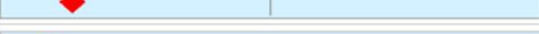

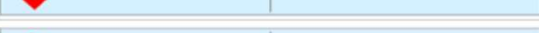
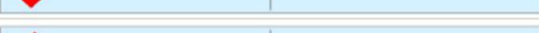
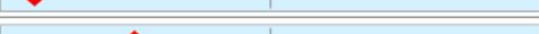
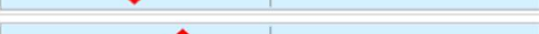
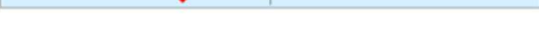
OAS (bps)	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Corporate (1-5)	174	70	61	65	62	196	639	166	136	227	110	89	99	121	96	61	114	61	60	64
Financial (1-5)	165	51	50	57	56	212	663	204	158	308	126	93	96	104	100	60	116	63	62	68
Industrial (1-5)	176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

Past performance is not indicative of future results.

Source: ICE Data Services

# Short Duration Cross Sector Relative Value

As of April 8, 2021

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

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

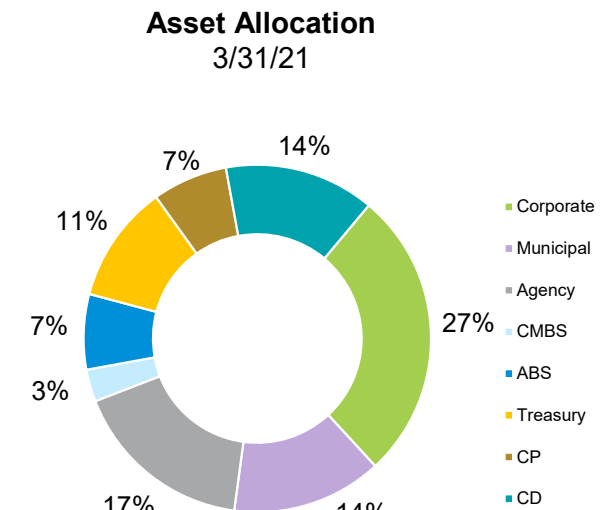
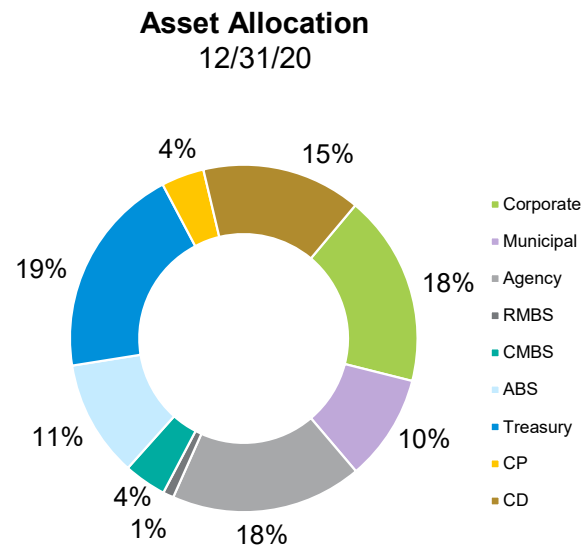


### 3. Portfolio Review

# Portfolio Performance<sup>1</sup> - 2017 Toll Revenue I-15 Project Fund

As of March 31, 2021

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



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

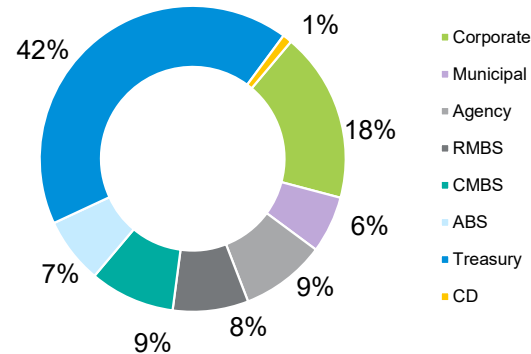
1. Past performance is not indicative of future results. The Since Inception performance returns of the portfolio is as of the first full month following the funding date. The performance benchmark shown for the Riverside County I-15 Express Lanes 2017 Toll Revenue Project Portfolio is the FTSE 6-Month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

# Portfolio Performance<sup>1</sup> - 2013 SR-91 Project Residual

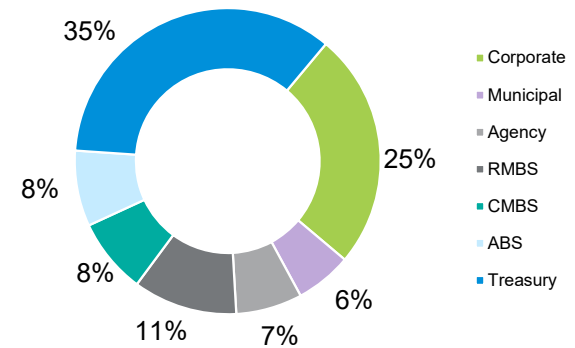
As of March 31, 2021

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

Asset Allocation  
12/31/20



Asset Allocation  
3/31/21



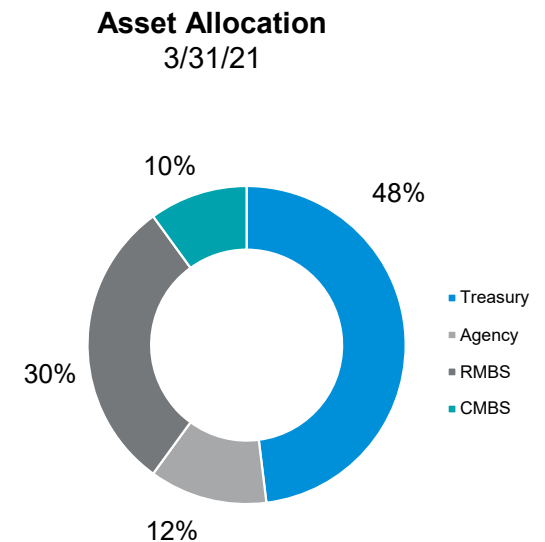
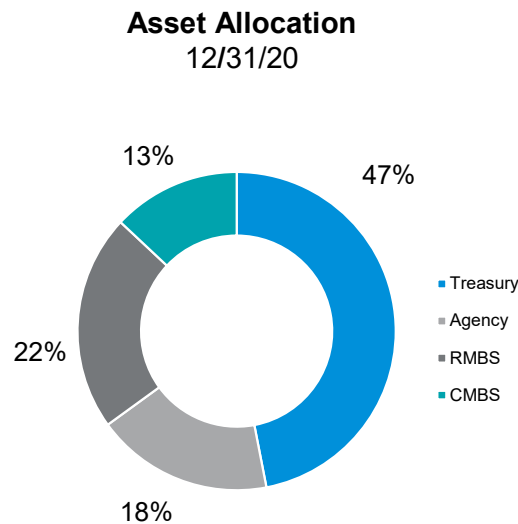
Portfolio Performance (%) <sup>1</sup>			
	QTD	1-Year	Since Inception Annualized (2/1/2018)
Riverside County 2013 SR-91 Project Residual Fund (Gross of Fees)	-0.04	1.19	2.37
Riverside County 2013 SR-91 Project Residual Fund (Net of Fees)	-0.06	1.10	2.27
ICE BofA U.S. Treasury Index 0-2 Year	0.04	0.19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

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

# Portfolio Performance<sup>1</sup> - 2017 Toll Revenue I-15 Ramp Up Reserve

As of March 31, 2021

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



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

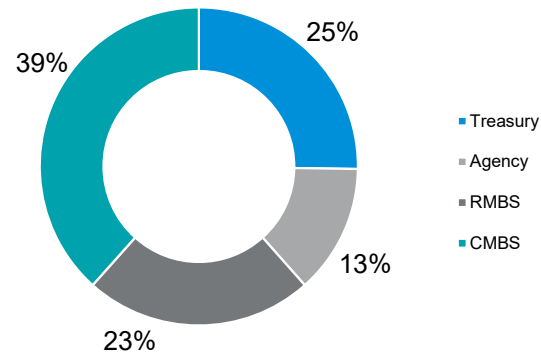
1. Past performance is not indicative of future results. Inception date 12/5/17. Performance returns are calculated as of the first full month following the funding date. Performance for periods greater than one year are annualized. The performance benchmark shown for the Riverside County I-15 Express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

# Portfolio Performance<sup>1</sup> - Debt Reserve Fund

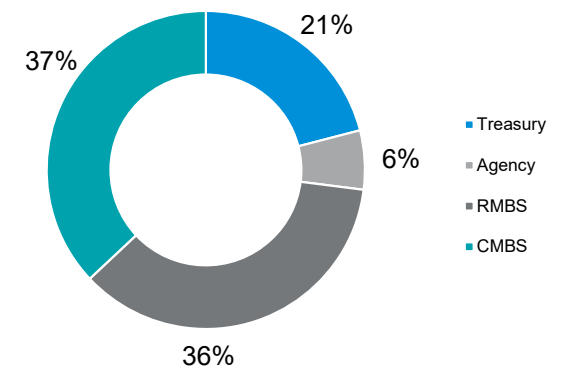
As of March 31, 2021

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

Asset Allocation  
12/31/21



Asset Allocation  
3/31/21



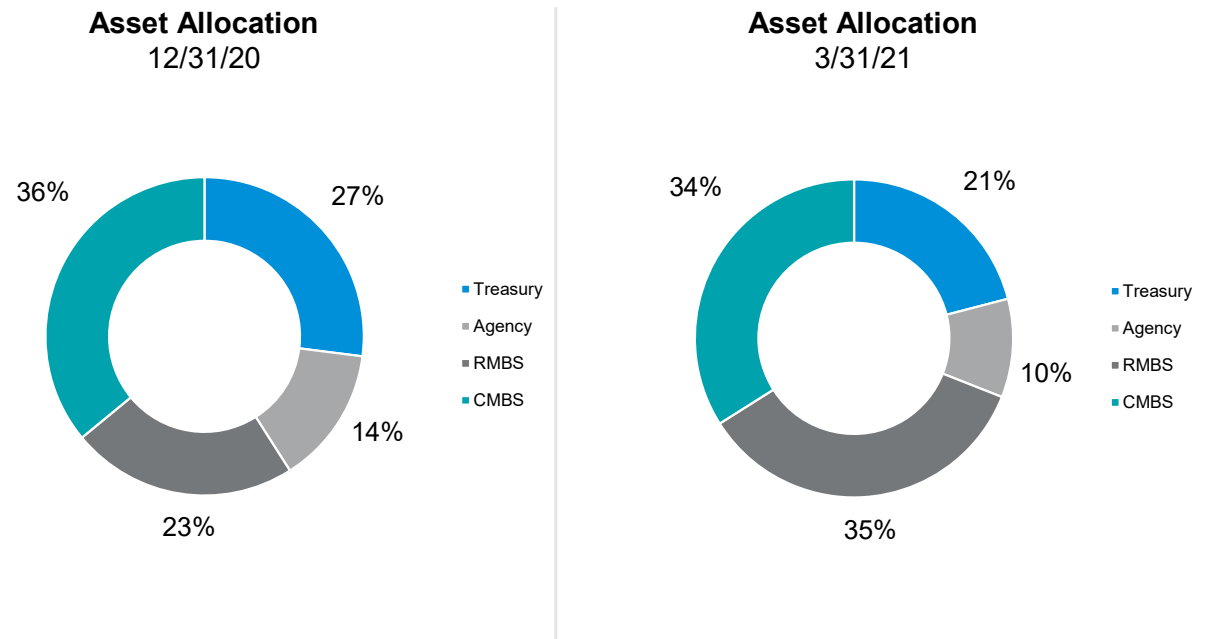
Portfolio Performance (%) <sup>1</sup>			
	QTD	1-Year	Since Inception Annualized (8/1/2013)
Total Debt Service Fund (Gross of Fees)	-0.65	1.04	2.54
Total Debt Service Fund (Net of Fees)	-0.67	0.94	2.47
ICE BofA U.S. Treasury Index 1-3 Year	-0.05	-0.24	1.41
ICE BofA U.S. Treasury Index 3-7 Year	-2.15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

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

# Portfolio Performance<sup>1</sup> - 91 Subordinate Reserve Account

As of March 31, 2021

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



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

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

# RCTC Portfolios

## 2013 SR 91 Reserve and Residual Funds

Portfolio	Beginning Market Value (7/3/2013)	Net Flows	Market Value (3/31/2021)	Change in Market Value
<b>Debt Service Reserve Fund</b>	\$17,667,869	(\$3,444,816)	\$17,849,077	\$3,626,025

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

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

## 2017 I-15 Project

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

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

## 4. Appendix



# Disclosures

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# End Notes

## Explanatory Note

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

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

**General Account AUM** ("GA AUM") is used by MetLife to describe assets in its general account ("GA") investment portfolio which are actively managed and stated at estimated fair value. GA AUM is comprised of GA total investments and cash and cash equivalents, excluding policy loans, contractholder-directed equity securities, fair value option securities and certain other invested assets, as substantially all of these assets are not actively managed in MetLife's GA investment portfolio. Mortgage loans (including commercial, agricultural and residential) and real estate and real estate joint ventures included in GA AUM (at net asset value, net of deduction for encumbering debt) have been adjusted from carrying value to estimated fair value. Classification of GA AUM by sector is based on the nature and characteristics of the underlying investments which can vary from how they are classified under GAAP. Accordingly, the underlying investments within certain real estate and real estate joint ventures that are primarily commercial mortgage loans (at net asset value, net of deduction for encumbering debt) have been reclassified to exclude them from real estate equity and include them as commercial mortgage loans.

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

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

**Third Party AUM** ("TP AUM") is comprised of non-proprietary assets managed by MetLife on behalf of unaffiliated/third party clients, which are stated at estimated fair value. Such non-proprietary assets are owned by unaffiliated/third-party clients and, accordingly, are not included in MetLife, Inc.'s consolidated financial statements.

Additional information about MetLife's general account investment portfolio is available in MetLife, Inc.'s quarterly financial materials for the quarter ended September 30, 2020, which may be accessed through MetLife's Investor Relations web page at <https://investor.metlife.com>.



# **MetLife Investment Management**

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# Payden & Rygel

## QUARTERLY PORTFOLIO REVIEW

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### **Riverside County Transportation Commission**

**1<sup>st</sup> Quarter 2021**



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April 2021

Dear Client,

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

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

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

Warmest regards,



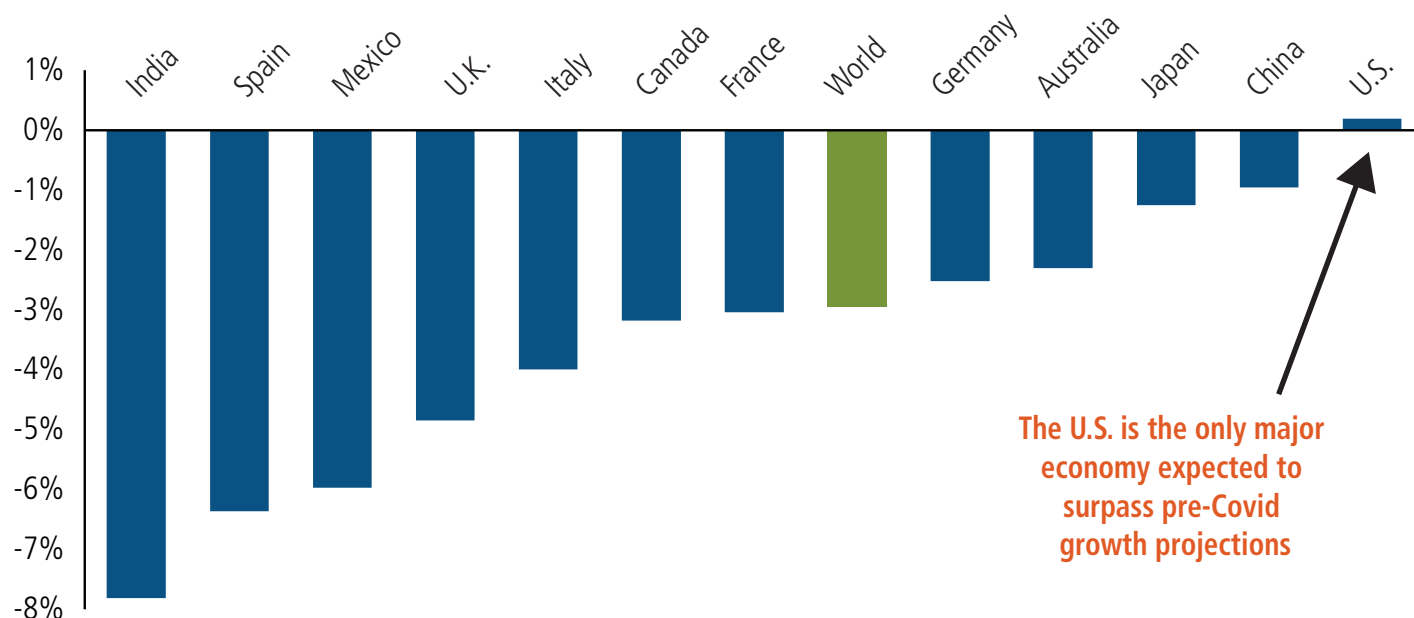
Joan A. Payden

President & CEO



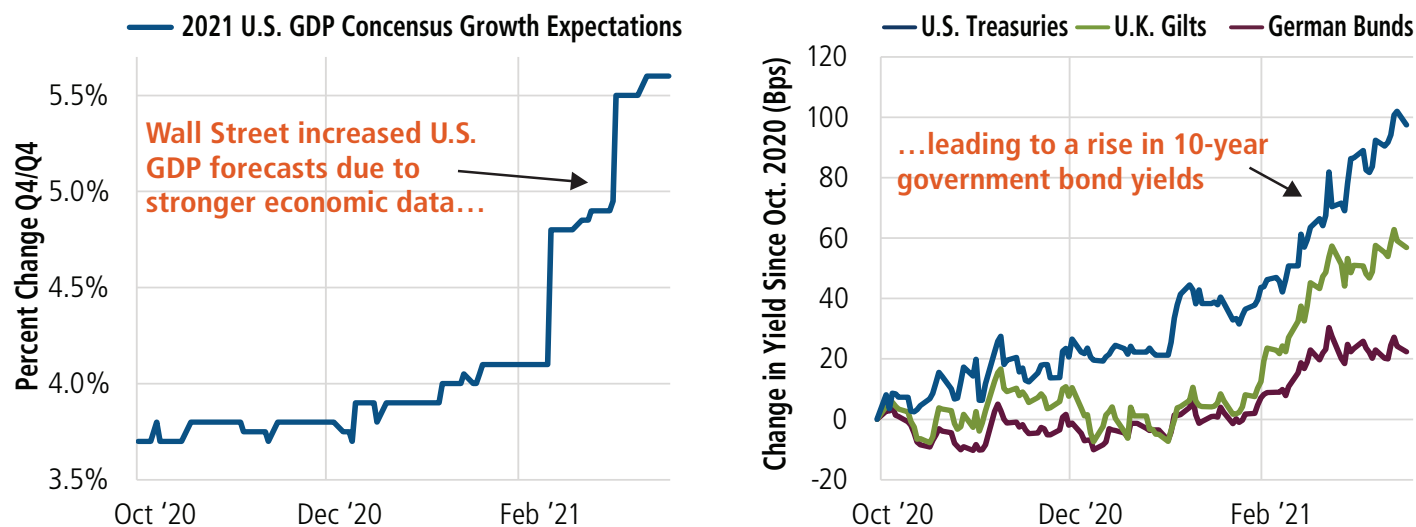
A year ago, the World Health Organization (WHO) declared SARS-CoV-2 a pandemic disease. A year later we're still far from restoring pre-Covid levels of economic output. Based on the Organisation for Economic Cooperation and Development's (OECD) projections, the U.S. is likely to be the only major economy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

## ECONOMIC GROWTH: SHORTFALL COMPARED TO PRE-PANDEMIC PROJECTIONS



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

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



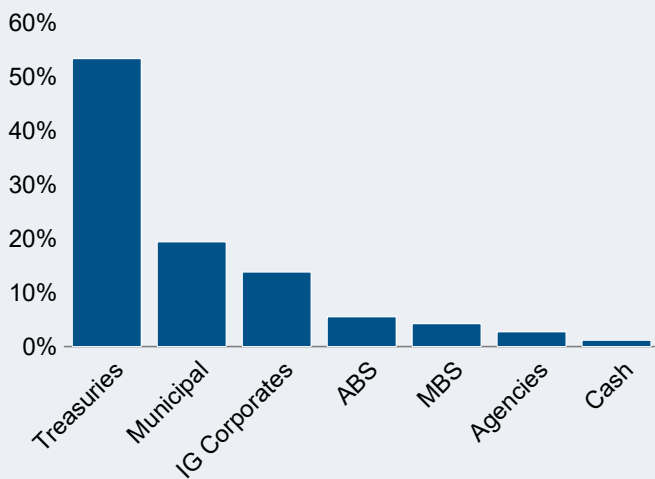
# Riverside County Transportation Commission

## Portfolio Review and Market Update - 1st Quarter 2021

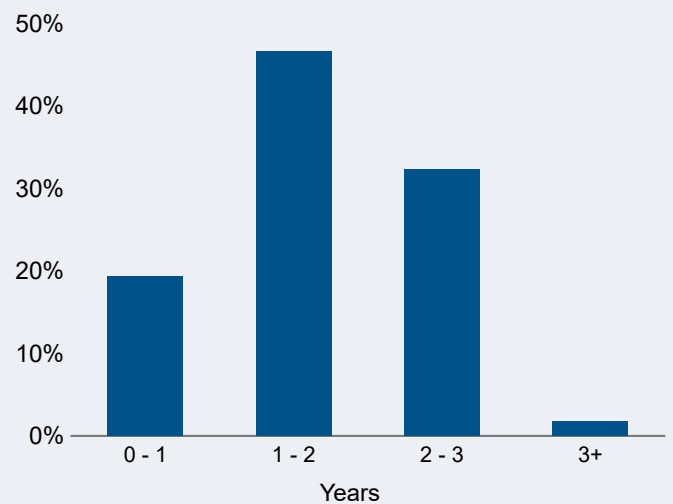
### PORTFOLIO CHARACTERISTICS (As of 3/31/2021)

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

### SECTOR ALLOCATION



### DURATION DISTRIBUTION



### PORTFOLIO RETURNS - Periods Ending 3/31/2021

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

*Periods over one year are annualized*





## MARKET THEMES

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

## STRATEGY

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

## INTEREST RATES

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

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

## SECTORS

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

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





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

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## **OUR STRATEGIES**

### **Multi-Sector**

**Short Maturity Bonds**

**U.S. Core Bond**

**Absolute Return Fixed Income**

**Strategic Income**

**Global Fixed Income**

**Liability Driven Investing**

### **Sector-Specific**

**Emerging Markets Debt**

**Government/Sovereign**

**High Yield Bonds & Loans**

**Inflation-Linked/TIPS**

**Investment Grade Corporate Bonds**

**Municipal Bonds (U.S.)**

**Securitized Bonds**

### **Income-Focused Equities**

**Equity Income**

**Available in:**

**Separate Accounts – Mutual Funds (U.S. and UCITS)**

**Collective Trusts ("CITs") – Customized Solutions**

For more information about Payden & Rygel's strategies, contact us at a location listed below.

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213 625-1900

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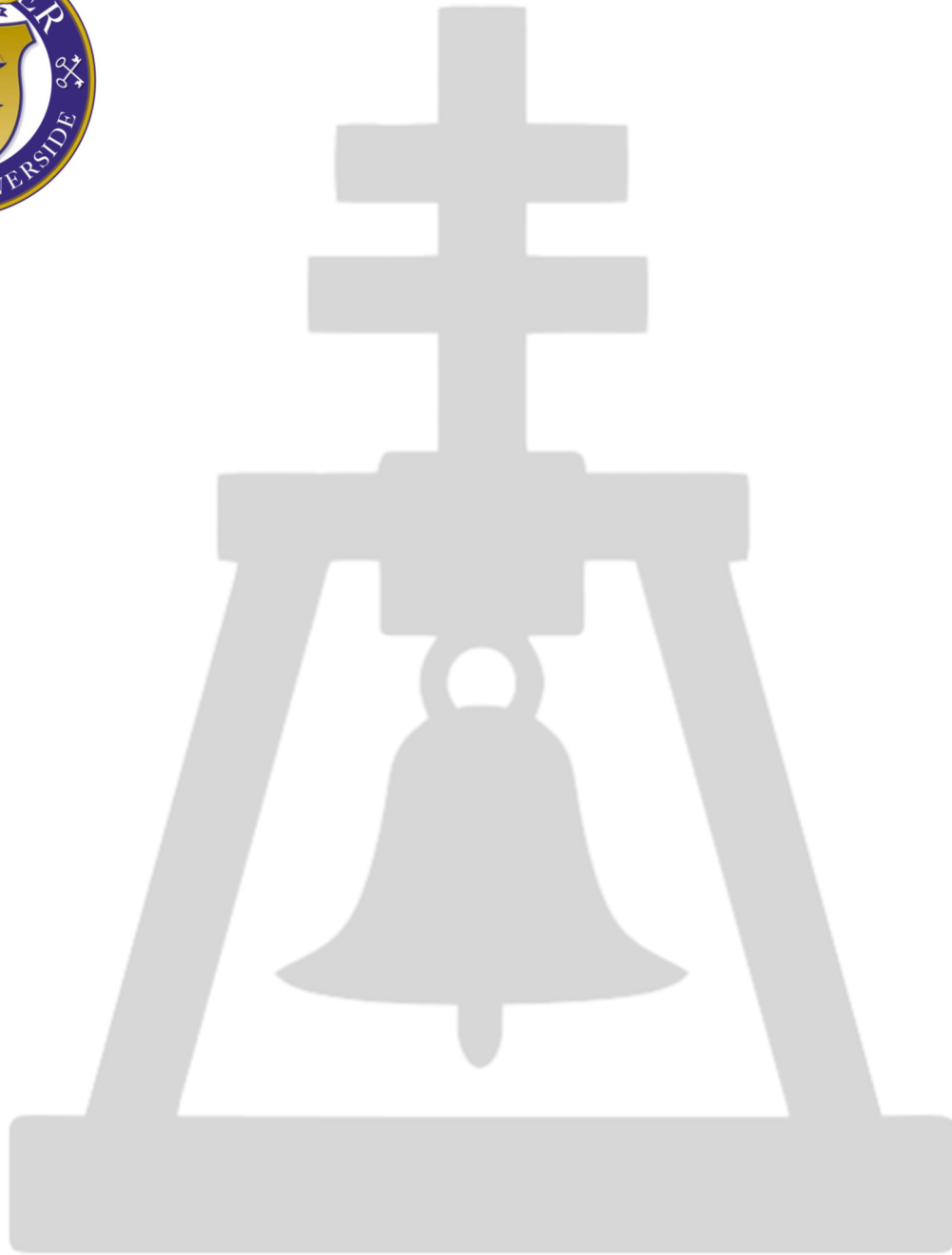
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# County of Riverside

## Treasurer-Tax Collector's Pooled Investment Fund

March 2021

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Chair Jerome Powell during FOMC Press Conference [FOMC Press Conference, March 17, 2021 - YouTube](#)

# Treasurer-Tax Collector's Pooled Investment Fund

## Monthly Commentary

### Economic Recovery Strengthens

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

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

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

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

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

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

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

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

**Matt Jennings**  
Treasurer-Tax Collector

## 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.

## Capital Markets Team

**Matt Jennings**  
Treasurer-Tax Collector

**Giovane Pizano**  
Assistant Treasurer

**Steve Faeth**  
Senior Investment Manager

**Isela Licea**  
Assistant Investment Manager

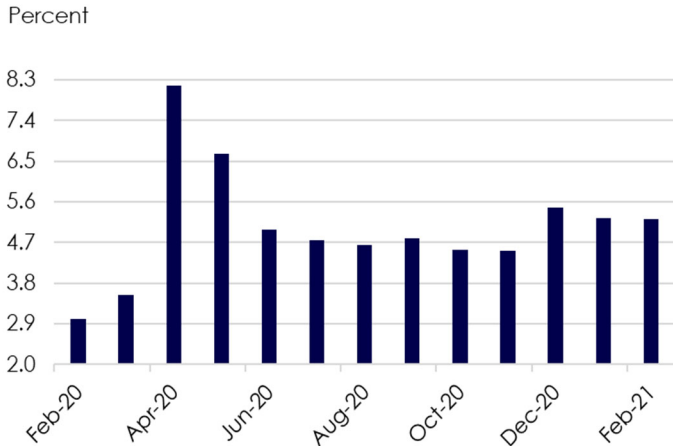
## 6-Month Pool Performance

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

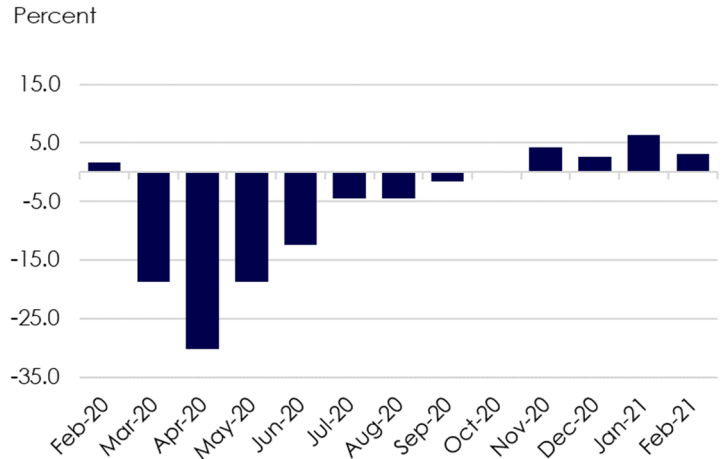
\*Market values do not include accrued interest.

# Economy

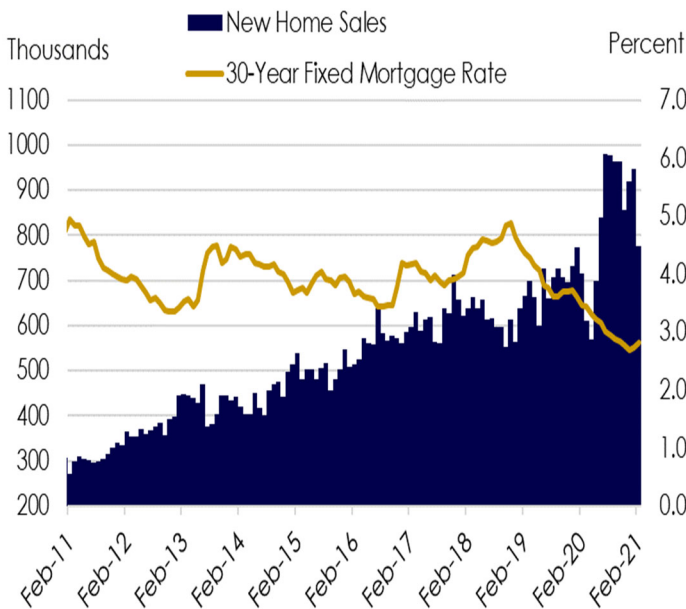
Private Sector Average Hourly Earnings Y/Y



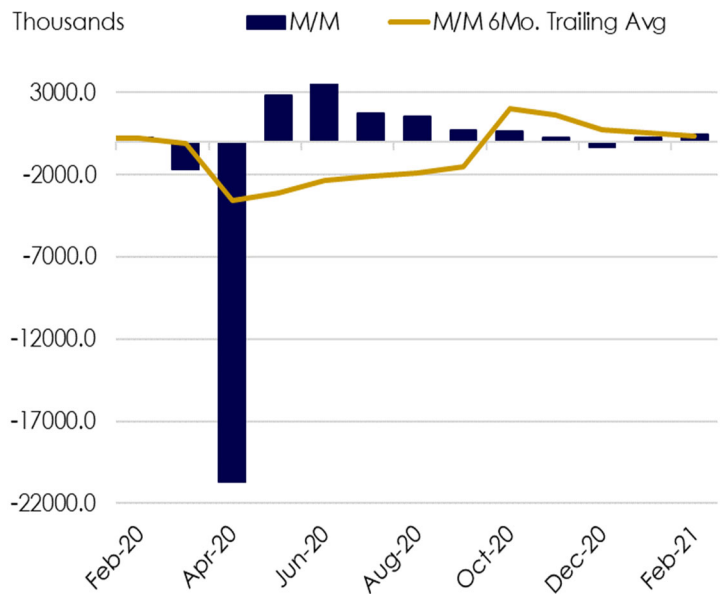
Durable Goods Percent Chg. Y/Y



New Home Sales SAAR



Nonfarm Payrolls Total M/M Change SA



## Key Economic Indicators

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

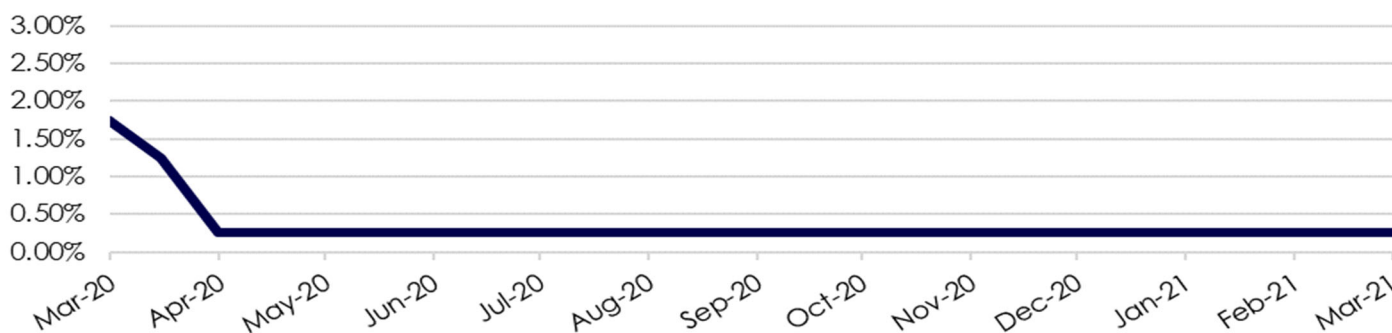
\*Note: 'Prior Year' displays final estimates of indicator values from the equivalent period of the prior year.

# Market Data

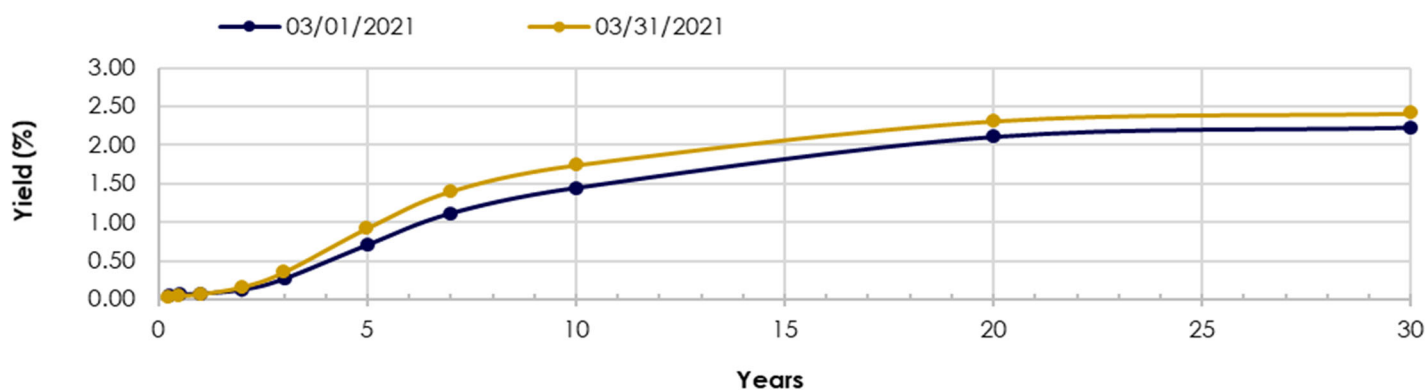
## Federal Open Market Committee Meeting

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

## Fed Funds Target Rate (Upper Limit)



## U.S. Treasury Curve



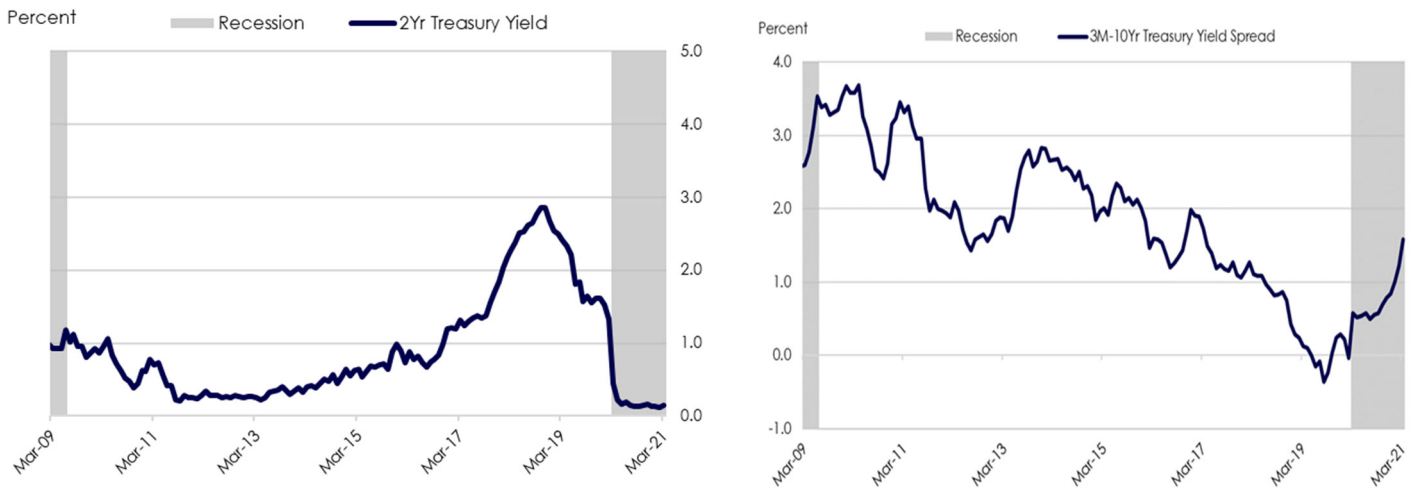
US Treasury Yield Curve	3 Mo	6 Mo	1 Yr	2 Yr	3 Yr	5 Yr	10 Yr	30 Yr
03/31/2021 - 03/01/2021	-0.02	-0.02	-0.01	0.03	0.08	0.21	0.29	0.18
03/31/2021	0.03	0.05	0.07	0.16	0.35	0.92	1.74	2.41
03/01/2021	0.05	0.07	0.08	0.13	0.27	0.71	1.45	2.23

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

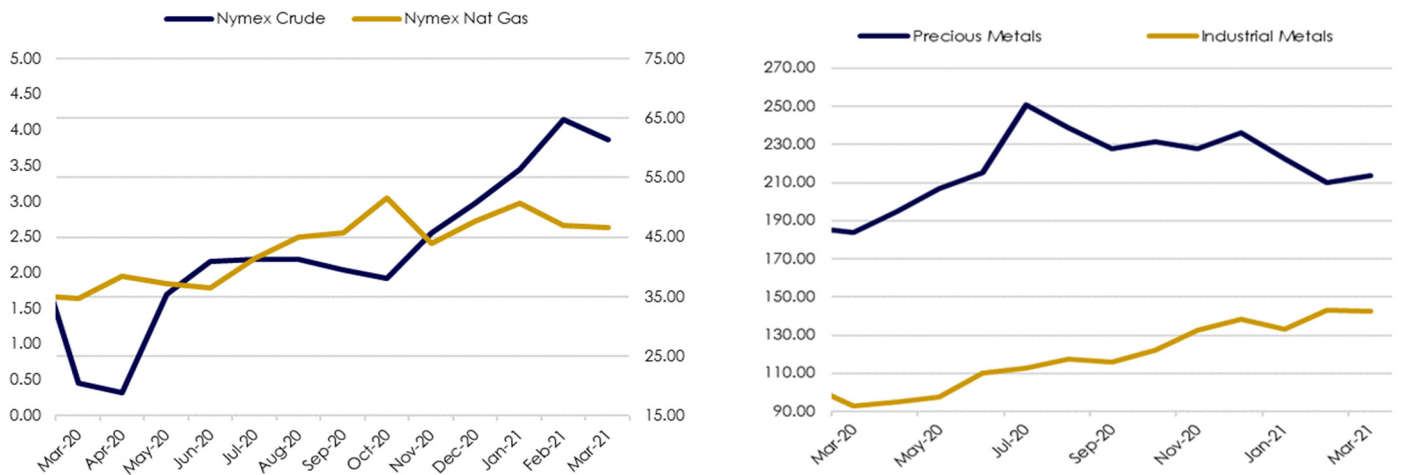


# Market Data cont'd

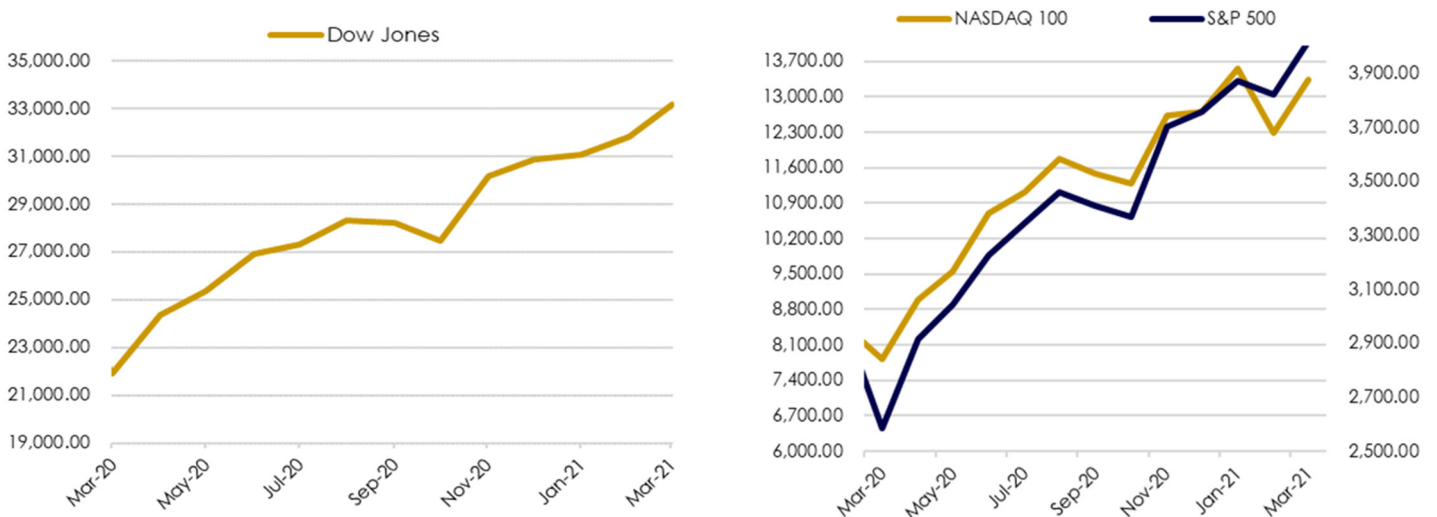
## U.S. Treasuries



## Commodities



## Stocks



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

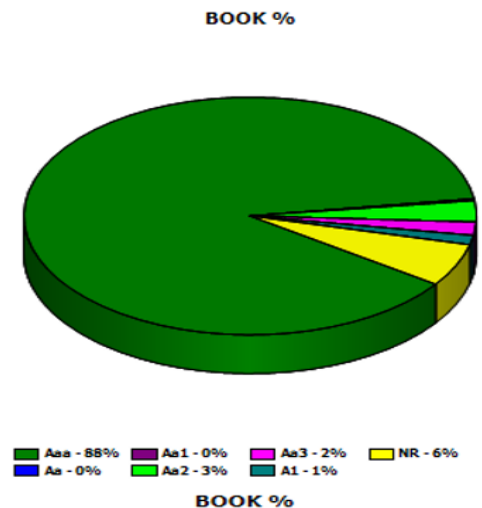


# Portfolio Data

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

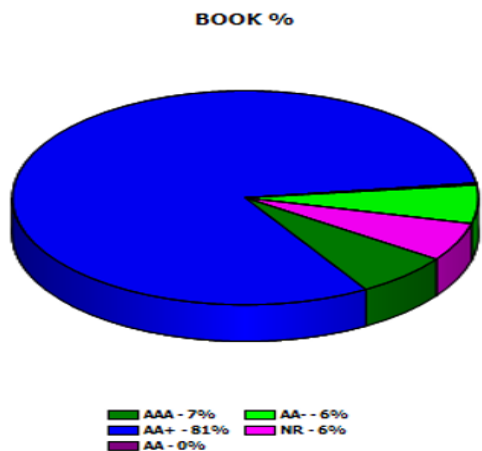
## Moody's Asset Rating (000's)

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



## S&P Asset Rating (000's)

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



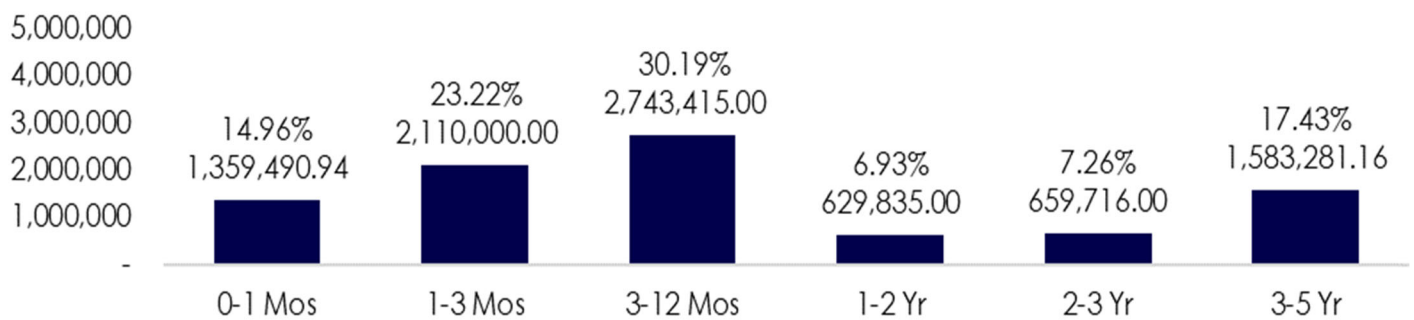
## 12-Month Projected Cash Flow

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

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

# Portfolio Data cont'd

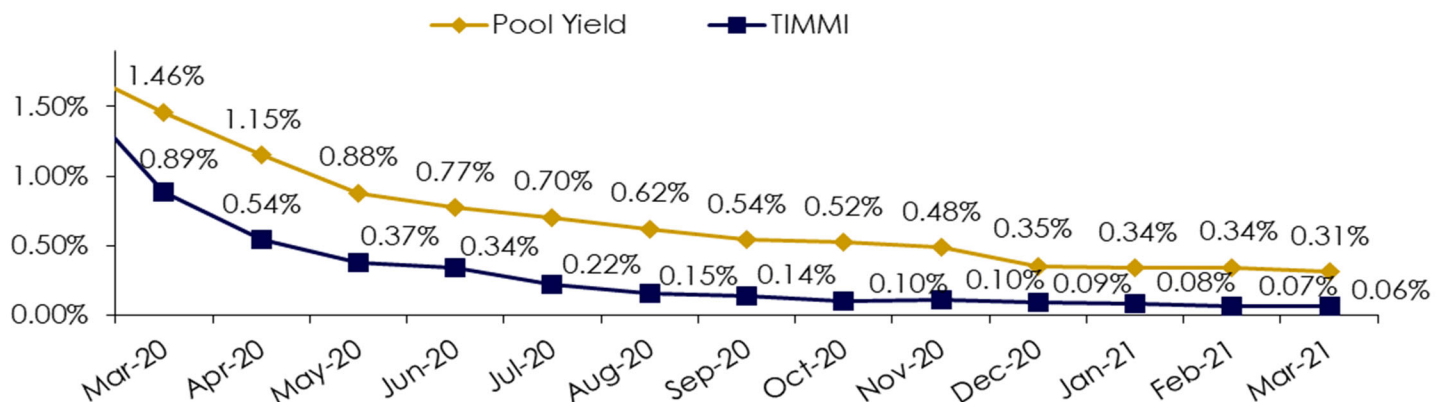
## Asset Maturity Distribution (Par Value, 000's)



## Asset Allocation (000's)

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

## TIMMI



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

# Compliance Report

## Compliance Status: Full Compliance

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

Investment Category	GOVERNMENT CODE			COUNTY INVESTMENT POLICY			Actual %
	Maximum Remaining Maturity	Authorized % Limit	S&P/Moody's	Maximum Remaining Maturity	Authorized % Limit	S&P/Moody's/Fitch	
<b>MUNICIPAL BONDS (MUNI)</b>	5 YEARS	NO LIMIT	NA	4 YEARS	15%	AA-/Aa3/AA-	<b>0.92%</b>
<b>U.S. TREASURIES</b>	5 YEARS	NO LIMIT	NA	5 YEARS	100%	NA	<b>38.13%</b>
<b>LOCAL AGENCY OBLIGATIONS (LAO)</b>	5 YEARS	NO LIMIT	NA	3 YEARS	2.50%	INVESTMENT GRADE	<b>0.00%</b>
<b>FEDERAL AGENCIES</b>	5 YEARS	NO LIMIT	AAA	5 YEARS	100%	NA	<b>40.20%</b>
<b>COMMERCIAL PAPER (CP)</b>	270 DAYS	40%	A1/P1	270 DAYS	40%	A1/P1/F1	<b>3.69%</b>
<b>CERTIFICATE &amp; TIME DE-POSITS (NCD &amp; TCD)</b>	5 YEARS	30%	NA	1 YEAR	25% Combined	A1/P1/F1	<b>4.01%</b>
<b>INT'L BANK FOR RECON-STRUCTION AND DEVELOP-MENT AND INT'L FINANCE CORPORATION</b>	NA	NA	NA	4 YEARS	20%	AA/Aa/AA	<b>0.28%</b>
<b>REPURCHASE AGREEMENTS (REPO)</b>	1 YEARS	NO LIMIT	NA	45 DAYS	40% max, 25% in term repo over 7 days	A1/P1/F1	<b>0.0%</b>
<b>REVERSE REPOS</b>	92 DAYS	20%	NA	60 DAYS	10%	NA	<b>0.00%</b>
<b>MEDIUM TERM NOTES (MTNO)</b>	5 YEARS	30%	A	3 YEARS	20%	AA/Aa2/AA	<b>0.00%</b>
<b>CALTRUST SHORT TERM FUND</b>	NA	NA	NA	DAILY LIQUIDITY	1.00%	NA	<b>0.04%</b>
<b>MONEY MARKET MUTUAL FUNDS (MMF)</b>	60 DAYS <sup>(1)</sup>	20%	AAA/Aaa <sup>(2)</sup>	DAILY LIQUIDITY	20%	AAA by 2 Of 3 RATINGS AGC.	<b>8.32%</b>
<b>LOCAL AGENCY INVESTMENT FUND (LAIF)</b>	NA	NA	NA	DAILY LIQUIDITY	Max \$50 million	NA	<b>0.00%</b>
<b>CASH/DEPOSIT AC-COUNT</b>	NA	NA	NA	NA	NA	NA	<b>4.40%</b>

<sup>1</sup> Money Market Mutual Funds maturity may be interpreted as a weighted average maturity not exceeding 60 days.

<sup>2</sup> Or must have an investment advisor with no fewer than 5 years experience and with assets under management of \$500,000,000 USD.

**THIS COMPLETES THE REPORT REQUIREMENTS OF CALIFORNIA GOVERNMENT CODE 53646.**

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
Fund: 1 POOL FUND											
1060: MMTK ACCTS-A/365-6											
FRGXX	FIDELITY GOV	04/01/2021	.010	.010	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.003	.003
GOFXX	FEDERATED GOV	04/01/2021	.035	.035	151,000,000.00	151,000,000.00	100.000000	151,000,000.00	0.00	.003	.003
WFFXX	WELLS FARGO GOV	04/01/2021	.030	.030	131,000,000.00	131,000,000.00	100.000000	131,000,000.00	0.00	.003	.003
TFDXX	BLACKROCK GOV	04/01/2021	.035	.035	181,000,000.00	181,000,000.00	100.000000	181,000,000.00	0.00	.003	.003
OGVXX	JP MORGAN	04/01/2021	.036	.036	101,000,000.00	101,000,000.00	100.000000	101,000,000.00	0.00	.003	.003
FGTXX	GOLDMAN SACHS	04/01/2021	.036	.036	191,000,000.00	191,000,000.00	100.000000	191,000,000.00	0.00	.003	.003
			.034	.034	756,000,000.00	756,000,000.00	100.000000	756,000,000.00	0.00	.003	.003
1065: CLTR-A/365-6											
CLTR	CALTRUST SHT TERM FUND	04/01/2021	.304	.303	4,015,944.14	4,017,200.84	100.031293	4,017,200.84	0.00	.003	.003
			.304	.303	4,015,944.14	4,017,200.84	100.031293	4,017,200.84	0.00	.003	.003
1080: MGD RATE-A/365-6											
CASH	BANK OF THE WEST	04/01/2021	.100	.100	400,000,000.00	400,000,000.00	100.000000	400,000,000.00	0.00	.003	.003
			.100	.100	400,000,000.00	400,000,000.00	100.000000	400,000,000.00	0.00	.003	.003
1170: MGD RATE-A/360											
CASH	PACIFIC PREMIER BANK	04/01/2021	1.530	1.530	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	FIRST REPUBLIC BANK	04/01/2021	1.515	1.515	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	UB MANAGED RATE	04/01/2021	.070	.070	0.00	0.00	.000000	0.00	0.00	.000	.003
			.000	.000	0.00	0.00	.000000	0.00	0.00	.000	.000
1300: U.S. TREASURY BILL											
9127963H0	U.S. TREASURY BILL	06/17/2021	.128	.128	50,000,000.00	49,945,458.33	99.997000	49,998,500.00	53,041.67	.213	.214
9127963H0	U.S. TREASURY BILL	06/17/2021	.115	.115	50,000,000.00	49,955,437.50	99.997000	49,998,500.00	43,062.50	.213	.214
9127962Y4	U.S. TREASURY BILL	05/20/2021	.093	.093	50,000,000.00	49,970,965.28	99.998000	49,999,000.00	28,034.72	.137	.137
9127963H0	U.S. TREASURY BILL	06/17/2021	.098	.098	30,000,000.00	29,979,931.25	99.997000	29,999,100.00	19,168.75	.213	.214
9127962Y4	U.S. TREASURY BILL	05/20/2021	.093	.093	50,000,000.00	49,971,970.83	99.998000	49,999,000.00	27,029.17	.137	.137
9127964B2	U.S. TREASURY BILL	08/12/2021	.096	.096	50,000,000.00	49,962,400.00	99.991000	49,995,500.00	33,100.00	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.088	.088	50,000,000.00	49,969,375.00	99.996000	49,998,000.00	28,625.00	.290	.290
9127962Y4	U.S. TREASURY BILL	05/20/2021	.100	.100	50,000,000.00	49,974,722.00	99.998000	49,999,000.00	24,278.00	.137	.137
9127962Y4	U.S. TREASURY BILL	05/20/2021	.085	.085	30,000,000.00	29,987,108.33	99.998000	29,999,400.00	12,291.67	.137	.137
9127964L0	U.S. TREASURY BILL	09/09/2021	.092	.092	50,000,000.00	49,963,200.00	99.989000	49,994,500.00	31,300.00	.443	.444
912796A33	U.S. TREASURY BILL	05/27/2021	.088	.088	50,000,000.00	49,978,368.06	99.998000	49,999,000.00	20,631.94	.156	.156
9127964V8	U.S. TREASURY BILL	10/07/2021	.101	.101	100,000,000.00	99,913,458.33	99.985000	99,985,000.00	71,541.67	.520	.521
912796A41	U.S. TREASURY BILL	06/03/2021	.092	.092	50,000,000.00	49,977,379.17	99.997000	49,998,500.00	21,120.83	.175	.175
912796A33	U.S. TREASURY BILL	05/27/2021	.087	.087	50,000,000.00	49,979,337.50	99.998000	49,999,000.00	19,662.50	.156	.156
9127964L0	U.S. TREASURY BILL	09/09/2021	.085	.085	100,000,000.00	99,934,833.33	99.989000	99,989,000.00	54,166.67	.443	.444
912796F87	U.S. TREASURY BILL	05/11/2021	.090	.091	50,000,000.00	49,980,536.11	99.998000	49,999,000.00	18,463.89	.112	.112
912796F87	U.S. TREASURY BILL	05/11/2021	.087	.087	25,000,000.00	24,990,695.83	99.998000	24,999,500.00	8,804.17	.112	.112
912796A41	U.S. TREASURY BILL	06/03/2021	.085	.085	40,000,000.00	39,983,244.00	99.997000	39,998,800.00	15,556.00	.175	.175
9127964B2	U.S. TREASURY BILL	08/12/2021	.074	.074	150,000,000.00	149,924,662.50	99.991000	149,986,500.00	61,837.50	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.074	.074	100,000,000.00	99,955,491.67	99.996000	99,996,000.00	40,508.33	.290	.290
9127963S6	U.S. TREASURY BILL	07/15/2021	.075	.075	100,000,000.00	99,956,191.67	99.996000	99,996,000.00	39,808.33	.290	.290
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.132	45,000,000.00	44,980,090.00	99.997000	44,998,650.00	18,560.00	.213	.214
912796F95	U.S. TREASURY BILL	05/18/2021	.087	.087	50,000,000.00	49,981,754.17	99.997000	49,998,500.00	16,745.83	.131	.132
912796F95	U.S. TREASURY BILL	05/18/2021	.085	.085	50,000,000.00	49,982,763.89	99.997000	49,998,500.00	15,736.11	.131	.132
912796G29	U.S. TREASURY BILL	05/25/2021	.085	.085	50,000,000.00	49,981,937.50	99.997000	49,998,500.00	16,562.50	.150	.151
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.088	50,000,000.00	49,978,488.89	99.997000	49,998,500.00	20,011.11	.213	.214
9127964B2	U.S. TREASURY BILL	08/12/2021	.074	.074	150,000,000.00	149,928,950.00	99.991000	149,986,500.00	57,550.00	.367	.367
9127963S6	U.S. TREASURY BILL	07/15/2021	.071	.071	50,000,000.00	49,980,025.00	99.996000	49,998,000.00	17,975.00	.290	.290
9127963H0	U.S. TREASURY BILL	06/17/2021	.088	.088	50,000,000.00	49,978,611.11	99.997000	49,998,500.00	19,888.89	.213	.214
912796F95	U.S. TREASURY BILL	05/18/2021	.090	.090	50,000,000.00	49,982,375.00	99.997000	49,998,500.00	16,125.00	.131	.132
9127963H0	U.S. TREASURY BILL	06/17/2021	.097	.097	50,000,000.00	49,976,962.50	99.997000	49,998,500.00	21,537.50	.213	.214
912796B32	U.S. TREASURY BILL	06/24/2021	.100	.100	50,000,000.00	49,975,416.67	99.997000	49,998,500.00	23,083.33	.232	.233
912796B32	U.S. TREASURY BILL	06/24/2021	.095	.095	50,000,000.00	49,976,633.54	99.997000	49,998,500.00	21,866.46	.232	.233
9127964L0	U.S. TREASURY BILL	09/09/2021	.093	.093	50,000,000.00	49,967,368.06	99.989000	49,994,500.00	27,131.94	.443	.444
9127964V8	U.S. TREASURY BILL	10/07/2021	.094	.094	50,000,000.00	49,963,379.17	99.985000	49,992,500.00	29,120.83	.520	.521
9127964V8	U.S. TREASURY BILL	10/07/2021	.092	.092	50,000,000.00	49,965,116.67	99.985000	49,992,500.00	27,383.33	.520	.521
9127964W6	U.S. TREASURY BILL	11/04/2021	.086	.086	50,000,000.00	49,965,480.56	99.977000	49,988,500.00	23,019.44	.596	.597
912796H28	U.S. TREASURY BILL	06/22/2021	.087	.087	50,000,000.00	49,981,618.75	99.997000	49,998,500.00	16,881.25	.227	.227
9127962Y4	U.S. TREASURY BILL	05/20/2021	.082	.082	60,000,000.00	59,983,835.83	99.998000	59,998,800.00	14,964.17	.137	.137
9127964B2	U.S. TREASURY BILL	08/12/2021	.073	.073	50,000,000.00	49,979,559.03	99.991000	49,995,500.00	15,940.97	.367	.367
912796D97	U.S. TREASURY BILL	04/20/2021	.060	.060	25,000,000.00	24,996,583.33	99.999000	24,999,750.00	3,166.67	.055	.055
912796A33	U.S. TREASURY BILL	05/27/2021	.072	.072	50,000,000.00	49,988,182.64	99.998000	49,999,000.00	10,817.36	.156	.156
912796C56	U.S. TREASURY BILL	07/29/2021	.077	.077	25,000,000.00	24,990,331.25	99.994000	24,998,500.00	8,168.75	.328	.329
9127964V8	U.S. TREASURY BILL	10/07/2021	.062	.062	100,000,000.00	99,957,633.33	99.985000	99,985,000.00	27,366.67	.520	.521
912796G29	U.S. TREASURY BILL	05/25/2021	.041	.041	50,000,000.00	49,994,077.78	99.997000	49,998,500.00	4,422.22	.151	.151
9127964L0	U.S. TREASURY BILL	09/09/2021	.045	.045	100,000,000.00	99,973,888.75	99.989000	99,989,000.00	15,111.25	.443	.444
9127964W6	U.S. TREASURY BILL	11/04/2021	.046	.046	100,000,000.00	99,967,138.89	99.977000	99,977,000.00	9,861.11	.597	.597
912796C31	U.S. TREASURY BILL	01/27/2022	.052	.052	85,000,000.00	84,962,002.64	99.954000	84,960,900.00	-1,102.64	.826	.827
912796D30	U.S. TREASURY BILL	02/24/2022	.053	.053	50,000,000.00	49,975,572.92	99.949000	49,974,500.00	-1,072.92	.903	.904

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3134GTGK7	FHLMC 5YrNc2YrB	05/03/2024	2.600	2.600	10,000,000.00	10,000,000.00	100.196000	10,019,600.00	19,600.00	2.919	3.093
3134GVSJ8	FHLMC 5YrNc1YrB	05/12/2025	.800	.800	10,000,000.00	10,000,000.00	99.327000	9,932,700.00	-67,300.00	4.027	4.118
3134GVVG0	FLMC 3.25YrNc1YrB	08/18/2023	.450	.450	10,000,000.00	10,000,000.00	100.029000	10,002,900.00	2,900.00	2.364	2.384
3134GVXL7	FHLMC 4YrNc1YrB	05/20/2024	.600	.600	25,000,000.00	25,000,000.00	100.024000	25,006,000.00	6,000.00	3.096	3.140
3134GVVR2	FHLMC 5YrNc1YrQ	05/27/2025	.750	.750	10,000,000.00	10,000,000.00	99.849000	9,984,900.00	-15,100.00	4.074	4.159
3134GVY85	FHLMC 4YrNc1Q	05/28/2024	.600	.600	15,000,000.00	15,000,000.00	100.043000	15,006,450.00	6,450.00	3.118	3.162
3134GVVWM	FHLMC 5YrNc1YrQ	05/28/2025	.730	.730	10,000,000.00	10,000,000.00	99.765000	9,976,500.00	-23,500.00	4.079	4.162
3134GVVWM	FHLMC 5YrNc1YrQ	05/28/2025	.730	.730	5,000,000.00	5,000,000.00	99.765000	4,988,250.00	-11,750.00	4.079	4.162
3134GVYX0	FHLMC 4YrNc2YrO	06/03/2024	.500	.500	10,000,000.00	10,000,000.00	100.086000	10,008,600.00	8,600.00	3.138	3.178
3134GVYB31	FHLMC 4.9YrNc11MoB	05/28/2025	.750	.760	15,000,000.00	14,992,500.00	98.982000	14,847,300.00	-145,200.00	4.076	4.162
3134GVEY95	FHLMC 5YrNc2YrB	06/09/2025	.650	.650	15,000,000.00	15,000,000.00	99.423000	14,913,450.00	-86,550.00	4.118	4.195
3134GV2X5	FHLMC 2.5YrNc1YrO	12/29/2022	.350	.350	5,000,000.00	5,000,000.00	100.029000	5,001,450.00	1,450.00	1.736	1.748
3136G4XZ1	FHLMC 5YrNc1YrQ	06/30/2025	.740	.740	5,000,000.00	5,000,000.00	99.562000	4,978,100.00	-21,900.00	4.169	4.252
3134GV3A4	FHLMC 4YrNc2YrO	07/01/2024	.500	.500	5,000,000.00	5,000,000.00	100.091000	5,004,550.00	4,550.00	3.216	3.255
3134GV6B9	FHLMC 2.5YrNc1YrB	01/13/2023	.320	.320	15,000,000.00	15,000,000.00	100.033000	15,004,950.00	4,950.00	1.776	1.789
3134GV5R5	FHLMC 4YrNc1YrQ	07/15/2024	.570	.570	5,000,000.00	5,000,000.00	100.044000	5,002,200.00	2,200.00	3.250	3.293
3134GWBX3	FHLMC 2YrNc1YrB	07/20/2022	.250	.250	5,000,000.00	5,000,000.00	100.012000	5,000,600.00	600.00	1.299	1.304
3134GV6H6	FHLMC 2.5YrNc1YrB	10/20/2022	.320	.320	15,000,000.00	15,000,000.00	100.033000	15,004,950.00	4,950.00	1.546	1.556
3134GWCMM	FHLMC 3.5YrNc1.5YrB	01/24/2024	.420	.420	15,000,000.00	15,000,000.00	99.564000	14,934,600.00	-65,400.00	2.792	2.819
3134GWEH5	FHLMC 2YrNc1YrB	07/27/2022	.280	.280	15,000,000.00	15,000,000.00	100.039000	15,005,850.00	5,850.00	1.318	1.323
3134GWAPl	FHLMC 2YrNc1YrB	07/28/2022	.250	.250	5,000,000.00	5,000,000.00	100.009000	5,000,450.00	450.00	1.321	1.326
3134GWALO	FHLMC 3.75YrNc9MB	04/29/2024	.500	.500	15,000,000.00	15,000,000.00	100.006000	15,000,900.00	900.00	3.048	3.082
3134GWETr	FHLMC 4.5YrNc2YrB	01/29/2025	.510	.510	15,000,000.00	15,000,000.00	99.244000	14,886,600.00	-113,400.00	3.783	3.836
3134GWL88	FHLMC 3.5YrNc1YrB	02/12/2024	.375	.375	20,000,000.00	20,000,000.00	99.899000	19,979,800.00	-20,200.00	2.845	2.871
3134GWL79	FHLMC 4YrNc1.5YrQ	09/10/2024	.400	.400	10,000,000.00	10,000,000.00	99.321000	9,932,100.00	-67,900.00	3.414	3.449
3134GWN85	FHLMC 4YrNc6MoQ	09/10/2024	.450	.450	10,000,000.00	10,000,000.00	99.543000	9,954,300.00	-45,700.00	3.411	3.449
3134GWL79	FHLMC 4YrNc1.5YrQ	09/10/2024	.400	.400	10,000,000.00	10,000,000.00	99.321000	9,932,100.00	-67,900.00	3.414	3.449
3134GWN44	FHLMC 4YrNc6MoQ	09/11/2024	.450	.450	10,000,000.00	10,000,000.00	99.506000	9,950,600.00	-49,400.00	3.413	3.452
3134GWP42	FHLMC 3YrNc1YrQ	09/14/2023	.320	.320	10,000,000.00	10,000,000.00	100.028000	10,002,800.00	2,800.00	2.441	2.458
3134GWL38	FHLMC 5YrNc2YrQ	09/15/2025	.540	.540	10,000,000.00	10,000,000.00	98.376000	9,837,600.00	-162,400.00	4.396	4.463
3134GWL38	FHLMC 5YrNc2YrQ	09/15/2025	.540	.540	15,000,000.00	15,000,000.00	98.376000	14,756,400.00	-243,600.00	4.396	4.463
3134GWP91	FHLMC 4.75YrNc2YrQ	06/16/2025	.500	.500	5,000,000.00	5,000,000.00	97.721000	4,886,050.00	-113,950.00	4.158	4.214
3134GWT22	FHLMC 4.5YrNc1YrQ	03/24/2025	.475	.475	15,000,000.00	15,000,000.00	97.638000	14,645,700.00	-354,300.00	3.938	3.984
3134GWR32	FHLMC 3.75YrNc1YrQ	06/24/2024	.410	.410	10,000,000.00	10,000,000.00	99.530000	9,953,000.00	-47,000.00	3.206	3.236
3134GWP26	FHLMC 5YrNc1.5YrB	03/28/2025	.500	.500	10,000,000.00	10,000,000.00	98.854000	9,885,400.00	-114,600.00	3.947	3.995
3134GWTG1	FHLMC 5YrNc6MoB	09/30/2025	.600	.600	5,000,000.00	5,000,000.00	97.697000	4,884,850.00	-115,150.00	4.433	4.504
3134GWT42	FHLMC 3YrNc1YrQ	10/13/2023	.300	.310	10,000,000.00	9,996,900.00	99.910000	9,991,000.00	-5,900.00	2.518	2.537
3134GWNZ5	FHLMC 3YrNc1YrB	10/13/2023	.300	.300	10,000,000.00	10,000,000.00	99.870000	9,987,000.00	-13,000.00	2.518	2.537
3134GW3X2	FHLMC 5YrNc3MoB	10/27/2025	.625	.625	10,000,000.00	10,000,000.00	98.902000	9,890,200.00	-109,800.00	4.489	4.578
3134GW3Z7	FHLMC 5YrNc1YrQ	10/28/2025	.600	.600	10,000,000.00	10,000,000.00	98.991000	9,899,100.00	-100,900.00	4.495	4.581
3134GW3Y0	FHLMC 5YrNc2YrQ	10/28/2025	.550	.550	10,000,000.00	10,000,000.00	97.589000	9,758,900.00	-241,100.00	4.501	4.581
3137EAEX3	FHLMC 5Yr	09/23/2025	.375	.497	10,000,000.00	9,941,100.00	98.110000	9,811,000.00	-130,100.00	4.433	4.485
3137EAEZ8	FHLMC 3Yr	11/06/2023	.250	.280	10,000,000.00	9,991,000.00	99.920000	9,992,000.00	1,000.00	2.584	2.603
3134GXB55	FHLMC 5YrNc1YrQ	11/12/2025	.600	.600	5,000,000.00	5,000,000.00	98.997000	4,949,850.00	-50,150.00	4.534	4.622
3134GXB55	FHLMC 5YrNc1YrQ	11/12/2025	.600	.600	5,000,000.00	5,000,000.00	98.997000	4,949,850.00	-50,150.00	4.534	4.622
3134GXB17	FHLMC 3YrNc2YrA	11/16/2023	.300	.325	15,000,000.00	14,988,750.00	100.131000	15,019,650.00	30,900.00	2.610	2.630
3135GA2Z3	FHLMC 5YrNc2YrA	11/17/2025	.560	.560	5,000,000.00	5,000,000.00	98.278000	4,913,900.00	-86,100.00	4.553	4.636
3135GA2Z3	FHLMC 5YrNc2YrA	11/17/2025	.560	.560	5,000,000.00	5,000,000.00	98.278000	4,913,900.00	-86,100.00	4.553	4.636
3134GXD66	FHLMC 2YrNc1YrQ	11/23/2022	.190	.190	10,000,000.00	10,000,000.00	99.989000	9,998,900.00	-1,100.00	1.640	1.649
3134GXCA0	FHLMC 3YrNc1YrQ	11/24/2023	.320	.328	10,000,000.00	9,997,500.00	99.887000	9,988,700.00	-8,800.00	2.631	2.652
3134GXEA8	FHLMC 2YrNc1YrQ	11/23/2022	.200	.200	10,000,000.00	10,000,000.00	99.951000	9,995,100.00	-4,900.00	1.640	1.649
3134GXEA8	FHLMC 2YrNc1YrQ	11/23/2022	.200	.200	10,000,000.00	10,000,000.00	99.951000	9,995,100.00	-4,900.00	1.640	1.649
3134GXCF9	FHLMC 3.5YrNc11MoQ	05/24/2024	.400	.400	10,000,000.00	10,000,000.00	99.851000	9,985,100.00	-14,900.00	3.120	3.151
3134GXCF9	FHLMC 3.5YrNc11MoQ	05/24/2024	.400	.400	10,000,000.00	10,000,000.00	99.851000	9,985,100.00	-14,900.00	3.120	3.151
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.260	10,000,000.00	9,997,500.00	99.949000	9,994,900.00	-2,600.00	2.158	2.170
3134GXCA0	FHLMC 3YrNc11MoB	11/24/2023	.320	.328	10,710,000.00	10,707,322.50	99.887000	10,697,897.70	-9,424.80	2.631	2.652
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.270	10,000,000.00	9,995,000.00	99.949000	9,994,900.00	-100.00	2.158	2.170
3134GXEX8	FHLMC 2.5YrNc1YrB	06/01/2023	.250	.256	10,000,000.00	9,998,500.00	99.949000	9,994,900.00	-3,600.00	2.158	2.170
3134GXFX2	FHLMC 3YrNc6MoQ	12/11/2023	.340	.340	10,000,000.00	10,000,000.00	100.020000	10,002,000.00	2,000.00	2.677	2.699
3134GXGQ1	FHLMC 2YrNc1YrQ	12/15/2022	.200	.200	10,000,000.00	10,000,000.00	99.986000	9,998,600.00	-1,400.00	1.701	1.710
3134GXJF2	FHLMC 2YrNc6MoB	12/30/2022	.200	.200	10,000,000.00	10,000,000.00	99.928000	9,992,800.00	-7,200.00	1.745	1.751
3134GXJF2	FHLMC 2YrNc6MoB	12/30/2022	.200	.200	10,000,000.00	10,000,000.00	99.928000	9,992,800.00	-7,200.00	1.745	1.751
3134GXHL1	FHLMC 5YrNc3MoB	12/30/2025	.700	.700	10,000,000.00	10,000,000.00	98.640000	9,864,000.00	-136,000.00	4.656	4.753
3134GXHH0	FHLMC 2.5YrNc1YrB	06/30/2023	.220	.220	10,000,000.00	10,000,000.00	99.860000	9,986,000.00	-14,000.00	2.244	2.249
<b>1476: FHLMC-Var-SOFR-Q A/360</b>			<b>.527</b>	<b>.531</b>	<b>675,710,000.00</b>	<b>675,606,072.50</b>	<b>99.557976</b>	<b>672,723,197.70</b>	<b>-2,882,874.80</b>	<b>3.041</b>	<b>3.084</b>
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHNI	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	100.122000	25,030,500.00	30,500.00	.477	.482
3134GVHV3	FHLMC 1.5Yr	09/30/2021	.330	.330	25,000,000.00	25,000,000.00	100.125000	25,031,250.00	31,250.00	.499	.501
			<b>.330</b>	<b>.330</b>	<b>150,000,000.00</b>	<b>150,000,000.00</b>	<b>100.122500</b>	<b>150,183,750.00</b>	<b>183,750.00</b>	<b>.481</b>	<b>.485</b>



Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3136G4B77	FNMA 5YrNc1YrB	08/04/2025	.700	.700	15,000,000.00	15,000,000.00	99.379000	14,906,850.00	-93,150.00	4.264	4.348
3136G4J38	FNMA 4YrNc2YrB	08/12/2024	.410	.410	15,000,000.00	15,000,000.00	100.010000	15,001,500.00	1,500.00	3.336	3.370
3136G4K51	FNMA 3YrNc1.5YrB	08/17/2023	.310	.310	15,000,000.00	15,000,000.00	100.056000	15,008,400.00	8,400.00	2.366	2.381
3136G4H63	FNMA 5YrNc2Yr	08/19/2025	.550	.550	15,000,000.00	15,000,000.00	98.521000	14,778,150.00	-221,850.00	4.322	4.389
3136G4Q97	FNMA 5YrNc1YrQ	08/27/2025	.650	.650	8,650,000.00	8,650,000.00	98.933000	8,557,704.50	-92,295.50	4.334	4.411
3136G4Z97	FNMA 5YrNc1YrQ	08/27/2025	.625	.625	5,000,000.00	5,000,000.00	98.824000	4,941,200.00	-58,800.00	4.336	4.411
3136G4279	FNMA 3.5YrNc1.5YrQ	02/28/2024	.375	.375	10,000,000.00	10,000,000.00	99.911000	9,991,100.00	-8,900.00	2.897	2.915
3136G4X40	FNMA 4.9YrNc1.1MoQ	08/26/2025	.600	.600	10,000,000.00	10,000,000.00	98.719000	9,871,900.00	-128,100.00	4.336	4.408
3136G4P31	FNMA 3.9YrNc1.9YrQ	08/19/2024	.450	.450	3,701,000.00	3,701,000.00	100.066000	3,703,442.66	2,442.66	3.352	3.389
3136G43H4	FNMA 4YrNc2Yr	09/16/2024	.400	.400	10,000,000.00	10,000,000.00	99.713000	9,971,300.00	-28,700.00	3.431	3.466
3136G43W1	FNMA 3.5YrNc2YrA	03/28/2024	.320	.320	10,000,000.00	10,000,000.00	99.676000	9,967,600.00	-32,400.00	2.975	2.995
3135G06A6	FNMA 5YrNc1YrB	10/20/2025	.580	.580	10,000,000.00	10,000,000.00	98.606000	9,860,600.00	-139,400.00	4.475	4.559
3136G45C3	FNMA 5YrNc2YrA	10/27/2025	.540	.540	10,000,000.00	10,000,000.00	98.284000	9,828,400.00	-171,600.00	4.500	4.578
3136G4657	FNMA 5YrNc2YrA	10/28/2025	.560	.560	5,000,000.00	5,000,000.00	98.356000	4,917,800.00	-82,200.00	4.500	4.581
3136G46N8	FNMA 5YrNc1YrQ	10/29/2025	.600	.600	5,000,000.00	5,000,000.00	98.532000	4,926,600.00	-73,400.00	4.498	4.584
3135G06C2	FNMA 5YrNc1YrQ	10/29/2025	.600	.600	10,000,000.00	10,000,000.00	98.532000	9,853,200.00	-146,800.00	4.498	4.584
3135G06C2	FNMA 5YrNc1YrQ	10/29/2025	.600	.604	10,000,000.00	9,998,000.00	98.532000	9,853,200.00	-144,800.00	4.497	4.584
3135GA2N0	FNMA 5YrNc2YrA	11/04/2025	.550	.550	10,000,000.00	10,000,000.00	98.290000	9,829,000.00	-171,000.00	4.518	4.600
3135G06A6	FNMA 4.9YrNc1.1MoQ	10/20/2025	.580	.587	10,000,000.00	9,996,500.00	98.606000	9,860,600.00	-135,900.00	4.475	4.559
3135GA2P5	FNMA 3.5YrNc2YrQ	05/03/2024	.350	.356	3,500,000.00	3,499,300.00	99.531000	3,483,585.00	-15,715.00	3.065	3.093
3135G06G3	FNMA 5Yr	11/07/2025	.500	.573	14,000,000.00	13,949,880.00	98.435000	13,780,900.00	-168,980.00	4.531	4.608
3135GA3N9	FNMA 3YrNc2YrB	11/16/2023	.300	.300	10,000,000.00	10,000,000.00	99.932000	9,993,200.00	-6,800.00	2.610	2.630
3135GA3C3	FNMA 3.5YrNc2YrQ	05/17/2024	.350	.350	10,000,000.00	10,000,000.00	99.966000	9,996,600.00	-3,400.00	3.104	3.132
3135GA3C3	FNMA 3.5YrNc2YrQ	05/17/2024	.350	.350	10,000,000.00	10,000,000.00	99.966000	9,996,600.00	-3,400.00	3.104	3.132
3135GA2Z3	FNMA 5YrNc2YrA	11/17/2025	.560	.560	10,000,000.00	10,000,000.00	98.278000	9,827,800.00	-172,200.00	4.553	4.636
3135G06E8	FNMA 4YrNc2YrB	11/18/2024	.420	.420	10,000,000.00	10,000,000.00	99.344000	9,934,400.00	-65,600.00	3.594	3.638
3135GA4P3	FNMA 5YrNc2YrA	11/18/2025	.650	.650	20,000,000.00	20,000,000.00	98.674000	19,734,800.00	-265,200.00	4.544	4.638
3135GA5A5	FNMA 3.25YrNc2YrA	02/23/2024	.350	.350	20,000,000.00	20,000,000.00	99.763000	19,952,600.00	-47,400.00	2.876	2.901
3135GA4R9	FNMA 3.75YrNc2YrA	08/23/2024	.420	.420	15,000,000.00	15,000,000.00	100.029000	15,004,350.00	4,350.00	3.369	3.400
3135GA3Z2	FNMA 5YrNc2YrA	11/25/2025	.600	.600	15,000,000.00	15,000,000.00	98.421000	14,763,150.00	-236,850.00	4.570	4.658
3135G06F5	FNMA 2.9YrNc2YrQ	11/16/2023	.310	.310	5,000,000.00	5,000,000.00	100.054000	5,002,700.00	2,700.00	2.609	2.630
3135GAAZ4	FNMA 4.5YrNc1.5YrB	06/24/2025	.500	.500	10,000,000.00	10,000,000.00	98.442000	9,844,200.00	-155,800.00	4.175	4.236
			.720	.705	634,251,000.00	634,832,780.00	99.934258	633,834,033.16	-998,746.84	3.495	3.554
1576: FNMA-Var-SOFR-Q A/360											
3135G02H5	FNMA 1.5Yr	09/16/2021	.170	.170	25,000,000.00	25,000,000.00	100.053000	25,013,250.00	13,250.00	.457	.463
3135G02K8	FNMA 2Yr	03/16/2022	.230	.230	25,000,000.00	25,000,000.00	100.195000	25,048,750.00	48,750.00	.953	.959
3135G03B7	FNMA 2Yr	04/07/2022	.360	.360	25,000,000.00	25,000,000.00	100.357000	25,089,250.00	89,250.00	1.014	1.019
3135G03J0	FNMA 2Yr	04/15/2022	.400	.400	25,000,000.00	25,000,000.00	100.405000	25,101,250.00	101,250.00	1.035	1.041
			.290	.290	100,000,000.00	100,000,000.00	100.252500	100,252,500.00	252,500.00	.865	.871
1700: FHLB-DISC NOTE											
313385GR1	FHLB DISC NTE	06/09/2021	.090	.090	30,000,000.00	29,986,350.00	99.996000	29,998,800.00	12,450.00	.191	.192
313385GR1	FHLB DISC NTE	06/09/2021	.090	.090	25,000,000.00	24,988,625.00	99.996000	24,999,000.00	10,375.00	.191	.192
313385MC7	FHLB DISC NTE	09/24/2021	.045	.045	100,000,000.00	99,977,250.00	99.980000	99,980,000.00	2,750.00	.484	.485
			.061	.061	155,000,000.00	154,952,225.00	99.985677	154,977,800.00	25,575.00	.380	.381
1725: FHLB-Fxd-S 30/360											
313379Q69	FHLB 4.5 Yr	06/10/2022	2.125	2.182	7,975,000.00	7,955,620.75	102.378000	8,164,645.50	209,024.75	1.163	1.195
313378WG2	FHLB 4.08Yr	03/11/2022	2.500	2.619	10,000,000.00	9,954,700.00	102.262000	10,226,200.00	271,500.00	.926	.945
313382AX1	FHLB 4.9Yr	03/10/2023	2.125	2.716	11,750,000.00	11,432,397.50	103.770000	12,192,975.00	760,577.50	1.885	1.942
313378WG2	FHLB 2.91Yr	03/11/2022	2.500	2.308	30,000,000.00	30,158,100.00	102.262000	30,678,600.00	520,500.00	.928	.945
3130AHG31	FHLB 5YrNc2YrQ	10/29/2024	1.800	1.800	25,000,000.00	25,000,000.00	100.877000	25,219,250.00	219,250.00	3.424	3.584
3130AJF95	FHLB 5YrNc1YrA	03/24/2025	1.300	1.300	5,263,157.89	5,263,157.89	100.002000	5,263,263.15	105.26	3.866	3.984
3130AK4H6	FHLB 9Mo	06/04/2021	.120	.121	50,000,000.00	49,999,500.00	99.999000	49,999,500.00	0.00	.178	.178
3130AK4K9	FHLB 9Mo	06/08/2021	.120	.121	50,000,000.00	49,999,500.00	99.999000	49,999,500.00	0.00	.189	.189
3130AK3T1	FHLB 4.25YrNc3MoA	12/09/2024	.500	.500	10,000,000.00	10,000,000.00	99.639000	9,963,900.00	-36,100.00	3.645	3.696
3130AKAR7	FHLB 10Mo	07/16/2021	.115	.115	25,000,000.00	25,000,000.00	100.013000	25,003,250.00	3,250.00	.293	.293
3130AKPCP9	FHLB 9Mo	07/15/2021	.120	.120	50,000,000.00	50,000,000.00	100.014000	50,007,000.00	7,000.00	.290	.290
3130AKDH6	FHLB 2 Yr	10/21/2022	.125	.176	10,000,000.00	9,989,900.00	99.936000	9,993,600.00	3,700.00	1.552	1.559
3130AKDG8	FHLB 8Mo	07/21/2021	.110	.110	50,000,000.00	50,000,000.00	100.013000	50,006,500.00	6,500.00	.306	.307
3130AKF50	FHLB 6Mo	05/10/2021	.110	.110	50,000,000.00	50,000,000.00	100.004000	50,002,000.00	2,000.00	.109	.110
3130AKKP0	FHLB 3YrNc1YrA	12/22/2023	.190	.235	15,000,000.00	14,979,900.00	99.720000	14,958,000.00	-21,900.00	2.715	2.729
3130AKL79	FHLB 3YrNc6MoB	12/28/2023	.250	.250	10,000,000.00	10,000,000.00	99.909000	9,990,900.00	-9,100.00	2.729	2.745
3130AKKF2	FHLB 3.25YrNc6MoA	03/28/2024	.270	.270	15,000,000.00	15,000,000.00					

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
			.641	.650	844,888,157.89	844,595,163.64	99.784292	843,065,666.65	-1,529,496.99	2.633	2.687
<b>1767: FHLB-Var-M A/360</b>											
3130AJ2N8	FHLB 1.16Yr	05/03/2021	.099	.601	25,000,000.00	24,978,764.50	100.007000	25,001,750.00	22,985.50	.089	.090
			.099	.601	25,000,000.00	24,978,764.50	100.007000	25,001,750.00	22,985.50	.089	.090
<b>1770: FHLB-Var-Q A/360</b>											
3130AJAS8	FHLB 1.25Yr	05/26/2021	.100	.100	75,000,000.00	75,000,000.00	99.997000	74,997,750.00	-2,250.00	.153	.153
			.100	.100	75,000,000.00	75,000,000.00	99.997000	74,997,750.00	-2,250.00	.153	.153
<b>1900: FFCB-DISC NOTE</b>											
313313FP8	FFCB DISC NOTE	05/14/2021	.150	.150	50,000,000.00	49,937,291.67	99.999000	49,999,500.00	62,208.33	.120	.121
313313GS1	FFCB DISC NOTE	06/10/2021	.120	.120	50,000,000.00	49,948,500.00	99.996000	49,998,000.00	49,500.00	.194	.195
313313SF6	FFCB DISCO NOTE	01/25/2022	.060	.060	17,000,000.00	16,991,330.00	99.959000	16,993,030.00	1,700.00	.821	.822
			.124	.124	117,000,000.00	116,877,121.67	99.991906	116,990,530.00	113,408.33	.253	.254
<b>1925: FFCB-Fxd-S 30/360</b>											
3133EH6X6	FFCB 4Yr	01/12/2022	2.200	2.365	10,000,000.00	9,938,000.00	101.653000	10,165,300.00	227,300.00	.766	.786
3133EJKN8	FFCB 5Yr	04/11/2023	2.700	2.721	10,000,000.00	9,990,300.00	105.166000	10,516,600.00	526,300.00	1.936	2.030
3133EJD48	FFCB 5Yr	10/02/2023	3.050	3.095	10,000,000.00	9,979,300.00	106.930000	10,693,000.00	713,700.00	2.356	2.507
3133EJ74	FFCB 2.9Yr	11/15/2021	3.050	2.922	10,000,000.00	10,035,700.00	101.841000	10,184,100.00	148,400.00	.606	.627
3133EKR3	FFCB 5YrNc2YrA	06/21/2024	2.220	2.220	10,000,000.00	10,000,000.00	100.448000	10,044,800.00	44,800.00	3.075	3.227
3133EKM45	FFCB 3Yr	09/06/2022	1.500	1.529	14,435,000.00	14,422,874.60	101.925000	14,712,873.75	289,999.15	1.409	1.436
3133EKB49	FFCB 5YrNc2YrA	10/28/2024	1.820	1.820	10,000,000.00	10,000,000.00	100.872000	10,087,200.00	87,200.00	3.420	3.581
3133EKP75	FFCB 4.9Yr	09/17/2024	1.600	1.672	6,128,000.00	6,107,471.20	103.828000	6,362,579.84	255,108.64	3.351	3.468
3133EKQA7	FFCB 4.9Yr	09/10/2024	2.080	1.688	2,064,000.00	2,101,585.44	105.459000	2,176,673.76	75,088.32	3.308	3.449
3133ELN9J	FFCB 4YrNc2YrA	02/28/2024	1.550	1.550	5,000,000.00	5,000,000.00	101.093000	5,054,650.00	54,650.00	2.838	2.915
3133ELXC3	FFCB 4YrNc1YrA	04/22/2024	.800	.800	12,000,000.00	12,000,000.00	100.037000	12,004,440.00	4,440.00	3.005	3.063
3133ELH80	FFCB 5YrNc2YrA	06/10/2025	.680	.680	5,025,000.00	5,025,000.00	100.237000	5,036,909.25	11,909.25	4.117	4.197
3133EL3E2	FFCB 3YrNc1YrA	08/10/2023	.320	.320	15,945,000.00	15,945,000.00	100.026000	15,949,145.70	4,145.70	2.347	2.362
3133EL7E8	FFCB 2.5YrNc3MoA	03/15/2023	.220	.250	10,000,000.00	9,992,500.00	99.930000	9,993,000.00	500.00	1.950	1.956
3133EMDM1	FFCB 3YrNc2YrA	10/20/2023	.270	.270	10,000,000.00	10,000,000.00	99.913000	9,991,300.00	-8,700.00	2.539	2.556
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMGQ9	FFCB 1.25YrNc6MoA	02/17/2022	.170	.170	15,000,000.00	15,000,000.00	100.009000	15,001,350.00	1,350.00	.877	.885
3133EMHL9	FFCB 3YrNc1YrA	11/30/2023	.310	.310	10,000,000.00	10,000,000.00	99.895000	9,989,500.00	-10,500.00	2.651	2.668
3133EMJG6	FFCB 3YrNc2YrA	12/08/2023	.280	.264	9,931,000.00	9,935,667.57	100.013000	9,932,291.03	-3,376.54	2.672	2.690
3133EMKG6	FFCB 2.5YrNc6MoA	06/15/2023	.200	.200	15,000,000.00	15,000,000.00	99.856000	14,978,400.00	-21,600.00	2.198	2.208
3133EMKH4	FFCB 2YrNc1YrA	12/15/2022	.160	.160	10,000,000.00	10,000,000.00	99.919000	9,991,900.00	-8,100.00	1.702	1.710
3133EMKH4	FFCB 2YrNc1YrA	12/15/2022	.160	.160	8,245,000.00	8,245,000.00	99.919000	8,238,321.55	-6,678.45	1.702	1.710
3133EMKW1	FFCB 3YrNc1YrA	12/21/2023	.210	.235	10,000,000.00	9,992,500.00	99.893000	9,989,300.00	-3,200.00	2.711	2.726
3133EMLE0	FFCB 2.75YrNc6MoA	09/22/2023	.190	.190	10,000,000.00	10,000,000.00	99.903000	9,990,300.00	-9,700.00	2.469	2.479
3133EMPL5	FFCB 4YrNc6MoA	12/23/2024	.320	.320	5,000,000.00	5,000,000.00	99.095000	4,954,750.00	-45,250.00	3.700	3.734
3133EMKW1	FFCB 3YrNc1YrA	12/21/2023	.210	.235	20,000,000.00	19,985,000.00	99.893000	19,978,600.00	-6,400.00	2.711	2.726
3133EMPL5	FFCB 4YrNc6MoA	12/23/2024	.320	.320	15,000,000.00	15,000,000.00	99.095000	14,864,250.00	-135,750.00	3.700	3.734
3133EMLR1	FFCB 5YrNc6MoA	12/23/2025	.500	.506	12,430,000.00	12,426,271.00	97.160000	12,076,988.00	-349,283.00	4.660	4.734
3130AKKF2	FFCB 3.25YrNc6MoA	03/28/2024	.270	.270	10,000,000.00	10,000,000.00	99.649000	9,964,900.00	-35,100.00	2.978	2.995
3133EMPL5	FFCB 4YrNc6MoA	12/23/2024	.320	.339	10,000,000.00	9,992,500.00	99.095000	9,909,500.00	-83,000.00	3.699	3.734
3133EMLF7	FFCB 1.75YrNc6MoA	09/22/2022	.120	.155	15,000,000.00	14,991,000.00	99.973000	14,995,950.00	4,950.00	1.473	1.479
3133EMLT7	FFCB 3YrNc1YrA	12/28/2023	.210	.235	15,000,000.00	14,988,750.00	99.770000	14,965,500.00	-23,250.00	2.731	2.745
3133EMLT7	FFCB 3.9YrNc1.9YrA	12/28/2023	.210	.244	10,000,000.00	9,990,000.00	99.770000	9,977,000.00	-13,000.00	2.730	2.745
3133EMML3	FFCB 2Yr	01/12/2023	.120	.125	25,000,000.00	24,997,500.00	99.911000	24,977,750.00	-19,750.00	1.778	1.786
3133EMSC7	FFCB 4rNc1YrA	03/03/2025	.480	.480	5,000,000.00	5,000,000.00	99.362000	4,968,100.00	-31,900.00	3.880	3.926
3133EMSC7	FFCB 4YrNc1YrA	03/03/2025	.480	.512	10,000,000.00	9,987,500.00	99.362000	9,936,200.00	-51,300.00	3.879	3.926
3133EMTW2	FFCB 3Yr	03/18/2024	.300	.307	25,000,000.00	24,994,675.00	99.784000	24,946,000.00	-48,675.00	2.948	2.967
			.660	.680	436,203,000.00	436,064,094.81	100.320750	437,602,122.88	1,538,028.07	2.404	2.438
<b>1930: FFCB-Var-M A/360</b>											
3133EGCE3	FFCB 5Yr	05/25/2021	.379	.379	10,000,000.00	10,000,000.00	100.050000	10,005,000.00	5,000.00	.150	.151
3133EGCE3	FFCB 5Yr	05/25/2021	.379	.379	10,000,000.00	10,000,000.00	100.050000	10,005,000.00	5,000.00	.150	.151
3133EJJE0	FFCB 3.5Yr	10/04/2021	.133	.133	15,000,000.00	15,000,000.00	100.031000	15,004,650.00	4,650.00	.505	.512
			.274	.274	35,000,000.00	35,000,000.00	100.041857	35,014,650.00	14,650.00	.302	.306
<b>1935: FFCB-Var-SOFR-M A/360</b>											
3133EM7M8	FFCB 2.3Yr	02/21/2023	.181	.181	15,000,000.00	15,000,000.00	100.058000	15,008,700.00	8,700.00	1.885	1.896
			.181	.181	15,000,000.00	15,000,000.00	100.058000	15,008,700.00	8,700.00	1.885	1.896
<b>1936: FFCB-Var-SOFR-Q A/360</b>											
3133EK163	FFCB 2Yr	09/24/2021	.150	.150	15,000,000.00	15,000,000.00	100.038000	15,005,700.00	5,700.00	.479	.485
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	15,000,000.00	15,000,000.00	100.440000	15,066,000.00	66,000.00	1.574	1.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.440000	25,110,000.00	110,000.00	1.574	1.605
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	9,000,000.00	9,000,000.00	100.475000	9,042,750.00	42,750.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	14,000,000.00	14,000,000.00	100.475000	14,066,500.00	66,500.00	1.663	1.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	100.475000	24,114,000.00	114,000.00	1.663	1.693
			.315	.315	249,000,000.00	249,000,000.00	100.432510	250,076,950.00	1,076,950.00	1.551	1.580
<b>1950: FMAC-Fxd-S 30/360</b>											
3132X03B5	FAMCA 4.9Yr	06/30/2023	2.850	2.964	10,000,000.00	9,947,900.00	105.838000	10,583,800.00	635,900.00	2.149	2.249
3132X04F5	FAMCA 2.91Yr	07/23/2021	2.840	2.864	10,000,000.00	9,993,300.00	100.884000	10,088,400.00	95,100.00	.308	.312

Month End Portfolio Holdings

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
8014952P6	MUNI SJER	07/01/2023	.210	.210	2,870,000.00	2,870,000.00	100.000000	2,870,000.00	0.00	2.242	2.252
			2.275	2.573	84,170,000.00	83,306,320.90	98.973887	83,306,320.90	0.00	.849	.870
<b>3020: COMMERCIAL PAPER</b>											
74271TRN5	PROCTER & GAMBLE	04/22/2021	.100	.100	15,500,000.00	15,495,393.06	99.994167	15,499,095.83	3,702.77	.060	.060
74271TRS4	PROCTER & GAMBLE	04/26/2021	.100	.100	45,000,000.00	44,986,500.00	99.993056	44,996,875.00	10,375.00	.071	.071
63763PSM2	NATL SEC CLEARING CORP	05/21/2021	.080	.080	50,000,000.00	49,989,000.00	99.986111	49,993,055.56	4,055.56	.140	.140
63763PSS9	NATL SEC CLEARING CORP	05/26/2021	.080	.080	50,000,000.00	49,988,555.56	99.984722	49,992,361.11	3,805.55	.153	.153
63763PRM3	NATL SEC CLEARING CORP	04/21/2021	.070	.070	25,000,000.00	24,996,888.89	99.994444	24,998,611.11	1,722.22	.057	.058
63763PRN1	NATL SEC CLEARING CORP	04/22/2021	.060	.060	50,000,000.00	49,995,166.67	99.994167	49,997,083.33	1,916.66	.060	.060
63763PSC4	NATL SEC CLEARING CORP	05/12/2021	.090	.090	50,000,000.00	49,993,000.00	99.988611	49,994,305.56	1,305.56	.115	.115
74271TU7	PROCTER & GAMBLE	06/28/2021	.070	.070	50,000,000.00	49,991,152.78	99.975556	49,987,777.78	-3,375.00	.243	.244
			.080	.080	335,500,000.00	335,435,656.96	99.987829	335,459,165.28	23,508.32	.122	.123
<b>4500: NCD-Mat A/360</b>											
89114W3D5	TORONTO DOMINION	11/03/2021	.170	.170	115,000,000.00	115,000,000.00	100.000000	115,000,000.00	0.00	.593	.595
78012UH24	ROYAL BANK OF CANADA	11/17/2021	.160	.160	115,000,000.00	115,000,000.00	100.000000	115,000,000.00	0.00	.631	.633
89114W3K9	TORONTO DOMINION	06/03/2021	.110	.110	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.175	.175
89114W3V5	TORONTO DOMINION	05/28/2021	.110	.110	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.159	.159
78012UH81	ROYAL BANK OF CANADA	11/24/2021	.170	.170	7,000,000.00	7,000,000.00	100.000000	7,000,000.00	0.00	.651	.652
89114W3Z6	TORONTO DOMINION	11/30/2021	.160	.160	7,000,000.00	7,000,000.00	100.000000	7,000,000.00	0.00	.667	.668
89114W4A0	TORONTO DOMINION	06/08/2021	.130	.130	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.189	.189
			.148	.148	364,000,000.00	364,000,000.00	100.000000	364,000,000.00	0.00	.468	.470
<b>6040: IFC-Fxd-S 30/360</b>											
45950VPQ3	IFC3.5Yr	08/22/2024	.250	.273	25,000,000.00	24,980,250.00	99.407000	24,851,750.00	-128,500.00	3.374	3.397
			.250	.273	25,000,000.00	24,980,250.00	99.407000	24,851,750.00	-128,500.00	3.374	3.397
<b>Total Fund</b>			.314	.305	9,085,738,102.03	9,083,444,252.70	99.971538	9,083,152,137.41	-292,115.29	1.187	1.205
<b>Grand Total</b>			.314	.305	9,085,738,102.03	9,083,444,252.70	99.971538	9,083,152,137.41	-292,115.29	1.187	1.205





The Mission Inn, Downtown Riverside. Digital Image. *The Mission Inn*. <http://www.missioninn.com/about-en.html>.



COUNTY OF RIVERSIDE  
TREASURER-TAX COLLECTOR  
CAPITAL MARKETS

COUNTY ADMINISTRATIVE CENTER  
4080 LEMON STREET,  
4TH FLOOR,  
RIVERSIDE, CA 92502-2205

[WWW.COUNTYTREASURER.ORG](http://WWW.COUNTYTREASURER.ORG)

# **AGENDA ITEM 6E**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Sales Tax Analysis

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the sales tax analysis for Quarter 4, 2020 (4Q 2020); and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

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

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

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

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

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

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

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

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

Construction: Building Materials Retail and Building Materials Wholesale

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

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

Biotechnology, I.T. Infrastructure, and Green Energy

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

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

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

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

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

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

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

Attachments:

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





# Riverside County Transportation Commission Sales Tax Digest Summary

ATTACHMENT 1

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

### CALIFORNIA'S ECONOMIC OUTLOOK

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

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

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

### LOCAL RESULTS

#### Net Cash Receipts Analysis

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

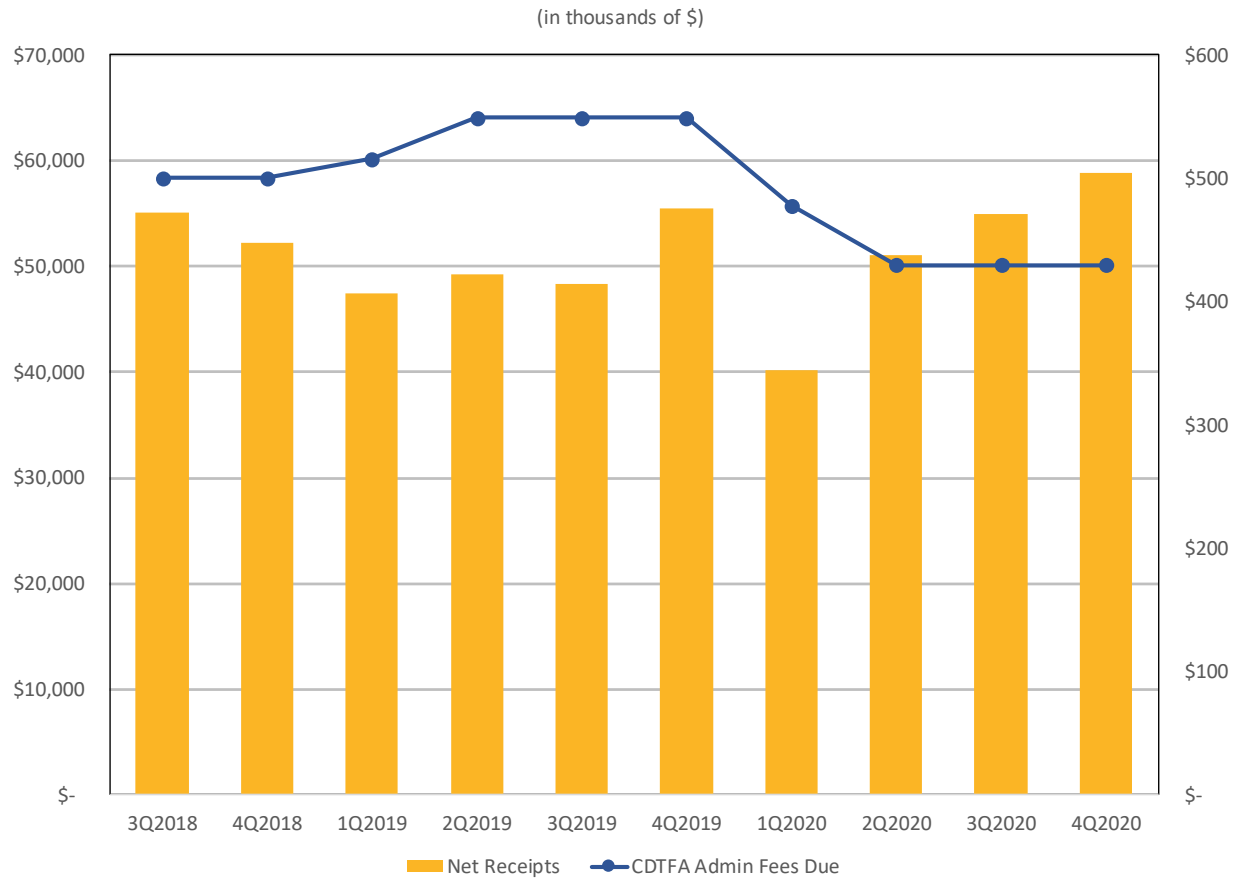
#### Business Activity Performance Analysis

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

#### Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Since Inception	\$12,932,405
---------------------------------	--------------

## HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



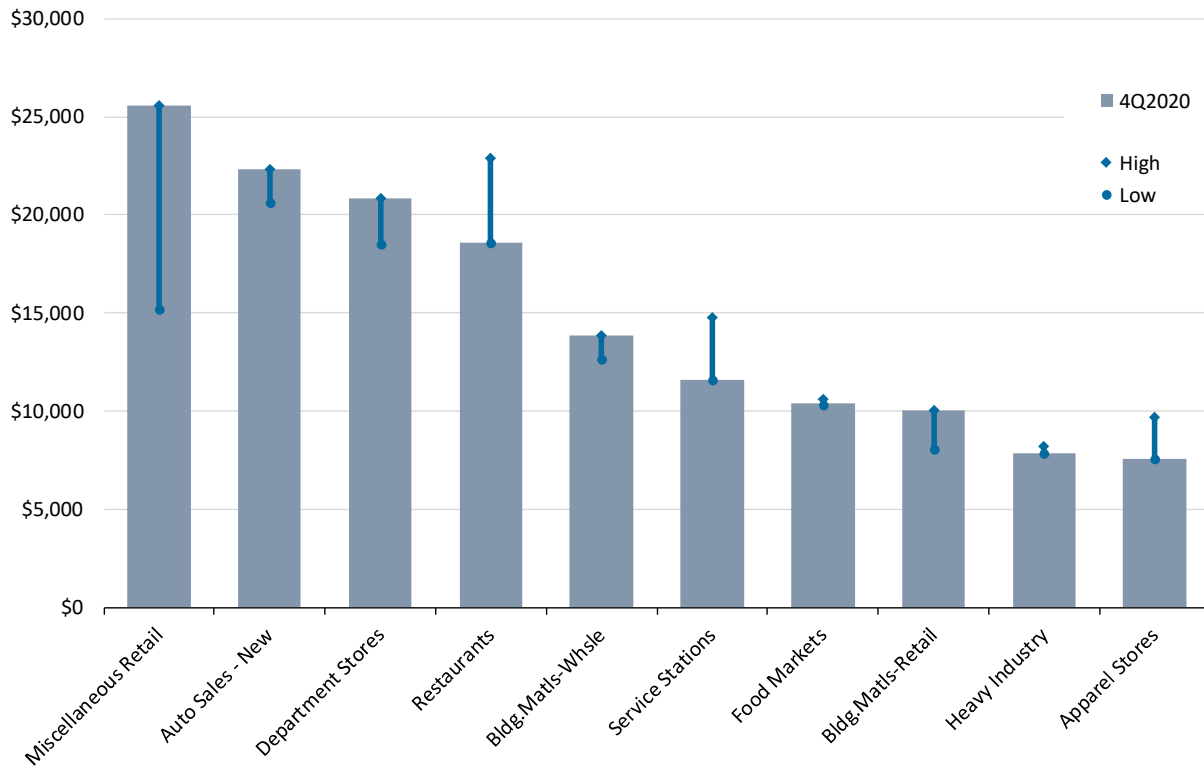
## TOP 25 SALES/USE TAX CONTRIBUTORS

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

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

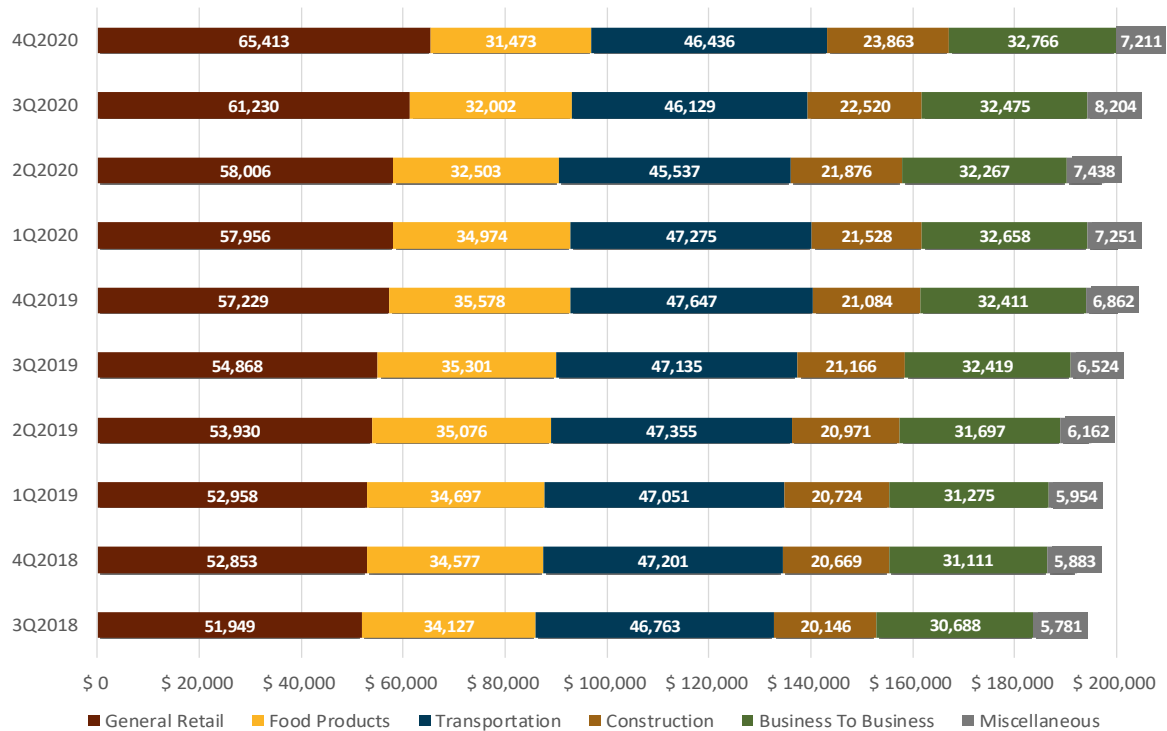
## HISTORICAL SALES TAX AMOUNTS

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

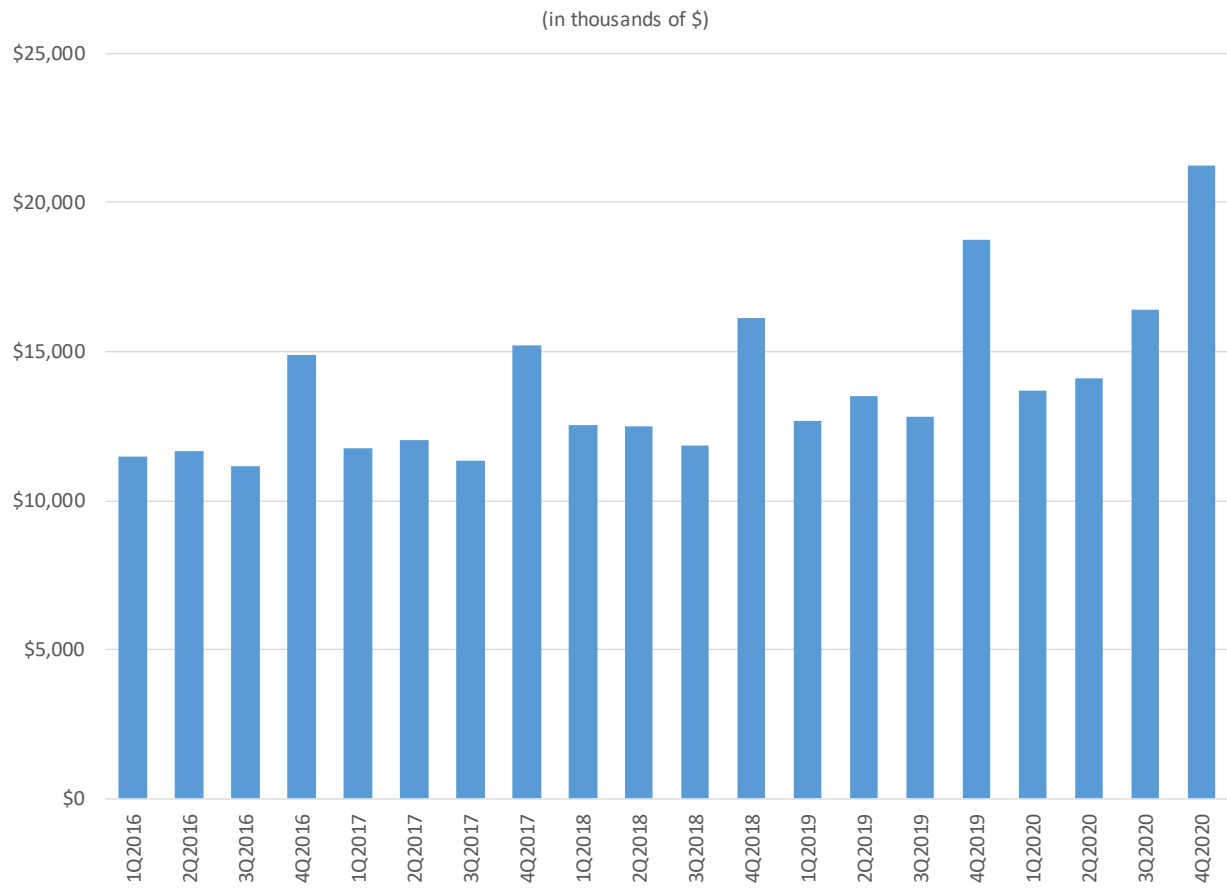


## ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)

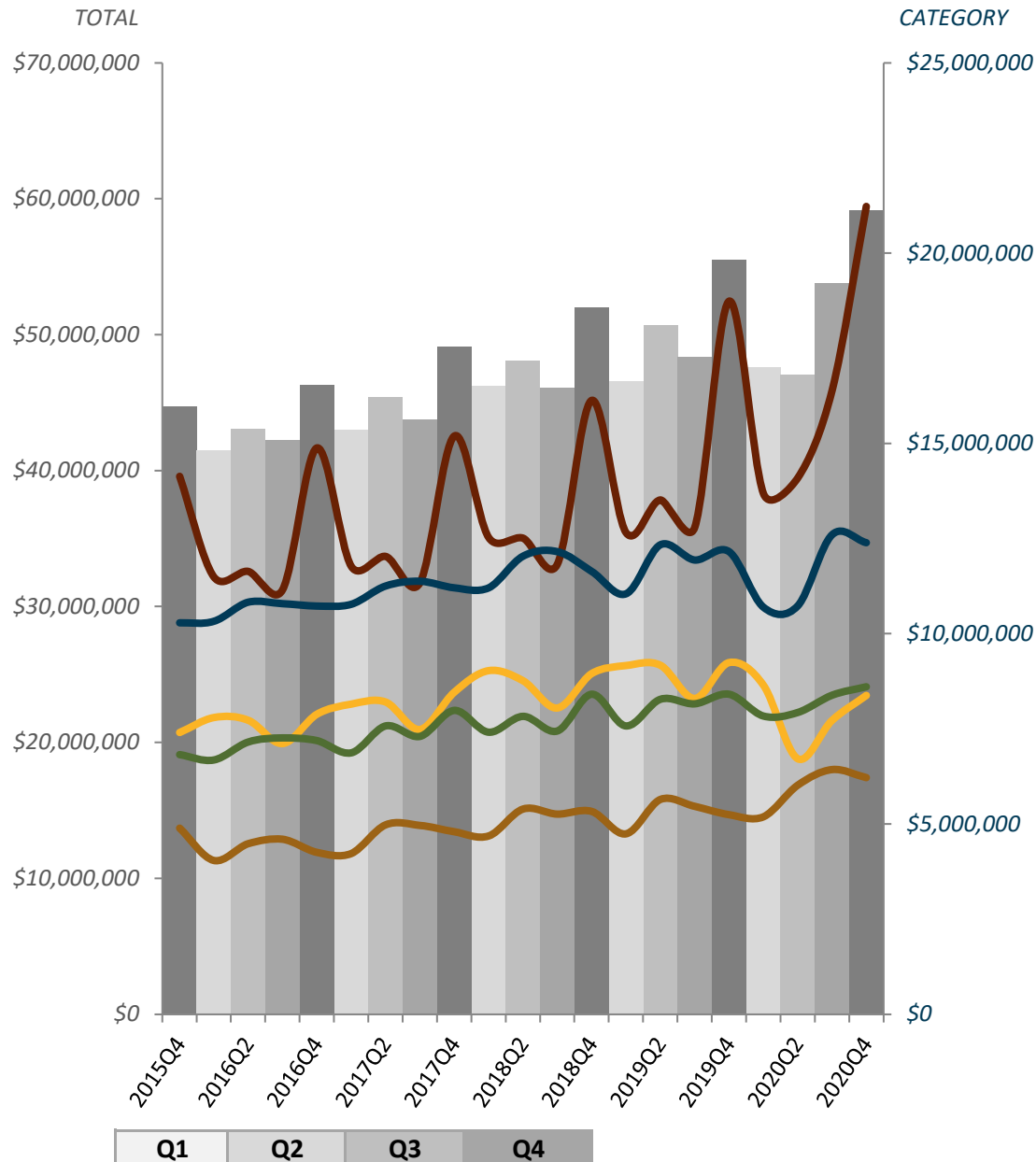


## FIVE-YEAR ECONOMIC TREND: General Retail



## TOTAL

## Economic



## TOTAL

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

## GENERAL RETAIL

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

## FOOD PRODUCTS

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

## TRANSPORTATION

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

## CONSTRUCTION

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

## BUSINESS TO BUSINESS

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

QoQ = 20Q4 / 19Q4

YoY = YE 20Q4 / YE 19Q4



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

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





# **AGENDA ITEM 6F**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Matt Wallace, Deputy Director of Financial Administration
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Federal Transit Administration Proposed Triennial Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2022-2024

**STAFF RECOMMENDATION:**

This item is for the Committee to:

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

**BACKGROUND INFORMATION:**

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

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

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

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

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

Additionally, the Commission is the direct recipient of several FTA grants that will be passed-through to Metrolink (Southern California Regional Rail Authority). The Commission will be responsible for oversight of Metrolink's DBE program compliance related to those funds and has entered into a memorandum of understanding with Metrolink to further define DBE roles and responsibilities. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE program when soliciting and awarding contracts that are partially or fully funded with the FTA funds passed-through by the Commission to Metrolink.

A Public Notice was issued on the RCTC website publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC would host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

Additionally, staff consulted with minority, women, local business associations, and community organizations, which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and staff's efforts to establish a level playing field for the participation of DBEs. Staff reached out to a total of 16 local minority, women, and community business organizations to provide them information on the RCTC DBE program and specifically the draft proposed FTA

Overall DBE Goal-Setting Methodology for FFY 2022-2024. Each organization was contacted multiple times by telephone and email. Despite outreach efforts, no comments were received.

**FISCAL IMPACT:**

There is no financial impact to the Commission.

Attachments:

- 1) Resolution No. 21-007
- 2) Draft RCTC FTA Overall DBE Goal – Setting Methodology for FFY 2022 – FFY 2024



**RESOLUTION NO. 21-007**  
**RESOLUTION OF THE**  
**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**ADOPTING ITS**  
**TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOAL**  
**(49 CFR PART 26) AS IT APPLIES TO FUNDING RECEIVED**  
**DIRECTLY FROM THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the Riverside County Transportation Commission (Commission) adopted a Disadvantaged Business Enterprise (DBE) program which was last updated in 2018;

WHEREAS, the Ninth Circuit Court of Appeals, in a decision regarding the Washington State Department of Transportation, determined that sufficient evidence must exist to support the use of race-conscious measures on federal-aid contracts;

WHEREAS, the Commission does not currently have sufficient evidence of discrimination or its effects which would support the adoption or implementation of a race-conscious DBE goal;

WHEREAS, the Commission is still required, pursuant to 49 CFR Part 26, to adopt a DBE goal and implement its DBE program as applies to federal funding received by the Commission directly from the Federal Transit Administration (FTA);

WHEREAS, the methodology to determine the agency's DBE goal shall be in accordance with 49 CFR Part 26;

WHEREAS, the Commission is a direct recipient of FTA funds;

WHEREAS, in light of the Ninth Circuit ruling and the U.S. Department of Transportation directive, and in accordance with 49 CFR Part 26, the Commission has utilized an all race-neutral methodology in calculating the Triennial Overall DBE Program goal.

NOW, THEREFORE, the Commission hereby resolves as follows:

SECTION 1. The Commission submits its Triennial Overall DBE Program goal for Federal Fiscal Years (FFY) for the period October 1, 2021 – September 20, 2024 (FFY 2022-24).

SECTION 2. The Triennial Overall DBE Program goal shall be 11 percent.

SECTION 3. The Commission shall implement a race-neutral DBE program, and shall take affirmative steps to utilize race-neutral means of meeting its overall goal.

ADOPTED this 9th day of June, 2021.

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Jan C. Harnik, Chair  
Riverside County Transportation Commission

ATTEST:

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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**



Federal Transit Administration (FTA)  
Overall DBE  
Goal-Setting Methodology

FFY 2022-FFY 2024

Submitted in fulfillment of:

Title 49 Code of Federal Regulations Part 26

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## I. INTRODUCTION

The Riverside County Transportation Commission (RCTC) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2022-2024 (October 1, 2021 through September 30, 2024), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 “Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs.” The purpose of the DBE goal-setting process is to level the playing field to allow DBEs to compete fairly for Department of Transportation-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

## II. BACKGROUND

RCTC is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, RCTC signed an assurance that it will comply with FTA’s DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, RCTC is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

RCTC herein presents its Overall DBE Goal Methodology for FFY 2022-2024.

## III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2022-2024

### Market Area

The Federal DBE Program requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. RCTC’s local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

The RCTC bidder’s list was reviewed, and the previously recognized market area of Orange County, Riverside County, and San Bernardino County was confirmed.

### Anticipated Projects

RCTC has 9 FTA-assisted projects that are anticipated to be awarded during the triennial period and which were considered in preparing this goal methodology. The projects, which include construction, professional services and materials/supplies contracting opportunities, are anticipated to be awarded during the triennial period and have potential subcontracting opportunities. These projects and their federal share are listed in Table 1.

- Column A lists the name and brief description of each project.
- Column B lists the total estimated cost of each project.
- Column C lists the estimated FTA dollar share for each project.
- Column D lists the estimated FTA percentage share for each project.

**TABLE 1**

(amounts subject to rounding differences)

A PROJECT NAME/DESCRIPTION	B EST. TOTAL PROJECT COST	C EST. FTA \$ SHARE	D EST. FTA % SHARE
<b>Moreno Valley March Field Station Rail Improvements</b> Remove and replace approximately 25 miles of existing rail and wood ties with new rail and concrete ties, remove/replace/regrade track ballast, improve track drainage, install new track signals and Positive Train Control system, connect to existing signals and communication systems, construct a new second passenger loading platform, extend of the existing passenger loading platform and other improvements	\$13,322,695	\$12,997,049	98%
<b>Moreno Valley March Field Station Rail Improvements Construction Management</b> Construction Management for the Moreno Valley March Field Station Rail Improvements Project	1,998,404	1,949,557	98%
<b>Rail Stations Capital Rehabilitation Bid &amp; Construction Support</b> Review/develop design, develop plans, review cost and budget, conduct audits, perform inspections, review and assess claims and change orders, seek internal claim/change order approvals, validate project status, develop reports to management, and certify completion of new construction and maintenance projects.	550,000	550,000	100%
<b>Rail Stations Capital Rehabilitation Construction Station Contracts</b> Capital rehabilitation and maintenance of CCTV facilities and equipment, electrical upgrades, solar covered parking, painting, pavement preservation, upgrade concrete sidewalk, ADA improvements, elevator replacement and upgrades, lighting improvements, landscaping and fencing, construction for solar covered parking	4,840,000	4,840,000	100%
<b>Rail Stations Operations (CARES) - Bid &amp; Construction Support</b> Review/develop plans, develop scope of work for maintenance repair and replacement projects of existing physical inventory, validate cost, review and assess project approach, provide coordination of the contractor's work and the station operations, and provide inspection during project phases and project completion.	250,000	250,000	100%

A	B	C	D
PROJECT NAME/DESCRIPTION	EST. TOTAL PROJECT COST	EST. FTA \$ SHARE	EST. FTA % SHARE
<b>Rail Stations Operations (CARES) Construction Station Contracts</b> Support the operation and maintenance of RCTC's nine commuter rail stations. Activities funded include RCTC staff costs, contracted program management, station janitorial cleaning services, station security, routine maintenance and repair of the facilities, grounds maintenance, pest control, and regular service interval for decontamination and sanitization of the rail facilities.	1,000,000	1,000,000	100%
<b>Riverside Downtown Platform Expansion</b> Construction of an additional platform on the East Side of the Riverside Downtown Track and Platform to accommodate the future project growth of ridership and additional inter-County trip on the Perris Valley Line	3,571,000	1,004,978	28%
<b>Riverside Downtown Platform Expansion Construction Management</b> Construction Management for the Riverside Downtown Platform Expansion Project	535,650	150,747	28%
<b>TOD Strategic Plan</b> Transit oriented communities strategic plan for the eight stations along Metrolink's Perris Valley Extension Line providing corridor-wide policy recommendations and station-level action items to support transit-oriented development within a five-mile radius of each station.	700,000	515,789	74%
<b>Total</b>	<b>\$26,767,749</b>	<b>\$23,258,121</b>	<b>87%</b>

### Subrecipients

In addition to the above listed projects, RCTC has \$60 million in grants that will be reallocated to Metrolink (Southern California Regional Rail Authority). RCTC has executed a Memorandum of Understanding (MOU) with Metrolink, which details the responsibilities of both RCTC and Metrolink with respect to the DBE Program. Section III of the MOU details RCTC's responsibilities for oversight and monitoring Metrolink's obligations as a subrecipient of RCTC's federal funds. Section IV of the MOU describes Metrolink's obligations to comply with the requirements of 49 CFR Part 26 and all other FTA DBE rules, regulations and policies, and to implement a stand-alone DBE program that includes goal setting, outreach, monitoring, and reporting. Section IV also states that Metrolink shall create and maintain records of compliance with the DBE obligations and provide compliance information to RCTC upon request. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE Program when soliciting and awarding contracts that are partially or fully funded with the FTA funds reallocated by RCTC to Metrolink.

## Categories of Work

RCTC reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for purposes of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.

- Column A lists the name and brief description of each project.
- Column B lists the estimated FTA dollar share for each project.
- Column C lists the category of work (NAICS) code.
- Column D lists the category of work (NAICS) title.
- Column E lists the estimated FTA dollar share for each NAICS code.
- Column F lists the estimated FTA percentage share for each NAICS code.

**TABLE 2**  
(amounts subject to rounding differences)

A	B	C	D	E	F
PROJECT NAME/ DESCRIPTION	EST. FTA \$ SHARE	NAICS CODE	NAICS TITLE	EST. FTA \$ SHARE NAICS	EST. FTA % SHARE NAICS
<b>Moreno Valley March Field Station Rail Improvements - Construction</b>	\$12,997,049	237110	Water and sewer line and related structures construction	\$456,953	2.0%
		237990	Other heavy and civil engineering construction	\$10,509,690	45.2%
		238120	Structural steel and precast concrete contractors	\$662,345	2.8%
		238190	Other foundation, structure, and building exterior contractors	\$379,688	1.6%
		238210	Electrical contractors and other wiring installation contractors	\$658,717	2.8%
		238220	Plumbing, heating, and air-conditioning contractors	\$49,054	0.2%
		238910	Site preparation contractors	\$280,602	1.2%
<b>Moreno Valley March Field Station Rail Improvements - Construction Management</b>	\$1,949,557	236210	Industrial building construction	\$97,478	0.4%
		237310	Highway, street, and bridge construction	\$97,478	0.4%
		541310	Architectural services	\$97,478	0.4%
		541330	Engineering services	\$662,849	2.8%
		541370	Surveying and mapping (except geophysical) services	\$97,478	0.4%
		541380	Testing laboratories	\$292,434	1.3%
		541611	Administrative management and general management consulting services	\$311,929	1.3%
		541620	Environmental consulting services	\$214,451	0.9%
		541820	Public relations agencies	\$77,982	0.3%
<b>Rail Stations Capital Rehabilitation - Bid &amp; Construction Support</b>	\$550,000	541330	Engineering services	\$200,000	0.9%
		561210	Facilities support services	\$200,000	0.9%
		561720	Janitorial services	\$150,000	0.6%
<b>Rail Stations Capital Rehabilitation - Construction Station Contracts</b>	\$4,840,000	221310	Water supply and irrigation systems	\$200,000	0.9%
		238160	Roofing contractors	\$20,000	0.1%
		238190	Other foundation, structure, and building exterior contractors	\$350,000	1.5%
		238210	Electrical contractors and other wiring installation contractors	\$600,000	2.6%

A	B	C	D	E	F
PROJECT NAME/ DESCRIPTION	EST. FTA \$ SHARE	NAICS CODE	NAICS TITLE	EST. FTA \$ SHARE NAICS	EST. FTA % SHARE NAICS
		238220	Plumbing, heating, and air-conditioning contractors	\$70,000	0.3%
		238320	Painting and wall covering contractors	\$1,600,000	6.9%
		238330	Flooring contractors	\$50,000	0.2%
		238990	All other specialty trade contractors	\$1,500,000	6.4%
		561730	Landscaping services	\$450,000	1.9%
<b>Rail Stations Operations (CARES) - Bid &amp; Construction Support</b>	\$250,000	541330	Engineering services	\$25,000	0.1%
		561210	Facilities support services	\$25,000	0.1%
		561720	Janitorial services	\$200,000	0.9%
<b>Rail Stations Operations (CARES) - Construction Station Contracts</b>	\$1,000,000	221310	Water supply and irrigation systems	\$30,000	0.1%
		238160	Roofing contractors	\$10,000	0.0%
		238190	Other foundation, structure, and building exterior contractors	\$25,000	0.1%
		238210	Electrical contractors and other wiring installation contractors	\$25,000	0.1%
		238220	Plumbing, heating, and air-conditioning contractors	\$25,000	0.1%
		238320	Painting and wall covering contractors	\$25,000	0.1%
		238330	Flooring contractors	\$10,000	0.0%
		238990	All other specialty trade contractors	\$250,000	1.1%
<b>Riverside Downtown Platform Expansion- Construction</b>	\$1,004,978	561730	Landscaping services	\$600,000	2.6%
		237990	Other heavy and civil engineering construction	\$844,283	3.6%
		238120	Structural steel and precast concrete contractors	\$70,357	0.3%
		238190	Other foundation, structure, and building exterior contractors	\$70,357	0.3%
		541360	Geophysical surveying and mapping services	\$8,724	0.0%
<b>Riverside Downtown Platform Expansion-</b>	\$150,747	562112	Hazardous waste collection	\$11,257	0.0%
		236210	Industrial building construction	\$7,537	0.0%
		237310	Highway, street, and bridge construction	\$7,537	0.0%
		541310	Architectural services	\$7,537	0.0%





A	B	C	D	E	F
PROJECT NAME/ DESCRIPTION	EST. FTA \$ SHARE	NAICS CODE	NAICS TITLE	EST. FTA \$ SHARE NAICS	EST. FTA % SHARE NAICS
Construction Management		541330	Engineering services	\$51,254	0.2%
		541370	Surveying and mapping (except geophysical) services	\$7,537	0.0%
		541380	Testing laboratories	\$22,612	0.1%
		541611	Administrative management and general management consulting services	\$24,120	0.1%
		541620	Environmental consulting services	\$16,582	0.1%
		541820	Public relations agencies	\$6,030	0.0%
TOD Strategic Plan	\$515,789	541990	All other professional, scientific, and technical services	\$515,789	2.2%
Total	\$23,258,120			\$23,258,120	100.0%

## IV. GOAL METHODOLOGY

### Step 1: Determination of a Base Figure (26.45)<sup>1</sup>

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on RCTC's FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, RCTC followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the 2018 *U.S. Census Bureau County Business Patterns Database* within RCTC's market area for each of the categories of work defined in Table 2.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} \times \text{Estimated NAICS \%}$$

⇒ For the numerator: CUCP DBE Database of Certified Firms

⇒ For the denominator: 2018 U.S. Census Bureau's Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- dividing the number of ready, willing and able DBE firms identified for each NAICS work category by the number of all firms identified within the market area for each corresponding work category (*relative availability*),
- weighting the relative availability for each work category by the corresponding work category weight from Table 2 (NAICS %) to determine the Weighted Ratio for each NAICS work category, and
- adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

- Column A lists the category of work (NAICS) code.
- Column B lists the category of work (NAICS) title.
- Column C lists the estimated percentage of each NAICS code (the estimated FTA dollars for each NAICS code divided by the grand total of all estimated FTA dollars) from Table 2.
- Column D lists number of DBEs in the market area for each NAICS code from the CUCP DBE Database of Certified Firms.
- Column E lists number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2018 U.S. Census Bureau County Business Patterns Database.
- Column F lists the relative availability of DBEs for each NAICS code (the number of DBEs divided by the number of all firms).
- Column G lists weighted ratio for each NAICS code (relative availability divided by the estimated NAICS percentage).

The weighted base figure is the sum of the weighted ratios for each NAICS code.

<sup>1</sup> 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

**TABLE 3**  
(amounts subject to rounding differences)

A	B	C	D	E	F	G
NAICS CODE	NAICS TITLE	NAICS % <sup>2</sup>	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	WEIGHTED RATIO (Rel. Avail. x NAICS %)
221310	Water supply and irrigation systems	1.0%	4	73	5.5%	0.1%
236210	Industrial building construction	0.5%	20	107	18.7%	0.1%
237110	Water and sewer line and related structures construction	2.0%	36	186	19.4%	0.4%
237310	Highway, street, and bridge construction	0.5%	60	175	34.3%	0.2%
237990	Other heavy and civil engineering construction	48.8%	10	87	11.5%	5.6%
238120	Structural steel and precast concrete contractors	3.2%	17	112	15.2%	0.5%
238160	Roofing contractors	0.1%	4	408	1.0%	0.0%
238190	Other foundation, structure, and building exterior contractors	3.5%	12	134	9.0%	0.3%
238210	Electrical contractors and other wiring installation contractors	5.5%	38	1,874	2.0%	0.1%
238220	Plumbing, heating, and air-conditioning contractors	0.6%	9	2,252	0.4%	0.0%
238320	Painting and wall covering contractors	7.0%	6	850	0.7%	0.0%
238330	Flooring contractors	0.3%	1	373	0.3%	0.0%
238910	Site preparation contractors	1.2%	48	560	8.6%	0.1%
238990	All other specialty trade contractors	7.5%	36	780	4.6%	0.3%
541310	Architectural services	0.5%	11	533	2.1%	0.0%
541330	Engineering services	4.0%	93	1,760	5.3%	0.2%
541360	Geophysical surveying and mapping services	0.0%	1	10	10.0%	0.0%
541370	Surveying and mapping (except geophysical) services	0.5%	17	123	13.8%	0.1%
541380	Testing laboratories	1.4%	20	210	9.5%	0.1%
541611	Administrative management and general management consulting services	1.4%	114	2,171	5.3%	0.1%
541620	Environmental consulting services	1.0%	78	288	27.1%	0.3%
541820	Public relations agencies	0.4%	16	152	10.5%	0.0%

<sup>2</sup> The weighted ratio is the sum of each NAICS code from Table 2.

A	B	C	D	E	F	G
NAICS CODE	NAICS TITLE	NAICS % <sup>2</sup>	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	WEIGHTED RATIO (Rel. Avail. x NAICS %)
541990	All other professional, scientific, and technical services	2.2%	24	499	4.8%	0.1%
561210	Facilities support services	1.0%	2	96	2.1%	0.0%
561720	Janitorial services	1.5%	10	1,059	0.9%	0.0%
561730	Landscaping services	4.5%	16	1,624	1.0%	0.0%
562112	Hazardous waste collection	0.0%	5	17	29.4%	0.0%
<b>Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)</b>						<b>8.7%</b>

## Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, RCTC reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

### A. Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on RCTC projects. The projects anticipated to be awarded during the triennial period are substantially similar to those awarded in the recent past. RCTC calculated past DBE participation attainments for the three (3) FFY<sup>3</sup>, for which DBE attainment data is available. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by RCTC within the last three (3) FFYs.

- Column A lists the Federal Fiscal Year.
- Column B lists the FTA DBE Goal percentage for that FFY.
- Column C lists the percentage of DBE attainment on the FTA share from the RCTC Semi-Annual Uniform reports that were submitted to FTA.

**TABLE 4**

A	B	C
FEDERAL FISCAL YEAR (FFY)	FTA DBE GOAL %	FTA DBE ATTAINMENT %
FFY 2018	10.80%	20.81%
FFY 2019	8.90%	0.00%
FFY 2020	8.90%	13.33%
<b>Median DBE Attainment Within the Last 3 FFYs</b>		<b>13.3%</b>

<sup>3</sup> RCTC is using the last three (3) FFY instead of five (5) FFY for past participation because there were no FTA awards in FFY 2016 or FFY 2017.

The median participation for the past three FFYs is higher than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on RCTC's past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

Base Figure (A)	<b>8.7%</b>
Median DBE Attainment (B)	13.3%
<b>Adjusted Base Figure [(A+B)/2]</b>	<b>11.0%</b>

### B. Disparity Study

RCTC has not conducted a disparity study nor does it possess evidence on hand of discrimination in its transportation contracting program.

RCTC reviewed and evaluated disparity studies from the Orange County Transportation Authority (OCTA), the San Diego–Imperial County Consortium, and Caltrans as part of this goal setting process. RCTC has declined to apply the results of these disparity studies to the triennial goal methodology since the nature of procurements covered under these other studies include significantly different projects and market areas from the projects anticipated for RCTC during this triennial period. For this reason, RCTC will not be making an adjustment to the base figure using evidence from the other disparity studies. RCTC will continue to review other agency disparity studies for similarities to their procurements. RCTC will also consider undergoing its own disparity study should additional FTA-funded projects be identified in the future.

### C. Other Available Evidence

RCTC is not in possession of other information that would have an impact on the DBE goal assessment.

## V. PROPOSED OVERALL DBE GOAL

Since the Ninth Circuit Court of Appeals decision regarding *Western States Paving v. Washington State Department of Transportation*, RCTC has set race neutral goals. RCTC will periodically re-evaluate its DBE Program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation RCTC believes a race-conscious program is necessary, as required by *Western States*, RCTC will gather evidence to determine if discrimination in the transportation contracting industry is present. RCTC will make a determination at that time as to what type of evidence gathering is appropriate, based on DOT regulations and case law.

**The Final Proposed Overall DBE Goal for FFY 2022-2024 for RCTC's FTA-assisted contracts is 11.0%.**

RCTC will continue to have race-neutral DBE program for FFY 2022-2024. RCTC has been able to achieve moderate DBE participation by using only race-neutral methods, will continue to use the existing race-neutral measures as listed below, and will consider new measures in order to achieve even greater participation over the triennial period. RCTC will carefully monitor participation during the course of the goal period. At the conclusion of each year during the goal period, RCTC will re-evaluate the effectiveness of the race-neutral methods and determine if it is necessary to institute a race-conscious portion and contract specific goals. If, in the future, as a result of this re-evaluation, RCTC decides to implement race-conscious means, RCTC will submit a revised DBE Goal methodology for FTA review and approval.

RCTC intends to use race-neutral methods, as shown below, to meet the overall DBE goal of 11.0% for FFY 2022-2024 in accordance with Title 49 CFR Part 26.51.

<b>RACE-CONSCIOUS &amp; RACE-NEUTRAL PROJECTIONS</b>	
DBE Adjusted Base Figure	<b>11.0%</b>
Race-Conscious Component	<b>0.0%</b>
Race-Neutral Component	<b>11.0%</b>

## VI. RACE-NEUTRAL IMPLEMENTATION MEASURES

The United States Department of Transportation (USDOT) regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall goal. RCTC is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in RCTC's FTA-assisted contracting program. RCTC plans to continue or implement the following race-neutral measures for FFY 2022-2024 and will continue to explore other options for consideration based on RCTC's success in meeting its overall DBE goals based on these efforts:

- RCTC will structure and present solicitations and schedules in ways that facilitate DBE and other small business participation with prospective prime contractors. RCTC will also participate in Small Business conferences, which may include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community.
- Holding pre-proposal meetings, invite DBE firms, and provide for networking at these meetings.
- RCTC will refer the DBE and Small Business contracting community to the SBA Bonding Assistance Program.
- RCTC will carry out a communications effort to inform DBEs and other Small Businesses of opportunities that may be available.
- RCTC will actively promote Small Business conferences, programs and supportive services currently offered by peer agencies which have mature DBE and Small Business Programs and are seeking increased DBE and Small Business participation in their programs as a supportive service to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses.
- RCTC will advise contractors about the online directory of certified DBEs, found at the California Department of Transportation (Caltrans) website:  
<https://dot.ca.gov/programs/civil-rights/dbe-search>
- RCTC will advise the DBE and small business community to participate in Caltrans' DBE Supportive Services Program, which offers free training classes and one-on-one technical assistance.

### Fostering Small Business Participation

RCTC has implemented several strategies to foster small business participation in its contracting process. These include the following:

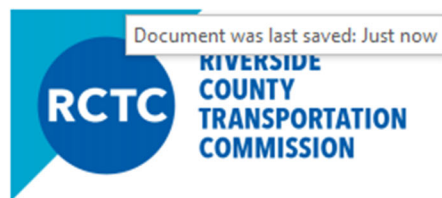
- In multi-year design-build contracts or other large contracts (e.g., for “megaprojects”), requiring bidders on the prime contract to specify elements of the contract or specific subcontracts that are of a size that small businesses, including DBEs, can reasonably perform.
- On larger prime contracts, encouraging the prime contractor to consider subcontracting opportunities of a size that small businesses, including DBEs, can reasonably perform, rather than self-performing all the work involved.
- Identifying alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of small businesses, including DBEs, to compete for and perform prime contracts.
- Ensuring that a reasonable number of prime contracts are of a size that small businesses, including DBEs, can reasonably perform.
- Provide outreach to current RCTC contractors or past RCTC contractors who may qualify for DBE-certification by encouraging them to seek and obtain DBE-certification.

## **VII. PUBLIC PARTICIPATION AND FACILITATION**

A Public Notice (Attachment 1) was issued on the RCTC website (Attachment 2), publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC will host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the market area were contacted and provided an opportunity to review the triennial goal analysis and provide input. RCTC reached out to 16 local minority, women, and community business organizations to provide them information on RCTC’s DBE program and specifically the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024 and to solicit their comments. Each organization was contacted multiple times by both email (Attachment 3), which included a list of questions for participants to consider (Attachment 4), and telephone. Despite outreach efforts, no comments were received. The summary of all contact made in an attempt to receive input as part of this process can be found in Attachment 5. RCTC prepared a presentation for the public comment webinar (Attachment 6), however no individuals participated.

## ATTACHMENT 1: Public Notice



### RIVERSIDE COUNTY TRANSPORTATION COMMISSION

### PROPOSED FEDERAL TRANSIT ADMINISTRATION

### TRIENNIAL DBE GOAL FFY 2022-2024

**Dated 2/18/21**

In accordance with 49 CFR Part 26.45(g), the Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 11.0% for Federal Fiscal Years 2022-2024. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on RCTC's FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice upon request.

RCTC will host a webinar on March 16<sup>th</sup> from 10:00 am – 11:00 am PST to present the methodology for establishing the proposed DBE goal, provide an opportunity for public comment, and answer any questions about RCTC's DBE program and proposed DBE goal. [Click here to register for the webinar.](#)

RCTC and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice. Written comments to the RCTC DBE Liaison Officer, Matthew Wallace, may be emailed to [mwallace@rctc.org](mailto:mwallace@rctc.org) or mailed to 4080 Lemon Street 3<sup>rd</sup> Floor, Riverside, CA 92501. Written comments can also be sent directly to the FTA, Marisa Appleton, Civil Rights Officer, 200 W. Adams Street, Suite 320, Chicago, IL 60606. Written comments at both locations will be accepted until **Monday, March 22, 2021.**





## ATTACHMENT 2: Website notification

2/19/2021

Vendor Registration for Bid Opportunities with RCTC

- November and December (Permit Period #6)

Applications for a particular permit period shall be due by the 19th day of the calendar month immediately preceding the particular permit period.

For questions, please contact RCTC's Rail Department at 951.787.7141. When completed, the *Leafleting, Solicitation and/or Political Campaign Activities Permit Application* together with a copy of the material to be distributed should be e-mailed to [info@rctc.org](mailto:info@rctc.org).

### DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The Commission strongly encourages the utilization and participation of certified DBE firms in its contracting and procurement activities.

It is the Commission's policy to ensure that DBEs have an equal opportunity to receive and participate in DOT-assisted contracts. The Commission procurements will be administered without discrimination on the basis of race, color, sex, or national origin.

[DBE PROGRAM OBJECTIVES](#)[DBE LIAISON OFFICER](#)[DBE CERTIFICATION](#)

RCTC is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, RCTC signed an assurance that it will comply with FTA's DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, RCTC is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

[Click here to view RCTC Federal Transit Administration Triennial DBE Goal – FFY 2022-2024](#)

## ATTACHMENT 3: Sample Email



**RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION**

### TRIENNIAL DBE GOAL FFY 2022-2024

11.0%

FFY 2022-2024

View Public Notice

The Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance and in accordance with 49 CFR Part 26.45(g), announces a proposed Federal Transit Administration (FTA) Disadvantaged Business Enterprise (DBE) overall program triennial DBE goal of 11.0% for Federal Fiscal Years (FFY) 2022-2024.

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#### Upcoming Webinar

RCTC will be hosting a webinar for public participation on:  
**Tuesday, March 16th**  
**at 10:00 a.m.**

Register Here!

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RCTC has developed questions for minority, women's and general contract groups, community organizations and other official organizations to learn more information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and RCTC's efforts to establish a level playing field for the participation of DBEs.

Consultative Process Questions

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#### Agenda

Introduction	DBE Goal Methodology	DBE Goal for FFY 2022-2024
<ul style="list-style-type: none"> <li>Title 49 CFR Part 26</li> <li>Triennial Goal Period</li> </ul>	<ul style="list-style-type: none"> <li>Market Area</li> <li>Anticipated Projects</li> <li>Adjustments</li> </ul>	<ul style="list-style-type: none"> <li>Next Steps</li> </ul>

---

#### Unable to Attend?

**Comments Accepted through March 22, 2021**

RCTC will be accepting comments to the overall DBE Goal-Setting Methodology for FFY 2022-2024 until March 22, 2021. Please contact Matthew Wallace at [mwallace@rctc.org](mailto:mwallace@rctc.org).

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## ATTACHMENT 4: Consultation Questions



### Triennial DBE Goal Methodology Consultative Process Questions

The Riverside County Transportation Commission (RCTC) must establish and submit an overall triennial Disadvantaged Business Enterprise (DBE) goal for the Federal Transit Administration's (FTA) approval. The goal setting takes into consideration the contracting opportunities that use federal funds. RCTC announces its overall DBE goal of 11% for Federal Fiscal Year 2022-2024 (October 2021 – September 2024).

Pursuant to the requirements in 49 CFR 26.45(g)(1)(i), prior to submitting the goal document to the FTA, RCTC is required to consult with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and RCTC's efforts to establish a level playing field for the participation of DBEs. As part of the consultation phase, RCTC is contacting you for your organization's input.

Please review the questions listed below at your earliest opportunity. The questions are to provide a context for you to consider in determining information you may have available or that could be useful as part of the consultation. Any feedback or comments you may have will be used to further enrich our DBE Program Plan activities.

**Comments and responses may be submitted via email to [mwallace@rctc.org](mailto:mwallace@rctc.org) no later than March 22, 2021.**

1. Are you aware of or have you experienced any specific barriers toward DBEs in competing for federally funded contracts?
2. Has your firm experienced discrimination in the process for competing for government contracts? If yes, please explain.
3. Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?
4. Have you participated in any DBE or small business specific training, workshops, or outreach events locally? If so, please list the event and hosting organization, and provide feedback on the value of the event.
5. Do you use any other eProcurement systems to compete for contracts with any other agencies?
6. What is your overall opinion of eProcurement systems?
7. Have you recently worked with DBEs or other small businesses on pursuing contracts? If so, please describe your experience.
8. Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

For additional information on the consultative process and RCTC's Triennial DBE Goal Methodology, please email the RCTC DBE Liaison Officer, Matthew Wallace, at [mwallace@rctc.org](mailto:mwallace@rctc.org).

## ATTACHMENT 5: Email and Telephone Log

Organization	Contact Efforts	Comments
American Indian Chamber of Commerce of California stateadmin@aicccal.org (213) 440-3232	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and spoke with Maria. She asked us to send email with outreach information. Email was sent to her.  3/11/2021 Sent a follow up email to Maria with webinar registration link.	No comments received
Asian Business Association Dennis Huang, Executive Director/CEO dennis@abala.org No phone number located	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.	No comments received
Asian Business League of Southern California admin@ablsocal.org (213) 290-3886	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called several times and kept receiving "user busy" notice.  3/10/2021 Tried calling again and number seemed to be out of service.  Searched Google, but no alternate phone number located.	No comments received
Black Chamber of Commerce Inland Empire (Inland Empire African American Chamber) Tammy Martin-Ryles/President-Chair info@bccinlandempire.com (844) 332-2243 ext. 902 (909) 888-0017	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and left a message for Tammy.  3/10/2021 Called and left a follow up message for Tammy.	No comments received
Chinese Chamber of Commerce of Los Angeles info@lachinesechamber.org (213) 617-0396	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called twice and number did not seem to be in service.  3/10/2021 Called and number was out of service.  Searched Google, but no alternate phone number located.	No comments received

Organization	Contact Efforts	Comments
Greater Corona Hispanic Chamber of Commerce Nick Lopez, President info@GCHCC.com (951) 278-4755	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and left a message for Nick.  3/10/2021 Called and left a follow up message for Nick.	No comments received
Greater Riverside Hispanic Chamber of Commerce Carmen Lainez, Chairwoman clainez@bailhotline.net (562) 412-8214 info@grhcc.com (951) 965-9115	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and left a message for Carmen.  3/10/2021 Called and left a follow up message for Carmen.	No comments received
High Desert Hispanic Chamber of Commerce Eric J Camarena, Chair of Board information@hdhccfoundation.org (760) 241-6661	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and left a message for Eric.  3/10/2021 Called and left a follow up message for Eric.	No comments received
National Association of Women Business Owners - Inland Empire Hilda Kennedy, President president@nawbo-ie.org (909) 915-1706 support@nawbo-ie.org (951) 703-2266	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and spoke with Ashley and informed her about the goal and webinar. She said she would get the word out to the team.  3/11/2021 Called and left a follow up message for Ashley.	No comments received
National Association of Women in Construction-Los Angeles Barbara Kotsos, President barbarak@girouxglass.com marketing@nawicla.org	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  Unable to locate phone number.	No comments received
National Association of Women in Construction-Orange County info@nawicoc.org (714) 446-8880	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and received the voicemail box of Mammoth Electric.	No comments received
Ontario Hispanic Chamber of Commerce onthcc@gmail.com (909) 983-8810	Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.  3/4/2021 Called and number is no longer in service.	No comments received

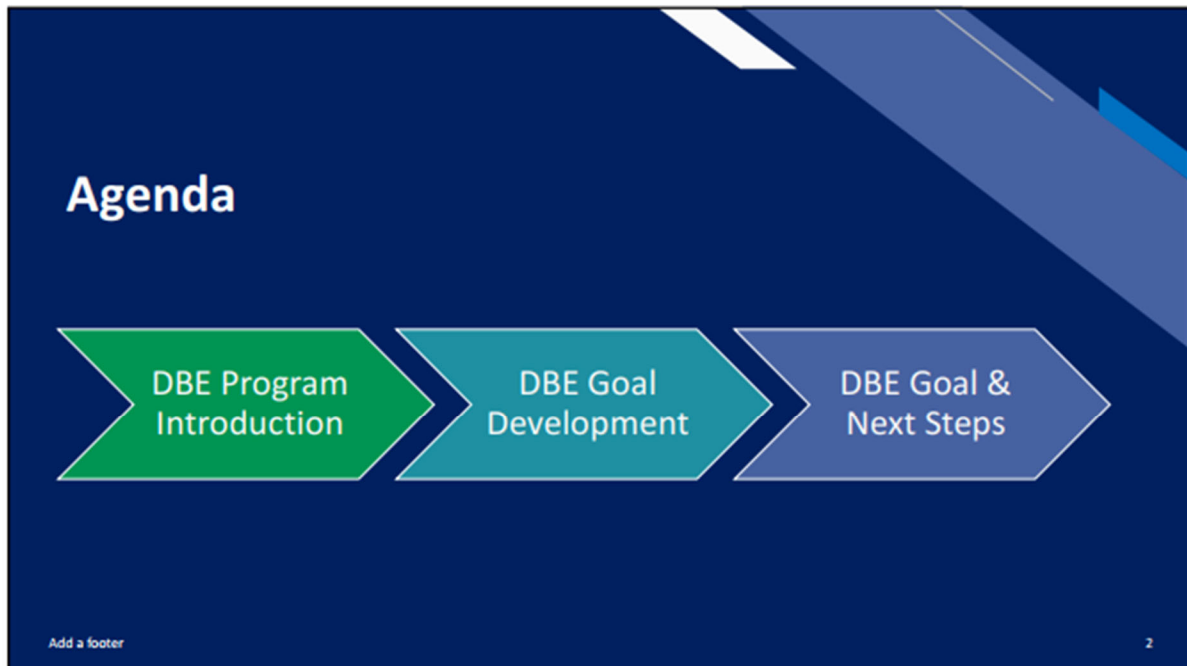
Organization	Contact Efforts	Comments
	Searched Google, but no alternate phone number located.	
Riverside County Black Chamber of Commerce Pepi Jackson, President pepi@riversidecountybcc.org (951) 823-0175 x 103 Marketing@RiversideCountyBCC.Org	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and spoke with Pepi. He asked us to send an email with information about the goal and webinar. Email was sent.</p> <p>3/11/2021 Called and left a message for Pepi and sent an email with the webinar link.</p>	No comments received
Southern California Black Chamber of Commerce 888-466-7408 info@blackchamberofcommerce.org	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message.</p> <p>3/11/2021 Called and left a follow up message.</p>	No comments received
WTS- Orange County orangecountywts@gmail.com (714) 560-5717	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p> <p>3/4/2021 Called and left a message.</p> <p>3/11/2021 Called and left a follow up message.</p>	No comments received
WTS-Inland Empire contactwtsie@gmail.com *unable to locate phone number for outreach call	<p>Emails sent on 2/19/2021, 2/23/2021, 2/25/2021, 3/2/2021, 3/4/2021, 3/9/2021, 3/11/2021, 3/15/2021.</p>	No comments received



## ATTACHMENT 6: Webinar Presentation



1



2

Document was last saved: Just now

## Introduction

Title 49 CFR Part 26

- DBE regulations require a triennial goal

Triennial Period

- Federal Fiscal Years 2022-2024
- October 1, 2021 through September 30, 2024

3

## Triennial DBE Goal Development



MARKET AREA



ANTICIPATED PROJECTS



CATEGORIZATION OF WORK



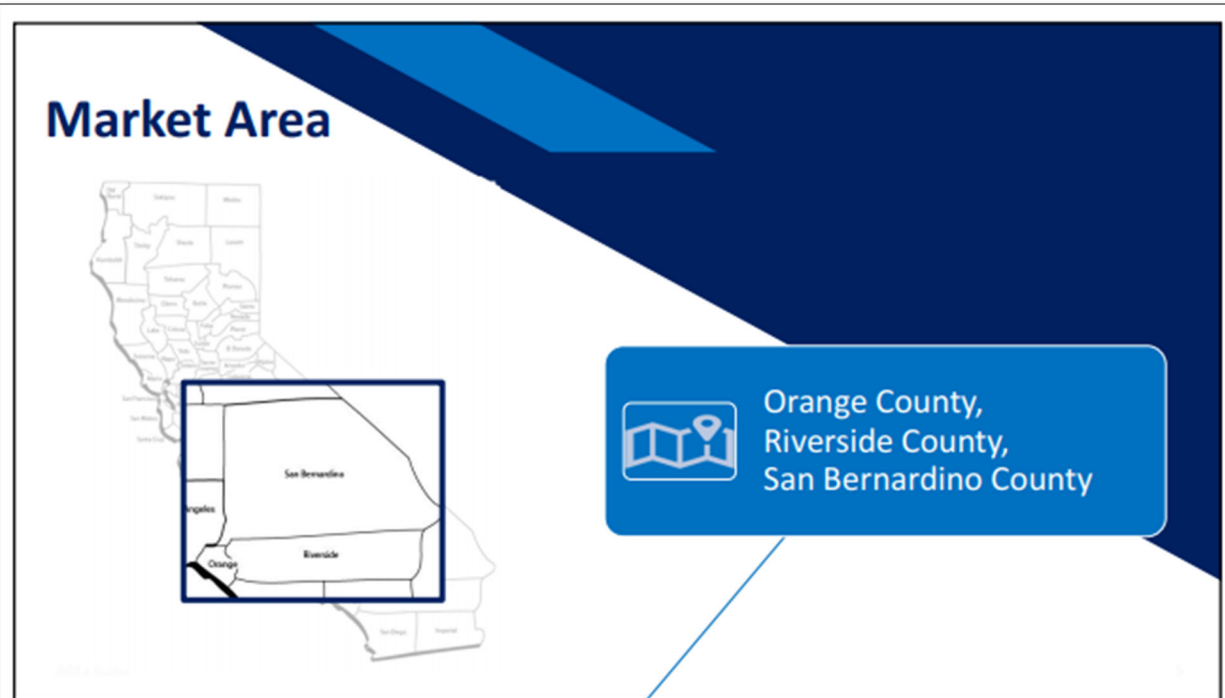
DBE BASE FIGURE



ADJUSTMENTS

4





5

## Anticipated FTA-Assisted Projects

FOR FFY 2022-2024

Project Name/Description	Total Est. Project Cost	Est. FTA \$ Share	Est. FTA % Share
Moreno Valley March Field Station Rail Improvements	\$13,322,695	\$12,997,049	98%
Moreno Valley March Field Station Rail Improvements Construction Management	1,998,404	1,949,557	98%
Rail Stations Capital Rehabilitation Bid & Construction Support	550,000	550,000	100%
Rail Stations Capital Rehabilitation Construction Station Contracts	4,840,000	4,840,000	100%
Rail Stations Operations (CARES) - Bid & Construction Support	250,000	250,000	100%
Rail Stations Operations (CARES) Construction Station Contracts	1,000,000	1,000,000	100%
Riverside Downtown Platform Expansion	3,571,000	1,004,978	28%
Riverside Downtown Platform Expansion Construction Management	535,650	150,747	28%
TOD Strategic Plan	700,000	515,789	74%
<b>Total</b>	<b>\$26,767,749</b>	<b>\$23,258,120</b>	<b>87%</b>

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Categorization of Work NAICS CODES	CATEGORY OF WORK	EST. FTA \$ SHARE	EST. NAICS %
	221310 Water supply and irrigation systems	\$230,000	1.0%
	236210 Industrial building construction	105,015	0.5%
	237110 Water and sewer line and related structures construction	456,953	2.0%
	237310 Highway, street, and bridge construction	105,015	0.5%
	237990 Other heavy and civil engineering construction	11,353,973	48.8%
	238120 Structural steel and precast concrete contractors	732,702	3.2%
	238160 Roofing contractors	30,000	0.1%
	238190 Other foundation, structure, and building exterior contractors	825,045	3.5%
	238210 Electrical contractors and other wiring installation contractors	1,283,717	5.5%
	238220 Plumbing, heating, and air-conditioning contractors	144,054	0.6%
	238320 Painting and wall covering contractors	1,625,000	7.0%
	238330 Flooring contractors	60,000	0.3%
	238910 Site preparation contractors	280,602	1.2%
	238990 All other specialty trade contractors	1,750,000	7.5%
	541310 Architectural services	105,015	0.5%
	541330 Engineering services	939,103	4.0%
	541360 Geophysical surveying and mapping services	8,724	0.0%
	541370 Surveying and mapping (except geophysical) services	105,015	0.5%
	541380 Testing laboratories	315,046	1.4%
	541611 Administrative management and general management consulting services	336,049	1.4%
	541620 Environmental consulting services	231,033	1.0%
	541820 Public relations agencies	84,012	0.4%
	541990 All other professional, scientific, and technical services	515,789	2.2%
	561210 Facilities support services	225,000	1.0%
	561720 Janitorial services	350,000	1.5%
	561730 Landscaping services	1,050,000	4.5%
	562112 Hazardous waste collection	11,257	0.0%
	<b>TOTAL</b>	<b>\$23,258,120</b>	<b>100.0%</b>

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$\text{BASE FIGURE} = \sum \frac{(\text{Number of DBEs})}{(\text{Number of All Firms})} \times \text{Est. NAICS \%}$					
CATEGORY OF WORK	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms)	NAICS %	WEIGHTED RATIO (Rel. Avail. x NAICS %)
221310 Water supply and irrigation systems	4	73	5.5%	1.0%	0.1%
236210 Industrial building construction	20	107	18.7%	0.5%	0.1%
237110 Water and sewer line and related structures construction	36	186	19.4%	2.0%	0.4%
237310 Highway, street, and bridge construction	60	175	34.3%	0.5%	0.2%
237990 Other heavy and civil engineering construction	10	87	11.5%	48.8%	5.6%
238120 Structural steel and precast concrete contractors	17	112	15.2%	3.2%	0.5%
238160 Roofing contractors	4	408	1.0%	0.1%	0.0%
238190 Other foundation, structure, and building exterior contractors	12	134	9.0%	3.5%	0.3%
238210 Electrical contractors and other wiring installation contractors	38	1,874	2.0%	5.5%	0.1%
238220 Plumbing, heating, and air-conditioning contractors	9	2,252	0.4%	0.6%	0.0%
238320 Painting and wall covering contractors	6	850	0.7%	7.0%	0.0%
238330 Flooring contractors	1	373	0.3%	0.3%	0.0%
238910 Site preparation contractors	48	560	8.6%	1.2%	0.1%
238990 All other specialty trade contractors	36	780	4.6%	7.5%	0.3%
541310 Architectural services	11	533	2.1%	0.5%	0.0%
541330 Engineering services	93	1,760	5.3%	4.0%	0.2%
541360 Geophysical surveying and mapping services	1	10	10.0%	0.0%	0.0%
541370 Surveying and mapping (except geophysical) services	17	123	13.8%	0.5%	0.1%
541380 Testing laboratories	20	210	9.5%	1.4%	0.1%
541611 Administrative management and general management consulting services	114	2,171	5.3%	1.4%	0.1%
541620 Environmental consulting services	78	288	27.1%	1.0%	0.3%
541820 Public relations agencies	16	152	10.5%	0.4%	0.0%
541990 All other professional, scientific, and technical services	24	499	4.8%	2.2%	0.1%
561210 Facilities support services	2	96	2.1%	1.0%	0.0%
561720 Janitorial services	10	1,059	0.9%	1.5%	0.0%
561730 Landscaping services	16	1,624	1.0%	4.5%	0.0%
562112 Hazardous waste collection	5	17	29.4%	0.0%	0.0%
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)					8.7%

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## Adjustments to the Base Figure

Federal Fiscal Year (FFY)	FTA DBE % Attainment
2017/2018	20.81%
2018/2019	0.0%
2019/2020	13.33%
<b>Median DBE Attainment</b>	<b>13.33%</b>

Base Figure	8.7%
Median DBE Attainment	13.3%
<b>Adjusted Base Figure</b>	<b>11.0%</b>

9

9

## Adjustments to the Base Figure



Disparity Studies



Other Available Evidence

10

10

## RCTC Overall Triennial DBE Goal

**11.0%**

FFY 2022-2024

Next Steps:

1. Receive Comments Thru 3/22
2. Analyze Responses
3. Revise Goal, as needed
4. Finalize Goal
5. Submit Final Goal to FTA


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## Thank You.

 Matthew Wallace, Deputy Director of Financial Administration, Finance, DBELO

 951 787 7141

 mwallace@rctc.org

 www.rctc.org

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# **AGENDA ITEM 6G**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM</b>	Marla Dye, Senior External Affairs Management Analyst
<b>THROUGH:</b>	Cheryl Donahue, Public Affairs Manager
<b>SUBJECT:</b>	Quarterly Public Engagement Metrics Report, January-March 2021

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January-March 2021; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

Staff continues to measure public engagement activities and prepare Quarterly Public Engagement Metrics Reports for the Commission, a practice that began in April 2018. This report covers the first quarter of 2021, from January to March. The quarterly reports are a data-driven approach to monitor the Commission's progress toward public engagement goals, to analyze the effectiveness of its efforts, and to provide transparency into how the Commission is using its resources to engage with the public. This quarter's report includes six sets of data:

- 1) Metrics for RCTC's overall public engagement activities, including website use and access; website top pages visited; email notifications; social media likes, engagement and reach; and public sentiment
- 2) Metrics for RCTC's 15 Express Lanes Project public engagement activities, including email activity, website sessions, and social media
- 3) Metrics for the Route 60 Truck Lanes Project including email activity, website sessions, and social media
- 4) Metrics for the I-15 Railroad Canyon Interchange Project including email activity, website sessions, text messages, and social media
- 5) Metrics for the I-215 Placentia Avenue Interchange Project including email activity, website sessions, and social media
- 6) Metrics for the 91 Corridor Operations Project including email activity, website sessions, and social media

Report highlights for this quarter follow and are included in a graphical format. The metrics showed small inclines across platforms and mixed sentiment. The quarterly reports will continue

to expand to include metrics from the latest Commission construction project, the 15/91 Express Lanes Connector, which began in April.

### **RCTC Overall Public Engagement**

#### **1) Website**

- a. For the quarter, there were 39,243 website sessions, a 1.7 percent decrease from last quarter's 39,928 sessions. There also were 28,114 unique users, a drop of 4.8 percent compared to the previous quarter's 28,526 unique users.
- b. Most visitors (40 percent) accessed the website using a direct search (keying in [rctc.org](http://rctc.org)). Others (37.6 percent) used organic search engines, while others reached the site via social media (12.7 percent), and website referrals (7.4 percent).
- c. Website access via desktop versus mobile device changed from the previous quarter. Visitors accessed the site using 60 percent desktop and 40 percent mobile. During the previous quarter, the ratio was 50/50.
- d. The homepage continues to be the most frequently visited page, followed by the News & Publications page, Employment page, and the Route 60 Truck Lanes Project page.

#### **2) Social Media**

- a. **Facebook:** At the end of the quarter, the Facebook page had 9,825 likes, a .3 percent increase over last quarter's 9,793 likes. The page had 13,401 forms of engagement, such as likes, comments and shares, a 49 percent decline from last quarter's 26,161 forms of engagement. Facebook also had 2,371,229 impressions. This was a large increase – 69 percent – from last quarter's 1,404,331 impressions.
- b. **Twitter:** RCTC's Twitter page showed a .4 percent reduction in followers, from 1,315 to 1,310. Engagement declined by 58 percent, from 941 to 400. Impressions declined by 46 percent from 68,611 to 36,758.
- c. **Instagram:** Instagram followers grew 13 percent, from 810 to 915. Engagement grew by 59 percent, from 660 forms of engagement to 1,051. Impressions shrank 10 percent to 12,694, compared to last quarter's 14,154.
- d. Overall, public sentiment was positive. Engagement was positive on posts related to RCTC projects, the 2020 Together campaign, announcement of the 15 Express Lanes opening, and rail safety posts.

- 3) RCTC's The Point:** RCTC continues to produce content for its online blog, *The Point*, and distributes this information and other news via email to subscribers. RCTC's subscribers rose by 4 percent, from 3,849 to 4,014. Twenty-six percent of subscribers opened *The Point*, and 4 percent clicked on links to learn more.

### **15 Express Lanes Construction Public Engagement**

- 1) Emails:** Total email list sign-ups since the project began grew to 2,814. This is a 1 percent increase over the 2,784 sign-ups received through the end of last quarter. There were



- 6 email inquiries this quarter, for a total of 189 since the project started. This is a 3.3 percent increase over the 189 inquiries received through the end of last quarter.
- 2) **Website:** Total website visits since project inception grew to 92,378, a 6.7 percent climb from the 86,530 visits recorded through the end of last quarter. Note that the website relates to project construction. A new website, RiversideExpress.com, launched this spring prior to the opening of the 15 Express Lanes, but this report does not reflect those metrics.
  - 3) **Social Media:** The project's Facebook, Twitter, and Instagram accounts all showed gains. The Facebook page grew to 2,763 likes from 2,743 likes last quarter, a .7 percent increase. Twitter increased from 317 followers to 327, a 3.1 percent increase. Instagram followers increased 7.1 percent from 544 to 583.

#### **Route 60 Truck Lanes Construction Public Engagement**

- 1) **Emails:** Total email list sign-ups since the project began grew to 332. This is a 3.1 percent increase over the 322 sign-ups received through the end of last quarter. There also have been a total of 227 email inquiries, a 6.5 percent increase over the 213 inquiries through the end of last quarter.
- 2) **Website:** Total website visits since grew to 19,493, a 13 percent increase from the 17,232 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook, Twitter, and Instagram accounts all showed significant increases. The Facebook page grew to 966 likes from 874 likes last quarter, a 10.5 percent increase. Twitter increased from 84 followers to 99 followers, a 17.8 percent increase. Instagram followers increased 39.6 percent from 237 to 331.

#### **I-15 Railroad Canyon Interchange Public Engagement**

- 1) **Emails and Texts:** Total email list sign-ups since the project began grew to 256. This is a 4 percent increase over the 246 sign-ups received through the end of last quarter. A total of 484 people registered to receive texts, a 5.9 percent climb over the 457 sign-ups through the end of last quarter. There was one email inquiry for a total of 26 since the project started.
- 2) **Website:** Total website visits since project inception grew to 9,700, a 17 percent climb from the 8,279 visits through the end of last quarter.
- 3) **Social Media:** The project's Facebook and Instagram accounts showed gains, while Twitter remained flat. The Facebook page grew to 946 likes from 886 likes last quarter, a 6.7 percent increase. Instagram followers increased 25.9 percent from 254 to 320. Twitter remained the same with 32 followers.

#### **I-215 Placentia Interchange Public Engagement**

- 1) **Emails:** Total email list sign-ups since the project began grew to 499. This is a 52.5 percent increase over the 327 sign-ups received through the end of last quarter. There have been 7 email inquiries since the project began.

- 2) **Website:** Total website visits grew to 1,757, a 41.3 percent increase from the 1,243 visits through the end of last quarter.
- 3) **Social Media:** This project does not have a designated social media account. The RCTC social media accounts, @theRCTC, are being used for this project. Total social media post engagements totaled 2,827 for this quarter.

#### **91 Corridor Operations Project Public Engagement**

- 4) **Emails:** Email sign-ups during the first four months of construction totaled 2,527. Ten email inquiries were received by the project team.
- 5) **Website:** Visits to the [rctc.org/91cop](http://rctc.org/91cop) webpage totaled 552 during the first four months of project construction.
- 6) **Social Media:** This project does not have a designated social media account. The RCTC social media accounts, @theRCTC, are being used for this project. Total social media post engagements totaled 445 for this quarter.

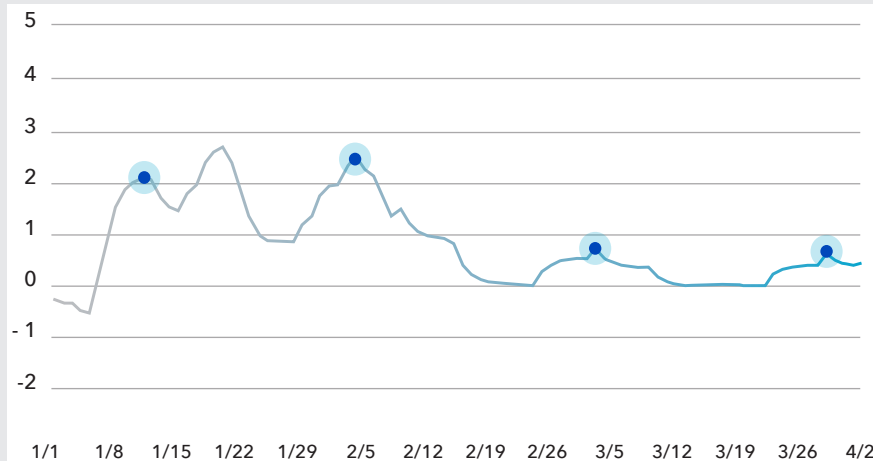
#### **Attachments:**

- 1) RCTC Overall Public Engagement Metrics
- 2) 15 Express Lanes Construction Public Engagement Metrics
- 3) Route 60 Truck Lanes Construction Public Engagement Metrics
- 4) I-15 Railroad Canyon Interchange Construction Public Engagement Metrics
- 5) I-215 Placentia Interchange Construction Public Engagement Metrics
- 6) 91 Corridor Operations Project Construction Public Engagement Metrics



# Public Engagement Metrics: Q1

## Overall Social Media Sentiment



- 1/10 (+) Closure alerts reached wide audiences
- 2/5 (+) Together Campaign generated positive engagements
- 3/3 (+) Express Lanes opening announcement garnered excitement
- 3/28 (+) Boosted Virtual Rail Safety presentation received positively

## Eblasts



Subscribers  
4,014

Average  
Open  
26%

Average  
Click  
4%

## Web

39,243

Number of  
Sessions

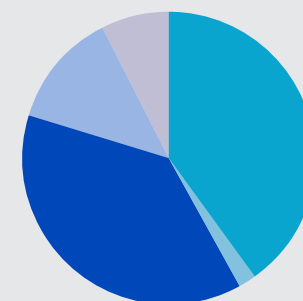
-1.7%

28,114

Number of  
Unique Users

-4.8%

## Top Channels



- Direct (40%) - 11,559
- Organic (37.6%) - 10,864
- Social (12.7%) - 3,664
- Referral (7.4%) - 2,143
- Display (2.1%) - 615

## Differences

Q1 comprised two fewer days than Q4.

## Social Media



Facebook

Followers  
9,825

+0.3%

Engagement  
13,401

-49%

Impressions  
2,371,229

+69%



Twitter

Followers  
1,310

-0.4%

Engagement  
400

-58%

Impressions  
36,758

-46%



Instagram

Followers  
915

+13%

Engagement  
1,051

+59%

Impressions  
12,694

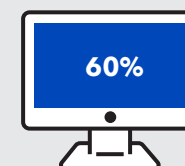
-10%

## Top Pages Visited

Homepage is #1 most visited page

- 2 News
- 3 Employment
- 4 Route 60 Truck Lanes Project

## Desktop vs Mobile Users



Desktop

Mobile





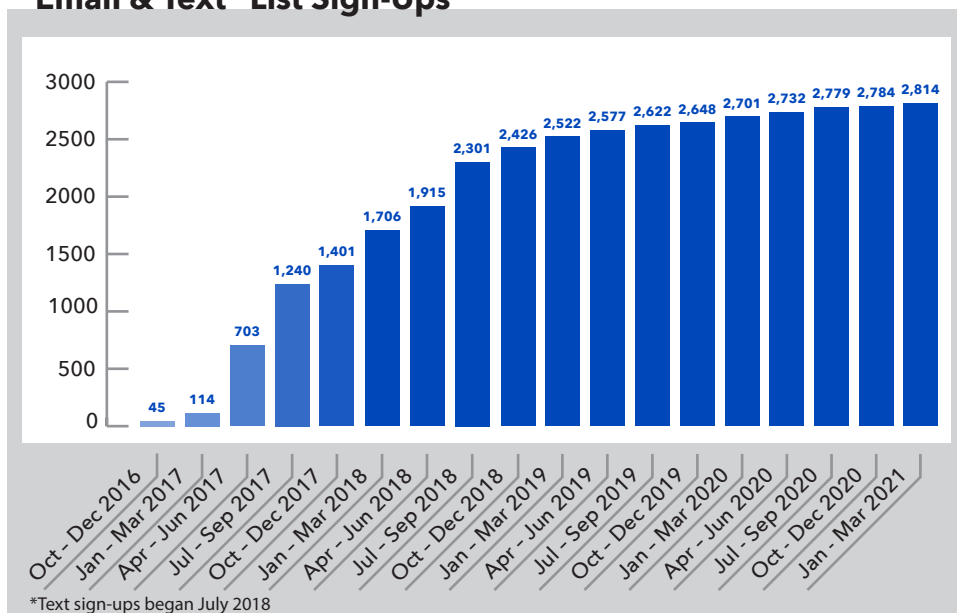


# 15 Express Lanes Project Outreach Metrics

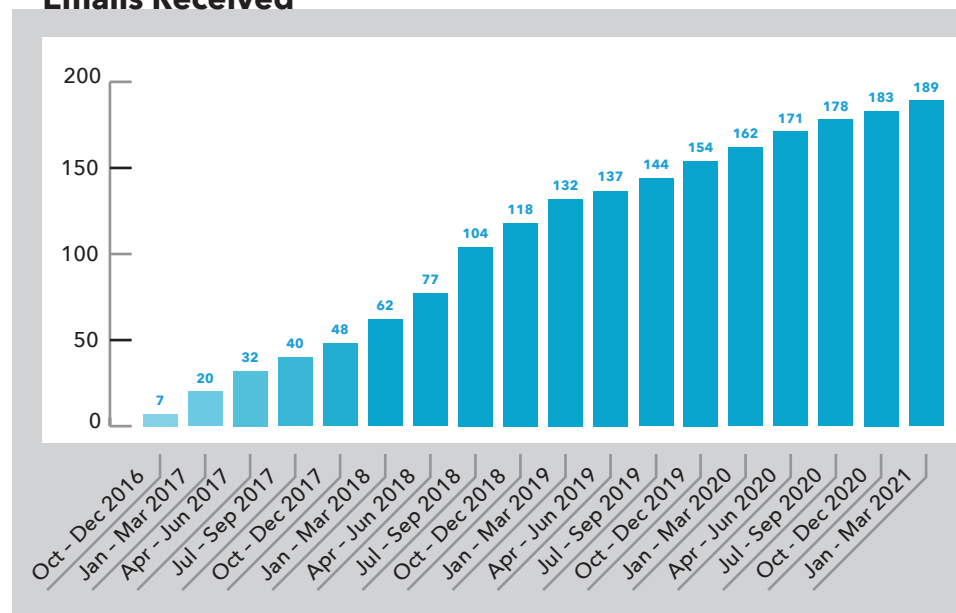
ATTACHMENT 2

Oct 2016 - Mar 2021

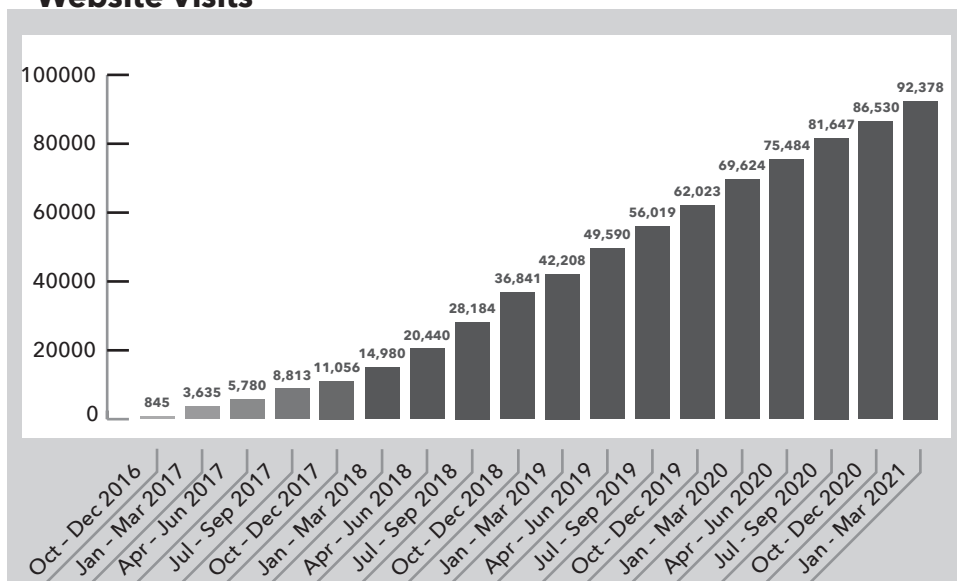
## Email & Text\* List Sign-Ups



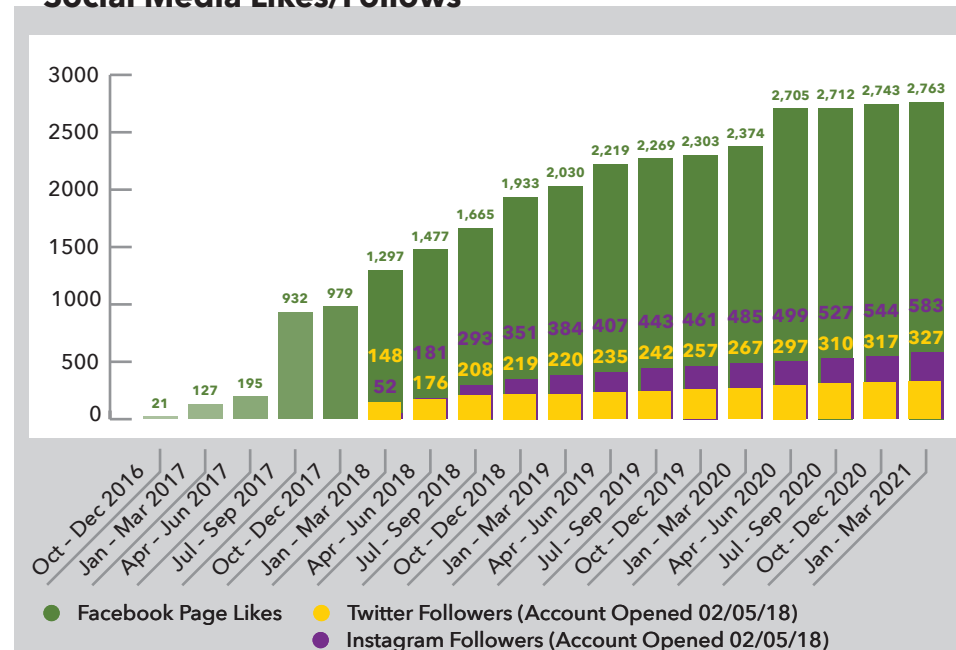
## Emails Received



## Website Visits



## Social Media Likes/Follows



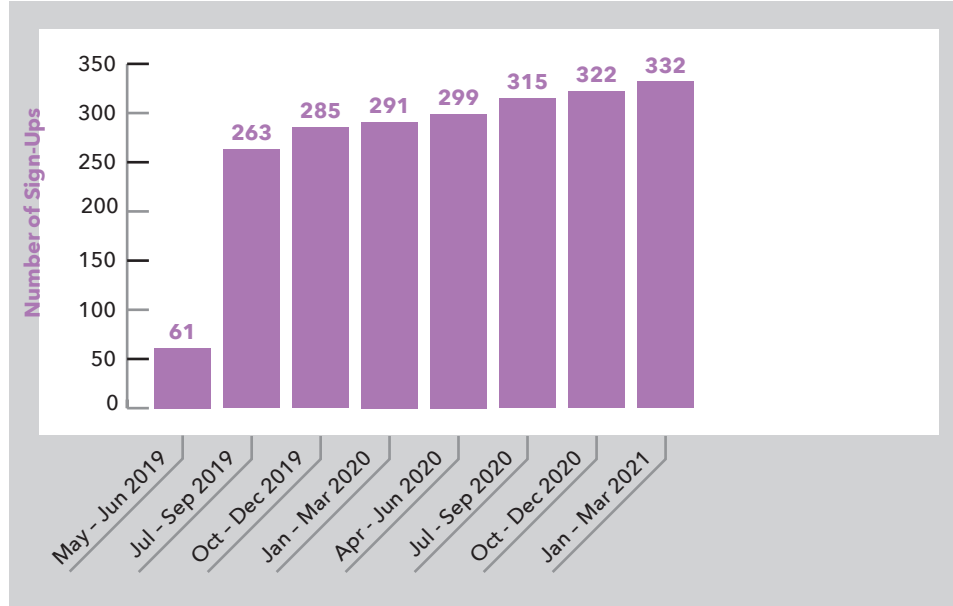




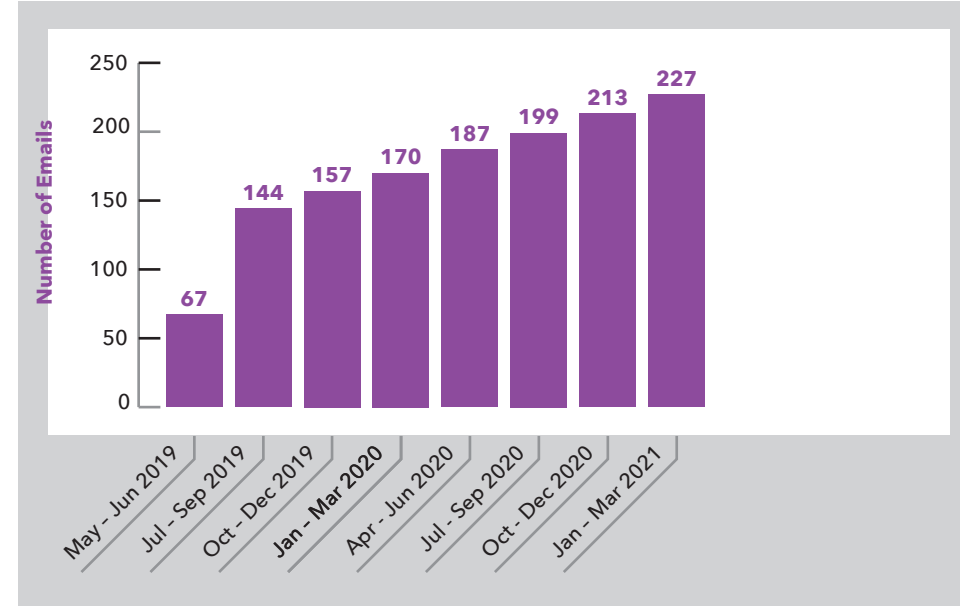
# State Route 60 Truck Lanes Project Quarterly "At-a-Glance" Metrics Report

May 2019 - Mar 2021

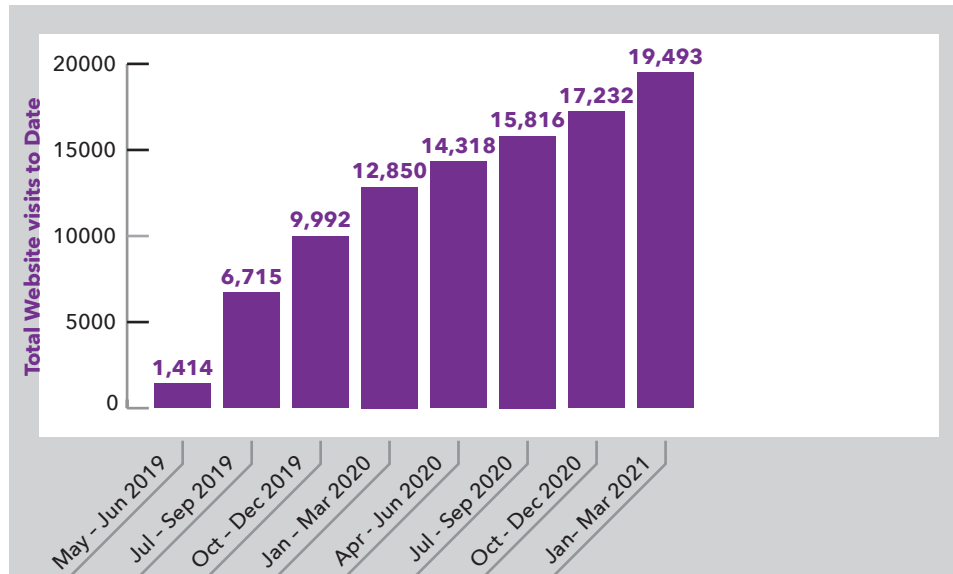
## Email & Text Sign-Ups



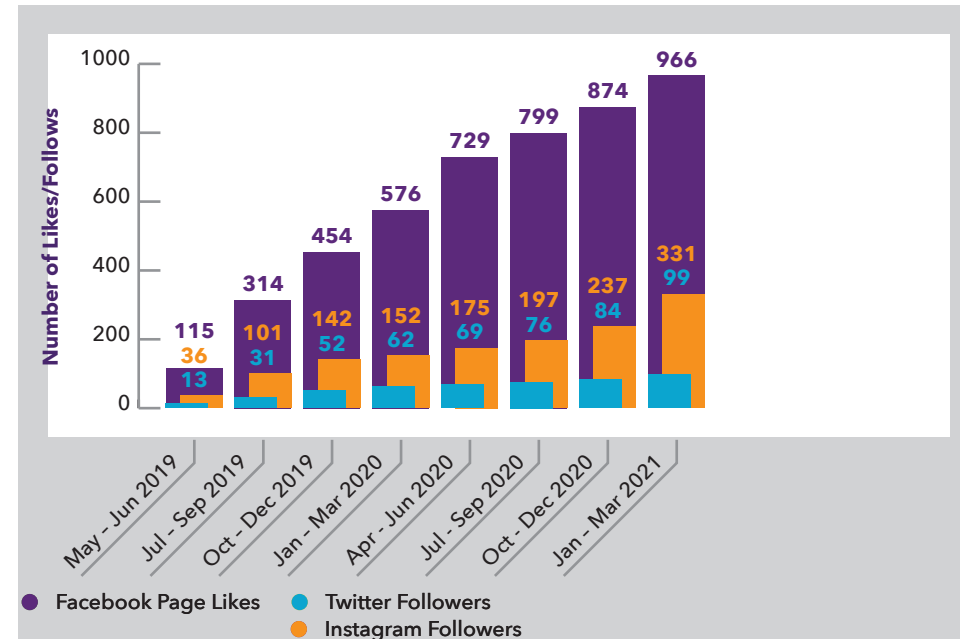
## Emails to Project Team



## Website Sessions



## Social Media Likes/Follows









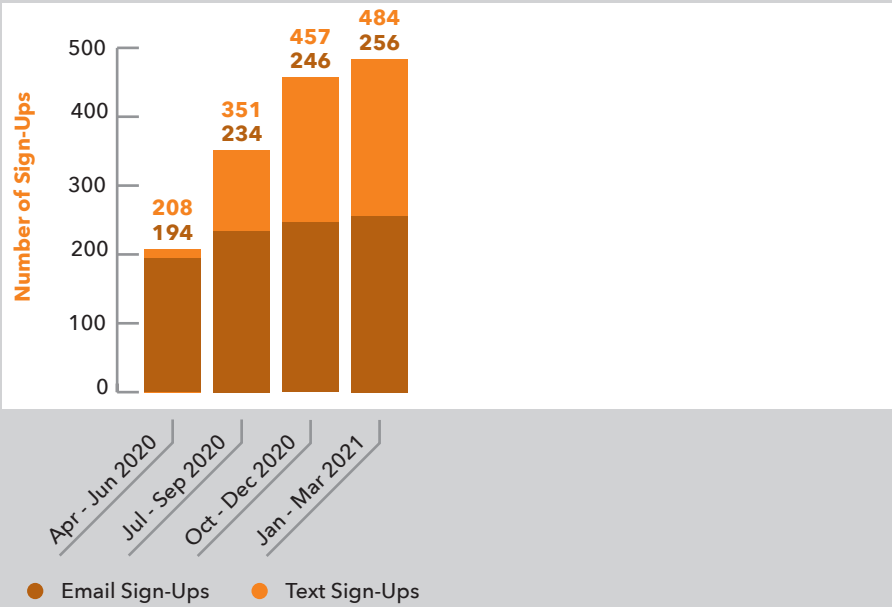
Interstate 15  
RAILROAD CANYON

# I-15 Railroad Canyon Road Interchange Project

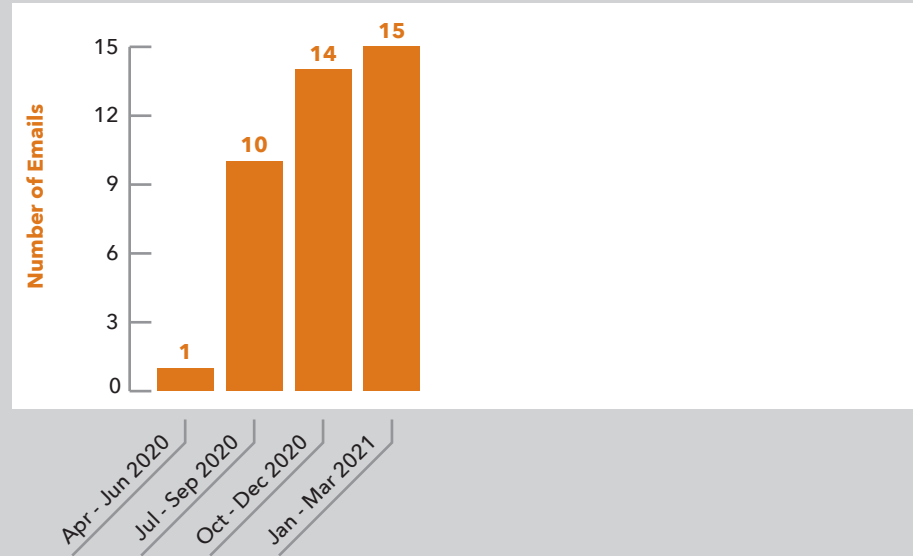
## Quarterly "At-a-Glance" Metrics Report

Apr 2020 - Mar 2021

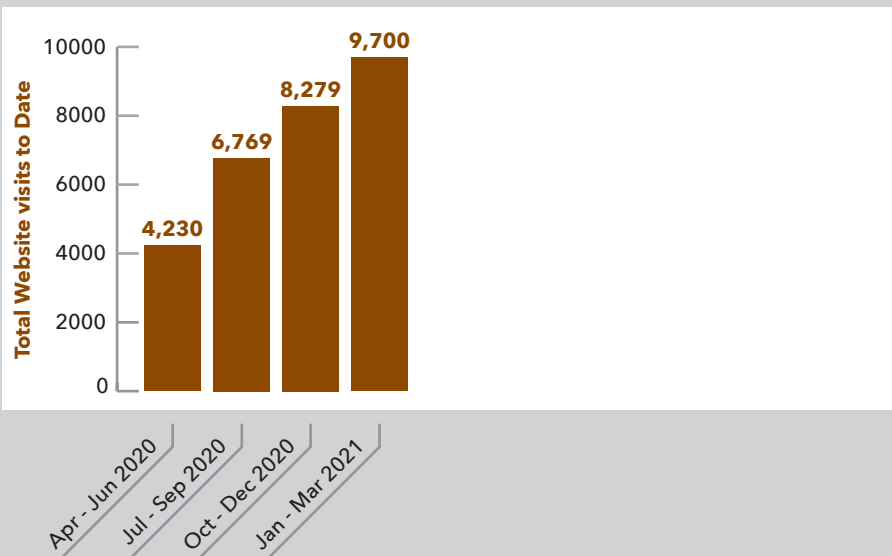
### Email & Text Sign-Ups



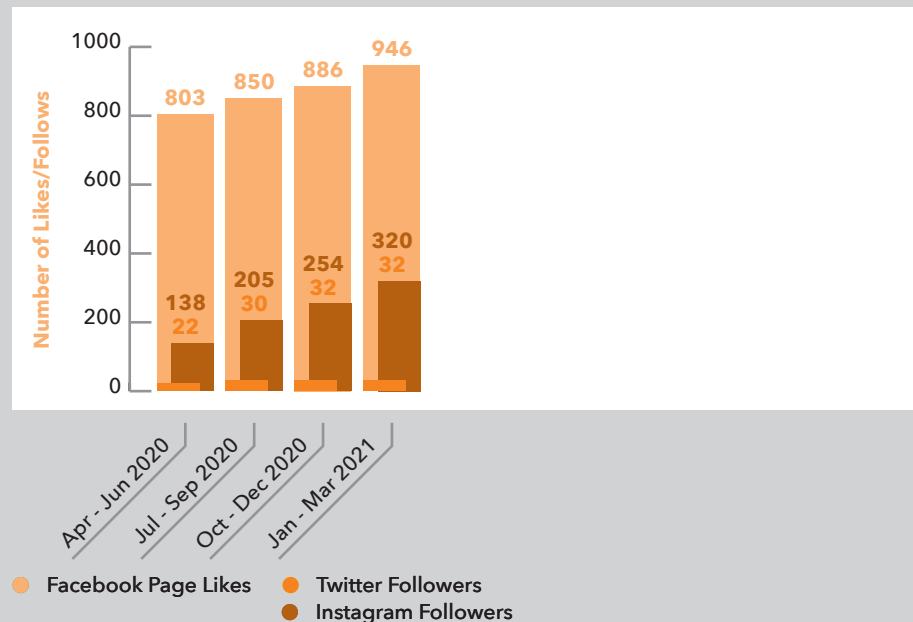
### Emails to Project Team



### Website Sessions



### Social Media Likes/Follows



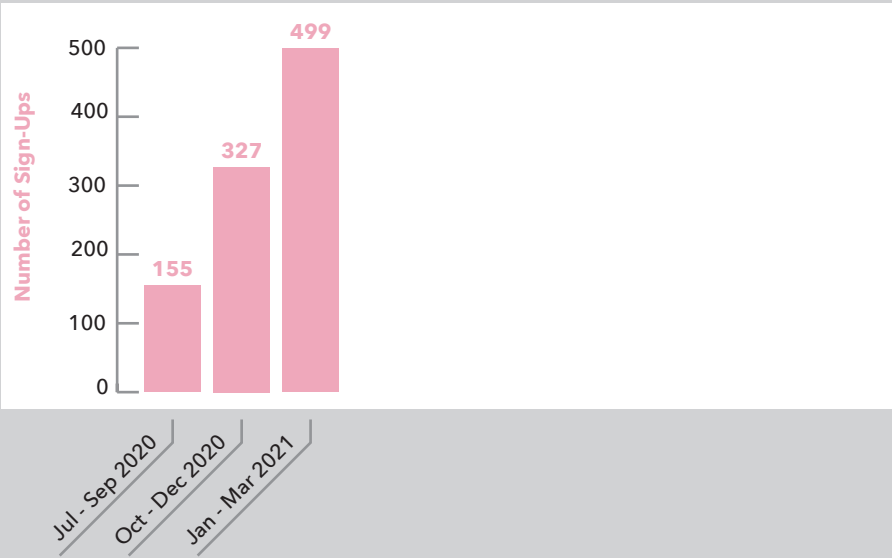




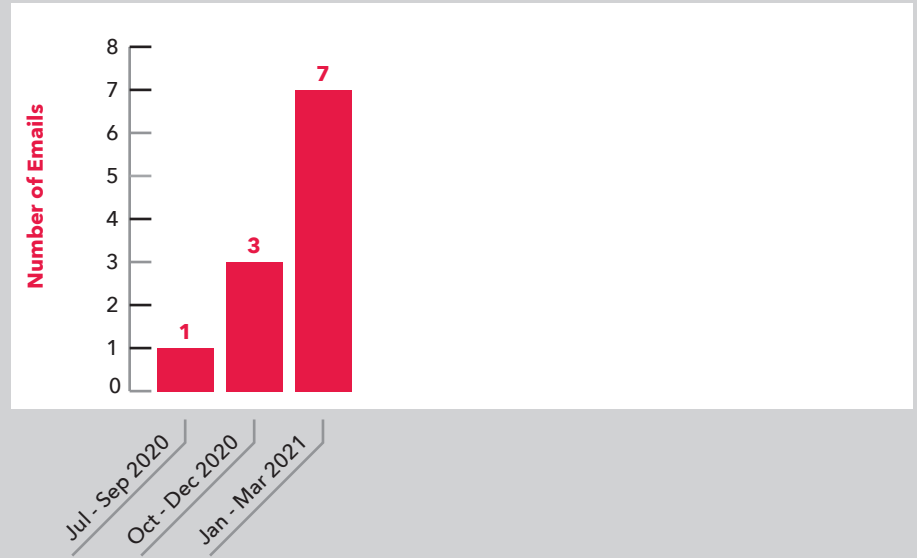
# I-215 Placentia Interchange Project

## Quarterly "At-a-Glance" Metrics Report

### Email Sign-Ups



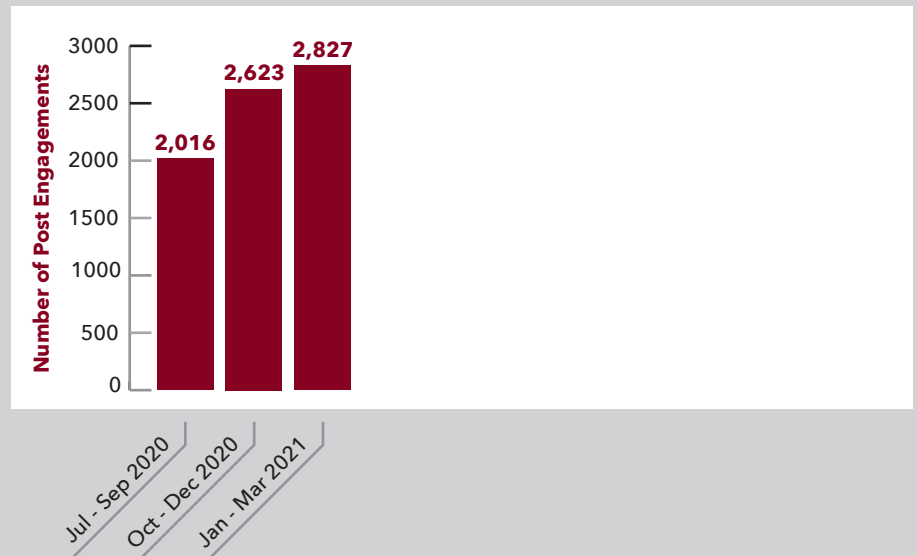
### Emails to Project Team



### Website Sessions



### Social Media Post Engagements





### Email Sign-Ups



### Emails to Project Team



### Website Sessions



### Social Media Post Engagements





# **AGENDA ITEM 6H**





<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	David Knudsen, Interim External Affairs Director
<b>THROUGH:</b>	John Standiford, Deputy Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Update

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

**DISCUSSION:**

**State Update**

Governor Gavin Newsom announced on May 10, 2021, as part of his week-long May Budget Revision unveiling, that California amassed a \$75.7 billion budget surplus last year. The Governor had previously warned about facing a budget deficit of up to \$50 billion. As part of the May Revision, the Governor announced an \$11.9 billion expansion of his Golden State Stimulus program to send one-time \$600 payments to qualifying Californians, \$5.2 billion to help low-income renters stay housed, \$2 billion to help Californians pay overdue water and utility bills, and \$1 billion in college grants to help workers who lost their jobs during the pandemic find new employment.

The Governor's May Revision proposes significant investments in infrastructure, including \$4.2 billion for the High-Speed Rail project, \$3.1 billion for high-priority rail and active transportation projects, and \$2.4 billion to repair the state highways and local bridges, and accelerate rail projects. The May Revision also adds to the Governor's Budget to propose \$826 million in additional investments that accelerate the state toward meeting climate and transportation goals established in Executive Order N-79-20.

In total, the May Revision proposes investing an additional \$11 billion in the transportation system and related zero-emission vehicle efforts. This includes:

- \$1 billion for transportation related projects in advance of the 2028 Los Angeles Olympics;
- \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services;
- \$500 million to advance active transportation projects;
- \$500 million to for high priority grade separations and grade crossing improvements;

- \$4.2 billion to Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds;
- \$2 billion to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments;
- \$407 million to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies; and
- \$1.4 billion to demonstrate and purchase or lease green buses and trucks.

These additional investment in transportation highlights the Governor's goals, including:

- Moving the state away from fossil fuel-based technologies to cleaner transportation technologies, including zero-emission vehicles and the associated infrastructure;
- Advancing projects statewide to improve rail and transit, including high-speed rail;
- Completing high-priority projects associated with the 2028 Los Angeles Olympics;
- Accelerating safety projects and important "fix-it-first" projects on state highways and bridges, and target critical highway/rail grade separations and grade crossing improvements on key corridors throughout the state; and
- Improving safety and access for bicyclists and pedestrians.

As the Legislature considers the Governor's budget proposals, individual legislators are also advocating for district-level funding requests. Following news that Assembly Budget Committee Chair Ting was accepting member budget requests for district-based projects, Legislative Affairs staff met with the offices of Assemblymembers Mayes, Medina, and Seyarto to gauge their interest in accepting budget requests from RCTC to fund transportation projects in their respective districts. Assemblymembers Medina and Seyarto invited RCTC to submit requests. Three requests, totaling \$12.5 million, were submitted for their consideration. Assemblymember Seyarto agreed to submit a \$3 million budget request to the Assembly Budget Committee to fund the Smart Freeway Pilot Project. Legislative Affairs staff will continue to monitor the status of this request.

### **Federal Update**

Discussions continue between the Biden Administration and Members of Congress on the scope, size, and details of infrastructure legislation, such as the \$2.3 trillion American Jobs Plan. Members of the House and Senate have met in recent days with the President and his team to discuss a possible infrastructure package. The major policy differences are the definition of infrastructure, how much federal investment to make, and how to pay for such a package.

It remains unclear if infrastructure investment legislation will utilize the reconciliation process or go through the "regular order" Committee consideration process. Speaker Pelosi has said she

would like to take some form of action on an infrastructure package by the July recess. The Senate has not yet set a timeline.

### **Community Project Funding**

In April, RCTC submitted six applications for Community Project Funding (CPF) to Representatives Calvert, Ruiz, and Takano in the amount of \$38.5 million. Four of these CPF requests, totaling \$29 million, were accepted and submitted to either the House Committee on Appropriations or to the House Committee on Transportation and Infrastructure (T&I) for surface transportation reauthorization. Representative Calvert submitted a \$3 million CPF request to the Appropriations Committee to fund the Smart Freeway Pilot Project and a \$3 million CPF request to T&I to fund the Interstate 15 Corridor Operations Project. Representative Takano submitted two requests to T&I: \$20 million to fund the Interstate 15 Northern Extension and \$3 million to fund the Moreno Valley/March Field Station Improvements project. More than 2,000 projects were offered for consideration by 318 House Members, totaling \$14.9 billion in spending.

While these projects have been submitted by congressional offices, they are not yet approved for funding by Congress. Funded projects will be listed in the corresponding appropriation or surface transportation reauthorization legislation.

The Senate process for Congressionally Directed Spending (CDS) has been on a different timeline than that of the House. In May, RCTC submitted two applications totaling \$9 million for CDS to Senator Feinstein, including: \$3 million for the Smart Freeway Pilot Project and \$3 million for the Interstate 10/Highland Springs Avenue Interchange Improvement project. As of the writing of this staff report, Senator Feinstein has not indicated if the RCTC funding requests will be submitted to the appropriate committees for final consideration. Also, Senator Padilla began accepting applications on May 12, 2021, and as of the writing of this staff report, staff intend to submit a \$3 million request for the Interstate 10/Highland Springs Avenue Interchange Improvement project and a \$3 million request for the Moreno Valley/March Field Station Improvements project.

Legislative Affairs staff will continue to monitor the status of these requests, as well as monitor pending announcements regarding guidance for Senate project funding requests for their respective surface transportation reauthorization bill.

Attachments: Legislative Matrix – May 2021



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – MAY 2021**

<b>Legislation/ Author</b>	<b>Description</b>	<b>Bill Status</b>	<b>Position</b>	<b>Date of Board Adoption</b>
<b>AB 1499 (Daly)</b>	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Referred to Assembly Appropriations Committee  April 5, 2021	<i>SUPPORT</i>	April 14, 2021
<b>SB 623 (Newman)</b>	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Referred to Senate Judiciary Committee  April 13, 2021	<i>SUPPORT</i>  <i>Staff action based on platform</i>	April 5, 2021
<b>SB261 (Allen)</b>	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Senate Transportation Committee  April 27, 2021	<i>OPPOSE</i>	May 12, 2021



# **AGENDA ITEM 6I**





<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>THROUGH:</b>	Anne Mayer, Executive Director
<b>SUBJECT:</b>	Policy Update on the Use of State Transit Assistance Funding by Operators

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Adopt Resolution No. 21-011, *“Resolution of the Riverside County Transportation Commission Regarding the Policy for Use of State Transit Assistance Funding by Transit Operators”*; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

The Commission, in its role as the regional transportation planning agency (RTPA), is responsible for allocating funding to support public bus and commuter rail transit services in Riverside County. The primary revenue sources of public transit funding is provided from the Transportation Development Act (TDA) of 1971, which consists of two major sources of formula funding: Local Transportation Fund (LTF) and STA. LTF funds are generated from a ¼ cent of the state retail sales tax collected in each county. The California Department of Tax and Fee Administration returns the sales tax revenues to the county of Riverside, and the funds are maintained in the County Treasurer’s Pooled Investment Fund until the Commission provides written allocation instructions for disbursement. STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the county’s population compared to the state’s population (*STA 99313 Funds*), and the remaining 50 percent is allocated according to the prior year proportion of the county’s transit operator passenger fare and local support revenues (*STA 99314 Funds*). The Commission typically approves allocations for TDA funds in June every year for the eight transit operators.

In June 2019, the Commission approved the use of STA funds for operating expenditures; whereas, previously it was limited for capital expenditures and operating purposes only under emergency circumstances. Under the current policy, an operator must meet efficiency standards as outlined in the TDA Guidelines and Public Utilities Code (PUC) § 99314.6. The qualifying criteria is as follows:

Efficiency Standard 1: An operator's total operating cost per revenue vehicle hour for the most recent audited fiscal year must not exceed the prior year's total operating cost per revenue vehicle hour by a percentage greater than the percentage change in the Consumer Price Index (CPI) for the same period.

Efficiency Standard 2: An operator's average total operating cost per revenue vehicle hour for the three most recent audited fiscal years must not exceed the average total operating cost per revenue vehicle hour for the three years prior to the latest year by a percentage greater than the average percentage change in the CPI for the same period.

The Commission is allowed to adjust the calculation for operating costs and revenue vehicle hours to account for the following factors:

- Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance or state or federal mandates; and/or
- Exclusion of start-up costs for new services for a period of not more than two years.

If an operator fails to meet either efficiency standard, the Commission may withhold and retain the operator's STA funding for reallocation for two years following the year of ineligibility.

The current policy also allows for STA funds to be utilized for Commission-owned station operations and right of way maintenance of rail properties, pursuant to PUC § 99234.9 and 99313.7, which allows an RTPA to file claims for rail passenger service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities.

### **DISCUSSION:**

In the Fiscal Year 2015/16 – 2017/18 TDA State Triennial Performance Audit, it was recommended that the Commission update its STA policy to reflect SB 508. SB 508 allows transit operators a sliding scale to utilize STA funds for operating rather than a pass/fail proposition so that an operator may still receive less than 100 percent of STA for operations and the balance of funds for capital when the efficiency standard is not met. As an example, if the operator fails to meet both efficiency standards for operating cost per hour by 10 percent each, the operator is eligible to receive 90 percent of STA for operations and 10 percent for capital. Staff recommends adoption of Resolution No. 21-011 to reflect the current policy inclusive of the provisions under SB 508 to qualify an operator to be eligible for STA operating funds even if the operator fails to meet the efficiency standards under TDA law (PUC § 99314.6).

LTF will continue to be the primary source for operating expenses, and every effort to obtain federal funds for capital and operating expenditures will be made.

**FISCAL IMPACT:**

There is no financial impact for this item.

Attachments:

- 1) Resolution No. 21-011
- 2) Exhibit A: Policy for Use of State Transit Assistance Funding by Transit Operators



**RESOLUTION NO. 21-011**

**RESOLUTION OF THE**

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION REGARDING THE**

**POLICY FOR USE OF STATE TRANSIT ASSISTANCE FUNDING BY TRANSIT OPERATORS**

WHEREAS, the Riverside County Transportation Commission (the “Commission”) in its role as the regional transportation planning agency is responsible for allocating funding to support public bus and commuter rail transit services in Riverside County,

WHEREAS, the Commission desires to adopt a policy to provide guidance on implementation of State Transit Assistance (STA) funding for use of operating expenditures by public transit operators,

NOW, THEREFORE, the Commission hereby resolves as follows:

The Riverside County Transportation Commission hereby adopts the Policy for Use of STA Funding by Transit Operators, attached hereto as Exhibit A.

APPROVED AND ADOPTED this 9<sup>th</sup> day of June, 2021.

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Jan C. Harnik, Chair  
Riverside County Transportation Commission


ATTEST:

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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



## Exhibit A

	<b>Riverside County Transportation Commission</b>  <b><i>Policy</i></b>
<b>Title:</b>	Policy for Use of State Transit Assistance (STA) Funding by Transit Operators
<b>Revised:</b>	June 9, 2021
<b>Administered By:</b>	Multimodal Services Department
<b>Approved By:</b>	Commission
<b>Approved Date:</b>	June 12, 2019

**PURPOSE**

The purpose of this Policy is to provide guidance for implementation of STA funds for operating expenditures for transit operators.

**POLICY**

Transit operators may utilize STA funds for operating expenditures if efficiency standards as outlined in the Transportation Development Act (TDA) and Public Utilities Code (PUC) § 99314.6 are met. The qualifying criteria is as follows:

Efficiency Standard 1: An operator's total operating cost per revenue vehicle hour for the most recent audited fiscal year must not exceed the prior year's total operating cost per revenue vehicle hour by a percentage greater than the percentage change in the Consumer Price Index (CPI) for the same period.

Efficiency Standard 2: An operator's average total operating cost per revenue vehicle hour for the three most recent audited fiscal years must not exceed the average total operating cost per revenue vehicle hour for the three years prior to the latest year by a percentage greater than the average percentage change in the CPI for the same period.

The Commission is allowed to adjust the calculation for operating costs and revenue vehicle hours to account for the following factors:

- Exclusion of cost increases beyond the change in the CPI for fuel, alternative fuel programs, insurance or state or federal mandates; and/or
- Exclusion of start-up costs for new services for a period of not more than two years.

If an operator fails to meet either efficiency standard, the Commission may withhold and retain the operator's STA funding for reallocation for two years following the year of ineligibility.

This also allows for STA funds to be utilized for Commission-owned station operations and right of way maintenance of rail properties, pursuant to PUC § 99234.9 and 99313.7, which allows a regional transportation planning agency to file claims for rail passenger service operation and capital improvement expenditures, including construction and maintenance of intermodal transportation facilities.

## Exhibit A

Additionally, per Senate Bill (SB) 508, the policy shall allow transit operators a sliding scale to utilize STA funds for operating rather than a pass/fail proposition so that an operator may still receive less than 100 percent of STA for operations and the balance of funds for capital when the efficiency standard is not met. For example, if the operator fails to meet both efficiency standards for operating cost per hour by 10 percent each, the operator is eligible to receive 90 percent of STA for operations and 10 percent for capital.



# **AGENDA ITEM 6J**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Eric DeHate, Transit Manager
<b>THROUGH:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	Adoption of Resolution No. 21-009 to Become the Access Fund Administrator for the Transportation Network Companies Access for All Program

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Adopt Resolution No. 21-009, *“A Resolution of the Riverside County Transportation Commission Authorizing the Execution of the Certification to Serve as the Local Access Fund Administrator (LAFA) for the Access for All Program for the County of Riverside”*;
- 2) Authorize the Executive Director or designee, pursuant to legal counsel review, to execute agreements and/or documents related to the Transportation Network Companies (TNC) Access for All program on behalf of the Commission; and
- 3) Forward to the Commission for Final Action.

**BACKGROUND INFORMATION:**

Senate Bill 1376 (SB 1376) was signed in 2018 and is known as the TNC Access for All Act, which directs the California Public Utilities Commission (CPUC) to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV). The intent of the legislation is for California to be a national leader in the deployment and adoption of on-demand transportation options for persons with disabilities and that wheelchair users who need WAVs have prompt access to TNC services. According to the CPUC, persons that require a WAV wait at least an hour longer than a person that does not require a WAV using a traditional TNC service. Additionally, traditional demand response public transit service requires an advance reservation, which is typically not on the same day. The legislature points out that the availability of transportation services, especially on-demand transportation service, will take time to develop and can improve economic competitiveness and quality of life, particularly for those that require a WAV.

A TNC was defined by legislation to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with driver using a personal vehicle. TNCs in the current market include Uber, Lyft, and Via.

The TNC Access for All program is funded by a \$0.10 per trip charge that is collected by the TNCs and remitted to the CPUC quarterly by each county for the Access Fund. Funding under this program can fluctuate quarter to quarter depending on the number of trips traveled on TNCs. CPUC has estimated that Riverside County may receive approximately \$225,000 to \$230,000 annually from the Access Fund. However, this may change over time because TNCs are allowed to request offsets quarterly against these amounts if they can demonstrate that they have improved WAV service in the respective county. The CPUC will establish service levels by county, and a TNC may become exempt from collecting those fees if it can demonstrate for four consecutive quarters that it can maintain that level of service.

The CPUC has defined eligible LAFAs as Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)/County Transportation Commissions. If potential LAFA's decide not to administer the TNC Access for All Program for its county or counties, the CPUC would then ask Caltrans to be the State Access Fund Administrator for those jurisdictions.

The guidelines for this program are still under development. In the coming months, the CPUC will be working with stakeholders to establish service level thresholds for each county and determine what types of projects are eligible for funding, and whether the program can be administered annually or on a multi-year basis.

#### **DISCUSSION:**

Staff recommends adopting Resolution No. 21-009 and submitting it to the CPUC to become the LAFA for Riverside County. In June 2021, CPUC staff will take a resolution to its board with recommendations for all Access Fund Administrators (AFA) by county. Commission staff has also been in coordination with the Southern California Association of Governments, who is the MPO for Riverside County to notify it of the Commission's intent to serve as the LAFA for Riverside County. Once an AFA is confirmed for a county, it will be required to develop local procedures and guidelines to administer a competitive WAV call for projects based on criteria developed by the CPUC considering the gaps and needs for accessibility service in its county. The local administration process includes developing an application and evaluation process, making awards to successful applicants, annually certifying the disbursement of funds, and providing a consolidated quarterly report. A LAFA may seek up to 15 percent of the available funds to administer the program and may also opt out by notifying the CPUC if it chooses.

Although guidance for this program is still under development by the CPUC, staff is confident it can deliver another program that compliments the Measure A Specialized Transit Program and recommends the Commission serve as the LAFA for Riverside County. Should the final guidelines conclude that public transit operators are not eligible to receive these funds, then staff recommends that the Commission opt out of serving as the LAFA as there would be no oversight obligation for the Commission as the RTPA to administer the funds to private parties.

**FISCAL IMPACT:**

There is a no fiscal impact for this item, and actions related to this program will be brought back at a future Commission meeting.

Attachment: Resolution No. 21-009



**RESOLUTION NO. 21-009**

**A RESOLUTION OF THE  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AUTHORIZING THE EXECUTION OF THE CERTIFICATION TO SERVE AS THE LOCAL  
ACCESS FUND ADMINISTRATOR FOR THE ACCESS FOR ALL PROGRAM FOR THE  
COUNTY OF RIVERSIDE**

**WHEREAS**, the Riverside County Transportation Commission is an eligible Regional Transportation Planning Agency and County Transportation Commission and may receive state funding from the Transportation Network Companies Access for All program to administer a funding program for local Access for All providers for on-demand wheelchair accessible vehicle (WAV) transportation projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional administering agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1376 (2018) designated the California Public Utilities Commission (Commission) as the administrative agency for the Access for All program; and

**WHEREAS**, the Commission has developed the Access for All Program Overview & Requirements for Access Fund Administrators for the purpose of selecting Local Access Fund Administrators (LAFAs) and administering and distributing Access Funds to eligible local Access for All program providers of on-demand WAV transportation; and

**WHEREAS**, the Riverside County Transportation Commission authorizes the Executive Director or designee to execute required documents and any amendments thereto; and

**WHEREAS**, the Riverside County Transportation Commission wishes to serve as the LAFA for the county of Riverside.

**NOW, THEREFORE BE IT RESOLVED** by the Riverside County Transportation Commission that, as the Access Fund recipient, it agrees to comply with all conditions and requirements set forth in the Certification document and applicable statutes, regulations, and program Requirements for the Access for All program.

**NOW, THEREFORE BE IT RESOLVED** that the Executive Director or designee be authorized to execute required documents of the Access for All program and any amendments thereto with the Commission.

**NOW, THEREFORE BE IT RESOLVED** by the Riverside County Transportation Commission that it hereby authorizes Riverside County Transportation Commission to serve as the LAFA of the Access for All program for Riverside County.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 9<sup>th</sup> day of June, 2021.

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Jan C. Harnik, Chair  
Riverside County Transportation Commission

ATTEST:

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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



# **AGENDA ITEM 7**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Proposed Budget for Fiscal Year 2021/22

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive input on the proposed Budget for Fiscal Year (FY) 2021/22;
- 2) Approve the revised mid-year FY 2020/21 revenue projections of \$210 million for 2009 Measure A revenues for a revenue budget increase of \$15 million and a related local streets and roads expenditure budget increase of \$4,573,000 to reflect the revised FY 2020/21 Measure A projection;
- 3) Approve the revised mid-year FY 2020/21 revenue projections of \$105 million for Local Transportation Fund (LTF) revenues for a revenue budget increase of \$5 million and the related planning allocation expenditure budget increases of \$113,000 and transfer out of \$150,000 to reflect the revised FY 2020/21 LTF projection;
- 4) Approve the revised FY 2021/22 revenue projections of \$210 million for 2009 Measure A and \$105 million for LTF;
- 5) Approve the salary schedule effective July 1, 2021, located in Appendix B of the proposed budget;
- 6) Authorize the expenditure of \$1,025,700 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 Connector);
- 7) Close the public hearing on the proposed Budget for FY 2021/22 at the June Commission meeting;
- 8) Adopt the proposed Budget for FY 2021/22; and
- 9) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2021/22 and identifying the resources to fund those needs. The policy goals and objectives approved by the Commission on March 10 were the basis of the budget. The long-term policy goals that support the Commission's objectives considered during the preparation of the budget

relate to promoting quality of life; achieving operational excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

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

#### Adjustments to FY 2020/21 Projected Amounts

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

#### Adjustments to FY 2021/22 Budgeted Amounts

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

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

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

The proposed Budget for FY 2021/22 is attached. The components include an introductory letter; Commission information; the executive summary; the Appropriations Limit; details of the budget process; fund budgets; department budgets; and appendices including acronyms, the salary schedule effective July 1, 2021, and organization chart.

The Commission's budget is primarily project-driven, although the express lanes operations are service-driven. As a project-driven agency, the Commission accumulates funds, or reserves, for specific projects and programs – resulting in flexibility to adjust project development or programs especially in times of economic downturns. The proposed FY 2021/22 Budget anticipates that total uses will exceed sources by approximately \$108 million. Similar to prior years, the

accumulated reserves, which include bond proceeds issued in FY 2017/18 will fund the deficiency. In the executive summary, Table 17 provides a summary of the projected fund balance at June 30, 2022, and Tables 18-20 provide a summary of budgeted sources and uses from different perspectives (comparative, operating and capital, and fund).

Since the Commission is project-driven, personnel costs represent only 1.2 percent of budgeted expenditures. Budgeted personnel costs reflect recent Commission actions, including 15 new regional conservation positions related to serving as managing agency for the Western Riverside County Regional Conservation Authority (RCA), four new management services positions, reinstatement of funding for four approved but unfilled RCTC positions, three new positions related to the reorganization of the toll program, and one new position for community engagement; a 4 percent pool for performance merit-based salary increases; and an annual salary range schedule cost of living adjustment adopted by the Executive Committee at its April meeting. The salary range schedule, as revised by reorganization and position classification changes approved by the Executive Committee at its May meeting, is included in Appendix B to the budget and complies with Government Code §20636, "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule." **Staff recommends the Commission approve the salary range schedule effective July 1, 2021, located in Appendix B of the proposed FY 2021/22 Budget.**

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

- Construction on the SR-60 Truck Lanes in the Pass area, 91 Corridor Operations Project in Corona, I-15/Railroad Canyon Interchange in Lake Elsinore, Mid County Parkway's (MCP) I-215/Placentia Avenue Interchange in Perris, and 71/91 Connector in Corona;
- Design-build activities, including toll system implementation, on the completion of the I-15 Express Lanes Project and the 15/91 Express Lanes Connector in Corona; and
- Preliminary engineering, final design, and/or right of way acquisitions on the 71/91 Connector in Corona, I-15 Express Lanes Project – Southern Extension, 15/91 Express Lanes Connector in Corona, I-15 Corridor Operations Project in Corona, and MCP's second project.

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

At its November 2019 meeting, the Commission approved the 241/91 Connector term sheet as a framework for future agreements and directed staff to work with agencies to prepared agreements for each respective governing board's consideration. The budget includes \$1,025,700 in costs related to the development of these agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future 241/91 connector.

Staff anticipates that approximately \$841,000 of the costs related to consultants may be reimbursed by the Transportation Corridor Agencies under a future agreement. **Staff recommends that the Commission authorize the expenditure of \$1,025,700 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund these costs.**

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

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

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

**FISCAL IMPACT:**

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

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

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



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

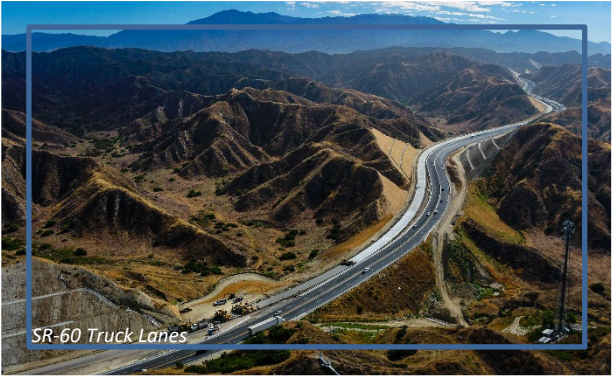
Attachment: FY 2021/22 Proposed Budget





# FISCAL YEAR 2021/22

# BUDGET



June 9, 2021

Honorable Commissioners  
Riverside County Transportation Commission  
Riverside, California

### **FY 2021/22 Budget Introduction**

*RCTC: Safety. Fiscal Responsibility. Economic Recovery.*

Thank you for reviewing the Fiscal Year (FY) 2021/22 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the lives of Riverside County (County) residents every day. Although we have faced a serious public health crisis with the COVID-19 pandemic, Riverside County continues to grow as fast as any other area of the state of California (California). This makes our mission to provide transportation projects and services increasingly important in protecting and improving the quality of life for over 2.4 million residents. RCTC has responded to that challenge.

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

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

RCTC has no intention of slowing down or impacting progress. Infrastructure development, and especially transportation projects, create jobs and economic opportunity. The Commission will take a leading role in that effort under the direction of our 34-member Commission whose sole aim is serving the taxpayers of Riverside County. Moreover, the Commission will be aggressive in seeking additional revenue from grants and other funding programs to expand our services to the public and play an important role in ensuring equity for the entirety of Riverside County in terms of access and benefit from our efforts.

### **Commission Activities Continue at Full Speed**

The Commission's voter-approved half-cent sales tax program serves as the main funding source for transportation funding in Riverside County. Prior to the COVID-19 crisis, Measure A sales tax revenues were stable; FY 2019/20 Measure A revenues of \$195 million decreased only 3.1% compared to FY 2018/19 – much less than the revised pandemic projections. FY 2020/21 and FY 2021/22 Measure A revenues are conservatively projected at \$210 million compared to the FY 2019/20 revenues of \$195 million. Although Measure A revenues help to fund major projects including the I-15 Express Lanes project, Measure A also funds local transportation priorities and

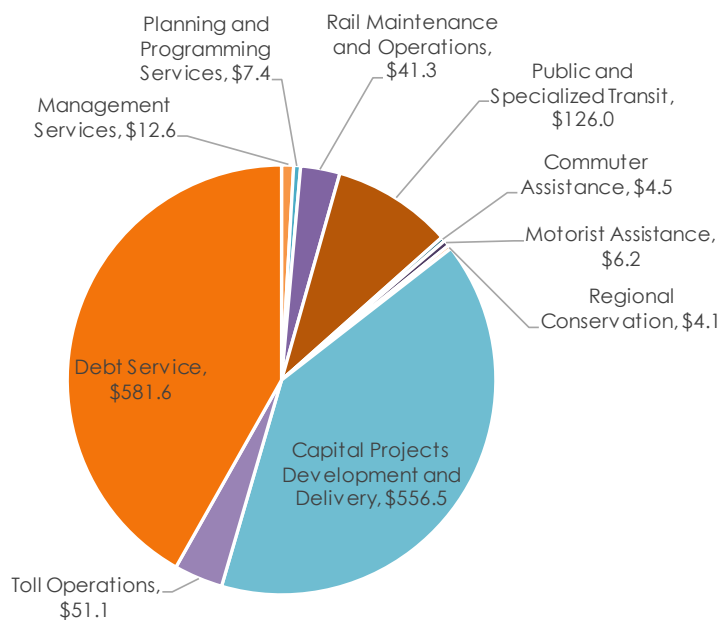
needs. In FY 2021/22, the Commission will return \$63.7 million in funding to local cities and the County for local street and road improvements.

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

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

Chart 1 summarizes the Commission's overall budget of \$1.4 billion for FY 2021/22 by program, which includes delivery of capital projects and funding of administration management, planning and programming, rail and transit operations, smaller programs such as motorist and commuter assistance, toll operations, and debt service.

**Chart 1 – FY 2021/22 Budget (in millions \$)**



### **Building a Better Future**

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

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

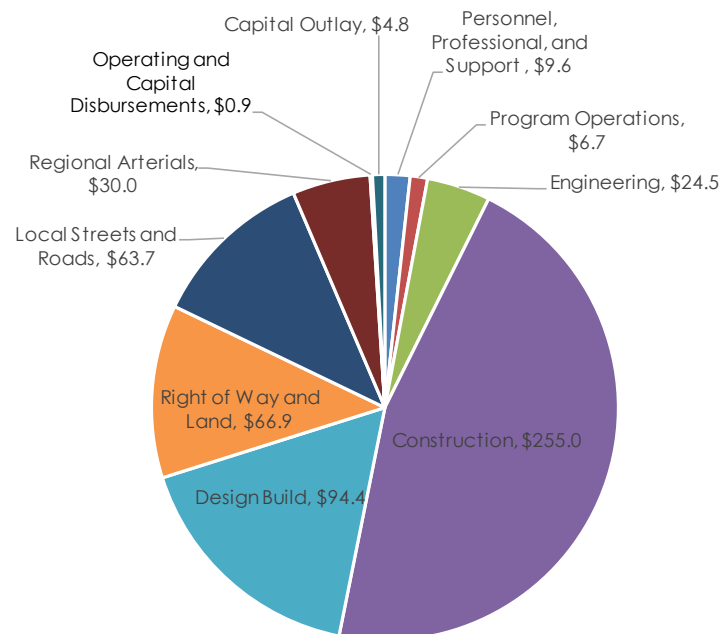
fortunate position, as significant pre-construction work has taken place on a number of projects and the Commission has successfully sought out funding from a variety of funding sources to ensure a busy year.

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

- Fine-tuning operations and fostering increased usage of the recently-opened 15 Express Lanes;
- Ongoing construction of truck lanes on State Route (SR) 60 in the Badlands area;
- Planning for station expansion and additional operational improvements at the Riverside-Downtown Metrolink station;
- Near completion of construction of a new freeway interchange at Placentia Avenue and Interstate (I) 215 in Perris;
- Expansion and construction of major improvements at the I-15/Railroad Canyon Interchange in Lake Elsinore;
- Completion of construction of a new auxiliary lane on the westbound SR-91 near Green River Road in Corona;
- Completion of reconstruction of the Pachappa Underpass at SR-91 in Downtown Riverside; and
- Construction of a new toll connector to and from the RCTC 91 Express Lanes and the 15 Express Lanes north of SR-91.

The Commission is a project-driven agency. Capital project costs comprise 36% of the Commission's FY 2021/22 overall budget. Chart 2 illustrates the capital projects expenditures by function.

**Chart 2 – Capital Projects (in millions \$)**



## **RCTC Express Lanes Program Strengthens and Expands**

On March 20, 2017, the Commission opened the extension of the 91 Express Lanes into Riverside County. Until early March 2020 and the onset of the COVID-19 pandemic and resulting shutdown orders, usage and revenue regularly exceeded original projections. As a result, the Commission received an upgrade in its long-term debt ratings from Fitch Ratings and S&P Global Ratings during FY 2019/20. RCTC's ratings have been upheld in spite of reduced traffic demand from the pandemic. Thanks to its conservative fiscal strategy and reserves set aside for debt service, the Commission's near term and mid-term debt service requirements are already funded.

The Commission's venture into toll operations has now expanded into a much broader role with the opening of the 15 Express Lanes in April 2021. This \$472 million effort added one to two tolled express lanes to an approximately 15-mile section of I-15 between SR-60 and Cajalco Road. The new 15 Express Lanes will travel through the cities of Corona, Eastvale, Norco, and Jurupa Valley.

## **Planning for a New and Uncertain Future**

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

In order to address the future, the Commission adopted a Traffic Relief Plan in May 2020. The plan identifies RCTC's overall transportation priorities and is intended to be part of an overall strategy to adopt an additional sales tax to fund it. The sales tax effort has been suspended for the near-term, and RCTC will make it a priority to seek additional sources of funding from the state and federal government. This will be tempered by the possibility of significant changes in travel behavior brought on by COVID-19. Although uncertainty will continue to present challenges, the Commission stands ready to meet that challenge thanks to strong and innovative leadership from Commissioners and 77 staff members.

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

## **A Commitment to Riverside County**

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

The Commission has also expanded its commitment to communicate with the public and closely monitors its public engagement activities, which progress is reported on a quarterly basis. We

welcome public input and participation and invite you to visit our website at [www.rctc.org](http://www.rctc.org) or to follow us on Facebook, Twitter and Instagram @theRCTC. A major focus in the coming year is to seek and achieve equity in the Commission's mission to serve all of Riverside County.

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

### **Acknowledgments**

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2021/22. The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the general public. Staff acknowledges and appreciates the guidance, inspiration and leadership of the Board of Commissioners in advancing the future of transportation in Riverside County.

*Signature on file*

Anne Mayer, Executive Director

*Signature on file*

Theresa Treviño, Chief Financial Officer



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## Commission Introduction

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

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

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

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

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

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

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

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

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

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

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). The Commission reached substantial completion on the (I)-15 Express Lanes project and commenced toll operations on the 15 Express Lanes in April 2021. The Commission anticipates

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

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

# Riverside County Transportation Commission

## List of Principal Officials

### Board of Commissioners

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

## **Riverside County Transportation Commission List of Principal Officials**

### **Executive Management**

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

# Executive Summary

## Introduction

The budget for Fiscal Year (FY) 2021/22 is presented to the Board of Commissioners (Board) and the citizens of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects.

In early March 2020, the federal government as well as the California Governor issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, 2020, the Governor issued an executive stay at home order to protect the health and well-being of all Californians and to establish consistency across the State to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. Over the past year, the restrictions have been modified in response to the changing nature of the pandemic. The end of the COVID-19 pandemic appears to be in sight with vaccine distributions becoming widely available, more Californians returning to work or leisure activities with modified stay at home orders, and financial relief to families and businesses most impacted by the pandemic.

COVID-19 and the related government health orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts remain uncertain. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and adjust the budgeted revenue and expenditures as necessary throughout the crisis and duration of economic recovery.

## Policy Goals and Objectives

As approved at its March 10, 2021 meeting, the Commission is driven by four core mission statements and underlying goals for the people of Riverside County and the transportation system upon which they rely:

<b>QUALITY OF LIFE</b> <i>RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.</i>	
<b>Choice</b>	RCTC empowers the residents of Riverside County to choose how to get safely to where they are going.
<b>Environmental Stewardship</b>	RCTC protects and preserves the County's environment for its residents.
<b>Mobility</b>	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
<b>Equity</b>	RCTC supports transportation services and projects that equitably benefit all residents, including those in rural, low income, and disadvantaged communities.
<b>Access</b>	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region.
<b>Goods Movement</b>	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to create jobs and to protect public health.

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

<b>CONNECTING THE ECONOMY</b> <i>RCTC is a driver of economic growth in Riverside County.</i>	
<b>Workforce Mobility</b>	RCTC improves the economy by creating a robust workforce to workplace system; RCTC fosters workforce development by improving transportation access to major employment and education centers.
<b>Population Growth</b>	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to over 2.4 million today. RCTC is sensitive to each geographic area's unique needs.
<b>Economic Impact</b>	RCTC has invested over \$4.3 billion in the County's economy thanks to Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

<b>RESPONSIBLE PARTNER</b> <i>RCTC partners with local, regional, and state governments to deliver road and transit projects.</i>	
<b>Streets and Roads</b>	RCTC has invested over \$1.2 billion in local priorities for maintaining streets and roads and fixing potholes.
<b>Transit</b>	RCTC partners with other transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
<b>Active Transportation Facilities</b>	RCTC continually improves its stations for better bicycle and pedestrian access and partners with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
<b>Grants</b>	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve our communities.
<b>Local Measure A Value</b>	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to guide further the development of the FY 2021/22 budget.

#### Capital Project Development and Delivery

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

- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

#### Operations

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

#### Regional Programs

- Maintain an active involvement in state and federal legislative matters to ensure that the Commission receives proper consideration for transportation projects and funding.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; SCRRA is the operator of Metrolink.
- Provide continued leadership in the planning and development of the Coachella Valley-San Geronimo Pass Corridor rail service.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders with special transit needs.
- Promote cost controls and operating efficiency for transit operators.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting motorized and non-motorized transportation alternatives such as vanpools.

#### Management Services

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission.
- Develop and execute a communications and public engagement strategy for the purposes of education, information, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2021/22 Management Services budget is 1.92% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2021/22 administrative salaries and benefits is 0.71% of Measure A revenues.
- Maintain prudent cash reserves to provide some level of insulation for unplanned expenditures.
- Maintain current strong bond ratings with rating agencies.
- Establish and maintain revenues and reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements; maintenance, repair, rehabilitation, administration and operations; and capital projects within the corridor.

### **Linking Commission and Departmental Mission Statements**

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



**Table 1 – Relationship between Commission and Departmental Mission Statements**

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

## Budget Overview

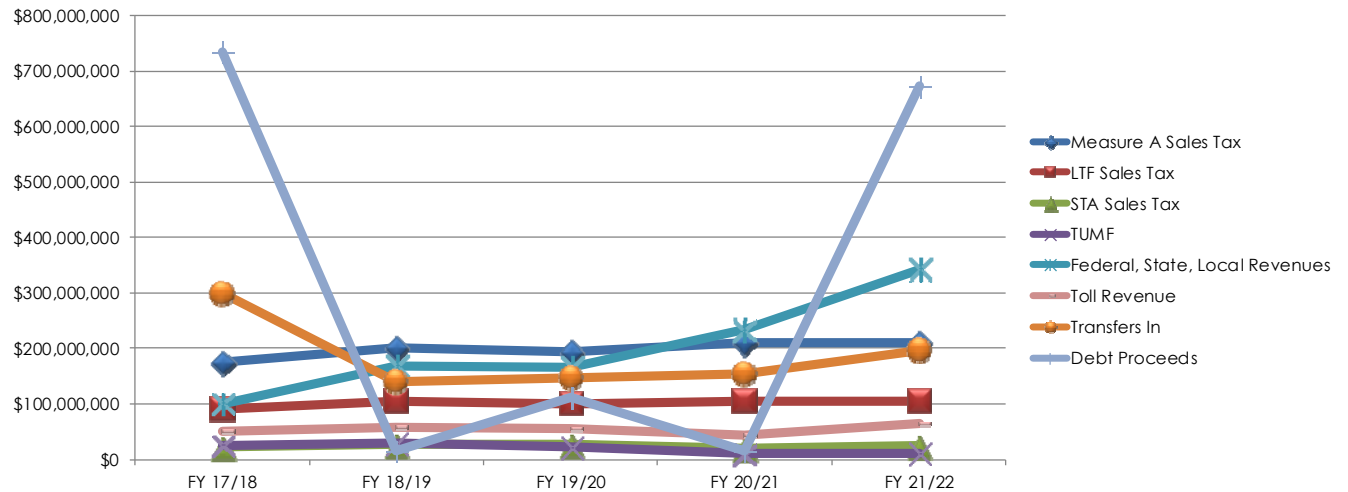
Total sources (Table 2) are budgeted at \$1,627,967,800, an increase of 105% over FY 2020/21 projected sources and 83% increase over the FY 2020/21 budget. Total sources are comprised of revenues of \$756,580,800, transfers in of \$196,890,000, and debt proceeds of \$674,497,000. The projected fund balance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

**Table 2 – Sources FY 2020-2022**

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

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable as well as plentiful commercial real estate and land available for development at lower costs. Prior to the COVID-19 pandemic in early 2020, Riverside County's economy benefitted from employment gains due to the County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Improvements in the local labor market and housing advantages had increased economic activity contributing to stable sales tax revenue growth through FY 2018/19 as noted on Chart 3. Following the onset of the pandemic, the local unemployment rate increased while sales tax revenues declined 3% – less than anticipated – in FY 2019/20. During FY 2020/21, the local unemployment rate has declined and sales tax revenues have been better than anticipated. The strong sales tax revenues performance is attributable to the diversified economic taxable sales base in the County.

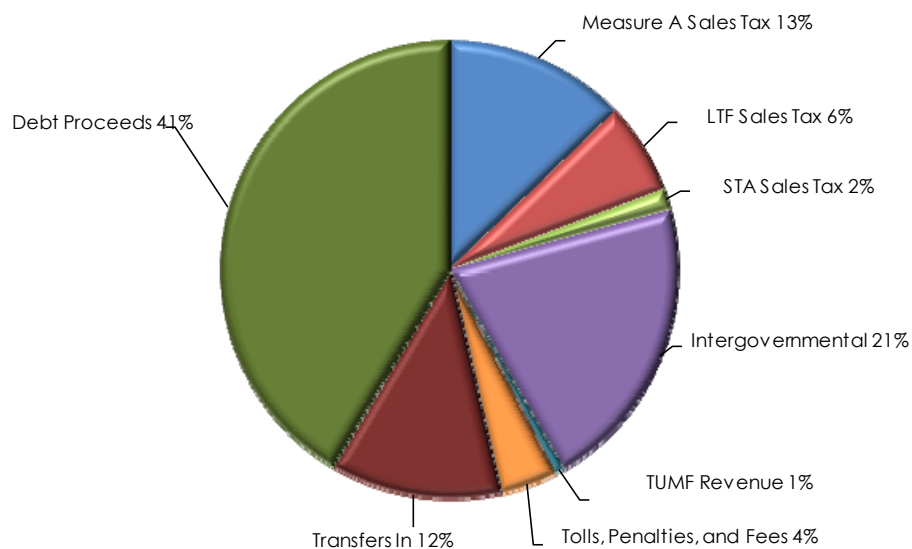
**Chart 3 – Sources: Five-Year Trend**



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

While the Commission's primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission's programs and projects as illustrated in Chart 4. The Commission receives Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration (CDTFA), as statutorily created and authorized successor to the former California State Board of Equalization.

**Chart 4 – Sources: Major Categories**



After considering the state of the local economy due to COVID-19, staff projects Measure A sales tax revenues of \$210,000,000 for FY 2021/22. This is no change from the FY 2020/21 revised projection of \$210,000,000. Generally the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2021/22 as the post COVID-19 impacts become known.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at \$105,000,000, no change from the FY 2020/21 revised projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2021/22 STA/SGR allocations, based on recent State estimates, is \$23,862,200.

Intergovernmental revenues include reimbursement revenues from federal sources of \$107,438,700, state sources of \$210,931,000, and local agencies of \$21,657,800 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 24% in FY 2021/22 compared to the FY 2020/21 budget is related to increases in federal, state, and local agency reimbursements. Senate Bill 132 (SB 132) enacted in April 2017 provides state funding for the 15/91 Express Lanes Connector and pass-through funding to the County for the Hamner Bridge widening and to the County and city of Corona for grade separation projects. Other state reimbursements will fund the SR-60 Truck Lanes, 71/91 Connector, Mid County Parkway (MCP) I-215/Placentia Avenue Interchange, I-15/Railroad Canyon Interchange, and station rehabilitation projects. Federal reimbursements provide funding for the I-15 Express Lanes–Southern Extension, SR-91 Corridor Operations Project (91 COP), SR-60 Truck Lanes, 71/91 Connector, Pachappa Underpass, MCP second construction contract package, and station rehabilitation projects. In connection with the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Commission anticipates that less than 2% of federal revenues will primarily support commuter rail stations and the commuter assistance program. Local reimbursements will fund the 91 COP, 241/91 Express Lanes Connector, Santa Ana River Trail Extension, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the Western Riverside Council of Governments (WRCOG), the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2021/22 TUMF fees at \$11,000,000.

FY 2020/21 marked the fourth complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. As a result of COVID-19 stay at home orders, traffic and related revenues on the RCTC 91 Express Lanes declined below the 2018 updated study; however, traffic and related revenues have improved through March 2021 with traffic levels approximately 20% and revenues 37% lower than the same period through March 2020. Based on the anticipated impacts of post COVID-19 on the RCTC 91 Express Lanes, the Commission conservatively estimates FY 2021/22 toll revenues, penalties and fees of \$41,551,900 — a 47% increase from the FY 2020/21 projected revenues of \$28,205,000.

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

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

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

Transfers in of \$196,890,000 relate primarily to the transfer of available debt proceeds for highway projects; LTF funding for general administration, planning and programming, rail operations, and grade separation project allocations; approved interfund allocations for specific projects and administrative cost allocations; and debt service requirements from highway, new corridors, and regional arterial funds. Debt proceeds consist of \$6,919,000 in drawdowns from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan related to the I-15 Express Lanes Project and \$667,578,000 in senior lien and second lien toll revenue refunding bonds (2021 Refunding Bonds) from the anticipated refinancing of the Commission's 2013 Toll Revenue Senior Lien Current Interest Bonds and 2013 TIFIA Loan related to the 91 Project.

Total uses (Table 3), including transfers out of \$196,890,000, are budgeted at \$1,735,566,100, a 76% increase from the prior year budget amount of \$983,922,700. Program expenditures and transfers out totaling \$983,833,000 represent 57% of total budgeted uses in FY 2021/22. Program costs increased by 12% from \$885,231,200 in FY 2020/21 due to projects and programs identified below.

**Table 3 – Uses FY 2020-2022**

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

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

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

Local streets and roads expenditures of \$63,702,300 remained unchanged from the FY 2020/21 budget and represent the disbursements of 2009 Measure A to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$4,783,700 are 10% lower than the FY 2020/21 budget due to a decline in projected vanpools and restructuring of rideshare/vanpool platforms.

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

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

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

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

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

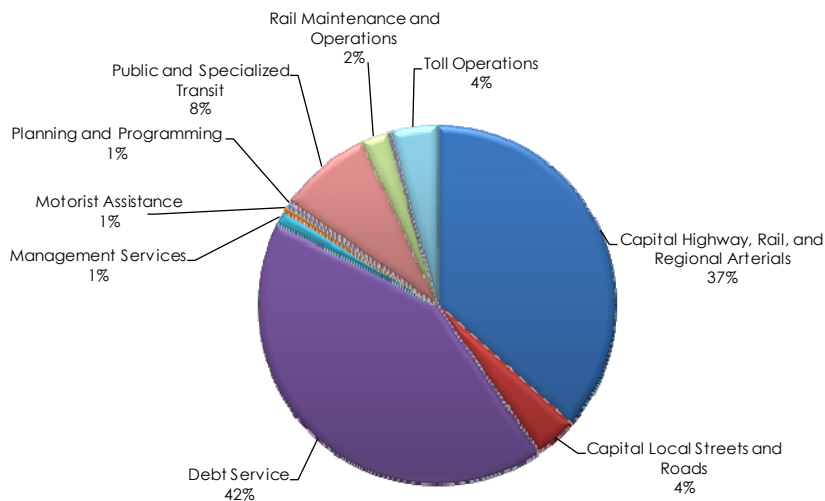
The rail maintenance and operations budgeted expenditures of \$42,167,000 are 18% lower than the FY 2020/21 budget due to the inability to obtain access agreements with the host railroads for the Indio special events train platform for the Coachella Valley-San Geronio Pass Corridor rail service.

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

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

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

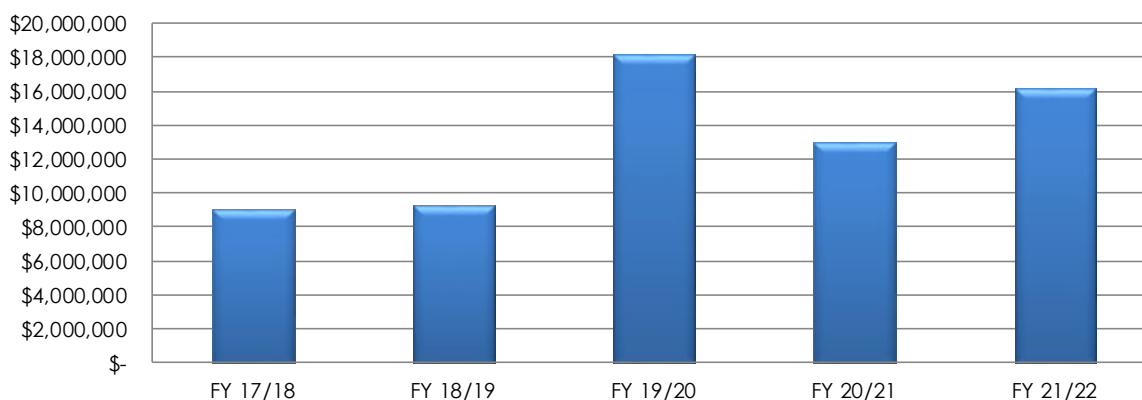
**Chart 5 – Uses: Major Categories**



## Commission Personnel

The Commission's salaries and benefits total \$16,213,200 for FY 2021/22. This represents an increase of \$3,067,200 or 23% over the FY 2020/21 budget of \$13,146,000 (Chart 6). The increase relates primarily to additional staff positions related to regional conservation and to maintain management services levels for a full year; reorganization of the toll program and the addition of three new positions; addition of a Community Engagement Manager in External Affairs department; reinstating funding for previously approved positions; a 4% pool for performance merit-based salary increases; and an annual salary range cost of living adjustment. The 11% decrease from FY 2019/20 is due to the Commission's one-time disbursement to fund the California Public Employees Retirement System (CalPERS) net pension liability of \$8.6 million. The Commission's salary schedule for FY 2021/22 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

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



The 77 FTE positions included in the FY 2021/22 budget (Table 4) reflects an increase of four FTE from the FY 2020/21 budget and reflects an increase of 27 FTE from FY 2019/20. The 27 FTEs include 15 regional conservation positions related to serving as managing agency for the RCA, five new management services positions, reinstatement of funding for four approved but unfilled RCTC positions, and three new toll program positions.

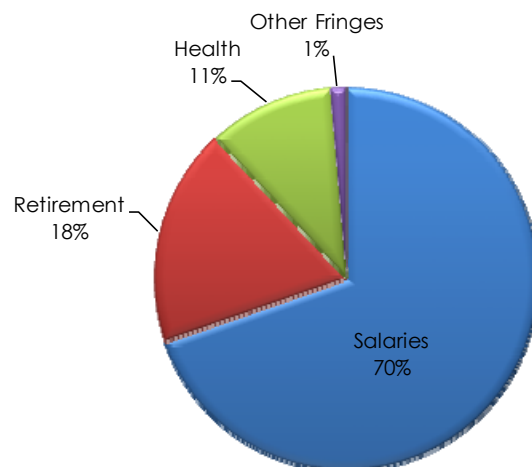
The Commission accomplished significant organization changes over the last year related to management of the RCA, toll operations, and various projects requiring substantial attention at many staff levels. Management continues to be firmly committed to the intent of the Commission's enabling legislation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

**Table 4 – Full-Time Equivalents by Department FY 2020—2022**

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

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

**Chart 7 – Personnel Salaries and Benefits**



## Department Initiatives

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2020/21, major initiatives for FY 2021/22, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

## Executive Management

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

**Table 5 – Executive Management**

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 628,300	\$ 482,200	\$ 482,200	\$ 388,900	\$ (93,300)	-19%
Professional	234,000	300,000	300,000	300,000	-	0%
Support	61,800	91,800	80,900	91,800	-	0%
TOTAL	\$ 924,100	\$ 874,000	\$ 863,100	\$ 780,700	\$ (93,300)	-11%

## Administration

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

**Table 6 – Administration**

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

## External Affairs

- Develop effective partnerships with transportation providers to communicate a unified message to Congress regarding mobility needs.
- Advocate on behalf of Riverside County's interests regarding the implementation of SB 743 and the State's Climate Action Plan for Transportation Infrastructure.
- Advocate positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal transportation policies.
- Conduct a concerted outreach effort to new federal and state representatives on local transportation issues.
- Use modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.



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

**Table 7 – External Affairs**

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

## Finance

- Proactively monitor, assess, manage, and minimize COVID-19 crisis financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements, including GASB Statement No. 87 on accounting and reporting on leases.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information and automation of a paperless workflow system.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

**Table 8 – Finance**

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 2,569,200	\$ 1,686,500	\$ 1,672,800	\$ 1,664,100	\$ (22,400)	-1%
Professional	1,390,700	2,416,300	1,819,000	2,217,000	(199,300)	-8%
Support	359,400	669,000	678,000	933,800	264,800	40%
Capital Outlay	132,500	913,300	161,600	870,000	(43,300)	-5%
Transfers Out	10,033,300	10,007,700	10,007,700	10,078,600	70,900	1%
<b>TOTAL</b>	<b>\$ 14,485,100</b>	<b>\$ 15,692,800</b>	<b>\$ 14,339,100</b>	<b>\$ 15,763,500</b>	<b>\$ 70,700</b>	<b>0%</b>

## Planning and Programming

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).

**Table 9 – Planning and Programming**

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

**Rail Maintenance and Operations**

- As a member of the SCRRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the Coachella Valley-San Geronio Pass Corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

**Table 10 – Rail Maintenance and Operations**

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

**Public and Specialized Transit**

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate federal stimulus (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) allocations for COVID-19-related service impacts with transit operators.
- Monitor and coordinate state and federal regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.
- Develop a TDA manual for transit operators receiving allocations from the Commission.

**Table 11 – Public and Specialized Transit**

	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
Personnel	\$ 878,400	\$ 523,100	\$ 450,000	\$ 547,700	\$ 24,600	5%
Professional	287,200	579,700	326,600	1,179,700	600,000	104%
Support	45,100	91,600	67,700	115,600	24,000	26%
Projects and Operations	99,483,500	101,383,700	55,584,100	124,146,400	22,762,700	22%
Transfers Out	24,219,700	21,354,100	18,043,800	18,697,400	(2,656,700)	-12%
<b>TOTAL</b>	<b>\$ 124,913,900</b>	<b>\$ 123,932,200</b>	<b>\$ 74,472,200</b>	<b>\$ 144,686,800</b>	<b>\$ 20,754,600</b>	<b>17%</b>

## Commuter Assistance

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

**Table 12 – Commuter Assistance**

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

## Motorist Assistance

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

**Table 13 – Motorist Assistance**

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

## Regional Conservation

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

**Table 14 – Regional Conservation**

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

### Capital Project Development and Delivery

- Continue project work on the 91 COP, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes Connector, 15 COP, I-215/Placentia Avenue Interchange improvement, 71/91 Connector, SR-60 Truck Lanes, and MCP and Smart Freeway projects included in the Western County Delivery Plan as well as projects on behalf of other agencies, including the I-15/Railroad Canyon Interchange, I-10/Highland Springs Road Interchange, and Santa Ana River Trail.
- Continue design and operations planning of the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension led by other agencies.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

**Table 15 – Capital Project Development and Delivery**

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

### Toll Operations

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

**Table 16 – Toll Operations**

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

## Fund Balances

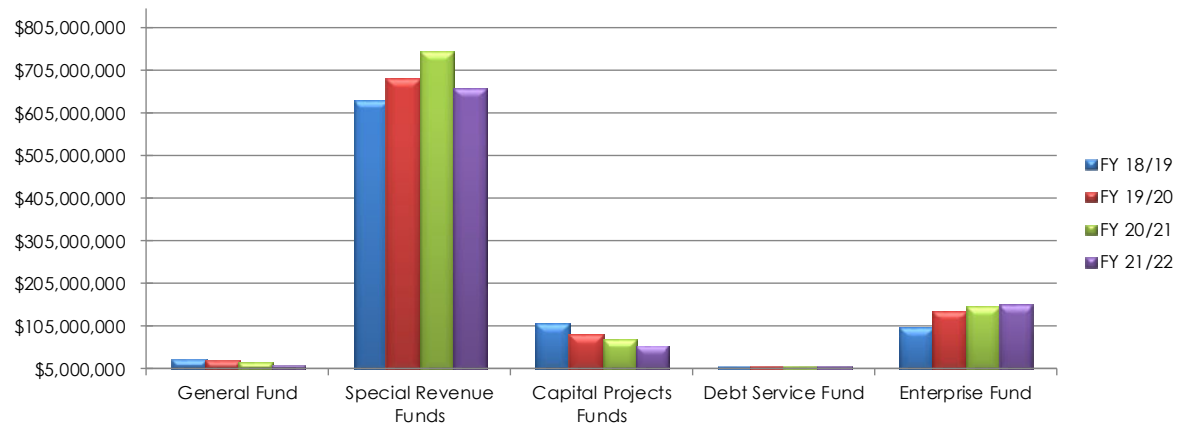
The projected total fund balance as of June 30, 2021 is \$1,016,288,600. The Commission expects the FY 2021/22 budgeted activities to result in an \$107,598,300 decrease of total fund balance at June 30, 2022 to \$908,690,300. The primary cause of the decrease is project activities in FY 2021/22 related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

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

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

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

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



## Budget Summary

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

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

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



**Table 19 – Operating and Capital Budget FY 2021/22**

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



**Table 20 – Budget by Fund Type FY 2021/22**

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

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

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

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

## Gann Appropriations Limit

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

The Commission is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 21-010 on June 11, 2021, establishing appropriations limits for the Commission at \$542,714,188. The FY 2021/22 budget appropriated \$272,699,000 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission's use of the proceeds of taxes, as defined by Article XIII B, will continue to fall below the appropriations limit.

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

FY 2020/21 Appropriations Limit

\$509,885,755

FY 2021/22 adjustment:

x 1.0643839

- Change in California per capita personal income 1.0573%  $((5.73 + 100) / 100 = 1.0573)$
- Change in Population, Riverside County 1.0067%  $((0.67 + 100) / 100 = 1.0067)$
- Calculation of factor for FY 2019/20  $1.0573 \times 1.0067 = 1.0643839$

FY 2021/22 Appropriations Limit

\$542,714,188

- $\$509,885,755 \times 1.0643839 = \$542,714,188$

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

## Financial Overview

### Fiscal Accountability Policies

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

Financial Planning	
Balanced Budget	RCTC adopts an annual budget in which operating and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balances.
Administration	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none"> <li>Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues.</li> <li>Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).</li> </ul>
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability and to the postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted by fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as debt agreements.
Revenues	
Sales Tax	RCTC prepares annual and mid-year revised revenue projections to ensure use of current and relevant data; staff may adjust amounts during the budget process to reflect the most current economic trends.
Tolls	<p>RCTC-adopted policies establish congestion pricing in order to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none"> <li>Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves;</li> <li>Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and</li> <li>Projects within the corridor that generated the revenue.</li> </ul>
Funding Sources	RCTC uses local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.
Expenditures/Expenses	
Priorities	RCTC reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately notes, explains, and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on February 10, 2021.

<b>Capital and Intangible Assets</b>	<p>On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation.</p> <ul style="list-style-type: none"> <li>o RCTC generally does not capitalize infrastructure, which title will be vested with Caltrans or other governmental agency.</li> <li>o RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.</li> </ul>
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<b>Debt Management</b>	
<b>Debt Limitation</b>	Outstanding sales tax revenue debt cannot exceed \$975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
<b>Management</b>	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
<b>Coverage</b>	RCTC maintains debt coverage ratios of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
<b>Issuance</b>	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
<b>Maturity</b>	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

<b>Cash Management</b>	
<b>Management</b>	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on August 12, 2020, or debt agreements.
<b>Receipts</b>	Where possible, RCTC encourages receipt of funds by wire transfer to its accounts.
<b>Payments</b>	RCTC makes cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
<b>Operating Balances</b>	RCTC maintains amounts in the bank operating account at the amount necessary to meet monthly expenditures/expenses.

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

## Functional Management

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

**Chart 9 – Functional Organization Chart FY 2021/22**

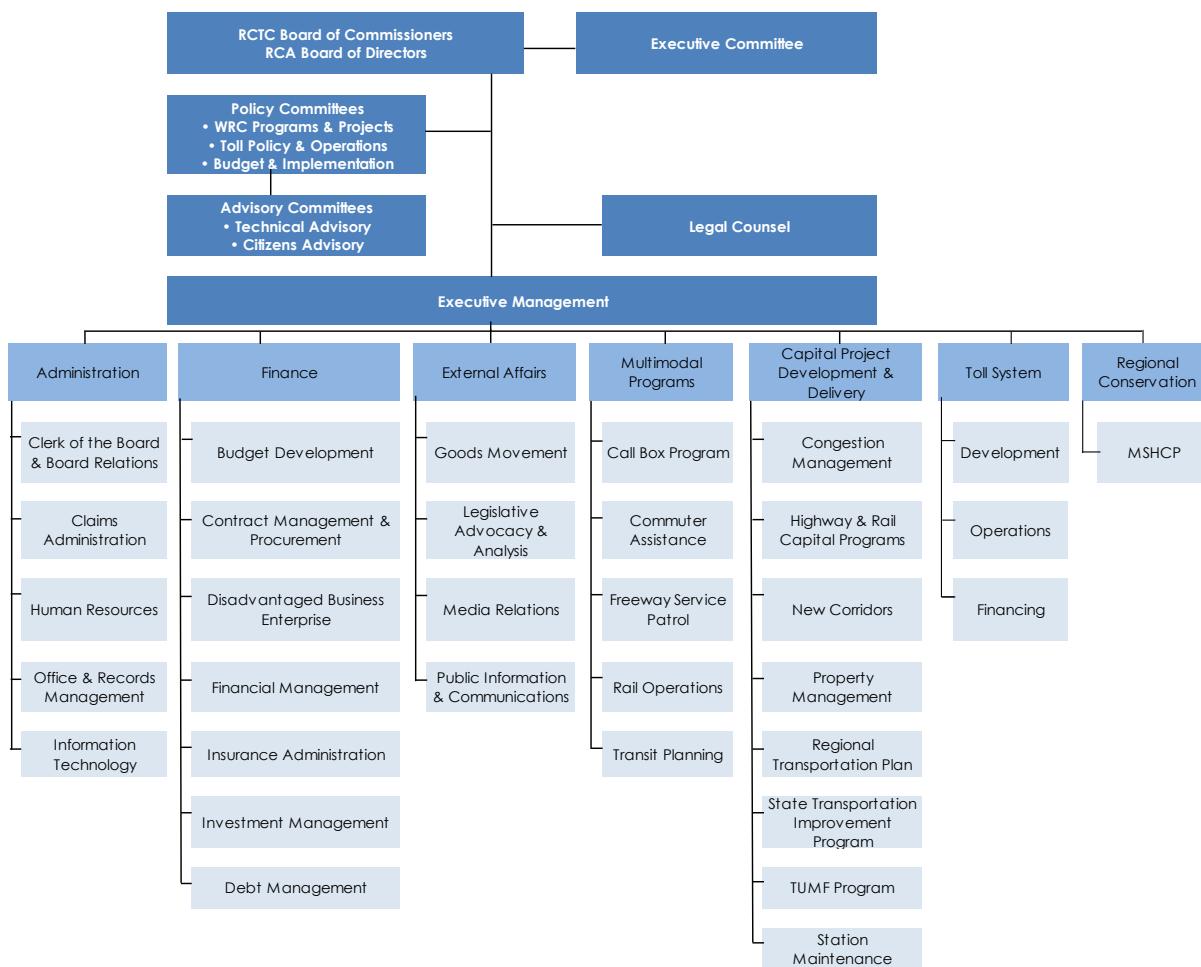


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

**Chart 10 – Relationship of Functional Management and Fund Structure**

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

## Budget Process

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

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2021/22 budget and monitoring of the FY 2020/21 budget. Each task is summarized below.

**Chart 11 – Budget Process**

ID	Task Name	Duration	2020						2021					
			J	A	S	O	N	D	J	F	M	A	M	J
1	Short Term Strategic Direction Phase	140 days												
2	Resource Identification and Allocation Phase	200 days												
3	Needs Assessment Phase	120 days												
4	Development and Review Phase	150 days												
5	Adoption and Implementation Phase	60 days												
6	Budget Roles and Responsibilities	366 days												

### Short-Term Strategic Direction Phase

The first phase of the budget process is to determine the direction of the Commission in the short-term and to integrate this with the Commission's long-term goals and objectives, including the Western County Delivery Plan as updated and discussed in the Capital Project Development and



Delivery department section. Annually a workshop is held for the Board to evaluate and determine where the Commission plans to be and what it desires to accomplish over the next five to ten years; however, due to COVID-19, the Commission did not have a 2021 workshop. Annual reviews allow for timely responsiveness to any significant political, legislative, or economic developments that may occur locally, statewide, or nationally. Staff then adjusts its course based on the long-term strategic direction of the policy makers.

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

### ***Resource Identification and Allocation Phase***

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

### ***Needs Assessment Phase***

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

### ***Development and Review Phase***

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

### ***Adoption and Implementation Phase***

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

### ***Budget Roles and Responsibilities***

Involvement in the budget permeates all staffing levels, as presented in the staff organization chart in Appendix B, at the Commission from clerical support staff to policy makers. Each program manager develops a detailed line-item budget that consists of the operating and/or capital

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

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

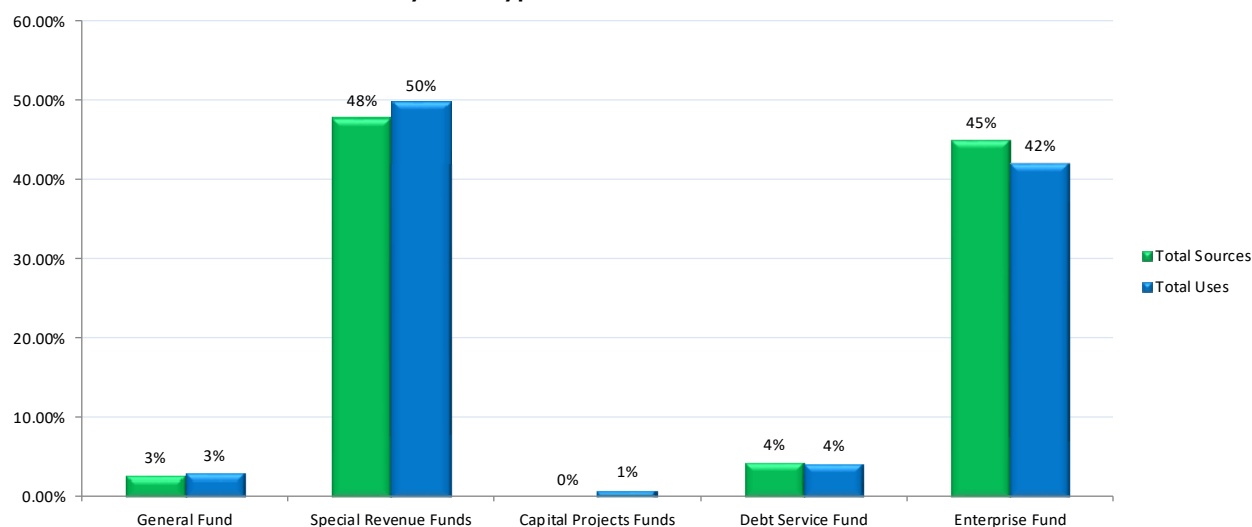
Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer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

## Fund Budgets

### Budgetary Basis

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2021/22 budget.

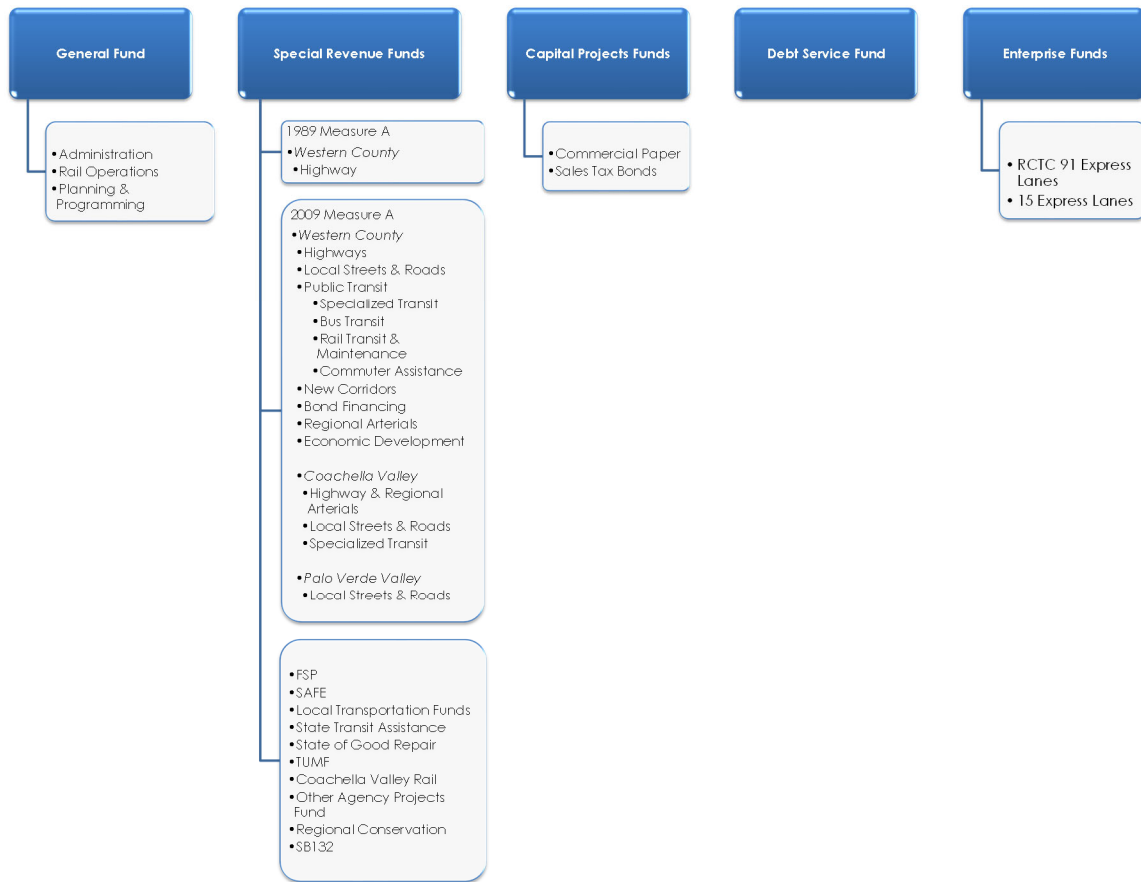
**Chart 12 – Total Sources and Uses by Fund Type FY 2021/22**



### Fund Structure

The Commission accounts for its sources and uses in 33 funds (Chart 13) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise fund. All of the Commission's funds are budgeted. There are three funds reported in the General fund and 25 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has two enterprise funds to account for the RCTC 91 Express Lanes and 15 Express Lanes operations.

**Chart 13 – Budgeted Funds Structure FY 2021/22**



## General Fund

### Overview

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 22 presents the FY 2021/22 budget for the General fund, followed by a discussion of significant components of the budget.

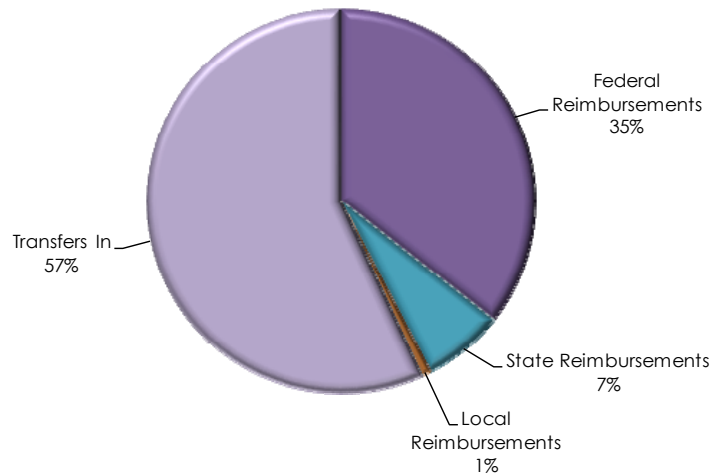
**Table 22 – General Fund FY 2020 – 2022**

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

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

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

**Chart 14 – General Fund Sources FY 2021/22**



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

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

- General fund administration allocations funded with LTF sales tax revenues of \$115,200 in FY 2021/22 and is comparable to the prior year.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2021/22 budget for planning allocations is \$3,150,000. The FY 2020/21 revised budget of \$3,423,000 includes the effect of the mid-year projection adjustment that includes the unapportioned carryover amount, which is not determined until after the prior year's fiscal year end, and revised revenue projections.
- LTF sales tax revenues of \$992,900 in FY 2021/22 will fund General fund allocations for planning, programming, and regional activities.
- Commuter rail operating and capital needs determine the amount of LTF allocations to the extent that revenues and reserved fund balance are available. The FY 2021/22 budget includes \$9,000,000 in LTF allocations primarily to fund operating contribution expenditures to SCRRA.

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2021/22 General fund administrative allocation of \$5,251,500 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, regional conservation, and other agency project funds of \$6,526,600 in FY 2021/22 increased slightly from \$6,411,200 in FY 2020/21 due to increased level of activity requiring administrative support.

**Chart 15 – General Fund Uses FY 2021/22**

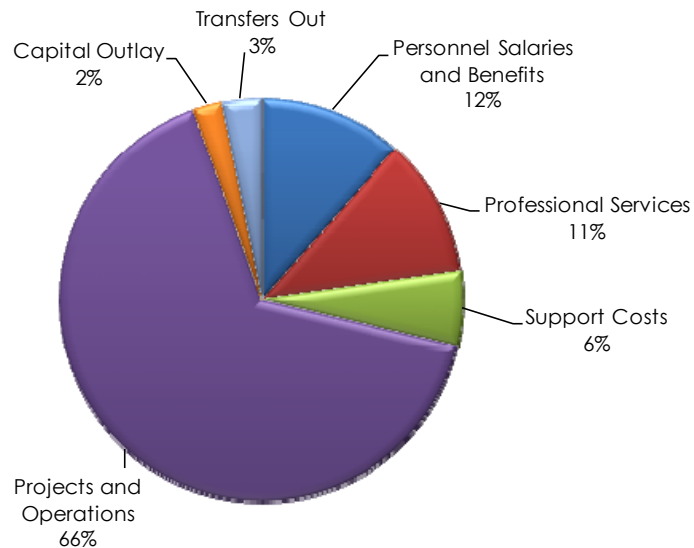


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$427,300 due to the net change in allocation of FTEs, the addition of the Community Engagement Manager, additional staff positions related to regional conservation and to maintain management services levels for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

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

## Special Revenue Funds

### Overview

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

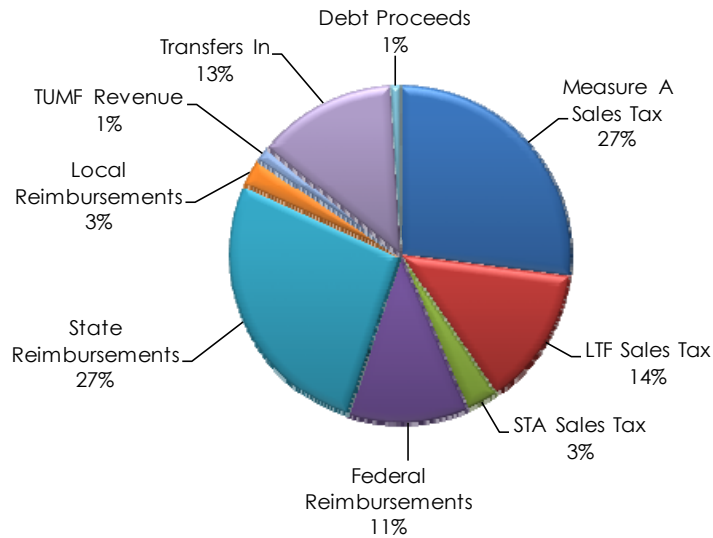
**Table 23 – Special Revenue Funds FY 2020 – 2022**

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

The Commission accounts for Measure A and LTF sales taxes, STA allocations, Western County TUMF, state budgetary allocations, and vehicle registration fees in the 25 special revenue funds. Federal, state, and local reimbursements and transfers in consisting principally of debt proceeds supplement the Measure A sales tax revenues. Chart 16 illustrates the various special revenue fund sources.



**Chart 16 – Special Revenue Funds Sources FY 2021/22**

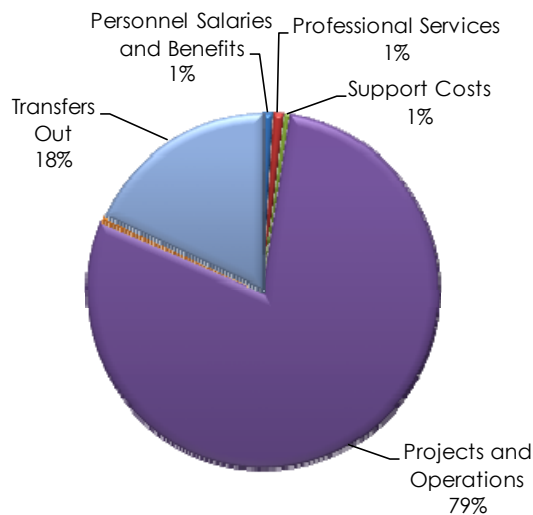


The Commission expends special revenue funds' resources on:

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

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

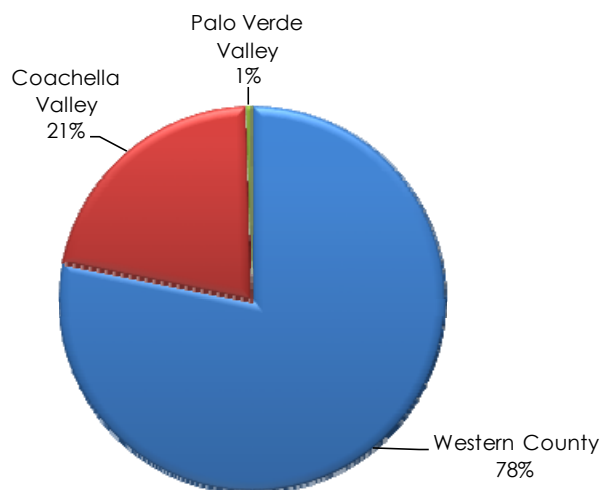
**Chart 17 – Special Revenue Funds Uses FY 2021/22**



## Measure A Special Revenue Funds

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

**Chart 18 – Measure A Sales Tax Revenues by Geographic Area**



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

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

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

### Western County Measure A Funds

The Western County Measure A special revenue funds account for Western County's approximately 78% share of the Measure A sales tax. As demonstrated in Table 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.

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

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

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

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

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

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

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

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

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

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

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

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

Measure A Western County professional services expenditures in FY 2021/22 consist of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. The 2% increase in FY 2021/22 reflects the activity in legal and other professional services related to various programs and projects. Support costs related to highway and rail projects and property management as well as the commuter assistance program decreased \$1,278,900, or 21%, from the prior year due to prior year additional station maintenance, including COVID-19 sanitation, as well as increased station general business insurance.

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

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering and right of way to increase 11% and 56%, respectively, due to the MCP second construction contract package, I-15 Express Lanes – Southern Extension project, 15 COP, station rehabilitation and improvements, and Smart Freeway project. Construction and design-build decreased 24% and 84%, respectively, due to the I-15 Express Lanes project, 91 COP, and close-out activities on the 91 Project.

Right of way acquisition, another major project activity, can be a lengthy process. Right of way acquisition activity, including utilities and railroad relocations, will primarily benefit the MCP and I-215/Placentia Avenue Interchange project and closeout of the 91 Project.

Operating and capital disbursements increased 88% compared to the FY 2020/21 budget and relate to Western County intercity bus service, specialized transit expenditures, and rail capital funded by Measure A. In FY 2020/21, CARES Act funds provided significant support for transit operations and capital, thereby reducing Measure A disbursements. Local streets and roads, or

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

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

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

### Coachella Valley Measure A Funds

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

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

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

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

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

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

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

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

#### Palo Verde Valley Measure A Fund

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

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

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

Total Measure A sales tax revenues is comparable to the prior year due to Measure A sales tax projections affected by taxable sales changes among the geographic areas that impact the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of \$106,100 relate to the administrative costs allocation.

#### **Non-Measure A Special Revenue Funds**

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

#### Local Transportation Fund

The LTF special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to source and provides for funding of public transit operations in the County, bicycle and pedestrian facility projects, planning, and administration (Table 27).

**Table 27 – Local Transportation Fund FY 2020 – 2022**

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

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

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

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

#### Transportation Uniform Mitigation Fee Fund

The TUMF fund accounts for the Commission's share of developer fee assessments on new residential and commercial developments in Western County for regional arterials and CETAP corridors (Table 28).

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

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

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

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

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

#### Freeway Service Patrol Fund

The FSP fund accounts for the state and local resources provided to cover the costs of servicing stranded motorists in covered service areas and construction zones by means of towing, changing tires, and providing fuel (Table 29).

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



**Table 29 – Freeway Service Patrol Fund FY 2020 – 2022**

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

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

#### Service Authority for Freeway Emergencies Fund

The SAFE fund accounts for the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the installation and implementation of emergency aid call boxes located strategically on the highways throughout the County as well as the operations of the 511 traveler information system (Table 30).

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

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

Local reimbursements represent recoveries through a collection agency related to call box knockdowns and pass-through funds from SBCTA for its share of the 511 traveler information system operating costs. Investment income decreased 81% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2021/22.

Personnel salaries and benefits increased 43% due to FTE allocations, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional services and support costs are comparable to the prior year budget. Projects and operations costs remained unchanged from FY 2020/21. The transfers out reflect a \$2,260,000 match to the State's contribution for towing services in the FSP special revenue fund, \$360,000 to the 2009 Measure A

Western County commuter assistance fund for special projects, and \$88,100 to the General fund for administrative cost allocations.

### State Transit Assistance Fund

The STA fund accounts for the state budgetary allocation of gas tax revenues designated for rail and bus transit operations and capital requirements (Table 31). Estimates of diesel fuel sales tax revenues provided by the State Controller, subject to an annual state budget appropriation, serve as the basis for the allocation. These estimates now include funding from SB 1 for transit.

**Table 31 – State Transit Assistance Fund FY 2020 – 2022**

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

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

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

### State of Good Repair Fund

The SGR fund accounts for additional STA funding under SB 1 for transit infrastructure repair and service improvements (Table 32). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

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

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

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

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

### Coachella Valley Rail Fund

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

**Table 33 – Coachella Valley Rail Fund FY 2020 – 2022**

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

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

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

### Other Agency Projects Fund

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 34). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

**Table 34 – Other Agency Projects Fund FY 2020 – 2022**

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

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

#### SB 132 Fund

The SB 132 fund (Table 35) accounts for the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission's 15/91 Express Lanes Connector project;
- City of Corona's McKinley Avenue grade separation project;
- County's Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County's I-15/Limonite Interchange project with the cities of Eastvale and Jurupa Valley as its partners completed in 2020; and
- County's Hamner Bridge widening project with the city of Norco as its partner.

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

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

**Table 35 – SB 132 Fund FY 2020 – 2022**

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

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

### Regional Conservation

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

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

**Table 36 – Regional Conservation Fund FY 2020 – 2022**

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

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

## Capital Projects Funds

### Overview

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

**Table 37 - Capital Projects Funds FY 2020 – 2022**

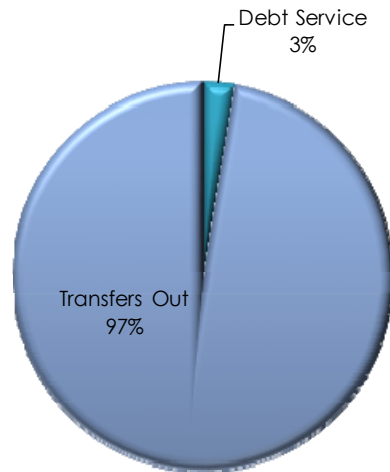
	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
<b>Sources</b>						
Investment Income	\$ 3,046,300	\$ 341,700	\$ 1,460,700	\$ 60,300	\$ (281,400)	-82%
<b>TOTAL Revenues</b>	3,046,300	341,700	1,460,700	60,300	(281,400)	-82%
<b>Expenditures</b>	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

As illustrated in the following charts for FY 2021/22, capital projects funds sources and uses consist of investment income (Chart 19) and debt service and transfers out (Chart 20), respectively. In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2021/22.

**Chart 19 – Capital Projects Funds Sources FY 2021/22**



**Chart 20 – Capital Projects Funds Uses FY 2021/22**



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



## Debt Service Fund

### Overview

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

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

The current commercial paper program authorization is \$60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of \$60,750,000 and a reimbursement agreement with a bank that expires in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County bond financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2021/22 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1+ rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

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

- *Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act.* The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2021/22 BABs subsidy of approximately 5.8%;
- *Tax-exempt bonds issued in July 2013 (2013 Sales Tax Bonds) and partially refunded in December 2017.* The Commission used a significant portion of the proceeds of the 2013 Sales Tax Bonds to fund a substantial portion of the 91 Project costs;
- *Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);*
- *Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;*
- *Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and*
- *Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).*

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

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

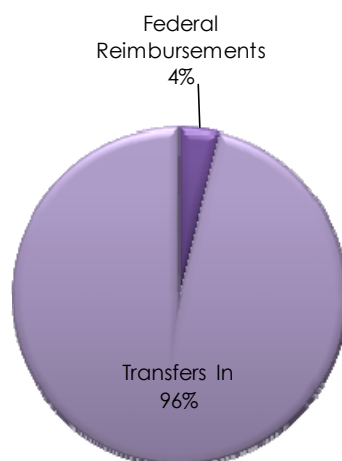
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 38). The Commission does not anticipate any issuances of sales tax bonds in FY 2021/22.

**Table 38 – Debt Service Fund FY 2020 – 2022**

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

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

**Chart 21 – Debt Service Fund Sources FY 2021/22**



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

**Chart 22 – Debt Service Fund Uses FY 2021/22**



## Enterprise Funds

### Overview

In FY 2021/22, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017 and the 15 Express Lanes opened in April 2021.

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

The 2013 Toll Bonds and the 2013 TIFIA Loan are secured by a lien on the RCTC 91 Express Lanes trust estate, which consists primarily of toll revenues and non-toll transaction and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes. The 2013 Toll Bonds and the 2013 TIFIA Loan long-term ratings from S&P and Fitch are A- and BBB+, respectively.

Toll revenues generated on the I-15 Express Lanes are pledged to pay debt service on the federal TIFIA loan executed with the U.S. DOT in 2017 (2017 TIFIA Loan) for the I-15 Express Lanes project. Proceeds of the 2017 TIFIA Loan may be drawn upon after certain conditions are met; the Commission anticipates that the loan will be drawn in full during FY 2021/22. Interest payments are expected to commence on the fifth anniversary of the substantial completion date or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments are anticipated to commence December 2025; principal payments are expected to commence in December 2030. The 2017 TIFIA Loan is expected to mature on the earlier of 35 years after substantial completion of the I-15 Express Lanes project or June 1, 2056.

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

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

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

### RCTC 91 Express Lanes

The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the OCTA 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 39). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general purpose lanes.

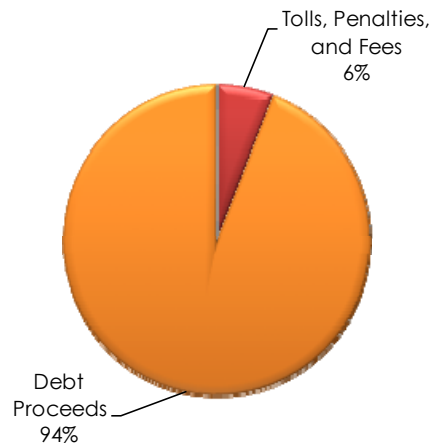
**Table 39 – RCTC 91 Express Lanes Enterprise Fund FY 2020 – 2022**

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

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 23). Such revenues consist of toll revenues of \$35,421,700 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of \$6,130,200 represents penalties and fees related to toll transactions and other customer account fees. Local reimbursements of \$840,800 are the 241/91 Direct Connector project costs reimbursed from the Transportation Corridor Agency. Investment income represents earnings on operating and other restricted funds and reflects a 78% decrease due to extremely conservative investment yield projections and use of fund balance in FY 2021/22.

Debt proceeds, a one-time financing source, including bond premium, consist of \$667,578,000 in 2021 Refunding Bonds from the refinancing of the Commission's 2013 Toll Bonds and 2013 TIFIA Loan. The Commission originally approved this refinancing in March 2020; however, the Commission postponed the transaction due to the market disruptions caused by the COVID-19 crisis.

**Chart 23 – RCTC 91 Express Lanes Enterprise Fund Sources FY 2021/22**

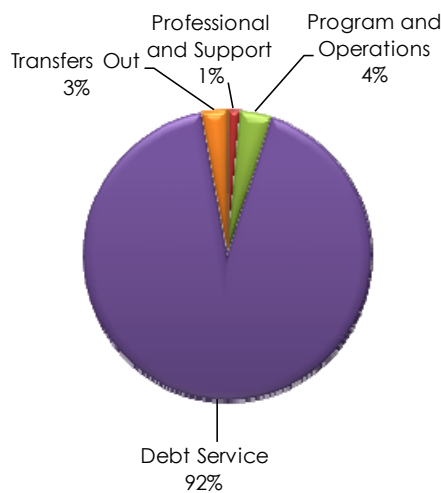


Toll operations expenses in FY 2021/22 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 24). Personnel salaries and benefits represent less than 1% of the total budgeted uses. Personnel salaries and benefits decreased 4% due to the allocation of FTEs, offset by a 4% pool for performance merit-based salary increases, an annual salary range adjustment, and the addition of three FTEs to support the reorganization of the toll program. Professional and support costs are 1% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$11,744,900 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Engineering, construction, and design-build costs of \$150,000, \$9,783,000, and \$3,560,000, respectively, include required major repair and rehabilitation activity.

Debt service includes \$498,707,000 for the refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds; principal payments of \$3,820,000 on the 2013 Toll Bonds; and interest payments of \$7,119,900 for the current interest portion of the 2013 Toll Bonds and \$1,921,000 for the 2013 TIFIA Loan.

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

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



Payment to escrow agent of \$147,488,000 relates to the refunding of the current interest portion

of the 2013 Toll Bonds with proceeds from the 2021 Refunding Bonds. Transfers out include \$18,896,200 of excess 91 Express Lanes surplus toll revenues to the SB 132 fund for the 15/91 North Director Connector project and \$1,074,700 to the General fund for administrative cost allocations.

### 15 Express Lanes

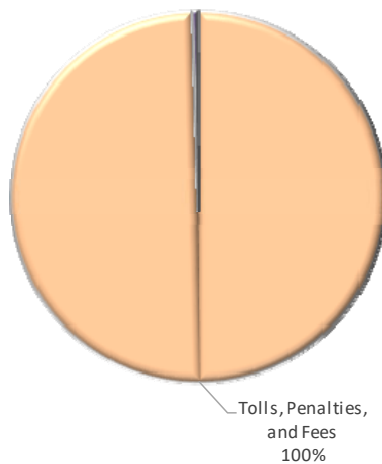
The 15 Express Lanes opened in April 2021 and consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 40). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on I-15 have a choice of using either express lanes or the general purpose lanes.

**Table 40 – RCTC 15 Express Lanes Enterprise Fund FY 2020 – 2022**

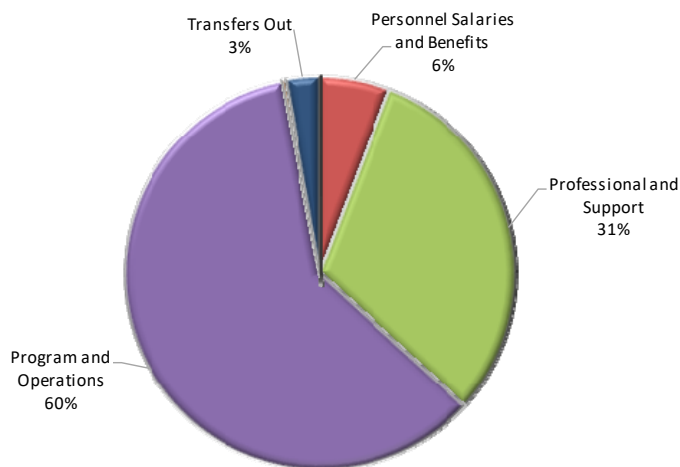
	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
<b>Revenues</b>						
Federal Reimbursements	\$ -	\$ 19,500	\$ -	\$ -	\$ (19,500)	-100%
Tolls, Penalties, and Fees	-	3,513,600	3,787,900	23,571,800	20,058,200	571%
Other Revenue	-	24,100	24,100	98,000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

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

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



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



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



**Table 41 – Budget Comparison by Department FY 2020 – 2022**

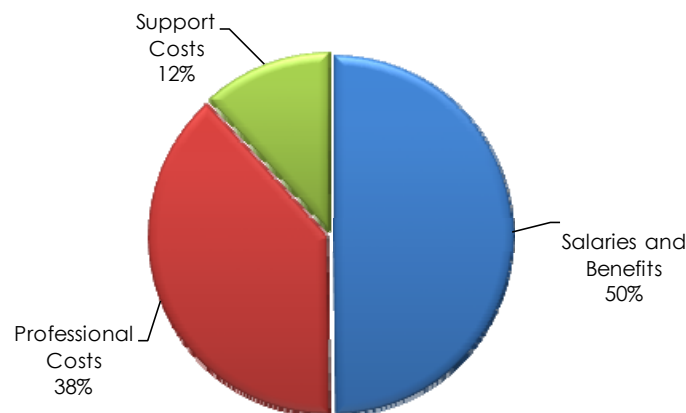
	FY 19/20 Actual	FY 20/21 Revised Budget	FY 20/21 Projected	FY 21/22 Budget	Dollar Change	Percent Change
<b>Revenues</b>						
Measure A Sales Tax	\$ 195,036,300	\$ 210,000,000	\$ 210,000,000	\$ 210,000,000	\$ -	0%
LTF Sales Tax	100,283,600	105,000,000	105,000,000	105,000,000	-	0%
STA Sales Tax	27,796,500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

# Executive Management

## Mission Statement:

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

**Chart 27 – Executive Management**



## Expenditures

Executive Management has a budget of \$780,700 (Table 42) for oversight of all Commission functions. The 19% decrease in salaries and benefits reflects the net change in FTE allocations, offset by the addition of the Community Engagement Manager, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$300,000 include legal fees and organizational consulting services. Support costs include various membership dues and staff-related travel costs of \$91,800.

**Table 42 – Executive Management Expenditure Detail**

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

## Executive Management Staffing Summary

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

## Department Overview

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

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

### Department Goals

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

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

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

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

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

EM6 – Continue and enhance the effective administration of the MSHCP with the integration of the RCA into the Commission. *(Policy Goals: Quality of Life and Operational Excellence)*.

EM7 – Foster and maintain a Commission culture that provides equal opportunity, enhances productivity, encourages regular and open communication among staff, and promotes the mutual achievement of individual and organizational goals and objectives. *(Policy Goal: Operational Excellence)*

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

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

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

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

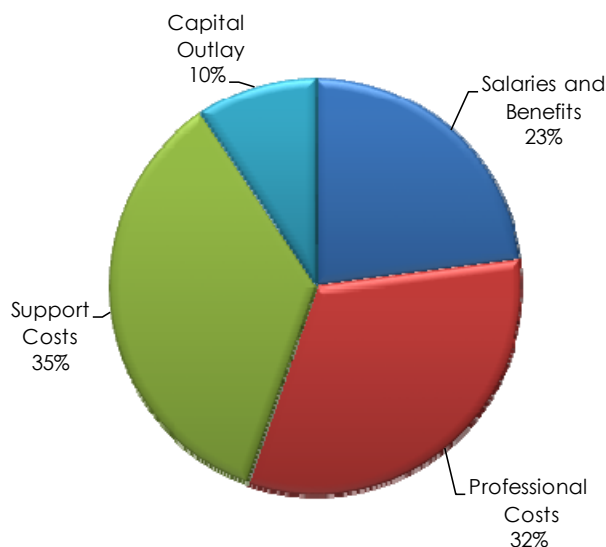
ID	Executive Management Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
EM1 EM3	Expenditures / Expenses	\$704,038,500	\$623,759,100	\$574,395,300	\$1,391,188,100
EM5 EM6	Staffing levels	54	50	73	77
EM5	Administration costs as percentage of expenditures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

## Administration

### Mission Statement:

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

**Chart 28 – Administration**



### Expenditures

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

**Table 43 – Administration Expenditure Detail**

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

## Administration Staffing Summary

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

## Department Overview – Office Operations

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

### Department Goals – Office Operations

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

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

## Department Overview – Clerk of the Board

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

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

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

### Department Goals – Clerk of the Board

CB1 – Ensure coordination and documentation of board and committee meetings as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate public access to board meetings, agenda items, and records as required by state regulations. *(Policy Goal: Operational Excellence)*

## **Department Overview – Human Resources**

Human Resources responsibilities include:

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

### Department Goals – Human Resources

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

HR2 – Continue to employ and recruit a diverse, dynamic, and talented workforce to meet the needs of the growing organization. *(Policy Goal: Operational Excellence)*

HR3 – Train and develop staff to be their best in order to meet the needs of the organization. *(Policy Goal: Operational Excellence)*

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

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

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

<b>ID</b>	<b>Administration Performance Measures and Results</b>	<b>FY 19/20 Estimated</b>	<b>FY 19/20 Actual</b>	<b>FY 20/21 Estimated</b>	<b>FY 21/22 Projected</b>
OO1	Staff supported: Regular full-time	54	50	73	77
OO2	Legal notices	25	15	15	25
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	50	54	65	75
CB1	RCTC and RCA board members supported (including alternates)	62	62	108	108
HR1, HR4	Employee Policies and Procedures/Benefits review sessions held	2	4	5	5
HR2	Recruitments	6	4	15	11
HR2	Positions filled	6	4	15	11
HR3	Employee Training Sessions held	3	2	3	3

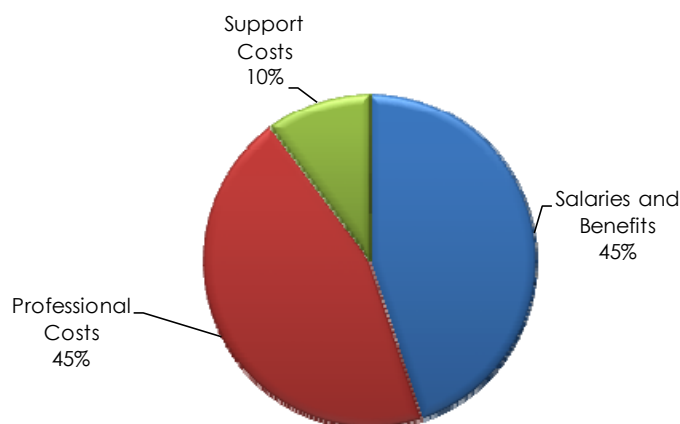


## External Affairs

### Mission Statement:

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

**Chart 29 – External Affairs**



### Expenditures

The External Affairs Department has a total budget of \$2,262,100 (Table 44), an overall 14% increase primarily due to salaries and benefits. Salaries and benefits reflect an increase of 38% due to the change in FTE allocations, the addition of the Community Engagement Manager, additional staff positions related to maintain management services levels, a 4% pool for performance merit-based salary increases, and an annual salary range adjustment. Professional costs of \$1,014,900, reflect a 1% decrease and include legislative advocacy, graphic design, and website updates. Support costs of \$230,500 reflect a 1% decrease and include advertising, various membership dues, and subscriptions to business software products and journalistic publications. Support costs also include staff-related travel costs, which remain at flat levels, to Sacramento, Washington, D.C., and professional conferences.

**Table 44 - External Affairs Expenditure Detail**

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

## External Affairs Staffing Summary

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

## Department Overview

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

### *Legislative Affairs*

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

- Seeking specific items in state or federal budgets;
- Changing the law;
- Shaping rules and regulations;
- Educating elected, appointed, and career government officials, as well as interest groups; and
- Ensuring Commission projects are eligible for competitive new and existing grant programs.

Coverage of the many policy and funding issues that affect mobility within Riverside County requires a team approach. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation policy and funding based in Washington, D.C. and Sacramento, providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission. The FY 2021/22 budget does not contemplate any increases in retainer fees for legislative consulting services.

Staff, in consultation with the legislative advocates, provides recommendations and support to Commissioners, who set legislative policy priorities and are often the Commission's most effective advocates in Washington, D.C. and Sacramento. Commissioner engagement takes the form of actions such as adopting a legislative platform; taking positions on individual bills; and communicating with government decision-makers in writing, verbally, or through trips to capital

cities. Thus, the Commission's team approach for legislative advocacy is best likened to a three-legged stool held up by Commissioners, professional staff, and professional legislative consultants.

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

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

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

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. This legislation would include reauthorization of federal surface transportation programs to replace the expiring Fixing America's Surface Transportation (FAST) Act and a possible COVID-19 economic stimulus package which may include new transportation investment. This means significant advocacy and bill language development are anticipated.

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

A key recommendation of the Commission's Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the yawning gap of funding for Riverside County's long-term mobility needs. Staff will continue to ensure that Commission projects are eligible and competitive for new and existing grant programs.

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

## Public Affairs

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

- Engaging in two-way dialogue with the public via RCTC's Facebook, Twitter and Instagram platforms, with a focus on thoughtful, quick responses to questions and comments, and an increasing number of short videos;
- Building awareness and support for the Commission's projects, services, and funding challenges through a comprehensive, data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding;
- Maintaining and enhancing the RCTC.org website and promptly responding to website inquiries from residents and other interested parties;
- Providing news updates through RCTC's blog, *The Point*, and sending monthly newsletters;
- Producing and providing resource materials, such as fact sheets, brochures, annual reports, and newsletters in print and digital form;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, cable television recordings, and podcasts;
- Interacting with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Participating in or hosting public meetings, with a shift to more virtual public meetings;
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders; and
- Integrating RCA communications, due to the Commission's new management role of this agency.

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

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

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

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

An ongoing emphasis for the Commission is increased digital communications. The public can expect to see increased information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to monitor the effectiveness of these digital communication activities. Additionally, the public can expect more information related to the RCA including progress toward completing the MSHCP. Efforts will include expanded social media engagement, website outreach, email outreach, video production, stakeholder communication, school programs, and recreational opportunities. Staff will provide quarterly analytics to measure the success of these communication activities.

In 2019, the Traffic Relief Strategy Committee directed the development of a draft Traffic Relief Plan, following the #RebootMyCommute program. The Commission collected public input and opinion polling data from across Riverside County and adopted the draft Traffic Relief Plan for public review in January 2020. In April 2020, as a result of the COVID-19 pandemic, the Commission took action to defer placing the Traffic Relief Plan on the November 2020 ballot. The Commission approved the final Traffic Relief Plan in May 2020, and it has independent utility as an aspirational planning document supported by grassroots public input. The Commission can use the Traffic Relief plan as a reference point for future decisions; however, the projects and services within the plan are unlikely to be delivered without a funding source. Measure A remains the Commission's most significant funding source and is tied to specific projects and programs approved by Riverside County voters in 2002. Facts demonstrate that Measure A revenue and status quo funding from state, federal, toll, and development fee programs will not be sufficient to deliver all projects in the 2009 Measure A expenditure plan before Measure A sunsets, let alone the additional projects in the Traffic Relief Plan. The Traffic Relief Plan fulfills the objectives of the Commission-adopted 2016 RCTC Strategic Assessment and meets the requirements of Public Utilities Code Section 240302.Department Goals

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

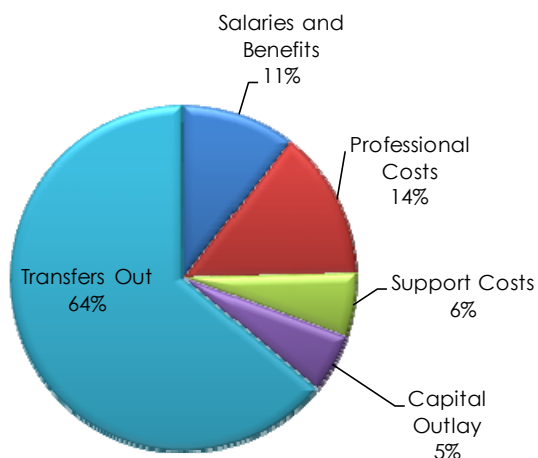
<b>External Affairs Performance Measures and Results</b>	<b>FY 19/20 Estimated</b>	<b>FY 19/20 Actual</b>	<b>FY 20/21 Estimated</b>	<b>FY 21/22 Projected</b>
Legislative action submittals to Commission	8	3	6	6
Commission-adopted legislative positions	8	3	6	6
Letters received supporting State/federal/regional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

## Finance

### Mission Statement:

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

**Chart 30 – Finance**



### Expenditures

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

**Table 45 – Finance Expenditure Detail**

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

## Finance Staffing Summary

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

## Department Overview

### *Finance and Accounting*

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

Fiscal accountability involves receiving all funds due the Commission, paying all Commission obligations, maintaining the general ledger, reporting regularly on the Commission's fiscal results, and preparing and monitoring the budget. Fiscal accountability requires the coordination of budget planning and monitoring and the accurate and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. Accounting encompasses cash receipt and disbursement functions, maintenance of the general ledger including project cost accounting, payroll processing, debt and investment management, quarterly and annual financial reporting, and retention of and coordination with independent auditors. In connection with its accounting and financial reporting responsibilities, the Commission will continue to monitor GASB activities and implement new standards, such as leases, when required.

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at a local, regional, state, and national basis. Measures have been implemented related to oversight, reporting, fraud, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association (GFOA) certificate programs. While the Commission continues to participate in GFOA's Certificate of Achievement for Financial Reporting Program, it did not participate in the Distinguished Budget Presentation program for the FY 2020/21 budget due to the impact of COVID-19 on staff resources. Similar to the prior year as a result of the continued impact of COVID-19, the Commission will not



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

### *Procurement Management*

Procurement management is responsible for the purchase of all goods and services, in accordance with the Commission's Procurement Policy Manual and federal and state funding requirements to ensure the implementation of the Commission's projects and programs. The procurement process is centralized and includes conducting outreach, issuing solicitations, oversight of the proposal evaluation process, conducting contract negotiations, recommending contract award, and updating procurement policies and procedures as required. After contract award and during the contract lifetime, contract administration activities include issuing contract task orders and amendments; ensuring compliance with contract terms, conditions, and deliverables; and monitoring contract balances to prevent contract overruns. The Commission approved the revised Procurement Policy Manual in February 2021 to include the RCA procurement policies and procedures.

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

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

### *Department Goals*

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

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

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

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

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

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

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

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

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

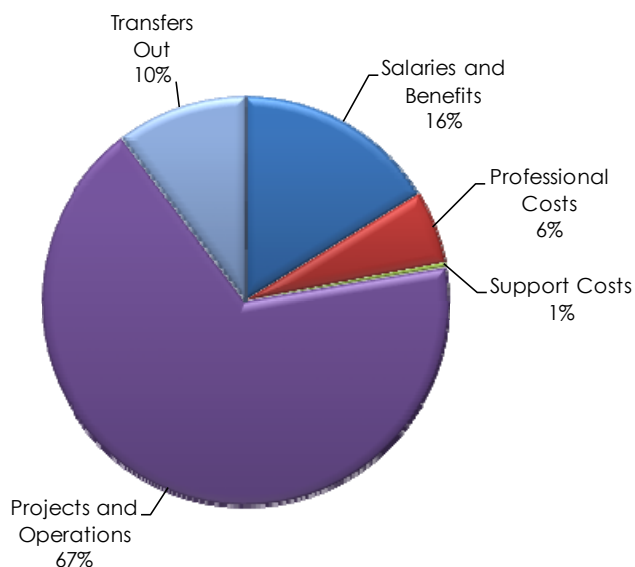
ID	Finance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
F2	Sales tax revenue bonds rating	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA
F2	Toll revenue bond rating: 2013 Bonds	A/BBB+	A/BBB+	A/BBB+	A/BBB+
F2	TIFIA loan rating: 2013 TIFIA Loan 2017 TIFIA Loan	BBB+ BBB-/BBB	BBB+ BBB-/BBB	BBB+ BBB-/BBB	BBB+ BBB-/BBB
F2	Commercial paper rating	P-1/A-1+	P-1/A-1	P-1/A-1	P-1/A-1
F1	Average yield on investments	1.50% operating and debt proceeds	.93% operating / 1.42% debt proceeds	.10 % operating and debt proceeds	.10% operating and debt proceeds
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F4	GFOA Distinguished Budget Award	Proficient	Proficient	N/A	N/A
F5	Accounts payable invoices processed	7,700	7,294	7,300	7,300
F5	Accounts payable checks processed	4,500	4,068	4,100	4,100
F3	Audit adjustments	0	0	0	0
F5	Payroll hours processed	99,800	101,989	151,800	156,000
F5	Accounts receivable invoices processed	250	288	290	290
F7	Agreements processed	180	189	210	230

## Planning and Programming

### Mission Statement:

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

**Chart 31 – Planning and Programming**



### Expenditures

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

**Table 46 – Planning and Programming Expenditure Detail**

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

**Planning and Programming Staffing Summary**

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

**Department Overview***Transportation Planning and Programming*

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

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

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

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

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

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

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

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

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

Partnership development, public and private, is critical to the Commission's continued success in affecting positive transportation decisions to meet future demands. Commission staff works in close coordination with its partners to advocate for federal, state, and local funding to improve mobility, mitigate the impacts of goods movement, and streamline the programming and project delivery process.

#### *Federal Funding*

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

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

#### *State Funding*

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

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

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

The CTC administers federal TAP funds under the State's ATP that was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Federal TAP funds are authorized each year by the passage of the state budget.

SB 1: The State Legislature and Governor approved SB 1 in April 2017. This transportation tax provides annual revenues for transportation purposes statewide, with a portion coming directly to Riverside County. The CTC is responsible for administering the majority of the SB 1 programs. The Commission receives LPP formula funds over a three-year cycle. The Commission also submits project applications for the SB 1 Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and LPP competitive programs.

The FAST Act, signed into law in December 2015, established a new formula freight fund under the National Highway Freight Program for a five-year period. The CTC is responsible for allocating these funds.

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

### *Local Funding*

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

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

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

### *Funding Pursuit*

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

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

### *Long Range Planning and Congestion Management*

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

- The passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation for future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.
- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of projects, including highways, arterials, grade separations, transit, and active transportation improvements.
- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2020 RTP, adopted in May 2020, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

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

### *Regional Issues - Freight*

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

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets quarterly at various locations across the state



to participate in the development of the California Freight Mobility Plan and to advise the State on freight-related priorities, issues, projects, and funding needs.

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

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

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

#### *Other Agency Projects*

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

#### **Santa Ana River Trail Extension (P007201 & P007202)**

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

FY 2021/22 Cost	\$	1,821,000	Engineering
	\$	155,000	Right of way
	\$	398,400	Other project-related costs
Funding Impact	Costs will be funded by the District.		
Operating Budget Impact	N/A; operations are the responsibility of the District.		

#### Department Goals

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

PP2 – Continue to seek a stronger role for county transportation commissions in state and regional transportation and air quality programs to direct funding for programs and projects that will

improve air quality, mobility, and the economy in the County. *(Policy Goals: Quality of Life, Connecting the Economy)*

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

PP4 – Maintain support of the SCAG regional FTIP and Caltrans project databases to allow for efficient monitoring of projects and funding obligations with the ability to share project information with local jurisdictions. *(Policy Goal: Operational Excellence)*

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

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

PP7 – Collaborate with local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and federal funding programs, including facilitating allocation and obligation processes required for project delivery. *(Policy Goals: Quality of Life, Operational Excellence)*

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

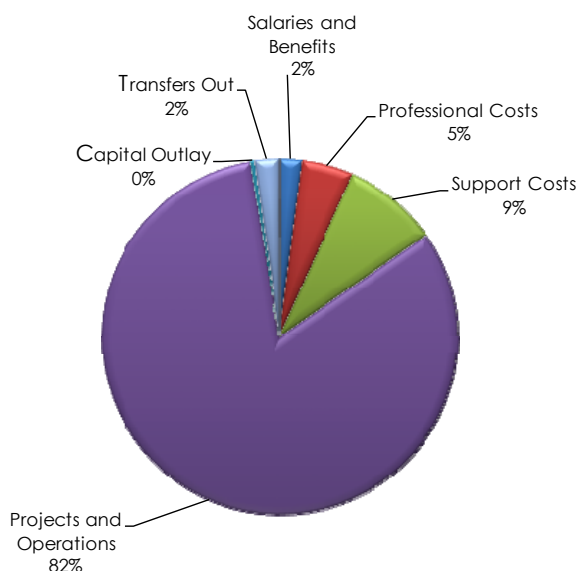
ID	Planning and Programming Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	10	11	6	6
PP6	TUMF regional arterial projects monitored for implementation/expenditures	3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

## Rail

### Mission Statement:

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

**Chart 32 – Rail**



### Expenditures

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

Projects and operations expenditures of \$34,613,700 decreased 17%. Program operations comprise rail state of good repair and a \$15,000,000 operating contribution for SCRRRA Metrolink operations including the PVL service. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. The "next generation" rail feasibility study is included in special studies. Engineering and construction decreased 100% and 54%, respectively, related to the Indio special events train platform for the Coachella Valley–San Geronio Pass Corridor rail service due to the inability to obtain access agreements with the host railroads. Construction in FY 2021/22 relates to Riverside Downtown station mobility improvements. Capital outlay of \$180,000 reflects a 66% decrease and is due to a series of station-related improvement projects in the prior year. Transfers out of \$907,900 relate to administrative costs to the General fund.

**Table 47 – Rail Expenditure Detail**

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

## Rail Staffing Summary

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

## Department Overview—Rail Operations

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

Coordination and consultation also occur with a variety of public and private entities including the California State Transportation Agency (CalSTA), CTC, Caltrans, California Public Utilities Commission, California High Speed Rail Authority (CHSRA), FRA, FTA, Amtrak, environmental agencies, University of California Riverside (UCR), transit providers, SCAG, WRCOG, CVAG, San Diego Association of Governments, Los Angeles-San Diego-San Luis Obispo (LOSSAN) joint powers authority, local governments, private freight railroads, businesses, and property owners.

The Commission participates in the ongoing funding and governance of Metrolink through SCRRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The Commission holds two voting positions on SCRRRA's eleven-member board. The role of chair rotates between the member agencies every two years. Commission staff serves on the five-county Member Agency Advisory

Committee (MAAC) that negotiates service and funding levels, based upon each county's established priorities. The MAAC provides policy and technical guidance, coordination between various SCRRRA and member agency departments, and linkages to local communities.

Of the seven commuter rail lines operated by Metrolink, three routes consisting of the Riverside, Inland Empire-Orange County (IEOC), and 91/PVL directly serve Western County. Unlike the other SCRRRA member agencies, the Commission owns and operates the commuter rail stations serving the County: Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South (Chart 33).

The Riverside Downtown Operations Control Center (RDOCC), located at the west end of the Riverside Downtown station, provides monitoring of closed circuit televisions (CCTV) at the stations as well as facilities for train crews. Layover track facilities are located at the Riverside Downtown and Perris – South stations; however, SCRRRA maintains the layover facilities. Station operation and maintenance costs are included in the Rail Department budget with services currently coordinated by the Capital Projects Development and Delivery Department through the Facilities Administrator. New and ongoing construction projects at these stations are described in the Capital Project Development and Delivery Department.

**Chart 33 – Riverside County Metrolink Station Locations**



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

**Chart 34 – Commission-Owned Rail Station Facilities**

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

Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. As a result of the new PVL service and increased stations, LTF allocations are generally used for



Metrolink operating contributions, and 2009 Measure A Western County rail funds are used for station maintenance. Table 48 summarizes the rail station maintenance costs.

**Table 48 - Rail Station Maintenance Summary**

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

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

**Chart 35 – Southern California Passenger Rail System Map**



LOSSAN is a joint powers authority originally formed in 1989 to increase ridership, revenue, capacity, reliability, coordination, and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo. The Commission is the newest voting member of the 11-member

Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. In recent years, LOSSAN has gained more local control over the management and coordination of the southern California rail services. The Commission is involved to promote travel options and connections for County residents and to be engaged in decisions impacting the rail track rights the Commission purchased for commuter rail service. Commission staff also participates in the Technical Advisory Committee that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

### Department Goals—Rail Operations

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

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

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

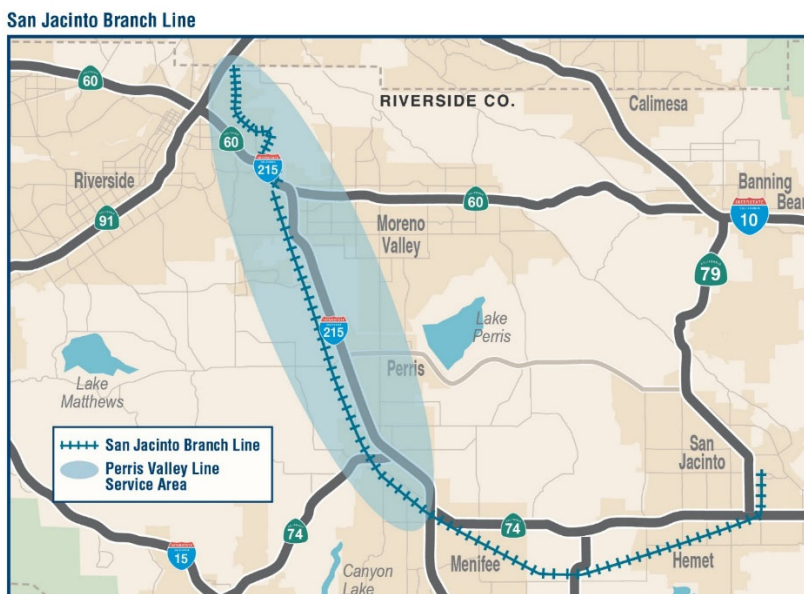
## **Department Overview – Rail Development**

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

### *San Jacinto Branch Line (SJBL)*

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

**Chart 36 – San Jacinto Branch Line**





### *Perris Valley Line Project*

The Commission completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays. In October 2019, a fourth daily roundtrip to Los Angeles and regular weekend service was added.

### *Coachella Valley–San Geronio Pass Corridor Rail Service*



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

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

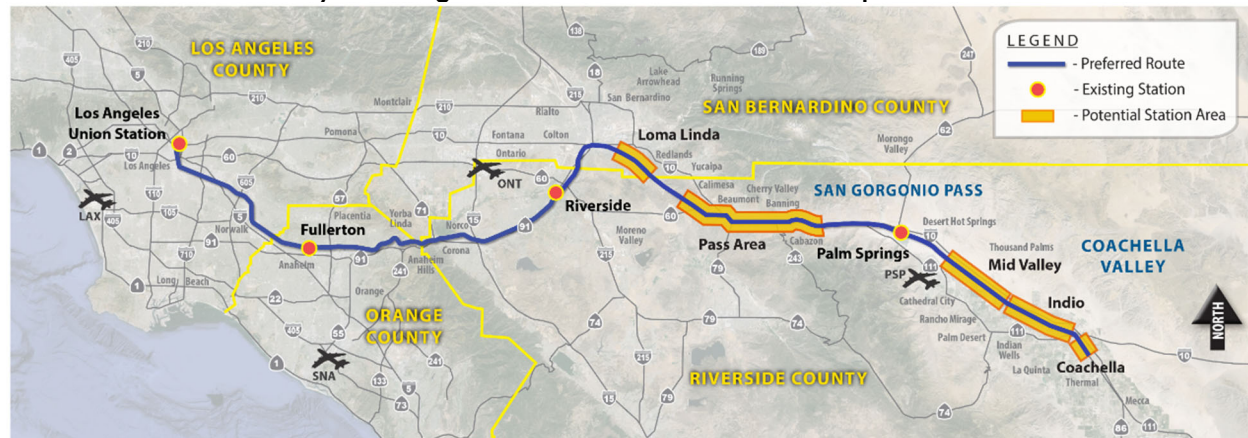
In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a Service Development Plan (SDP) with the following requirements:

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

To continue the development of this project, the Commission partnered with Caltrans and successfully applied for and was awarded a \$2,900,000 FRA grant to complete the corridor study's SDP. This was the only rail corridor in the country awarded these planning grant funds. Staff worked through the multiple agreements needed in order to utilize this funding in coordination with the FRA and Caltrans. In order to expedite project development, a highly qualified consultant is preparing the SDP and leading the environmental process needed for the NEPA documentation. This project is ongoing and incorporated in the FY 2021/22 budget. The Commission prepares an annual SRTP for the Coachella Valley-San Gorgonio Pass corridor rail service project.

As the result of the many studies performed to date by both CVAG and the Commission, it was determined that using state-supported intercity trains presents the best alternative for developing service along the corridor. The 141-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 37). Stops and station locations are yet to be determined. Due to the trip length and time of approximately three hours, Amtrak-style service with larger seats and food service would be more appealing to the riders. In addition, the service would operate over Union Pacific and BNSF tracks, and, in general, Amtrak has a greater ability to initiate service over freight railroads based on a national agreement. The initial service plan anticipates two daily round trips along the corridor. The approved Alternative Analysis recommended a preferred alignment.

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



### High Speed Rail

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

### Department Goals–Rail Development

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

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

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

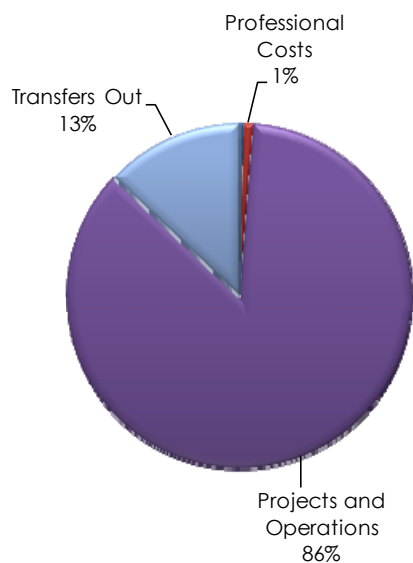
ID	Rail Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
RO1	Weekday trains in Riverside County	41	41	31	31
RD1	Marketing/outreach meetings	37	37	41	46
RD1	Strategic plans and studies	2	2	3	3
RD2	Monitoring of discretionary grant opportunities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

## Public and Specialized Transit

### Mission Statement:

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

**Chart 38 – Public and Specialized Transit**



### Expenditures

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

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

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$64,613,000; bicycle and pedestrian facilities allocations to cities and the County of \$2,500,000; and planning and administration allocations to other agencies of \$800,000. STA/SGR disbursements of \$36,462,400 are primarily for bus capital purposes in Western County, Coachella

Valley, and Palo Verde Valley. The STA and SGR transit allocations reflect the use of \$12,096,000, and \$4,830,700 in fund balances, respectively.

Measure A disbursements include \$6,500,000 for Western County specialized transit funding of the second year of the 2018 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- \$2,000,000 for Western County Consolidated Transportation Service Agency allocations;
- \$4,000,000 for Western County intercity bus services; and
- \$7,000,000 for Coachella Valley public and specialized transit.

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

LTF, STA, and SGR transfers out comprise:

- \$9,000,000 for rail operations;
- \$3,150,000 for planning;
- \$350,000 for regional studies;
- \$642,900 for administration;
- \$4,237,000 for station rehabilitation and improvement project; and
- \$189,300 for Coachella Valley rail operations and capital.

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

**Table 49 – Public and Specialized Transit Expenditure Detail**

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

### Public and Specialized Transit Staffing Summary

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

## Department Overview

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

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

### *Public Transit*

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

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

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

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

### *Specialized Transit*

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Social service and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2018 Call for Projects provided funding for 18 operators over a three-year term through June 30, 2021.



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

### Department Goals

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

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

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

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

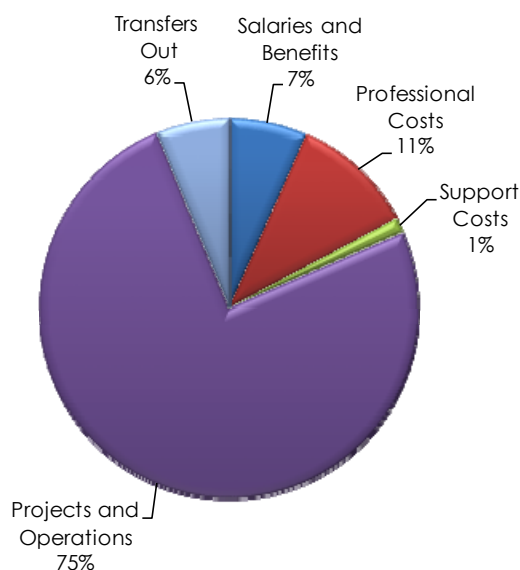
ID	Public and Specialized Transit Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
PST3	SRTPs submitted by operators and reviewed	9	9	9	9
PST3	SRTP amendments	6	15	10	8
PST2	Specialized Transit grants awarded/monitored	18	18	18	16
PST2	Specialized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

## Commuter Assistance

### Mission Statement:

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

**Chart 39 – Commuter Assistance**



### Expenditures

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

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

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

Reimbursements from SBCTA for rideshare services provided by the Commission are included in local revenues to offset a portion of these expenditures. Transfers out include \$296,600 for administrative costs.



**Table 50 – Commuter Assistance Uses Detail**

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

**Commuter Assistance Staffing Summary**

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

**Department Overview**

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

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

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

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

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

- **Regionalize TDM Database and Platform:** In partnership with regional county transportation partners, the Commission will transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution and database. Transitioning to a regional system, connecting commuter and employer data across Los Angeles, Orange, Riverside, San Bernardino, and Ventura programs, will expand the Commuter Assistance Program database and increase ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes.
- **Expand Program Reach:** The traditional approach for the Commuter Assistance Program has been to leverage larger employer (250+ employees) partnerships to cost effectively access and market to employee commuters. IE Commuter will explore opportunities to efficiently expand outreach and support to small/medium sized businesses (less than 250 employees) where a significant volume of employers and employees exist. Additionally, regionalizing the TDM platform will introduce new community-based tools (i.e. city microsites, first/last mile resources) that will help the program also engage commuters on the home front as well. These efforts will broaden the reach of the Commission's Commuter Assistance Program and help further increase the awareness and consideration of rideshare options.
- **Standardize Services and Incentives Countywide:** Due to the current Measure A funding structure, core Commuter Assistance Program services (i.e. employer support, leased park and ride spaces) and incentives (i.e. \$2/day rideshare incentives) are limited to western County employers and resident commuters. This often leads to confusion and inequity for employers with employees from Riverside County but not eligible for the same services/incentives. Staff will evaluate the feasibility of expanding Commuter Assistance Program services and incentives countywide with the goal of stimulating TDM in the Coachella Valley and to help enhance employer and commuter TDM participation throughout the region.
- **Help Transit Ridership Ramp Back Up:** The best time to change a behavior is during a major change or "Fresh Start" such as a relocation or a new job. Although shared-ride modes such as rail and bus transit, carpools and vanpools, have been significantly impacted by the COVID-19 pandemic, an expansive "fresh start" will emerge on the other side. Through coordination with transit, full scale marketing, and new incentives, IE Commuter aims to leverage this unique window of opportunity to maximize both telework and rideshare adoption across existing and expanded target markets.
- **Continue to Evolve the Commission's TDM Program:** In response to the COVID-19 pandemic, IE Commuter enhanced its core employer services offering with a new Telework Employer Assistance Program (TEA) providing telework tools, resources, and employee incentives. The TEA aims to support employers with work from home arrangements during the pandemic and to help maintain telework momentum and longer-term adoption post COVID-19 pandemic. Potential SB 743 applications of vehicle miles traveled, GHG emission reduction data tied to TEA, and other new program enhancement efforts toward offsetting capacity increasing projects will be explored. Lastly, building upon these initiatives, a request for proposals will be released in FY 2021/22 to secure a program administrator to implement a Next Generation TDM Program for the Inland Empire.

### Department Goals

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

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

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

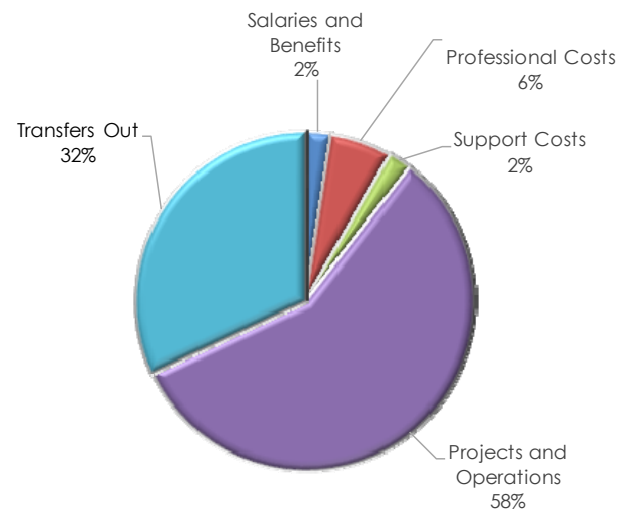
ID	Commuter Assistance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
CA2	Number of Employer Partners	325	313	360	410
CA3	Number of Employee Transportation Surveys	82,000	60,639	97,000	102,000
CA3	RideGuides Produced	7,100	10,970	12,000	14,000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

# Motorist Assistance

## Mission Statement:

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

**Chart 40 – Motorist Assistance**



## Expenditures

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

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

**Table 51 – Motorist Assistance Uses Detail**

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

## Motorist Assistance Staffing Summary

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

## Department Overview

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

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

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

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

## Department Goals

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

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

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

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

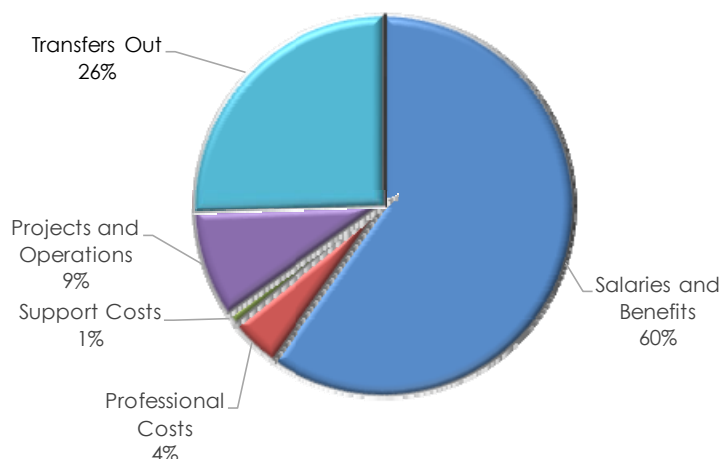
ID	Motorist Assistance Performance Measures and Results	FY 19/20 Estimated	FY 19/20 Actual	FY 20/21 Estimated	FY 21/22 Projected
MA1 MA4	Number of call boxes	158	158	158	158
MA1 MA4	Number of call box calls	1,100	979	950	850
MA1 MA3	Number of FSP vehicle assists	46,000	49,051	50,000	50,000
MA1 MA2	Number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

## Regional Conservation

### Mission Statement:

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

**Chart 41 – Regional Conservation**



### Expenditures

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

**Table 52 – Regional Conservation Expenditure Detail**

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

**Regional Conservation Staffing Summary**

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

**Department Overview**

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



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

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

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

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

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

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

### Department Goals

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

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

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

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

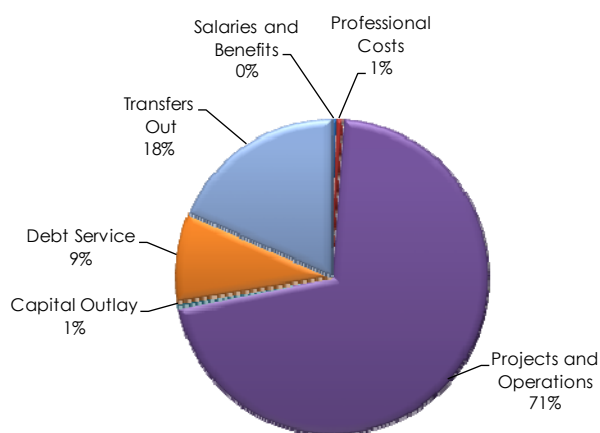
<b>Regional Conservation Performance Measures and Results</b>	<b>FY 19/20 Estimated</b>	<b>FY 19/20 Actual</b>	<b>FY 20/21 Estimated</b>	<b>FY 21/22 Projected</b>
Acres purchased	N/A	N/A	722	700
Acres donated	N/A	N/A	302	550

# Capital Project Development and Delivery

## Mission Statement:

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

**Chart 42 – Capital Project Development and Delivery**



## Expenditures

The budgeted expenditures and transfers out total \$767,834,200 to cover all of the Commission's major capital projects (Table 53). Salaries and benefits expenditures represent less than 1% of the budgeted uses and are comparable to the prior year. Professional costs of \$4,586,300 primarily relate to general legal costs, specialized legal and financial advisory services related to the toll program, public communications, and property management services. Support costs of \$1,478,600 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance.

General project costs of \$6,709,600 comprise program management provided by Bechtel Infrastructure (Bechtel) and permits for highway and rail capital projects.

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

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

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

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

Right of way expenditures of \$66,891,600 on significant projects include the 91 Project; 71/91 Connector project; MCP I-215/Placentia Avenue Interchange; Jurupa Road grade separation project; various Western County TUMF regional arterial projects; and station improvement projects.

Local turnback payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to \$63,702,300. Disbursements of \$30,000,000 to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise substantially all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Operating and capital disbursements of \$900,000 will be made for commuter rail capital projects.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are \$40,042,700. The Commission will make principal payments of \$29,995,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

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

**Table 53 – Capital Project Development and Delivery Uses Detail**

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

**Capital Project Development and Delivery Staffing Summary**

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

## Department Overview

The primary responsibility of Capital Projects is the development and delivery of major highway and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 32% of the Commission's FY 2021/22 budgeted expenditures originates in this department managed by the Toll Project Delivery and Project Delivery Directors responsible for the capital program.

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

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

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

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

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2021/22 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

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

### *Right of Way Acquisition and Support Services*

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

### *Property Management*

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

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

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

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

### *Long-Term Strategic Planning*

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

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

consists of tolled express lanes on the northern 15 miles of I-15 in the County. The Commission deferred the I-10 truck climbing lanes project several years and replaced it with added safety improvements on SR-60, which is under construction. For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the MCP and SR-79 realignment projects and has begun construction on the first construction package for the MCP, the I-215/Placentia interchange.

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

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

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

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

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

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

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

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2021/22 budget follow the Department Goals.

## **Department Goals**

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



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

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

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

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

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

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

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

## **Capital Projects Summary**

The following is a summary of the capital projects included in the FY 2021/22 budget with costs generally categorized by preliminary engineering, final design, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

### **Western County Highway and Regional Arterial Projects**

#### **SR-60 Truck Lanes (P003029)**

Provide funding and support for construction for eastbound climbing and westbound descending truck climbing lanes from Gilman Springs Road to west of Jack Rabbit Trail; upgrade existing shoulders to standard widths. Construction of the project is expected to be completed by 2022. The total project cost is estimated at \$138 million.

FY 2021/22 Cost	\$ 50,000	Engineering
	\$ 45,000,000	Construction
	\$ 120,000	Right of way
	\$ 455,800	Other project-related costs
Funding Impact	Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition and construction.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

**SR-79 Realignment (P003003)**

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

FY 2021/22 Cost	\$ 125,000	Engineering
	\$ 88,700	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial, 2009 Measure A highway, and federal funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

**91 Project (P003028)**

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

FY 2021/22 Cost	\$ 1,471,000	Construction
	\$ 12,420,000	Right of way
	\$ 978,000	Design-build
	\$ 1,378,300	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A highway, new corridor, and economic development funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State LPP funds, and 1989 Measure A contribution.	
Operating Budget Impact	Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Current estimates of annual operating and maintenance costs are \$17 million. Such costs are paid from the collection of RCTC 91 Express Lanes toll revenues. Toll operating costs are included in Toll Operations Department budget.	

**71/91 Connector Project (P003021)**

Continue right of way acquisition and utility relocation work, environmental revalidation work, and commence construction of improvements to the 71/91 connector. Final design began in March 2012. The total estimated project cost is \$128 million.

FY 2021/22 Cost	\$ 1,380,000	Engineering
	\$ 5,739,000	Construction
	\$ 1,150,000	Right of way
	\$ 828,100	Other project-related costs
Funding Impact	Costs for right of way acquisition and utility relocation work primarily funded using Congressionally designated federal funding remaining from previous area projects; construction costs to be primarily with STIP-RIP and SB 1 TCEP funds. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

**91 Corridor Operations Project (P623046)**

Complete construction for a westbound general-purpose lane on SR-91 from the Green River Road on-ramp to SR-241 in Orange County. Project development activities began in May 2018, and construction is anticipated to be completed in Spring 2022. The project cost is estimated at \$43 million, including contingency.

FY 2021/22 Cost	\$ 16,049,000	Construction
	\$ 146,000	Right of way
	\$ 201,000	Design-build
	\$ 748,900	Other project-related costs
Funding Impact	Costs for environmental and final design work were funded using surplus toll revenues. The Commission's authorizing legislation, SB 1316, requires that all RCTC 91 Express Lanes surplus revenue be spent for transportation purposes within the SR-91 corridor. Construction costs will be funded by federal STBG and HIP funds and a contribution from OCTA.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

**I-15 Express Lanes Project (P003027)**

Closeout the design-build and toll system design and construction to add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. The project is using the design-build method of project delivery. Project development activities began in April 2008, and lanes were opened to traffic in April 2021. The estimated total project cost is \$472 million, including financing costs.

FY 2021/22 Cost	\$ 9,591,000	Construction
	\$ 7,323,000	Design-build
	\$ 517,200	Other project-related costs
Funding Impact	Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds were used to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission funds a portion of design-build and toll system costs. Proceeds from sales tax revenues debt completed the project financing.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Preliminary estimates of annual operating and maintenance costs are \$16 million. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

**15/91 Express Lanes Connector (P003039)**

Continue design and construction to add an express lanes connector between SR-91 and I-15 to the north. The project is using the design-build method of project delivery for some of the work through amendments to existing contracts related to the 91 Project (P003028) and the I-15 Express Lanes project (P003027), as permitted by AB 115 signed by the Governor in June 2017. The remaining work is being accomplished through a competitive design-build contract that was awarded in April 2020. Project development activities began in May 2017, and lanes are expected to be open to traffic in 2023. The estimated total project cost is \$270 million.

FY 2021/22 Cost	\$ 4,840,000	Construction
	\$ 85,697,000	Design-build
	\$ 2,088,900	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

**I-15 Express Lanes–Southern Extension (P003044)**

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

FY 2021/22 Cost	\$ 6,500,000	Engineering
	\$ 1,161,900	Other project-related costs
Funding Impact	All project development costs funded by Federal CMAQ and Measure A funds. CMAQ funds subsequently replaced STIP funds.	
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition, to Measure A funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

### 15 Corridor Operations Project (P003052)

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

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

### I-15 Express Lanes–Northern Extension (P003050)

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

FY 2021/22 Cost	\$ 200,000	Design-build
	\$ 454,800	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at \$67.2 million, will be funded initially by SBCTA through SB-1 TCEP grant funds and/or local SBCTA sources. It is estimated that the Commission will pay SBCTA back between \$15-22 million, depending on future actual costs, for a portion of the project development costs for the Riverside 15 Express Lane improvements with future 15 Express Lanes surplus toll revenues related to the fifth toll zone.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

**I-15/Railroad Canyon Interchange (005104)**

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

FY 2021/22 Cost	\$ 195,500	Engineering
	\$ 12,900,000	Construction
	\$ 30,000	Right of way
	\$ 418,100	Other project-related costs
Funding Impact	Costs funded using TUMF, SB 1 LPP, and STIP.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

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

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

FY 2021/22 Cost	\$ 4,376,000	Engineering
	\$ 22,295,600	Construction
	\$ 36,575,000	Right of way
	\$ 1,129,500	Other project-related costs
Funding Impact	Costs for first two construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, and STBG funds.	
Operating Budget Impact	Responsibility for highway operations has not been determined.	

**Pachappa Underpass (P003038)**

Closeout construction phase. Design was performed by Caltrans. Project will remove the Pachappa shoofly and construct the retaining wall, drainage, and track work for the permanent Pachappa underpass. The total project cost is estimated at \$18 million with an anticipated completion date in 2021.

FY 2021/22 Cost	\$ 6,129,000	Construction
	\$ 110,000	Right of way
	\$ 142,400	Other project-related costs
Funding Impact	Costs funded with federal earmarks, CMAQ, and SB 1 LPP funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans and railroad operations are the responsibility of Union Pacific Railroad.	

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

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

FY 2021/22 Cost	\$ 115,248,500	Construction
	\$ 2,000,000	Right of way
Funding Impact	Costs funded using state SB 132 funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans; grade separation operations are the responsibility of the local jurisdiction.	

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

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

FY 2021/22 Cost	\$ 4,091,800	Engineering
	\$ 45,000	Construction
	\$ 701,100	Right of way
	\$ 3,190,000	Other project-related costs
Funding Impact	Costs funded using primarily 1989 and 2009 Measure A highway funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

**Various Western County Measure A and TUMF Regional Arterial Projects (P005200, P005209, P005210, P005116, P005127, P005135, & P725000)**

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

FY 2021/22 Cost	\$ 1,158,000	Engineering
	\$ 5,557,500	Construction
	\$ 11,055,000	Right of way
	\$ 203,400	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.	
Operating Budget Impact	N/A; regional arterial operations are the responsibility of the local jurisdictions.	

## Rail Projects

### Riverside Layover Facility (P653822)

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

FY 2021/22 Cost	\$ 115,000	Engineering
	\$ 300,000	Construction
	\$ 2,000	Right of way
	\$ 23,200	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of SCRRA.	

### Moreno Valley – March Field Station Upgrade (P004026)

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

FY 2021/22 Cost	\$ 200,000	Engineering
	\$ 9,815,000	Construction
	\$ 30,000	Right of way
	\$ 258,900	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

### Riverside-Downtown Station Improvements Project (P004027)

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

FY 2021/22 Cost	\$ 2,000,000	Engineering
	\$ 2,400,000	Right of way
	\$ 408,600	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	



**Station Rehabilitation and Security (P004011 & P652402)**

Provide funding and support for station upgrades, improvements and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, March Field - Moreno Valley, and Perris - South stations. Improvements include solar panel installation project, parking lot repaving and restriping, elevator modernization, high-definition camera replacement, fencing, ATP passenger access, signage, station painting, and walk-ways improvements. This is an ongoing project.

FY 2021/22 Cost	\$ 4,769,700	Property improvements (capital outlay)
	\$ 167,200	Other project-related costs
Funding Impact	Costs funded using FTA, MSRC, LCTOP, SB 1, and 2009 Measure A Western County rail funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

**Various Western County Rail Projects (P652402 & P654199)**

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

FY 2021/22 Cost	\$ 152,500	Right of way
	\$ 3,293,000	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail funds.	
Operating Budget Impact	N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.	

## Local Streets and Roads

### Western County Area

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

FY 2021/22 Cost	\$	673,000	Banning
		1,142,000	Beaumont
		207,000	Calimesa
		217,000	Canyon Lake
		4,715,000	Corona
		1,585,000	Eastvale
		2,026,000	Hemet
		2,495,000	Jurupa Valley
		1,543,000	Lake Elsinore
		2,100,000	Menifee
		4,603,000	Moreno Valley
		2,810,000	Murrieta
		783,000	Norco
		2,357,000	Perris
		8,458,000	Riverside
		1,058,000	San Jacinto
		3,441,000	Temecula
		757,000	Wildomar
		6,406,000	Riverside County
		47,376,000	Total Western County
		(115,300)	Less: Allocation of administrative costs
	\$	47,260,700	Total Western County, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

### Coachella Valley Area

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

FY 2021/22 Cost	\$	1,628,000	Cathedral City
		668,000	Coachella
		550,000	Desert Hot Springs
		286,000	Indian Wells
		2,173,000	Indio
		1,671,000	La Quinta
		3,056,000	Palm Desert
		2,703,000	Palm Springs
		1,065,000	Rancho Mirage
		1,943,000	Riverside County
		15,743,000	Total Coachella Valley
		(115,300)	Less: Allocation of administrative costs
	\$	15,627,700	Total Coachella Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

**Palo Verde Valley Area**

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

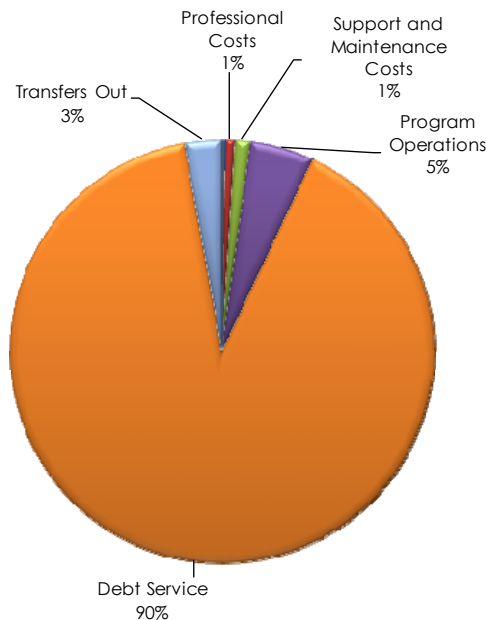
FY 2021/22 Cost	\$	729,000	Blythe
		191,000	Riverside County
		920,000	Total Palo Verde Valley
		(106,100)	Less: Allocation of administrative costs
	\$	813,900	Total Palo Verde Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

## Toll Operations

### Mission Statement:

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

**Chart 43 – Toll Operations**



### Expenditures

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

Approximately 61% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service. Salaries and benefits reflect an increase of 54% due to net changes in FTE allocations; reorganization of the toll program to include the addition of three new FTEs for a Toll Customer Service Manager, Toll Systems Engineer, and Senior Capital Projects Manager; a 4% pool for performance merit-based salary increases; and an annual salary range adjustment. Professional costs of \$4,992,000 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency and TIFIA loan servicing fees. Support and maintenance costs of \$8,775,500 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of \$21,611,500 primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express Lanes, system changes to comply with statewide technology requirements, and FSP services. Engineering, construction, and design build costs of \$13,493,000 consist of RCTC 91 Express Lanes repair and rehabilitation. Capital outlay of \$180,000 consists of 6C transponder technology.

Debt service of \$659,055,900 reflects the refinancing of the 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan related to the 91 Project with the issuance of the 2021 Refunding Bonds. It consists of a \$147,488,000 payment to escrow agent, \$2,883,400 cost of issuance, \$488,391,600

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

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

**Table 54 – Toll Operations Uses Detail**

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

## Toll Operations Staffing Summary

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

## Department Overview

### *Express Lanes Planning History*

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

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

### *Express Lanes Operations*

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

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

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

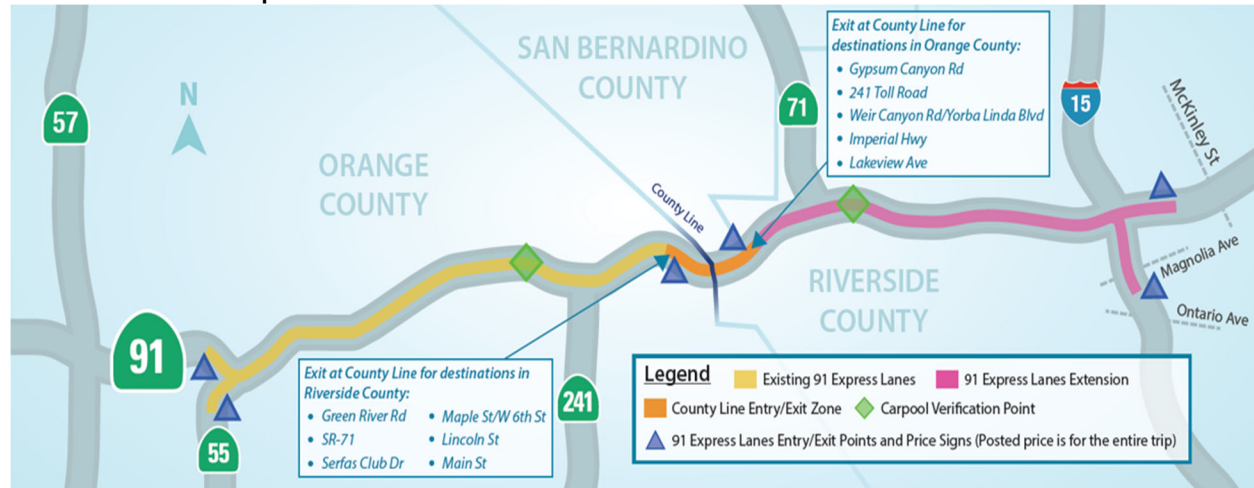
Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, public outreach, Regional Operations Center development, and toll policies and business rules.

### RCTC 91 Express Lanes

In March 2021, the Commission completed its fourth full year of operation of the RCTC 91 Express Lanes. The completed 91 Project connects the OCTA 91 Express Lanes with the RCTC 91 Express Lanes using a two-mile long mixing area, allowing vehicles to use either or both sections of the 91 Express Lanes (Chart 43). The RCTC 91 Express Lanes continue approximately eight miles to the I-

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

**Chart 44 – RCTC 91 Express Lanes**



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

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

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

### 15 Express Lanes

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

Similar to the RCTC 91 Express Lanes, the Commission has the authority to charge tolls on the 15 Express Lanes for 50 years after opening through April 2071 based on a cooperative agreement between the Commission and Caltrans.

Chart 45 –15 Express Lanes



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



### *Future Express Lanes Facilities*

The Commission is jointly developing with OCTA, Caltrans, and the Transportation Corridor Agencies the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the agencies approved a term sheet that set forth key areas of agreement for this facility including the responsibility for the 91 Express Lanes to be the day-to-day operator. Currently, Commission staff is actively developing the project as part of a multi-agency project development effort with a focus on the future pricing and operations of the connector. When this facility opens, currently planned in 2025, the daily operations and maintenance and related costs will become part of the 91 Express Lanes and the joint responsibility of OCTA and the RCTC Toll Operations Department.

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

### *State and Regional Toll Efforts*

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

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

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

### **Cash Flows from Toll Operations**

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

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

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

Commence asphalt overlays of pavement and other necessary repairs on SR-91 from I-15 to Lincoln Avenue related to an existing underlying native soil condition that has experienced settlement since 91 Project construction. In accordance with an amendment to the Toll Facility Agreement, Caltrans has agreed to share 50% of the cost. The Commission's future cost for this work will be estimated after geotechnical analysis, project scope creation, and cost responsibility allocations are determined. Additionally, continue replacement of the back office system and new data mart.

FY 2021/22 Cost	\$	150,000	Engineering
	\$	9,783,000	Construction
	\$	3,560,000	Design-build
	\$	3,250,000	Toll services
	\$	716,700	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.		

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

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

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

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

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

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

### Department Goals

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

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

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

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

## Appendix A – Glossary of Acronyms

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

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

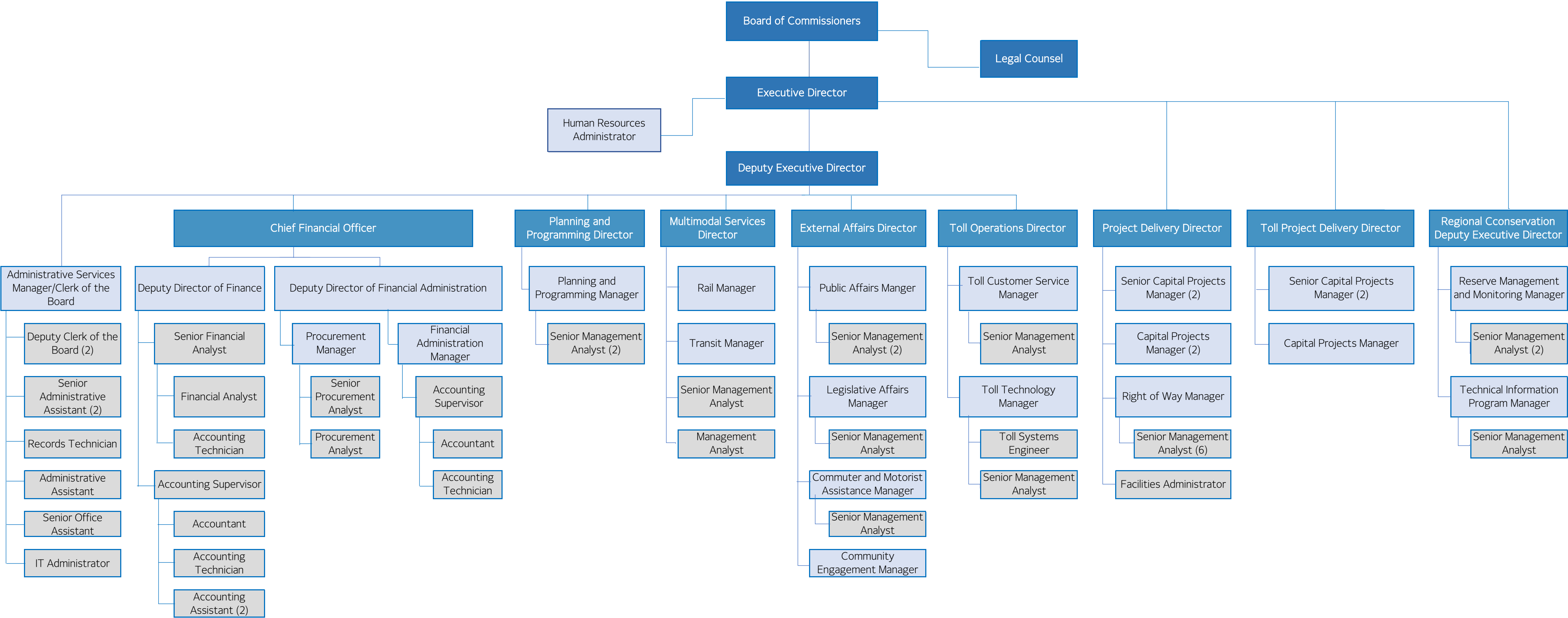
SB 1376	– State legislation that designated the California Public Utilities Commission as the administrative agency for the Transportation Network Companies Access for All program
SBCTA	– San Bernardino County Transportation Authority
SBE	– Small Business Enterprise
SCAG	– Southern California Association of Governments
SCCP	– Solutions for Congested Corridors Program
SCRRA	– Southern California Regional Rail Authority
SCS	– Sustainable Communities Strategy
SDP	– Service Development Plan
SGR	– State of Good Repair (SB 1 Program)
SHOPP	– State Highway Operations and Protection Program
SJBL	– San Jacinto Branch Line
SR	– State Route
SRTP	– Short Range Transit Plan
STA	– State Transit Assistance
State	– State of California
STBG	– Surface Transportation Block Grant
STIP	– State Transportation Improvement Program
SunLine	– SunLine Transit Agency
TAP	– Transportation Alternatives Program
TCEP	– Trade Corridor Enhancement Program
TDA	– Transportation Development Act
TDM	– Transportation Demand Management
TEA	– Telework Employer Assistance Program
TIFIA	– Transportation Infrastructure Finance and Innovation Act
TIP	– Transportation Improvement Plan
TNC	– Transportation Network Companies
TUMF	– Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	– United States Department of Transportation
UCR	– University of California at Riverside
VanClub	– RCTC's vanpool subsidy program
Western County	– Western area of Riverside County
WRCOG	– Western Riverside Council of Governments
15 COP	– 15 Corridor Operations Project
15 Express Lanes	– Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express
91 COP	– 91 Corridor Operations Project
91 Express Lanes	– Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	– SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15 and a direct connector, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	– Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	– Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	– Sales Tax Revenue Bonds, Series B Taxable issued in November 2010

2013 Sales Tax Bonds	–	Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	–	TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	–	Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
2016 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017 TIFIA Loan	–	TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2017A Bonds	–	Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2018 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2021 Refunding Bonds	–	RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 2021



## Appendix B – Salary Schedule Effective 7/1/2021

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



# **AGENDA ITEM 8**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Jose Mendoza, Procurement Manager Matt Wallace, Deputy Director of Financial Administration
<b>THROUGH:</b>	Theresia Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Recurring Contracts for Fiscal Year 2021/22

**STAFF RECOMMENDATION:**

This item is for the Committee to:

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

**BACKGROUND INFORMATION:**

As in previous years, the Commission annually evaluates existing contracts for professional services due to expire within the next fiscal year. These contracts may be placed on the calendar for a new procurement solicitation, allowed to expire since these contracts are no longer required, or included in the annual recurring contracts list that is subject to Commission approval. Most contracts for professional services are subject to a competitive process.

This year's list of recurring contracts includes consultants that are providing unique or specialized services and working closely with staff on long-term projects. Staff desires to retain certain consultants on the recurring contracts list due to the consultant's historical knowledge, unique experience, and understanding of the Commission and specific Commission projects. Under limited circumstances in accordance with the Procurement Policies Manual adopted March 2021, staff believes it is more efficient and cost effective to retain the consultants on the recurring contracts list rather than rebidding the services at this time. Approval of the recurring contracts list will allow the Commission to continue work on existing projects and programs without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2021/22 and for specialized services multi-year contracts through FY 2025/26, followed by a summary for each consultant supporting inclusion as a recurring contract. Following Commission approval, staff will develop appropriate agreements or amendments for these services. Accordingly, staff recommends Commission authorization for the Chair or Executive Director to execute the agreements on behalf of the Commission.

### **RECURRING CONTRACTS FOR FY 2021/22**

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements with these consultants for the aggregate amount of \$15,679,516.

Schedule of Recurring Contracts for FY 2021/22					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	Dollar Change
AMMA Transit Planning (AMMA)	08-26-115-15	Administration and support of Specialized Transit Program under Measure A and federal programs	\$ 145,000	\$ 184,940	\$ 39,940
Bartel Associates, LLC (Bartel)	15-19-044-02	Actuarial valuation services	17,500	17,500	-
Bechtel Infrastructure Corporation (Bechtel)	21-31-065-00	Capital project program management services	6,900,000	6,941,500	41,500
Best, Best & Krieger LLP (BB&K)		General legal services	3,468,500	3,512,300	43,800
BLX Group LLC (BLX)	11-19-104-07	Arbitrage rebate compliance services	15,000	15,000	-
Epic Land Solutions, Inc. (Epic)	21-33-070-00	Support services for property management of Commission-owned properties and related contracts	500,000	500,000	-
Fieldman Rolapp & Associates, Inc. (Fieldman)	04-19-029-16	Financial advisory services	325,000	325,000	-
Iteris	09-45-067-09	IES11 traffic data and interactive voice response (IVR) operations and maintenance	268,000	135,000	(133,000)
Media Beef	14-41-156-08	Technical services, system programming, network support and maintenance	25,000	20,000	(5,000)
MetLife Investment Management, LLC (MetLife)	13-19-077-03	Investment management services	151,800	151,800	-
Orange County Transportation Authority (OCTA)	16-31-025-06	RCTC-OCTA Facility Agreement (ROFA) shared OCTA and RCTC costs for the 91 Express Lanes	3,652,000	2,787,300	(864,700)
Payden & Rygel	13-19-135-04	Investment management services	84,000	86,000	2,000
Stantec Consulting Services, Inc. (Stantec)	15-31-048-12	Traffic and revenue consulting services for the I-15 Express Lanes	420,000	800,000	380,000
TransTrack Inc (TransTrack)	08-62-005-09	End-user license agreement maintenance and support services	186,200	163,176	(23,024)
U.S. Bank National Association (US Bank)	N/A	Trustee services for sales tax revenue bonds pursuant to master indenture agreement	40,000	40,000	-
<b>Total</b>			<b>\$ 16,198,000</b>	<b>\$ 15,679,516</b>	<b>\$ (518,484)</b>

### **AMMA Transit Planning**

In February 2007, the Commission selected AMMA under a competitive procurement process to provide consulting services for the development and implementation of the Coordinated Public Transit-Human Services Transportation Plan, as well as the required annual updates. AMMA also guides staff regarding the grant application process for the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, the Commission's Title VI program, and the Citizens and Specialized Transit Advisory Council process. Additionally, AMMA advises staff on the management of operator reporting for the specialized transit call for projects, assists in the development of the application and eligibility guidelines for future specialized transit call for projects, and aids in the management of transit needs and community input meetings. The cost increase for FY 2021/22 reflects special activities anticipated including assistance in alternative transportation models including best practices and grant opportunities; technical assistance on zero-emission buses and alternative fuel requirements; and analysis with the city of Menifee for special transit needs.

### **Bartel Associates, LLC**

In May 2015, the Commission selected Bartel under a competitive procurement process to provide biennial actuarial valuation services for the preparation of the Commission's Other Postemployment Benefits (OPEB) valuation report under the provisions of Governmental Accounting Standards Board (GASB) No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. Additionally, Bartel provides a GASB 75 annual valuation rollforward report for the Commission's annual financial report. Given Bartel's knowledge and understanding of the Commission's valuation and measurement of OPEB, staff believes it would be more efficient and cost effective for continuity purposes to retain Bartel during FY 2021/22 for actuarial valuation services of the Commission's biennial OPEB valuation report and annual valuation rollforward report.

### **Bechtel Infrastructure Corporation**

Bechtel provides program and construction management activities of highway and rail projects for the Measure A and Western County 10-Year Delivery programs as well as the toll program. Bechtel supports the Commission's capital projects, including the Mid-County Parkway, State Route (SR) 79 Realignment, Interstate 15 Express Lanes Project (I-15 ELP), 15/91 Express Lanes Connector, I-15 ELP-Southern Extension, I-15 Corridor Operations Project, I-215/Placentia Avenue Interchange, I-15/Railroad Canyon Road Interchange, SR-60 Truck Lanes, Pachappa Underpass, 91 Corridor Operations Project, Smart Freeways, Santa Ana River Trail, Riverside-Downtown station layover and platform expansion, Moreno Valley rail station upgrade, 71/91 Connector, and the I-10/Highland Springs Interchange. Bechtel possesses the knowledge and background history of the Commission's capital projects program, which is necessary to effectively deliver the Commission's Measure A and other capital projects. The flexibility of obtaining additional support from Bechtel as needed for specific project requirements is also

important and avoids the need to increase Commission staff. The Bechtel contract for FY 2021/22 reflects a less than 1 percent increase despite an increase in the projects in development and construction and increasing needs for ongoing capital assets' operations and maintenance.

### **Best Best & Krieger LLP**

BB&K provides a high level of general legal services to the Commission for highway, regional arterial, and rail capital project activities, especially right of way; various Commission programs; procurements and contract development; toll road legal advisory and litigation services; and management services. The FY 2021/22 BB&K contract reflects a \$43,800, or 1.3 percent, increase in legal costs compared to the FY 2020/21 contract. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest as required.

### **BLX Group LLC**

In 2007, the Commission engaged BLX under a sole source procurement to perform arbitrage rebate compliance services for sales tax revenue debt issued under the 1989 Measure A and 2009 Measure A programs; the services have expanded to include toll revenue debt. These services are required by the Internal Revenue Service (IRS) and the tax certificates executed for each debt issue, including the Commission's commercial paper notes, sales tax revenue bonds, and toll revenue bonds. Per Commission direction, BLX performs the required calculations more frequently than the minimum reporting requirements during the life of each debt issue to ensure Commission compliance with the complex IRS regulations. Accordingly, BLX maintains historical information and calculations considered in subsequent arbitrage rebate calculations. Additionally, BLX prepares and files, on the Commission's behalf, the Annual Debt Transparency Reports (ADTRs) required by California Senate Bill (SB) 1029 for new debt issuances effective January 1, 2017. BLX performs the ADTR service at no additional cost when arbitrage rebate calculations are prepared or a \$500 per ADTR fee when rebate calculations have ceased. Given the complex arbitrage regulations and limited Commission staff available to prepare the SB 1029 filings, staff determined it would be more efficient and cost effective to continue the BLX services. Furthermore, BLX is affiliated with the Commission's bond counsel, Orrick, Herrington & Sutcliffe LLP—resulting in additional efficiencies related to immediate access to bond documents and key staff.

### **Epic Land Solutions, Inc.**

Due to its accumulated knowledge and development of various property management projects, resources, and databases associated with the multitude of Commission-owned properties, including but not limited to those along the San Jacinto Branch Line and RCA properties, staff determined that Epic can most efficiently and cost effectively provide property management services. The scope of services for FY 2021/22 includes:

- Upgrading the remaining utility licenses to current Commission terms to minimize liability



- risks;
- Renewing expiring private use agreements;
- Coordinating and assisting with activities related to the issuance of new licenses, amendments to existing licenses or facility upgrades;
- Adding RCA properties to mapbooks and database and update licenses as necessary to meet current Commission terms.
- Following up on delinquent rent payments and tracking insurance certifications, as requested by Commission staff;
- Determining all easement locations and requesting abandonment of unused easements;
- Maintaining and updating a database and correlated mapping of the Commission's property and contract information;
- Ensuring possession of title policies for all Commission-owned property and compliance with federal excess land requirements;
- Proactively performing regular site visits to all properties to identify and resolve maintenance and repair issues such as weed abatement, erosion and removal of debris and illegal occupants and identify encroachments such as illegal parking or the installation of facilities without a license; and
- Work with jurisdictions on trespassing notification letters and coordination of trespassing sign installations.

#### **Fieldman, Rolapp & Associates, Inc.**

Following a competitive procurement process, the Commission selected Fieldman as financial advisor in late 2003. Fieldman has provided financial advisory services on general finance matters and specific financing transactions related to the 2009 Measure A program and the toll program—playing a significant role in the 91 Project and I-15 ELP financing activities in 2013 and 2017, respectively, as well as the 91 Express Lanes toll revenue bonds refinancing authorized by the Commission in March 2020. Fieldman provides additional support for the 91 Project and I-15 ELP related to the annual update of the financial models and financial plans required by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements, meeting with rating agencies, implementation and technical matters related to the financings, and other special projects. As a result of Fieldman's knowledge and understanding of the Commission, its previous financings, and the TIFIA loan process, staff determined it would be more efficient and cost effective for continuity purposes to retain Fieldman during FY 2021/22 for financial advisory services, including the anticipated completion of the 91 Express Lanes debt refinancing later this fall. Staff expects no change in costs in FY 2020/21.

#### **Iteris**

Iteris was awarded a sole source agreement for operations and maintenance services of the IE511 system as part of the original IE511 implementation plan approved by the Commission in May 2009. IE511 is the Commission's traveler information system and has been operated by the Commission on a 50/50 cost sharing agreement with the San Bernardino County Transportation

Authority (SBCTA) since 2010. IE511 is accessible across multiple platforms – IVR telephone system and comprehensive real-time traffic and incident data available through the website (IE511.org) and companion mobile application. The Iteris components of the system are comprised of a browser-based traffic map and an IVR telephone system. Iteris aggregates and maintains various data feeds to provide motorists with access to real-time freeway travel information and incident information on Southern California highways via the telephone service by dialing 511 or accessing the map on the companion website or mobile application. Last fiscal year, the system had more than 296,000 web sessions and 95,000 phone calls. The Los Angeles County Metropolitan Transportation Authority (Metro) has procured a 511 solution with regional potential. In June 2019, the Commission approved the transition to Metro’s 511 system as part of an overall cost saving regional integration effort. Staff is working with Metro staff toward a transition before 2022. Iteris’ current agreement expires on June 30, 2021, therefore, staff recommends the Commission retain Iteris on a month-to-month basis through December 31, 2021. The FY 2021/22 budget for Iteris reflects a 50 percent decrease over the prior year cost due to the anticipated transition to a regional platform within the 2021 calendar year. SBCTA reimburses the Commission for a portion of the cost under the cost-sharing agreement for IE511.

### **Media Beef**

In July 2014, the Commission approved an agreement with Media Beef to provide programming and website administration services supporting the IE Commuter and IE511 systems. Media Beef has provided the technical services involved with the development, maintenance, operations, and deployment of new system enhancements for both software platforms as well as the Commission’s vanpool program, VanClub. In July 2020, IE Commuter and VanClub were transitioned to a new platform which will connect to Metro’s rideshare system, supporting Los Angeles, Orange and Ventura County rideshare programs, establishing a regional southern California rideshare system and database this summer. The remaining program still supported by Media Beef, IE511, is also slated to transition to a regional solution provided by Metro before the end of the calendar year. Media Beef’s current agreement expires on June 30, 2021. Therefore, in order to continue IE511 operations, staff recommends an amendment to retain Media Beef’s services at the current monthly cost, on a month-to-month basis. SBCTA will also be transitioning to the same regional solution and will reimburse the Commission for its share of the ongoing operational costs under the cost-sharing agreement until the transition and decommissioning of IE511 is complete.

### **MetLife Investment Management, LLC**

Following a competitive procurement process, the Commission selected MetLife, formally Logan Circle Partners, LP in 2013 to provide investment advisory services on debt proceeds from the sales tax and toll revenue supported debt of the 91 Project and I-15 ELP. The indentures for the bonds and TIFIA loan agreements include multiple accounts containing investments that must comply with the permitted investment language of the specific indentures, as well as the Commission’s investment policy. Given MetLife’s knowledge and understanding of the

Commission's compliance requirements for the investment of debt proceeds, staff believes it would be more efficient and cost effective for continuity purposes to retain MetLife during FY 2021/22 for investment advisory services.

#### **Orange County Transportation Authority**

In support of the 91 Express Lanes, the Commission and OCTA (the agencies) entered into the ROFA in November 2015 to facilitate the reimbursement of shared costs during the life of the agencies' cooperative agreement executed in December 2011. The ROFA allows the Commission to reimburse OCTA for shared costs it incurs on behalf of the joint operation of the 91 Express Lanes and for OCTA to reimburse the Commission for costs it incurs on behalf of the joint operation. OCTA and the Commission meet each year to determine the amounts for each shared cost element. Included in the shared costs are the purchase of transponders, reimbursable costs administered by the toll contractor, joint equipment maintenance contracts, telephone costs, credit card fees, operations facilities costs, and consulting costs. In FY 2021/22, the Commission will continue to reimburse OCTA and to pay third-party vendors for costs incurred on behalf of the 91 Express Lanes for which OCTA will reimburse the Commission. The Commission and OCTA are each responsible for 50 percent of such costs. The ROFA has decreased \$864,700 from FY 2020/21 due to a reduction in credit card fees, transponder costs, and third-party contract costs administered by the toll services provider.

#### **Payden & Rygel**

Following a competitive procurement process, the Commission selected Payden & Rygel in 2013 to provide investment advisory services for the Commission's operating funds. Given Payden & Rygel's knowledge and understanding of the Commission's investment policy requirements, staff believes it would be more efficient and cost effective for continuity purposes to retain Payden & Rygel during FY 2021/22 for investment advisory services of the Commission's operating funds.

#### **Stantec Consulting Services, Inc.**

In September 2010, Stantec Consulting Services, Inc. (Stantec) was selected under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study that secured the financing for the 91 Project. Stantec performed the field work and analysis required to create the traffic and revenue model. Additionally, Stantec supported the development of the toll pricing methodology and traffic simulations, which supported corridor design decisions. Stantec continues to support staff with toll rate setting, corridor improvement project impacts, and traffic simulations. Additionally, in FY 2021/22 Stantec will support efforts related to the refinancing of the 91 Express Lanes and ongoing efforts related to the 241/91 connector project. Stantec's long-history of supporting the 91 Project provides staff with valuable insight into the actual performance of the express lanes. Staff and Stantec developed a budget for the FY 2021/22 tasks at an estimated cost of \$800,000, of which

approximately \$350,000 is for the 241/91 connector and is expected to be a reimbursable cost from the Transportation Corridor Agencies, the project sponsor of the 241/91 connector project.

### **TransTrack Inc**

In December 2005, the Commission approved a sole source agreement with TransTrack for the Transit Performance Manager software application implementation and training package. Major accomplishments over the years include customized reports to support the Commission's Annual Countywide State of Public Transit Report, adding both the SunLine Transit Agency and Commission Vanpool programs and statistics into the TransTrack modules as well as the Short Range Transit Plan funding projections and requests within the system. TransTrack is an important tool in assisting Commission staff to review the transit operators' performance to ensure compliance with the farebox recovery ratio and allows various programs to pull data that is required and report it into the National Transit Database. Major activities in FY 2021/22 will allow the Commission to streamline the funding reimbursement; allow for long-term budget preparation by transit agencies to better forecast operating and capital activities, increasing functionality with analytics; and additional reporting.

### **U.S. Bank National Association**

US Bank served as trustee for the sales tax financings since the inception of the 1989 Measure A program; the current US Bank represents mergers, acquisitions, and name changes dating back to the 1990s. As trustee and in accordance with the debt agreements, US Bank intercepts the Measure A sales tax receipts from the California Department of Tax and Fee Administration in order to withhold amounts required for debt service prior to releasing remaining funds to the Commission. In February 2005 following a competitive procurement, the Commission approved agreements with US Bank to serve as the trustee and the issuing and paying agent for the commercial paper program related to interim financing for the 2009 Measure A program. When the Commission commenced 2009 Measure A program long-term debt financings, the Commission continued to use US Bank as trustee for the 2009 Measure A sales tax debt program. The master and supplemental indentures for the commercial paper program and the sales tax bonds are agreements between the Commission and US Bank through the life of the debt; any removal or resignation of the trustee requires adhering to specific procedures described in the master indenture. US Bank provides the Commission a high level of responsive service and timely and accurate trustee statements; accordingly, staff desires the continuation of US Bank as trustee for these programs. Staff expects no change in costs in FY 2021/22.

### **Specialized Services on Long-Term Projects for Multi-Year Contracts**

Some contracts with consultants provide specialized services on long-term projects at a fixed rate. The contracts do not need to be negotiated annually as service level and pricing are not expected to change significantly during the period of performance. Staff recommends Commission approval of multi-year agreements with these consultants for the aggregate amount of \$4,175,956.

***Specialized Services on Long-Term Projects for Two-Year Contracts***

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2022/23					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	2-Year Contract
Mobile Relay Associates, LLC (MRA)	17-45-002-03	Leasing ultra-high frequency mobile relay stations, equipment and maintenance services	\$ 27,500	\$ 27,500	\$ 55,000
Total			\$ 27,500	\$ 27,500	\$ 55,000

**Mobile Relay Associates, LLC**

In October 2016, the Commission awarded an agreement, in response to a competitive procurement, to MRA for the lease of ultra-high frequency mobile relay stations, radio equipment and maintenance services in support of communications for the Freeway Service Patrol (FSP) program. The original procurement was issued jointly by the Commission and SBCTA FSP programs which share dedicated California Highway Patrol officers who rely heavily on reliable radio communications to oversee daily FSP operations. MRA demonstrated the best coverage during the procurement testing process and has subsequently provided solid radio communications for both FSP programs for more than four years. The MRA agreement is set to expire on October 31, 2021, therefore, staff recommends extending MRA through FY 2022/23 at the same costs. It is anticipated that SBCTA will also extend its agreement with MRA.

***Specialized Services on Long-Term Projects for Three-Year Contracts***

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2023/24					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	3-Year Contract
Exigent Systems Inc. (Exigent)	21-12-071-00	Information technology support services	\$ 875,000	\$ 1,166,667	\$ 3,500,000
MetroMotion, LLC (MetroMotion)	18-15-139-02	Strategic/crisis communications and organizational assessment services	90,000	93,800	286,956
Michelle Kirkhoff Consulting, LLC (MKC)	21-41-088-00	Strategic vanpool/mobility support	30,840	50,000	150,000
<b>Total</b>			<b>\$ 995,840</b>	<b>\$ 1,310,467</b>	<b>\$ 3,936,956</b>

**Exigent Systems Inc.**

The Commission engaged Exigent in FY 2016/17 to provide information technology (IT) support services, including technology needs related to the RCTC 91 Express Lanes opening. Agreements with Exigent have been executed under the Executive Director's single signature authority and the FY 2018/19 recurring contracts process. Exigent provides overall end-user help desk support, desktop hardware replacement, Commission partner IT integration management and support, after-hours on-call services, storage infrastructure replacement, security, auditing and planning. In FY 2018/19, the Commission increased Exigent's services to undertake projects such as the Eden financial software migration to a new platform known as Munis and securing operation needs for new office space. Over the next three years, staff determined it to be more efficient and cost effective to continue Exigent's services for overall IT support, multi-year projects, and future projects related to security, workstations, and opening of the 15 Express Lanes Regional Operations Center. In FY 2019/20, due to the COVID-19 pandemic, Exigent facilitated the transition of the entire workforce to a remote-working model in a matter of days. Additionally, in FY 2020/21, RCTC became the managing agency of the RCA and absorbed those employees as well as their systems, equipment, and data. Exigent facilitated this transition and is continuing work on integrating the agencies. With the agency in transition, both with the remote-working environment and the integration of RCA as well as with the opening of the Riverside Express Lanes and the transition to Munis underway, staff determined it to be most efficient to enter into a new three-year contract for continuity of support and security. While a portion of the IT expenditures under the Exigent agreement are indirect costs funded through the administrative cost allocation plan, other costs that directly benefit specific projects and programs are funded by those projects and programs.

### **MetroMotion, LLC**

MetroMotion owner Tom Skancke provides strategic and crisis communication consulting, organizational assessment and leadership coaching, and public affairs services for the Commission. As the Commission undergoes significant organizational change while simultaneously managing multiple construction projects across the county and ramping-up state and federal funding pursuits, staff believes it is critical to retain continuity of MetroMotion's expertise to link together all aspects of the Commission's public affairs strategies and further develop staff's capacity to prepare for the future. As a result of his prior state and federal transportation policy experience, Mr. Skancke previously served as one of the Commission's federal legislative advocates who assisted the Commission in securing the \$421 million TIFIA loan for the 91 Project, arranging testimony in policy hearings before Congress, and elevating the profile of the Commission in Washington to better position the agency for funding. In a subsequent agreement, Mr. Skancke intervened during construction of the 91 Project to provide crisis communications services and helped reformulate the Commission's organizational approach to public affairs. During these engagements, MetroMotion developed a detailed understanding of how the Commission operates internally and the external forces that shape its environment.

The focus of MetroMotion's work will be to continue providing hands-on leadership and management coaching, preparing staff to proactively manage public affairs issues, and providing supplemental staff support to the External Affairs Department as demands on staff continue to increase. All these tasks require significant trust between staff and the consultant, which is built upon years of success working together. Staff proposes this contract for recurring contracts because the understanding, public policy expertise, and experience working with specific individuals inside and outside the Commission are not tangibly replaceable or easily procured in a traditional bid process. Measuring success in this contract will be based upon the efficacy of MetroMotion's recommendations and response to staff-directed tasks. MetroMotion's retainer fee has been at the same level for three years. The proposed contract includes a 2 percent Consumer Price Index annual adjustment along with a reduced annual travel reimbursement allowance of \$2,000. The FY 2020/21 budget amount did not include an amount for travel expenses. The cost of the MetroMotion contract is less than the cost of an equivalent permanent staff position to fill this niche role.

### **Michelle Kirkhoff Consulting, LLC**

MKC was essential to the development and implementation of the Commission's vanpool subsidy program (VanClub). MKC played a key role in VanClub program development, securing grant funding for the startup period, deployment of the vanpool software, and ensuring compliance with state and federal reporting in its capacity as a sub-consultant to the WSP contract for program administration of the Commission's Commuter Assistance Program (CAP). MKC brings expertise in the development of strategic and financial plans, grant applications, and knowledge on program policy, procedure development, and compliance. This unique blend of the aforementioned expertise combined with extensive knowledge of Inland Empire vanpool and

mobility programs benefits the vanpool program beyond the startup period with the following: maintain compliance with federal and state funding and reporting requirements, provide audit support, explore self-sustaining funding paths/scenarios for vanpool and funding options for future CAP expansion, and ensure program continuity should the CAP transition to a new CAP program administration consultant. SBCTA operates a mirror vanpool subsidy program and expressed interest in sharing MKC as a resource as well. Therefore, staff recommends securing MKC services for strategic vanpool and mobility consultation services supporting both the Commission and SBCTA for a three-year term for a not to exceed amount of \$150,000. SBCTA will reimburse the Commission for a portion of the cost under the cost-sharing agreement for the CAP.

***Specialized Services on Long-Term Projects for Five-Year Contracts***

Schedule of Recurring Contracts for Specialized Services for FY 2021/22 - FY 2025/26					
Consultant Name	Agreement Number	Description of Services	Budget FY 2020/21	Budget FY 2021/22	5-Year Contract
Thyssen Krupp Elevator Corporation (Thyssen Krupp)	21-24-089-00	Elevator services for North Main Station parking garage	\$ 18,000	\$ 20,000	\$ 100,000
Trillium	21-45-090-00	Transit data feed services	14,500	16,000	84,000
Total			\$ 32,500	\$ 36,000	\$ 184,000

**Thyssen Krupp Elevator Corporation**

Since 2013, Thyssen Krupp provides a comprehensive service that includes a monthly preventative maintenance plan, full coverage parts replacement, after hours service requests and remote monitoring. Due to issues regarding warranty coverage and certain proprietary elevator controls, neither the past or current on-call elevator service contractors offer the expertise to service and repair Thyssen Krupp elevators. This service contract is imperative in order to provide safe and reliable elevator service to the North Main Corona Parking Structure. The annual contract amount includes the monthly maintenance plan cost and additional services.

**Trillium**

Trillium was the firm used for the implementation of transit data feeds between local transit agencies and Google Maps as part of the IE511 launch. Since 2009, Trillium has published general transit feed specifications (GTFS) formatted data for selected Riverside and San Bernardino County transit agencies; submits data to Google and other third-party applications; performs data validations; and coordinates among Google, transit agencies, and the Commission to integrate transit data into Google Maps. The transit operators use and have become familiar with the particular GTFS tool ("GTFS Manager") developed by Trillium to help streamline the process and ensure current and accurate data feeds, which ultimately benefits users of the



Google Maps and 511 systems transit itinerary function. SBCTA reimburses the Commission for a portion of the cost for San Bernardino transit agencies under the cost-sharing agreement for IE511.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$17,053,483 \$2,801,989
Source of Funds:	Measure A, Transportation Development Act, Transportation Uniform Mitigation Fees, toll revenues, other reimbursements, and interest			Budget Adjustment:	No N/A
GL/Project Accounting No.:		Various			
Fiscal Procedures Approved:		<i>Theresa Trevino</i>		Date:	05/17/2021



# **AGENDA ITEM 9**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Sheldon Peterson, Rail Manager
<b>THROUGH:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2021/22 and Related Memorandum of Understanding

**STAFF RECOMMENDATION:**

This item is for the Committee to:

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

**BACKGROUND INFORMATION:**

Metrolink is the brand name for the services operated by SCRRA. SCRRA is a joint powers authority (JPA) that is comprised of five member agencies. All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, no later than June 30, 2021. On May 7, 2021, SCRRA formally provided a transmittal letter (Attachment 1) with the proposed FY 2021/22 budget requirements for member agency consideration and adoption and anticipates adopting the final budget by June 25, 2021. As required by the provisions of the JPA, a separate Commission action to adopt the budget is required.

**Metrolink Service Highlights**

The following is a review of Metrolink's FY 2020/21 activities:

- Celebrated its 28<sup>th</sup> year of operations;
- Train schedules were reduced 30 percent beginning on March 26, 2020;
- Conducted COVID-19 Customer Survey that found that 85 percent of all riders are likely to return to Metrolink and that most riders self-identify as "Essential Workers;"

- Enhanced vehicle and station cleaning and sanitation efforts were implemented along with social distancing efforts to address safety concerns;
- With reduced demand and service, capital construction efforts intensified to utilize available work windows and equipment availability for rehabilitation efforts;
- Awarded both an operations contract and a mini-bundled contract for Track and Signal Infrastructure Maintenance Support Services;
- Made available innovative fare options to incentivize telecommuting and other riders to ride the train including Kids Ride Free, Loyalty Program, and enhanced Corporate Partner Program toward health care industry; and
- Received delivery of all 40 Tier 4 locomotives.

Looking ahead to FY 2021/22, Metrolink intends to:

- Implement the Recovery Plan Framework to prioritize safety to protect employees and customers against the spread of COVID-19 while also providing a phased approach to recovery based on fluid circumstances;
- Implement a trial low-income fare to address equity issues;
- Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars; and
- Continue implementing the Positive Train Control (PTC) program system-wide in coordination with the freight railroads.

### **Metrolink's Proposed FY 2021/22 Budget**

The FY 2021/22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
  - Returning commuters
  - Assistance for low income riders
  - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations
- Continued updates and maintenance of PTC
- Grant funded efforts to reduce the number of trespasser injuries
- Additional new service on the Ventura Line
  - Service added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
  - Funding critical rehabilitation projects
  - Improving processes to accelerate project delivery

The FY 2021/22 budget assumptions include:

#### Service

- Maintain 30 percent service reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review.
- Only added service is Ventura Line Saturday round trip

#### Revenue

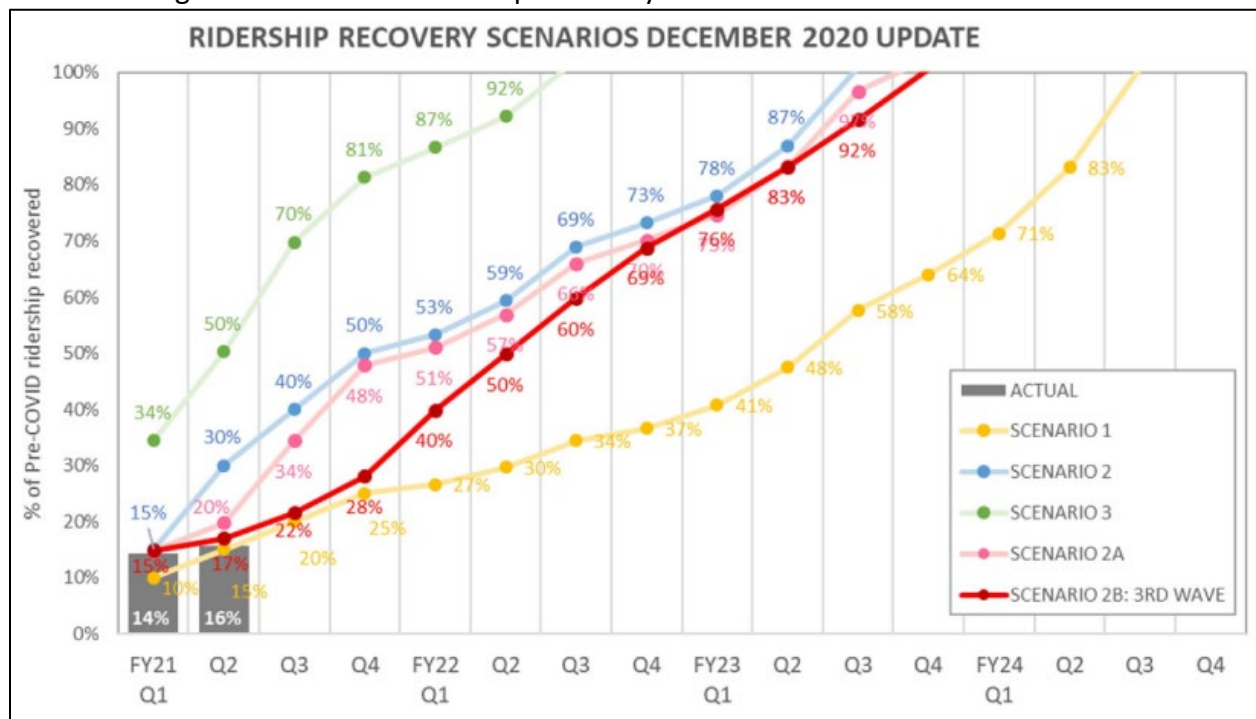
- Ridership Recovery Forecast Scenario 2B

#### Expense

- 3 percent merit pool for FY 2021/22
- No cost-of-living-adjustment for FY 2021/22
- Contractor increases only as mandated by agreements
- 1 new full-time equivalent headcount (Manager II - Cybersecurity)

Metrolink's proposed total operating budget for FY 2021/22 is \$253.0 million and is based on forecasted ridership recovery using "Scenario 2B – Third Wave" as shown in Figure 1 below. Under this scenario, Metrolink forecasts that ridership will recover by FY 2022/23 in the 4th quarter. The five member agencies that comprise Metrolink are responsible for funding \$193.7 million. The Commission's total operating obligation is \$21,474,584.

Figure 1: Metrolink Ridership Recovery Forecast "Scenario 2B – 3<sup>rd</sup> Wave"



Source: Metrolink Board Report, April 23, 2021

Metrolink's proposed capital budget for FY 2020/21 anticipates \$90.4 million in rehabilitation and \$8.6 million in new capital. The Commission's capital obligation for FY 2021/22 is \$4,226,859 in rehabilitation and \$66,600 in new capital for a total of \$4,293,459.

Metrolink's budget excludes the Commission's expenses for the nine RCTC-owned stations. These expenses are included in the Commission's adoption of the FY 2021/22 budget and include station operations and maintenance, right of way, and other station capital projects.

### **Financial Impact**

Staff recommends approval of Metrolink's proposed FY 2021/22 budget which is consistent with the Commission's FY 2021/22 Short Range Transit Plan.

The Commission's total operating funding requirement for Metrolink services in FY 2021/22 is \$21,474,584. This will be funded with the following revenue sources as shown in the Table 1:

Table 1: FY 2021/22 Operating Subsidy by Revenue Source

<b>Revenue Source</b>	<b>Amount</b>
Federal Transit Administration (FTA) Coronavirus Aid, Relief, Economic Security (CARES)	\$ 10,300,000
Local Transportation Fund (LTF)	10,310,044
Low Carbon Transit Operations Program (LCTOP)	864,540
<b>Total</b>	<b>\$ 21,474,584</b>

The FTA CARES revenues represent the estimated balance of the Commission's share of federal stimulus that SCRRRA will receive directly. Should deferred revenue (surplus) be available from the prior fiscal year, the LTF balance will be reduced accordingly. The Commission's total capital obligation is \$4,293,459 and includes capital rehabilitation projects of \$4,226,859 that will be funded with a FTA Section 5337 grant and new capital expenses of \$66,600, which are not eligible for that grant type and will be covered with anticipated surplus from the prior year.

Staff also recommends that the Commission authorize the Executive Director to finalize and execute revised MOU No. 21-25-093-00 (Attachment 2) with SCRRRA regarding the use of the grant funds allocated in the SRTP and complying with federal subrecipient pass-through requirements.

<b>Financial Information for SCRRRA Budget Subsidy</b>					
In Fiscal Year Budget:	Yes N/A*	Year:	FY 2021/22 FY 2021/22	Amount:	\$15,468,043 \$10,300,000*
Source of Funds:	<b>Operating:</b> LTF Western County rail and LCTOP funds; *FTA CARES (direct to SCRRRA) <b>Capital:</b> FTA Section 5337 and prior year surplus			Budget Adjustment:	No N/A*
GL/Project Accounting No.:	254199/034198 86101 00000 0000 103 25 86101 \$ 11,174,584 254017 86102 00000 0000 103 25 86102 \$ 4,293,459				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachments:

- 1) SCRRRA Transmittal Letter for FY 2021/22 Budget



- 2) Draft MOU No. 21-25-093-00 for FY 2021/22 SCRRA Funding




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

[metrolinktrains.com](http://metrolinktrains.com)

## MEMORANDUM

**DATE:** May 7, 2021

**TO:** Darrell Johnson, *Chief Executive Officer, OCTA*  
Darren Kettle, *Executive Director, VCTC*  
Anne Mayer, *Executive Director, RCTC*  
Philip A. Washington, *Chief Executive Officer, LA Metro*  
Dr. Raymond Wolfe, *Executive Director, SBCTA*

**FROM:** Stephanie Wiggins, *Chief Executive Officer, SCRRA*

**SUBJECT:** SCRRA Request for Adoption of the Authority's FY2021-22 (FY22) Budget

On April 23, 2021, the SCRRA Board approved the transmission of the Proposed FY22 Budget for your consideration and adoption.

The Proposed FY22 Budget documentation, which was presented at the AFCOM Committee on April 9, 2021 and provided to the Metrolink Board on April 23, 2021 is attached for your review.

It includes:

- Board Item 12.B Approved at the Board of Director's Meeting on April 23, 2021
- Related attachments include:
  - Attachment A – Ridership Recovery Forecast Scenarios
  - Attachment B – Budget Summary Comparison FY21 vs FY22
  - Attachment C – Comparative Detailed Operating Statement
  - Attachment D – FY22 Proposed Budget by Member Agency
  - Attachment E – FY22 Proposed Budget by Line
  - Attachment F – Historical Actual and Budgeted Operating Statements
  - Attachment G – FY22 Proposed Rehabilitation Budget by Member Agency and Line
  - Attachment H – FY22 Proposed Rehabilitation Projects Detail list
  - Attachment I – FY22 Proposed New Capital Budget by Member Agency and Line
  - Attachment J – FY22 Proposed New Capital Projects Detail list
  - Attachment K – FY22 Proposed Capital Program Cash Flow

Also, included are the Four-Year Forecast for FY2023-FY26, and the Carryover of the Capital Program projects for FY22, both Rehabilitation and New Capital

- Attachment L – FY23 Forecast by Member Agency
- Attachment M – FY23 Forecast by Line
- Attachment N – FY24 Forecast by Member Agency
- Attachment O – FY24 Forecast by Line

- Attachment P – FY25 Forecast by Member Agency
- Attachment Q – FY25 Forecast by Line
- Attachment R – FY26 Forecast by Member Agency
- Attachment S – FY26 Forecast by Line
- Attachment T – FY23 through FY26 Forecast of Rehabilitation by Asset Category and Member Agency
- Attachment U – FY23 through FY26 Forecast of New Capital by Asset Category and Member Agency
- Attachment V – FY2021-22 Rehabilitation Carryover Projects
- Attachment W – FY2021-22 New Capital Carryover Projects

### **Next Steps**

May – June 2021	Staff to present to Member Agencies' Committees, and Board Meetings as requested
June 11, 2021	FY22 Proposed Budget to AFCOM for Recommendation to Board for Adoption with Four-Year Forecast for Approval
June 25, 2021	Public Hearing FY22 Proposed Budget to Board for Adoption with Four-Year Forecast for Approval

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET SUMMARY COMPARISON**

<b>FY22 Proposed Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	<b>59,359,297</b>
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	<b>253,033,710</b>
<b>Net Loss</b>	<b>(98,379,438)</b>	<b>(39,152,549)</b>	<b>(21,474,584)</b>	<b>(22,517,758)</b>	<b>(12,150,085)</b>	<b>(193,674,413)</b>

<b>FY21 Adopted Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	<b>43,500,280</b>
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	<b>260,507,784</b>
<b>Net Loss</b>	<b>(109,922,472)</b>	<b>(45,932,716)</b>	<b>(23,779,837)</b>	<b>(25,067,166)</b>	<b>(12,305,312)</b>	<b>(217,007,504)</b>

<b>Comparison: FY22 to FY21</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>	<b>Variance (%)</b>
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	<b>15,859,016</b>	<b>36.46%</b>
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss</b>	<b>11,543,035</b>	<b>6,780,168</b>	<b>2,305,253</b>	<b>2,549,408</b>	<b>155,227</b>	<b>23,333,091</b>	<b>(10.75%)</b>

## FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE

### By Member Agency

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

### By Line

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

<sup>1</sup>“Other” are Grants directly to Metrolink

## FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

### By Member Agency

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

### By Line

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 <sup>2</sup>	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> "Other" are Grants directly to Metrolink

<sup>2</sup> Applied for Carl Moyer Grant – Grant Award in Oct/Nov





## Agreement NO. 21-25-093-00

(DRAFT)

**MEMORANDUM OF UNDERSTANDING NO. 21-25-093-00  
BETWEEN  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AND  
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FOR  
FISCAL YEAR 2021-22 ANNUAL FUNDING MOU**

This Amended and Restated Memorandum of Understanding is effective as of this \_\_\_ day of \_\_\_ 2021, by and between the Southern California Regional Rail Authority (hereinafter referred to as "SCRRA"), 900 Wilshire Blvd Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3<sup>rd</sup> Floor, Riverside, California 92501, a public agency (hereinafter referred to as "RCTC"), which are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

**I. RECITALS**

- A. RCTC and SCRRA desire to enter into a MOU to define RCTC's financial commitments to the SCRRA fiscal year (FY) 2021-22 operating budget and rehabilitation/renovation and new capital budget (collectively, the "BUDGET").
- B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as a subrecipient of RCTC federal funds for costs in connection with the rehabilitation/renovation new and capital budget, and SCRRA's prior year rehabilitation/renovation and new capital costs.
- C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
- D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
- E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, ticket vending devices (TVD) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other

operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

- F. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; layover facility work at Downtown Riverside Metrolink Station; and RCTC's share of system-wide track, signal, information technology, communications, rubber tire vehicles, TVD, and mechanical improvements.
- G. RCTC, at its June 9, 2021 meeting, approved RCTC's financial commitments to the SCRRA FY 2021-22 for operating costs and for rehabilitation/renovation and new capital projects with funds to be drawn down by RCTC from the Federal Transit Administration (FTA) and used to reimburse SCRRA.
- H. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.
- I. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the San Jacinto Subdivision.
- J. As the Railroad of Record on behalf of RCTC, SCRRA agrees to maintain track, signals, and crossing warning systems on the out of service portion of the San Jacinto Subdivision as needed. SCRRA will post and maintain Emergency Notification Signs (ENS) with Metrolink's emergency telephone number at all crossings on the out of service areas as required by the Federal Railroad Administration (FRA) CFR Title 49 §234. The cost of all ENS signage and maintenance services incurred by SCRRA will be tracked as a separate collectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for such costs within 30 days of approval of an invoice.
- K. Pursuant to the Shared Use Agreement between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay a set rate per mile for trains that are operated and dispatched over the PVL ("BNSF Per Mile Payment Obligation").
- L. SCRRA will also maintain within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"), provided that the costs for such maintenance are not an RCTC obligation, and shall instead be reimbursed by BNSF pursuant to the BNSF Per Mile Payment

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

- M. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.
- N. The PARTIES intend that upon adoption of this MOU, the Interim MOU shall be superseded and have no further force or effect.

## **II. Scope of MOU**

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

## **III. Responsibilities of RCTC**

RCTC agrees to the following responsibilities for the BUDGET:

- A. Allocate to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Twenty-One Million, Four Hundred Seventy-Four Thousand Five Hundred and Eighty-Four Dollars (\$21,474,584) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA. For this year, the balance of RCTC FTA CARES funds and any remaining Deferred Revenue will be applied to the subsidy request. RCTC will be reimbursed by FTA CMAQ funds for any remaining grant funds related to the Perris Valley Line.
- B. Program Four Million, Two Hundred Ninety-Three Thousand Four Hundred and Fifty-Nine dollars (\$4,293,459) in FTA Section 5337 funds to be drawn down directly by RCTC. Funds will reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU.
- C. Review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely drawdown requests to FTA for eligible expenses following approval of the invoice.
- D. Prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.

- E. Comply with all requirements of the FTA Master Agreement, found at <http://www.fta.dot.gov/documents/21-Master.pdf> (“Master Agreement”).
- F. Monitor SCRRA’s respective responsibilities as a subrecipient of RCTC’s federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRA’s prior years’ carryover budget.
- G. Per the regular operating formula, as set forth in the JPA, reimburse SCRRA for Maintenance of Way Services performed within twenty (20) feet from the center line along PVL, including any railroad structure or ballast cross-section that is located outside of this twenty (20) feet area (collectively, the “PVL SCRRA Maintenance Area”). These costs shall be included in the quarterly rail operations invoices submitted by SCRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A.
- H. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRA Maintenance Area. RCTC shall not be required to provide flagmen for such Maintenance of Way Services if there is no potential to foul the tracks but shall properly ensure that contractors have safety training for employees.
- I. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRA. SCRRA’s payment obligation shall be based on the agreed upon terms in Funding Agreement No. 16-25-107-00. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities. Notwithstanding any other provision of this MOU, RCTC may unilaterally terminate the obligation to provide security guard services under this MOU, and the related MOU provisions, upon 30-day written notice to SCRRA.
- J. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRA to the same extent as indemnification is provided to RCTC and include SCRRA as an additional insured under all applicable policies required by RCTC under the contract(s).
- K. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA’s safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

#### **IV. Obligations of SCRRA**

SCRRA agrees to the following responsibilities for the BUDGET:

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

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

report on each budgeted rehabilitation/renovation project that includes status of each project, schedule update, , and expenditures to budget.

- N. Provide a reconciliation report to RCTC by March 31, 2022, identifying a surplus or deficit in FY 2020-21 RCTC allocations to the SCRRA for operating expenses including allocations made through the drawdown of CARES Act funding.
- O. Obtain express written permission from RCTC prior to reallocating any unexpended/surplus FY 2021-22 RCTC operating funds
- P. Return to RCTC any unexpended/surplus FY 2021-22 funds unless RCTC has provided written permission for reallocation or an agreement on rolling over funds to FY 2021-21 for operations
- Q. Provide quarterly reports to RCTC summarizing FY 2021-22 actual data versus budget, to assist in the measurement of performance metrics.
- R. Provide quarterly reports to RCTC summarizing operating expenses that will be reimbursed by RCTC allocated CARES Act grant funds.
- S. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.
- T. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2021-22 on or prior to June 30, 2022 for budgeted or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2023, and (ii) final invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines of the specified grant funds. Should a rehabilitation/renovation or capital project incur a delay, SCRRA shall promptly notify RCTC as to the cause of delay and other pertinent information that may be required to obtain an extension of grant terms, as applicable. Invoices submitted beyond the stated timeframes, unless extended, will be reviewed and may be reimbursed, on a case by case basis, subject to the availability of funding, as determined by RCTC and its grantors.
- U. Submit invoices to BNSF for dispatching along the PVL and for the Freight Only Maintenance of Way Services. If the annual BNSF Per Mile Payment Obligation exceeds the costs of the Freight Only Maintenance of Way Services, SCRRA shall also invoice BNSF for a portion of the Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- V. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- W. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
- X. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown

station and the South Perris Station along the PVL, for a total, not-to-exceed amount of \$250,000. Notwithstanding any other provision of this MOU, SCRRA may unilaterally terminate the security guard services provided under this MOU, and the related MOU provisions, upon 30-day written notice to RCTC.

- Y. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. The feeds captured within and near the station areas that are intended to monitor Communication Structures and other areas related to trains operations and equipment shall also be available. Future connections will need to be agreed to in writing by the PARTIES and funding for any costs associated with the project will need to be identified.
- Z. Maintain the 48 fibers provided by RCTC for SCRRA's use.
- AA. Be responsible for the maintenance of TVDs located at RCTC owned stations. Removal of any TVD from the designated station will require written notification to and approval from RCTC prior to work commencing.
- BB. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the Freight Only Maintenance of Way Services and any additional Maintenance of Way Services along the PVL on a quarterly basis. Those revenues will be used to offset RCTC's member agency operating subsidy allocation and reported on quarterly invoices.
- CC. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.
- DD. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.
- EE. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California. Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

#### **V. Maximum Obligation**

Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative payment obligation hereunder shall be Twenty-One Million, Four Hundred Seventy-Four Thousand Five Hundred and Eighty-Four Dollars (\$21,474,584) for rail operations; Four Million, Two Hundred Ninety-Three Thousand Four Hundred and Fifty-Nine dollars (\$4,293,459) in FTA Section 5337 funds for capital projects. Any amendments to the BUDGET that increase the amount set forth as due from RCTC will require RCTC board approval.



## **VI. Complete MOU**

- A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.
- B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.
- C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

## **VII. Authorized Representatives**

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

## **VIII. Audit and Inspection**

In its role as a subrecipient, SCRRA shall:

- A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.
- B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by and independent certified public accountant. SCRRA shall furnish such audited financial statements to RCTC within ten (10) days of issuance of the audit report.
- C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer. For purposes of audit, the date of completion of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.
  - a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.
    - i. SCRRA shall develop a corrective action plan for any findings or deficiencies within 60 days from the issuance of the review findings to address deficiencies or noncompliance issues.
- D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).
- E. Comply with the terms and conditions for close-out of subawards.

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

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

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

- A. Temporarily withhold cash payments;
- B. Disallow all or part of the cost of the activity that is not in compliance;
- C. Wholly or partly suspend or terminate the federal award;

- D. Recommend that the federal agency initiate suspension or debarment proceedings; or
- E. Take other remedies that may be legally available.

**IX. Indemnification and Insurance**

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

## **X. Additional Provisions**

RCTC and SCRRA agree to the following mutual responsibilities:

- A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations, but in no event later than seven (7) years from the date of the execution of this MOU. This MOU may only be extended upon written mutual consent by both PARTIES.
- B. Dispute Resolution: In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.
- C. Modifications: This MOU may be amended in writing at any time by the mutual consent of both PARTIES. Except as expressly stated herein, no amendment shall have any force or effect unless executed in writing by both PARTIES.
- D. Laws and Regulations: RCTC and SCRRA shall comply with all applicable federal, state, and local laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the BUDGET.
- E. Legal Authority: The persons signing below represent that they are authorized to execute this MOU on behalf of their respective PARTY, and that, by so executing this MOU, the PARTIES hereto are formally bound to the provisions of this MOU.
- F. Severability: If any term, provision, covenant or condition of this MOU is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.
- G. Counterparts: This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same MOU. Facsimile signatures will be permitted.

- H. Force Majeure: Either PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.
- I. Assignment: Neither this MOU, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.
- J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- K. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. Venue shall be in Riverside County.
- L. Arbitration Fees: Should arbitration arise out of this MOU for the performance hereof, the arbitration fees, and other costs and expenses, including attorney's fees, shall be paid by the PARTY against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.
- M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this MOU are to be directed as follows:

To SCRRA:	To RCTC:
Southern California Regional Rail Authority	Riverside County Transportation Commission
900 Wilshire Blvd Suite 1500 Los Angeles, CA 90017	Street Address: 4080 Lemon St 3 <sup>rd</sup> Floor Riverside, CA 92501  Mailing Address: P.O. Box 12008

	Riverside, CA 92502
Attention: Chief Executive Officer Tel: 213-452-0255 E-mail: SCRRACEO@scrra.net	Attention: Executive Director Tel: 951-787-7141 E-mail: amayer@rctc.org

- N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of the PARTIES hereto, and all successors or assigns of the PARTIES hereto.
- O. Survival: All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this MOU, including, but not limited to, the indemnification, reporting, auditing, repayment of improperly expended funds, and records maintenance obligations, shall survive any such expiration or termination.
- P. Incorporation of Recitals. The recitals set forth above are true and correct and incorporated into this MOU as if fully set forth herein.
- Q. Interim MOU. Upon its execution by both Parties, this MOU shall supersede the Interim MOU, and the Interim MOU shall have no further force or effect.
- Signatures: A manually signed copy of this MOU which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this MOU for all purposes. This MOU may be signed using an electronic signature.

This MOU shall be made effective upon execution by both PARTIES.

**[Signatures on following page]**

**SIGNATURE PAGE TO  
MOU No. 21-25-093-00**

**IN WITNESS WHEREOF**, the PARTIES hereto have caused this MOU No. to be executed on the date first above written.

**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION  
COMMISSION**

\_\_\_\_\_  
Chief Executive Officer

\_\_\_\_\_  
Executive Director

Reviewed and Approved as to Form:

\_\_\_\_\_  
SCRRA Legal Counsel

\_\_\_\_\_  
RCTC General Legal Counsel

## EXHIBIT A-SCRRA BUDGET

RCTC's shares of SCRRA's FY 2021-22 Budget, as approved by the SCRRA Board of Directors in June 2021, are shown below:

### **Operating Budget:**

RCTC Share	\$21,474,584
Net Subsidy	\$21,474,584

Note: RCTC intends to use FTA CARES and FY20 prior surplus to offset a portion of the amount above.

### **Capital Budget:**

RCTC Share	\$4,293,459
Total	\$4,293,459



EXHIBIT B-INSURANCE CERTIFICATES

**[attached behind this page]**

DRAFT



# **AGENDA ITEM 10**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Eric DeHate, Transit Manager
<b>THROUGH:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	Fiscal Year 2021/22 Short Range Transit Plan Updates and Transit Funding Allocations

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Approve the Fiscal Years 2021/22 – FY 2023/24 Draft Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission’s FY 2021/22 – 2025/26 SRTP for the Rail and Vanpool Programs;
- 2) Approve Fiscal Year 2021/22 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$109,314,786;
- 3) Adopt Resolution No. 21-008, *“Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2021/222”*;
- 4) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP); and
- 5) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

The SRTPs serve as the county’s primary justification for federal and state grants for transit operations and capital and provides a short-term vision of public transportation for the county including strategies that will help guide transportation decisions over the next three to five years. In Riverside County, there are seven public bus transit operators (Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA), and the Commission as a commuter rail and vanpool operator – a total of eight transit operators. The seven public bus transit operators submit a three-year SRTP, and the Commission as the operator for commuter rail and vanpool submits a five-year SRTP.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure federal, state, and local funds are allocated to transit operators to provide needed transit services for county residents. An annual

SRTP update is a mechanism to meet this obligation and coordinate transit services throughout the county. The core components of each agency's SRTP includes the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTPs also document each operator's system and route performance data, which provide the basis for the Commission's oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

### **COVID-19 Impacts on Transit**

There is still uncertainty with the current climate regarding COVID-19 restrictions. Transit operators are beginning to enter a recovery period, however, it is uncertain when social distancing requirements which restrict the number of persons allowed on public transit vehicles will end. The FY 2021/22 service plans attempt to address how scheduled services might return to pre-COVID levels under fiscally conservative economic conditions. For FY 2021/22, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach almost 6.6 million, a decrease of about 19 percent from planned ridership for FY 2020/21 due to COVID-19. The proposed service plans also provide flexibility to ensure that when local and state health provisions are lifted, they can adapt quickly to market changes.

### **SRTP Highlights for FY 2021/22**

Following are service and capital program highlights for FY 2021/22 by operator.

#### **City of Banning – Banning Connect (Attachment 1)**

Banning provides both Dial-A-Ride and six fixed route services, primarily covers the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of \$1.8 million in operating and \$1.7 million in capital assistance needs, a combined increase about 35.46 percent from FY 2020/21 primarily due to additional capital needs.

Planned services and projects for FY 2021/22 include:

- Rehabilitation of the current compressed natural gas (CNG) station;
- Procurement of two new buses;
- Complete rebranding of its transit system (Banning Connect) with marketing to increase ridership and update all stops, materials, and fleet with the new logos; and
- Purchase and install video surveillance cameras on the transit fleet.

#### **City of Beaumont – Beaumont Transit (Attachment 2)**

Beaumont provides both Dial-A-Ride and seven fixed route services. It primarily operates in Beaumont with stops in Banning and Calimesa. Beaumont estimates a total of \$2.8 million in

operating and \$1.6 million in capital assistance needs, a combined decrease of about 1 percent from FY 2020/21 due to a reduction in operating assistance needs.

Planned services and projects for FY 2021/22 include:

- Continued free fare promotion in conjunction with the Banning;
- Redevelopment of the Walmart Transportation Hub for added capacity of buses and passenger amenities;
- Implementation of the Comprehensive Operational Analysis (COA) recommendations; and
- Implementation of many needed capital projects such as the procurement of two 32-foot CNG buses, procurement and installation of video cameras on the transit fleet, procurement of paratransit scheduling software, and procurement of mobile lifts for vehicle maintenance.

### **City of Corona – Corona Cruiser (Attachment 3)**

Corona operates two fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of \$2.8 million in operating and \$0.7 million in capital assistance needs, a combined increase of about 2.8 percent from FY 2020/21 primarily due to an increase in capital assistance needs.

Planned services and projects in FY 2021/22 include:

- Fixed route service schedule adjustments for better connections, particularly for morning peak service;
- Implementation of a free fare program for special events and programs such as Bike to Work Day, Dump the Pump Day, Fixed Route Training Program, and Summer Student Program;
- Improving Dial-A-Ride services by reviewing the feasibility of establishing an Americans with Disabilities Act (ADA) subscription services policy;
- Working with the city's contract transportation operator to improve on-time performance, bus maintenance and cleanliness, and maintenance of bus stops;
- Procuring services to conduct a COA to identify strengths as well as opportunities for service improvements;
- Procuring services for quarterly inspection of buses to ensure state of good repair;
- Procuring services to update the Triennial Disadvantaged Business Enterprise Program for FY 2022/23; and
- Implementation of many needed capital projects such as the Intelligent Transportation System, Bus Stop Improvement Project, purchase of an ADA accessible van, implementation of a Digital Mobile Land Communication System, installation of a canopy/roof structure for the bus parking area, route development buses, and replacement of buses.

#### **City of Riverside – Riverside Connect (Attachment 4)**

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of \$5.2 million in operating and no funding in capital assistance needs, a combined decrease of about 11.8 percent from FY 2020/21 primarily due to a reduction in capital assistance and decreases in operational costs.

Planned services and projects for FY 2021/22 include:

- Implementation of electronic fare collection and online reservations;
- Procurement of a consultant to assist in a strategic planning process;
- Replacement of three CNG mini-buses that have met their useful life;
- Upgrading computer software; and
- Renovation of the dispatch office area.

#### **PVVTA (Attachment 5)**

PVVTA provides six fixed route/deviated fixed routes services known as "Desert Roadrunner," a micro transit ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of \$1.4 million in operating and \$0.3 million in capital assistance needs, a combined decrease of about 12.9 percent from FY 2020/21 due to a reduction in operating assistance and capital needs.

Planned services and projects for FY 2021/22 include:

- Increase frequency to 30 minutes on Route 1 between 9 a.m. and 3 p.m.;
- Continued operating hours on route 2 in response to the ongoing COVID-19 pandemic;
- Increasing service on the Blythe Wellness Express;
- Upgrading of computer software;
- Replacement of a fixed route bus; and
- Encouraging new ridership through targeted marketing campaigns.

#### **RTA (Attachment 6)**

RTA operates 32 local, intercity, and regional fixed routes; four CommuterLink express routes; and Dial-A-Ride services. RTA is also the Consolidated Transportation Service Agency (CTSA) for Western Riverside County and is responsible for coordinating transit services throughout the service area and providing driver training and grant application assistance to operators in



Western County. RTA estimates a total of \$85.7 million in operating and \$21 million in capital assistance needs, a combined increase of about 25 percent from FY 2020/21. This is attributable to significant fleet replacement needs.

Planned services and projects for FY 2021/22 include:

- Continued Sunday-level and modified CommuterLink services as needed during the COVID-19 pandemic;
- Increased services in September 2021 on routes 1, 15, 16, 19, and 28 to 80 percent of January 2020 pre-COVID service levels and reinstatement of routes 51 and 55;
- Increased services in January 2022 on routes 12, 13, 20, 22 and 49 to 65 percent of January 2020 pre-COVID service levels;
- Implementation of a micro transit program which will replace routes 32, 33, and 42, pending RTA board approval;
- Implementation of a circular route 44, which will replace routes 74 and 79, along with providing service to route 31; and
- Implementation of many needed capital projects such as purchasing 70 CNG buses, replacement of agency fareboxes, increased funding to the Vine Street Mobility Hub, bus stop improvements, additional facility maintenance and funding for bus maintenance, and additional funding for a sustainability study.

### **SunLine (Attachment 7)**

SunLine operates 10 local and regional fixed routes; one express route known as “Commuter Link”; demand response service branded as “SunDial”; microtransit service branded as “SunRide”; and a vanpool program branded as “SolVan”. SunLine is also the CTSA for the Coachella Valley and is responsible for coordinating transit services in the Coachella Valley. SunLine estimates a total of \$42.9 million in operating and \$15 million in capital assistance needs, for a combined increase about 23 percent from FY 2020/21 due to additional capital programming.

Planned services and projects for FY 2021/22 include:

- Continued Sunday-level service as needed during the COVID-19 pandemic;
- Implementation of the 10 Commuter Link between Indio and San Bernardino;
- Implementation of Route 1X express service between Indio and Palm Springs;
- Marketing and customer engagement surveys of the implementation of SunLine’s Refueled initiative for any refinements needed to be made throughout the system;
- Facility and infrastructure projects such as a Coachella transit hub, public hydrogen fueling station, improvements to a CNG fueling station, and upgrades to gate and guard shack; and
- Refurbishments, replacements and expansion of its fleet and maintenance equipment.

## **RCTC Rail and Vanpool Programs (Attachment 8)**

### ***Western County Commuter Rail***

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink commuter rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission's share of Metrolink operating and capital subsidies, station operations and maintenance, right-of-way maintenance, and program administration and support. Total operating costs are estimated at \$36.8 million and capital of \$17 million, a combined decrease of about 8.3 percent, primarily due to the reduction of capital programming.

Planned services and projects for FY 2021/22 include:

- SCRRA's continued operation at a 30 percent reduction level of service through the first quarter due to COVID-19 and focus on efforts for maintaining and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Increasing safety and sanitization measures at Metrolink stations such as social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators;
- Supporting SCRRA's annual capital needs; and
- Construction of the Moreno Valley/March Field station upgrade project.

### ***Coachella Valley – San Geronio Pass Rail Corridor Service***

The proposed 200-mile long rail corridor service in Coachella Valley will run from Los Angeles to Indio through the four Southern California counties of Los Angeles, Orange, Riverside, and San Bernardino to provide a convenient scheduled link to the communities in the fast-growing Coachella Valley and Banning Pass areas. Financial support for project development will come primarily from federal and state grant funds received and maintained in the Coachella Valley Rail Fund.

Major planning highlights for FY 2021/22 include the public release of a Tier 1 Program-level Environmental Documentation and completion of the Service Development Plan. The total capital programming request for FY 2021/22 is \$0.2 million for the completion of this planning effort.

## **VanClub**

The Commission's vanpool program known as VanClub is the newest transit program in the county and was launched in May 2018. VanClub is a valuable transportation alternative option in areas that are hard to serve by transit and supports long-distance commuters by offering a subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2021/22 is \$1.3 million, a decrease of about 37.2 percent from FY 2020/21. This is due to reductions in vanpools as a result of COVID-19.

Planned service enhancements for FY 2021/22 will include:

- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which will expand the commuter database and improve ride matching capabilities;
- Expanding employer partnerships and new market development with a direct business-to-consumer strategy; and
- Support of multimodal travel by continuing efforts to increase the number of leased park and ride spaces.

## **SRTP Financial Overview**

Approximately \$237.8 million in total funding is required to support the FY 2021/22 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2021/22, the programming plan is to utilize available funding of approximately \$180.6 million for operating and \$57.2 million for capital purposes. Table 1 below provides a comparative overview of the total operating and capital costs from the prior year. Systemwide, this represents a 13 percent increase compared to FY 2020/21 funding levels.

Table 1: FY 2021/22 and FY 2020/21 Operating and Capital Costs

<b>Fiscal Year</b>	<b>Operating</b>	<b>Capital</b>	<b>Total</b>
FY 2020/21	\$178,077,553	\$32,362,366	\$210,439,919
FY 2021/22	\$180,624,886	\$57,223,993	\$237,848,879
% Change	1.4%	76.8%	13%

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. Typically, state funds, primarily LTF and STA, make up the largest share of operating and capital funds. However, this year with available federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, inclusions of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and American Rescue Plan Act of 2021 (ARPA), Federal Transit Administration (FTA) funds will make up the slight majority share of funding. Federal funds will account for about \$103.9 million (43.7 percent) of revenues, followed by state funds totaling approximately \$100.7 million (42.3 percent), and local revenues representing about \$33.2 million (14 percent).

Table 2: FY 2021/22 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
<b>Federal</b>	FTA ARPA	\$ 45,468,796	19.1%
	FTA CARES	\$ 14,105,329	5.9%
	FTA CRRSAA	\$ 6,675,914	2.8%
	FTA 5307	\$ 26,549,867	11.2%
	FTA 5310	\$ 285,000	0.1%
	FTA 5311	\$ 734,602	0.3%
	FTA 5337	\$ 4,226,859	1.8%
	FTA 5339	\$ 4,827,429	2.0%
	CMAQ	\$ 1,036,257	0.4%
	Other Federal Funds	\$ 37,320	0.0%
	<b>Federal Subtotal</b>	<b>\$ 103,947,373</b>	<b>43.7%</b>
<b>State</b>	LCTOP	\$ 4,684,960	2.0%
	LTF	\$ 60,528,440	25.4%
	SGR	\$ 4,789,539	2.0%
	STA	\$ 20,578,706	8.7%
	Other State Funds	\$ 10,074,246	4.2%
	<b>State Subtotal</b>	<b>\$ 100,655,891</b>	<b>42.3%</b>
<b>Local</b>	AB 2766	\$ 4,000	0.0%
	Interest	\$ 100,000	0.0%
	Measure A	\$ 23,418,101	9.8%
	Other Local Funds	\$ 4,208,615	1.8%
	Passenger Fares	\$ 5,514,899	2.3%
	<b>Local Subtotal</b>	<b>\$ 33,245,615</b>	<b>14.0%</b>
<b>Total for Federal, State and Local Funding</b>		<b>\$ 237,848,879</b>	<b>100%</b>

Transit operators may experience potential delays in receiving federal reimbursements. Staff will work with larger operators such as RTA and SunLine to advance as much LTF and Measure A in the first quarter up to the approved amount in this item to address potential cash flow issues.

Funding allocations by operator for FY 2021/22 are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission's authority. Future funding needs described in the SRTP beyond FY 2021/22 are solely for projection and planning purposes.

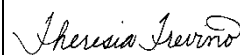
Staff has reviewed the transit operators' funding requests for farebox ratio compliance and other eligibility requirements and recommends the approval of the FY 2021/22 SRTP updates (Attachments 1 – 8); funding allocations for Measure A, LTF, STA, and SGR totaling \$109,314,786 as summarized in Attachment 9; and subsequent programming of federally-funded and regionally significant projects into the FTIP.

In accordance with TDA, allocations to claimants (transit operators) shall be made and take effect by resolution adopted by the regional transportation planning agency. As such, Resolution No. 21-008, *"Resolution of the Riverside County Transportation Commission to Allocate Local*

Transportation Funds and State Transit Assistance Funds for the Fiscal Year 2021/2022” is required for adoption (Attachment 10).

### **Fiscal Impact**

LTF, STA, SGR, and Measure A fund allocations, as well as Rail and Vanpool FTA, Congestion Mitigation and Air Quality (CMAQ), and Low Carbon Transit Operations Program (LCTOP) funds are included in the Commission’s proposed FY 2021/22 budget. The various other FTA, CMAQ, LCTOP, other federal and state funds, and AB 2766 funds, as well as passenger fares and other revenues, which are received directly by the transit operators are not included in the Commission’s budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

Financial Information						
In Fiscal Year Budget:		Yes	Year:	FY 2021/22	Amount:	\$60,528,440 (LTF) \$20,578,706 (STA) \$23,418,101 (Measure A) \$4,789,539 (SGR)
Source of Funds:		LTF and STA; Measure A; and SGR			Budget Adjustment:	No
GLA No.:	<b>LOCAL TRANSPORTATION FUND</b>				<b>STATE TRANSIT ASSISTANCE</b>	
	<u>Western County Bus</u> 002210 86101 601 62 86101      \$38,042,292 <u>Western County Rail</u> 002213 97001 601 62 97001      \$9,000,000 254199 86101 103 25 86101      \$3,927,744 <u>Coachella Valley Bus</u> 002211 86101 601 62 86101      \$8,741,450 <u>Palo Verde Valley</u> 002212 86101 601 62 86101      \$816,954				<u>Western County Bus</u> 002201 86102 241 62 86102      \$14,587,670 <u>Western County Rail</u> 002204 86102 241 62 97001      \$1,900,000 <u>Coachella Valley Bus</u> 002202 86102 241 62 86102      \$3,848,400 <u>Coachella Valley Rail</u> 002202 97001 241 62 97001      \$189,339 <u>Palo Verde Valley</u> 002203 86102 241 62 86102      \$53,297	
	<b>MEASURE A</b>				<b>STATE OF GOOD REPAIR</b>	
	<u>Western County Bus</u>				<u>Western Riverside Bus</u>	
	269-62-86101      \$2,124,000				002221 86102 242 62 86102      \$2,320,924	
	270-26-86101      \$2,000,000				<u>Western Riverside Rail</u>	
	<u>Western Commuter Rail and Vanpool Operating</u>				002224 86102 242 62 97001      \$1,500,000	
	XXXXXX XXXXX 265-33-XXXXX      \$4,892,200				<u>Coachella Valley Bus</u>	
	XXXXXX XXXXX 265-24-XXXXX      \$7,327,200				002222 86102 242 62 86102      \$918,150	
	002187 6XXXX 263 41 6XXXX      \$74,700				<u>Palo Verde Valley</u>	
<u>Coachella Valley Specialized Transit</u>				002223 86102 242 62 86102      \$50,465		
258-26-86101      \$7,000,001						
Fiscal Procedures Approved:						Date: 05/17/2021

Attachments:

- 1) City of Banning, FY 2021/22 – FY 2023/24 SRTP

- 2) City of Beaumont, FY 2021/22 – FY 2023/24 SRTP
- 3) City of Corona, FY 2021/22 – FY 2023/24 SRTP
- 4) City of Riverside, FY 2021/22 – FY 2023/24 SRTP
- 5) PVVTA, FY 2021/22 – FY 2023/24 SRTP
- 6) RTA, FY 2021/22 – FY 2023/24 SRTP
- 7) SunLine, FY 2021/22 – FY 2023/24 SRTP
- 8) RCTC, FY 2021/22 – FY 2025/26 SRTP
- 9) FY 2021/22 Transit Operator Funding Allocations
- 10) Resolution No. 21-008



# **City of Banning**

## **Short Range Transit Plan**

### **FY 2021/2022 – 2023/2024**



City of Banning  
99 E. Ramsey Street  
Banning, CA 92220  
951.922.3130



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## **Chapter 1: System Overview**

### **1.1 – Description of Service Area**

The City of Banning (“Banning”) is strategically located astride Interstate 10 between the Inland Empire and the Coachella Valley in the San Geronio Pass. The City, incorporated in 1913, has a rich and colorful history.

Initially Banning served as a stagecoach and railroad stop between the Arizona territories and Los Angeles. This history has contributed to the present-day spirit of pioneer resourcefulness and “can do” attitude that is so prevalent in the community.

Banning has provided public transportation service since April 1973, which expanded to two routes in September 1985. The current transit system comprises three fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The newest of the three fixed routes, the Cabazon service, which began in July 1995, extends from Banning east to the unincorporated area of Cabazon. This route was extended in January 2000 to provide a route deviation to serve a remote residential area in eastern Cabazon.

The Banning transit system serves several areas, including the commercial and residential areas of Banning and Cabazon, as well as the commercial areas of the Morongo Indian Reservation and limited commercial areas in the City of Beaumont (“Beaumont”). Banning transit services cover approximately 35 square miles in the pass area with routes connecting to regional services.

Within the service area, population is mixed with areas of both high and low densities. The current routes have been planned by taking advantage of this knowledge, allowing the system to operate more efficiently.



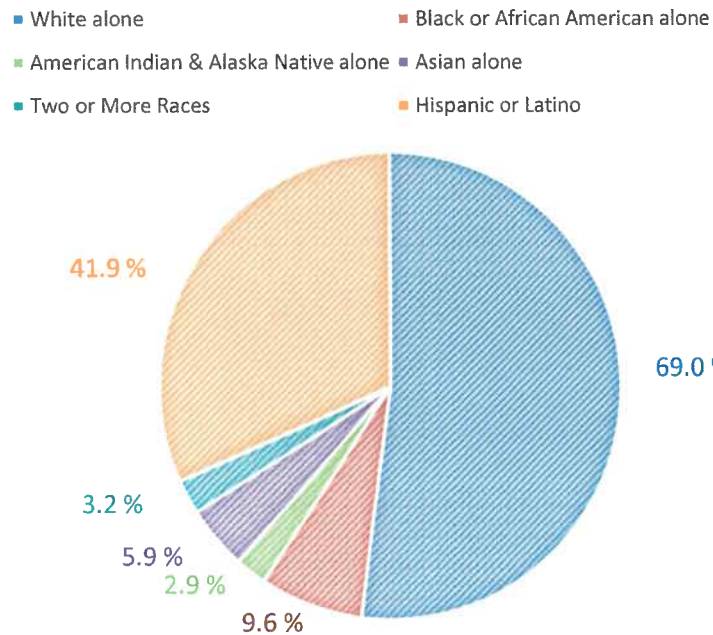


## 1.2 – Population Profile and Area Demographics

Riverside County covers 7,208 square miles with a population of over 2.4 million people in 2010, per the U.S. Census. The population density for Riverside County is 303.8 people per square mile, largely due to the vast desert areas that are not populated.

The City of Banning (“Banning”) covers 23 square miles with a population of 31,044 people in 2020, per the Department of Finance E1: City/ County Population Estimates, a growth rate of .3% compared to the population in 2018. The population density for Banning is 1,300 per square mile. The racial makeup of the City is as follows:

### POPULATION ETHNICITY



The six percentages add to more than 100 percent because individuals may report more than one race

The average age of the population is the following:

- 55+ Years 36.6 %
- 40-54 Years 15.5 %
- 20-39 Years 22.1 %
- Under 19 Years 25.8 %

The average age of the population is 45.1 years old.



### 1.3 Description of Services by Mode/Route

**Table 1**

Table 1 Description of Routes		
Fixed Route	Description	Area/Service Site
<b>Route 1</b>	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street.	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community Center, Mid-County Courthouse, Mt San Jacinto College Pass Campus and the San Geronio Memorial Hospital
<b>Route 5</b>	Residential areas of Northern Banning, Indian School, Alessandro, Nicolet and Wilson Street to Walmart Shopping Center in Beaumont via downtown Banning	Banning Library, Banning High School, Hemmerling Elementary School, Beaver Medical, Walmart, Sun Lakes Village, San Geronio Memorial Hospital, DMV and Banning Police Department
<b>Route 6</b>	Residential areas of Southern Banning, Hathaway and Williams Street to Walmart Shopping Center in Beaumont via downtown Banning	Mt San Jacinto College Pass Campus, Banning High School, Smith Correctional Facility, DMV, Banning Health Care, Sun Lakes Village, Rio Ranch
<b>Route 5/6</b>	Weekend route combining the Routes 5 and 6	Banning Library, Banning High School, Hemmerling Elementary School, Beaver Medical, Walmart, Sun Lakes Village, San Geronio Memorial Hospital, DMV and Banning Police Department, Mt San Jacinto College Pass Campus, Banning High School, Smith Correctional Facility, DMV, Banning Health Care, Sun Lakes Village, Rio Ranch
Dial -A- Ride	Description	Area/Service Site
<b>City-Wide</b>	Demand Response and Origin-to-Destination shared ride transportation service for senior age 60 and older and persons who are, due to their functional limitation (s) unable to use accessible fixed route bus service.	All areas of Banning and limited areas of Beaumont

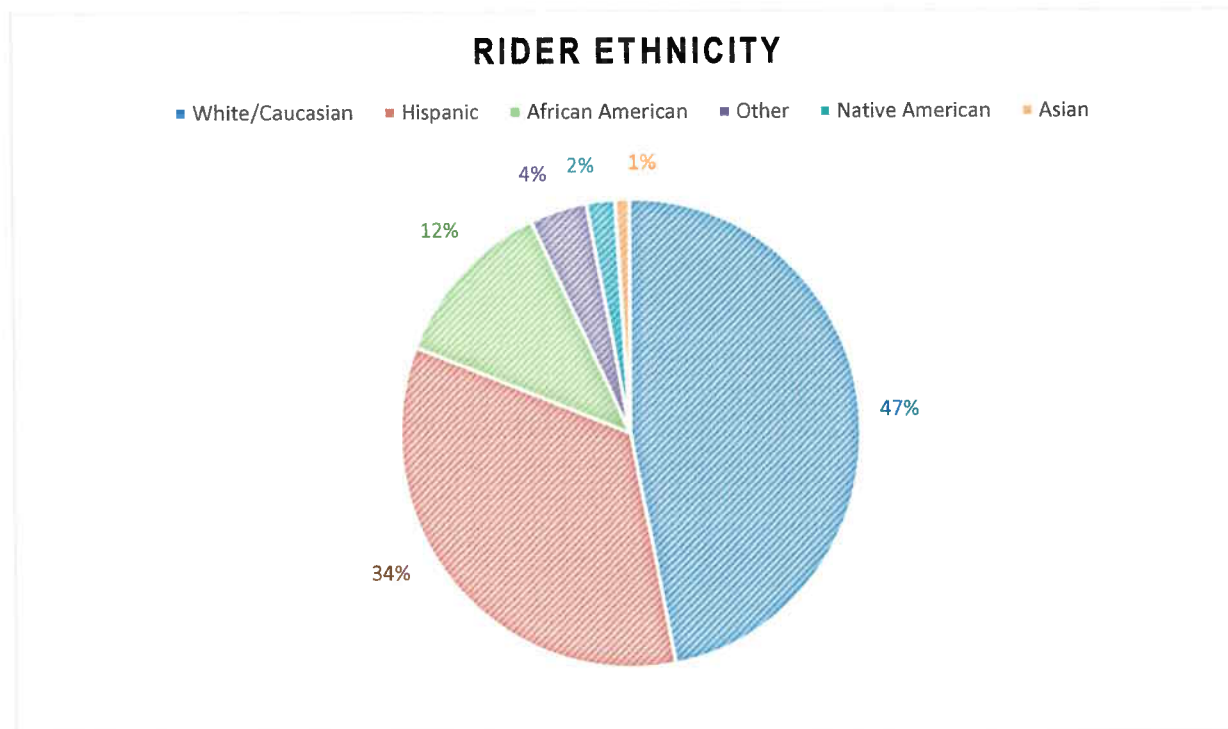


## 1.4 – Description of Ridership, Revenue Miles, Revenue Hours

### Ridership

In 2013, a survey was conducted showing the demographics of the Banning Connect Transit riders. The information gathered helped create a visual indication of the use of the system.

The racial makeup of the ridership is as follows:



Furthermore, 86% of respondents stated that they used the system's fixed routes at least three times a week. 59% of the ridership used the bus service for local trips within the Banning/Beaumont/Cabazon area, and 49% use transit to travel outside of the City's service area. For 91% of ridership, the bus system is their only means of transportation. An unspecified amount of respondents stated that the transit service is readily available in their area, with a majority of riders living within a two-block radius of a bus stop.

A substantial amount of users of the system share the commonality of being either underemployed or unemployed, with 88% of riders reporting an annual household income of \$20,000 or less and 81% of respondents reporting a family of two or more. 87% of those completing the survey report English as their primary language while 13% speak Spanish.





## 1.5 – Current Fare Structure

The City of Banning transit system fare structure, which have remained unchanged for several years, is as follows:

### Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	\$1.15	\$3.00	N/A	\$10.35	\$36.00
Youth (grades K-12)	\$1.00	\$3.00	\$10.00	N/A	\$25.00
Senior (60+)	\$.65	\$1.80	N/A	\$5.85	\$21.50
Disabled	\$.65	\$1.80	N/A	\$5.85	\$21.50
Military Veterans	\$.65	\$1.80	N/A	\$5.85	\$21.50
<i>Child (46" tall or under. Must be accompanied by full fare paying passenger.)</i>	\$.25	N/A	N/A	N/A	N/A
Zone Fare (Cabazon Residential Area)	\$.25	\$.25	\$.25	\$.25	N/A
Deviations (Routes 3 & 4)	\$.25	\$.25	\$.25	\$.25	\$.25
Active Military	FREE	N/A	N/A	N/A	N/A
GoPass (During school session only)	FREE	N/A	N/A	N/A	N/A

### Dial-A-Ride Fares

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion	\$3.00	N/A
PCA (w/ I.D.)*	FREE	FREE
No Show	\$2.00	N/A

\*Personal Care Attendant must show proper ID each time they board.

Riders have a few ways of paying for fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City has begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application.



## 1.6 – Revenue Fleet

The City of Banning transit system operates six fixed route vehicles all of which are powered by compressed natural gas (CNG). The vehicles are equipped with racks for two bicycles and are following the ADA with mobility device lifts and two tie-down stations per bus. Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age). The transit system has five vehicles that are classified as Dial-A-Ride (two in revenue service and two as spares). The one remaining is utilized as an alternate for the fixed route, when needed. Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City also has four support vehicles which are used for driver relief or administrative errands. Table 1.1 shows the list of the City Fleet inventory.



**Table 1.1 - Fleet Inventory**  
FY 2021/22 Short Range Transit Plan  
City of Banning

**Bus (Motorbus) / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2015	BBC	EDN	30	1	32	CN	1		149,326	179,510	179,510
2015	EDN	Aerodelite	30	1	32	CN	1		137,268	164,172	164,172
2016	EDN	Easy Rider	25	1	32	CN	1		168,436	215,811	215,811
2017	EDN	Easy Rider	25	1	32	CN	1		135,281	173,041	173,041
2010	EDN	XHF	31	1	34	CN	1		352,950	371,204	371,204
2010	EDN	XHF	31	1	34	CN	1		339,721	362,065	362,065
<b>Totals:</b>			172	6			6		1,282,982	1,465,803	244,301



**Table 1.1 - Fleet Inventory**  
FY 2021/22 Short Range Transit Plan  
City of Banning

**Demand Response / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2013	GLV	Universal	18	1	26	CN	1		98,255	108,593	108,593
2018	STR	Allstar	16	1	25	GA	1		34,839	38,755	38,755
<b>Totals:</b>			34	2			2		133,094	147,348	73,674





## **1.7 – Existing Facilities**

The Banning transit system functions as a division within the Department of Public Works of the City and utilizes existing facilities. Customer service aspects of the transit division are available at the City's Community Center located at 789 North San Geronio Avenue, where bus passes are sold, schedules are available and ADA applications can be picked up and returned. Phone calls for general information and questions regarding scheduling are received Monday – Friday from 8:00am to 6:00pm at the Community Center.

Administrative offices for the transit division, as well as the maintenance, parking, fueling of the buses, and storage of bus stop amenities, are located at the City's Corporation Yard located at 176 East Lincoln Street. The facility is equipped with five service bays, an outside vehicle wash bay, and a CNG station with both fast and slow fill pumps. Maintenance of transit's fleet is performed by the Public Works Department, Fleet Maintenance Division. All dispatch and scheduling for paratransit services are handled at the Corporation Yard location as well.

## **1.8 – Existing Coordination between Transit Agencies**

In 2019, the cities of Banning and Beaumont executed a new interagency service agreement, outlined the relationship between each agency's operations and the manner in which the transit systems would operate within each City's service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information.

In addition, a Memorandum of Understanding is held with the Morongo Band of Mission Indians allowing stops on their property. The ability to provide a stop at Casino Morongo allowed passengers to make connections with Sunline Commuter Link 220 (which ended on May 1, 2020), providing service to and from Palm Desert and Riverside. Also, services are also coordinated with Riverside Transit Agency (RTA) by providing timed stops that meet with routes that provide travel to and from the areas of Hemet and Moreno Valley (i.e. Route 31 at either Sun Lakes Boulevard just east of Highland Springs or the Walmart stop along 2<sup>nd</sup> Street). Riders also have the opportunity to connect with the Amtrak Thruway Bus Service at Casino Morongo.

## **1.9 – Reference List of Prior or Existing Studies and Plans**

Although there are no existing studies to list (e.g., COAs, BRT studies, Safety Plans, etc.) in the FY 2020/2021 SRTP, the City plans to develop a Comprehensive Operations Analysis in the upcoming fiscal year. This was cancelled due to COVID 19 Pandemic.



## **Chapter 2: Existing Service and Route Performance**

### **2.1 – Key Performance Indicators**

Key Performance Indicators (KPIs) as required by Riverside County Transportation Commission (RCTC) are shown in Table 2 below. In addition to RCTC's KPIs, the City is implementing data collection procedures to more accurately collect data related to on-time performance, ridership growth, road calls, complaints, preventable accidents and rider injuries. A future goal of the City transit system is to have City Council approved operating standards and performance metrics.

**Table 2.0 -- Service Provider Performance Targets Report**  
FY 2021/22 Short Range Transit Plan Review  
City of Banning

Data Elements	FY 2021/22 Plan	FY 2021/22 Target	FY 2021/22 Year to Date Through 4th Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	110,581			
Passenger Miles	281,017			
Total Actual Vehicle Revenue Hours	18,996.0			
Total Actual Vehicle Revenue Miles	431,510.0			
Total Actual Vehicle Miles	444,088.0			
Total Operating Expenses	\$1,687,000			
Total Passenger Fare Revenue	\$125,000			
Net Operating Expenses	\$1,562,000			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	7.40%	>= 10.00%		
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$88.81	<= \$46.23		
2. Subsidy Per Passenger	\$14.13	>= \$9.97 and <= \$13.49		
3. Subsidy Per Passenger Mile	\$5.56	>= \$208.74 and <= \$282.42		
4. Subsidy Per Hour	\$82.23	>= \$38.31 and <= \$51.83		
5. Subsidy Per Mile	\$3.62	>= \$1.93 and <= \$2.61		
6. Passengers Per Revenue Hour	5.82	>= 3.26 and <= 4.42		
7. Passengers Per Revenue Mile	0.26	>= 0.16 and <= 0.22		

**Note:** Must meet at least 4 out of 7 Discretionary Performance Indicators

**Productivity Performance Summary:**

**Service Provider Comments:**



## 2.2 – SRTP Performance Report

The Banning transit system has not seen noteworthy growth in ridership from FY 2017/2018 to FY 2019/2020. An increase in ridership was realized in part of FY 2019/2020 related to the new Interagency Services Agreement with City of Beaumont, but drastically dropped due to COVID-19. 2020/2021 Final numbers are projected to be lower, by about 30% as compared in FY2019/2020 due to the pandemic.

In the FY2020/2021 plan most primary targets range from “fails to meet target” for “operating costs per revenue hour”. See Table 2.1 for more information.



## **2.3 – SRTP Service Summary**

### All Routes

System wide, the Banning Transit System was expected to improve its service performance due to a reduction in operating expenses related to a reduction in administrative costs (e.g. salaries, etc.) and a projected slight increase in farebox revenue. Unfortunately, the COVID-19 pandemic has drastically reduced ridership and farebox recovery to much lower than original projections. It is anticipated that the reduction in ridership activity will carry into the beginning of FY 2021/2022, but at this time the overall impact is difficult to predict. Table 2.2 below identifies the 3<sup>rd</sup> quarter totals for FY 2020/2021 and projections for FY 2021/2022.

It should be noted that the City does not have any excluded routes to report in this SRTP.

**FY 2021/22 - Table 2.1 -- SRTP Performance Report**  
*Service Provider: City of Banning*  
**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 4th Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	112,960	71,313	110,581	None	
Passenger Miles	286,919	3,293	281,017	None	
Revenue Hours	19,467.7	18,056.8	18,996.0	None	
Total Hours	20,895.2	15,622.4	20,415.0	None	
Revenue Miles	441,497.3	364,350.2	431,510.0	None	
Total Miles	455,214.0	369,595.0	444,088.0	None	
Operating Costs	\$910,575	\$1,052,151	\$1,687,000	None	
Passenger Revenue	\$91,233	\$2,826	\$125,000	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$819,341	\$1,049,325	\$1,562,000	None	
Operating Costs Per Revenue Hour	\$46.77	\$58.27	\$88.81	<= \$46.23	Fails to Meet Target
Operating Cost Per Revenue Mile	\$2.06	\$2.89	\$3.91	None	
Operating Costs Per Passenger	\$8.06	\$14.75	\$15.26	None	
Farebox Recovery Ratio	10.02%	0.27%	7.40%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	\$7.25	\$14.71	\$14.13	>= \$9.97 and <= \$13.49	Fails to Meet Target
Subsidy Per Passenger Mile	\$2.86	\$318.70	\$5.56	>= \$208.74 and <= \$282.42	Better Than Target
Subsidy Per Revenue Hour	\$42.09	\$58.11	\$82.23	>= \$38.31 and <= \$51.83	Fails to Meet Target
Subsidy Per Revenue Mile	\$1.86	\$2.88	\$3.62	>= \$1.93 and <= \$2.61	Fails to Meet Target
Passengers Per Revenue Hour	5.80	3.95	5.82	>= 3.26 and <= 4.42	Better Than Target
Passengers Per Revenue Mile	0.26	0.20	0.26	>= 0.16 and <= 0.22	Better Than Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

**Table 2.2 -- City of Banning -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**All Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 4th Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	4	6	4	6
<b>Financial Data</b>					
Total Operating Expenses	\$1,518,728	\$910,575	\$1,948,627	\$1,052,151	\$1,687,000
Total Passenger Fare Revenue	\$100,047	\$91,233	\$216,470	\$2,826	\$125,000
Net Operating Expenses (Subsidies)	\$1,418,681	\$819,341	\$1,732,157	\$1,049,325	\$1,562,000
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	116,748	112,960	199,010	71,313	110,581
Passenger Miles	622,962	286,919	788,899	3,293	281,017
Total Actual Vehicle Revenue Hours (a)	14,189.8	19,467.7	27,394.0	18,056.8	18,996.0
Total Actual Vehicle Revenue Miles (b)	393,142.6	441,497.3	779,037.0	364,350.2	431,510.0
Total Actual Vehicle Miles	401,789.6	455,214.0	782,418.0	369,595.0	444,088.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$107.03	\$46.77	\$71.13	\$58.27	\$88.81
Farebox Recovery Ratio	6.59%	10.02%	11.10%	0.27%	7.40%
Subsidy per Passenger	\$12.15	\$7.25	\$8.70	\$14.71	\$14.13
Subsidy per Passenger Mile	\$2.28	\$2.86	\$2.20	\$318.70	\$5.56
Subsidy per Revenue Hour (a)	\$99.98	\$42.09	\$63.23	\$58.11	\$82.23
Subsidy per Revenue Mile (b)	\$3.61	\$1.86	\$2.22	\$2.88	\$3.62
Passenger per Revenue Hour (a)	8.2	5.8	7.3	4.0	5.8
Passenger per Revenue Mile (b)	0.30	0.26	0.26	0.20	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



**Table 2.2 -- City of Banning -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**Non-Excluded Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 4th Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	4	6	4	6
<b>Financial Data</b>					
Total Operating Expenses	\$1,518,728	\$910,575	\$1,948,627	\$1,052,151	\$1,687,000
Total Passenger Fare Revenue	\$100,047	\$91,233	\$216,470	\$2,826	\$125,000
Net Operating Expenses (Subsidies)	\$1,418,681	\$819,341	\$1,732,157	\$1,049,325	\$1,562,000
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	116,748	112,960	199,010	71,313	110,581
Passenger Miles	622,962	286,919	788,899	3,293	281,017
Total Actual Vehicle Revenue Hours (a)	14,189.8	19,467.7	27,394.0	18,056.8	18,996.0
Total Actual Vehicle Revenue Miles (b)	393,142.6	441,497.3	779,037.0	364,350.2	431,510.0
Total Actual Vehicle Miles	401,789.6	455,214.0	782,418.0	369,595.0	444,088.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$107.03	\$46.77	\$71.13	\$58.27	\$88.81
Farebox Recovery Ratio	6.59%	10.02%	11.10%	0.27%	7.40%
Subsidy per Passenger	\$12.15	\$7.25	\$8.70	\$14.71	\$14.13
Subsidy per Passenger Mile	\$2.28	\$2.86	\$2.20	\$318.70	\$5.56
Subsidy per Revenue Hour (a)	\$99.98	\$42.09	\$63.23	\$58.11	\$82.23
Subsidy per Revenue Mile (b)	\$3.61	\$1.86	\$2.22	\$2.88	\$3.62
Passenger per Revenue Hour (a)	8.2	5.8	7.3	4.0	5.8
Passenger per Revenue Mile (b)	0.30	0.26	0.26	0.20	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.





### Fixed Route Service

The Banning Transit System currently has three fixed route services (Route 1, Route 5 and Route 6) which serve downtown and neighborhood areas of Banning, both the residential and business areas of Cabazon, and the main commercial area of Beaumont (Walmart). Fixed route operations run from 4:30am to 10:00pm (Route 1), 5:30am to 7pm (Route 5) and 6:30am to 6:00pm (Route 6) during the week and are adjusted to 8:00am and 6:00pm on the weekends.

Previously, ridership and fare revenues were split along Ramsey Street by Beaumont's Route 2 and Banning's Route 1, but that is no longer the case. The cities of Banning and Beaumont have entered into a new Interagency Services Agreement (ISA; see Attachment No. 1), which prohibits either agency from operating a fixed route within each other's City limits. Transfers between the Banning and Beaumont transit systems occur at the Beaumont Walmart and San Geronio Memorial Hospital stops only. Current route maps are provided at the end of this section.

In addition, farebox revenue are project to be higher than in FY 2020/2021, which will assist the City in meeting its farebox recovery ratio of 10% for its fixed route operations. Unfortunately, the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2020/2021 fiscal year and may impact the first quarter ridership numbers in FY 2021/2022.



### Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, persons with disabilities and passengers eligible under the Americans with Disabilities Act (ADA). DAR operates from 6:00am to 6:45pm on weekdays and 8:00am to 4:45pm on the weekends. Limited service hours are available for non-ADA passengers. This category of passenger is also required to fill out a certification application to determine eligibility. If terms are met, the applicant receives a card certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities, shopping areas, employment. Dial-a-Ride services also provide connections to the RTA and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow. This is a universal transit/paratransit theme nationwide and Banning is anticipated to continue to see growth in the paratransit program.

The savings in administrative costs mentioned above in the fixed route section also applies to DAR and like fixed route the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2020/2021 fiscal year and may impact the first quarter ridership numbers in FY 2021/2022.



## **2.4 – Service Performance**

### **Route 1 – Beaumont/Banning/Cabazon**

Route 1 is among the most used route in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo the outlet malls in Cabazon. Ridership on Route 1 accounts for approximately 72% of the total use of the system.

While the longest in distance, this route operates on an one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon.

The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

### **Route 5 – Northern Banning**

Route 5 accounts for 17 percent of Banning's Transit System use, providing service to the areas that lie north of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

### **Route 6 – Southern Banning**

Accounting for 11% of Banning's transit system's use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

### **Route 5/6 Combo – Northern/Southern Banning**

This route which generally combines both Route 5 and Route 6 operates only on the weekends, with the exceptions that it does not travel into Cabazon.



**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BAN-1	All Days	2	73,924	183,331	9,073	9,202	257,287	267,597	\$797,089	\$63,431		
BAN-5	Weekday	1	17,416	43,191	3,802	3,807	57,413	57,570	\$304,016	\$17,840		
BAN-5/6	All Days	1	2,319	5,751	612	622	15,054	14,435	\$95,145	\$6,697		
BAN-6	Weekday	1	10,870	26,957	4,325	4,332	80,011	80,222	\$310,750	\$12,032		
BAN-DAR	All Days	1	6,052	21,787	1,184	2,452	21,745	24,264	\$180,000	\$25,000		
		6	110,581	281,017	18,996	20,415	431,510	444,088	\$1,687,000	\$125,000		

**Table 2.3 - SRTP Route Statistics**

City of Banning -- 1  
FY 2021/22  
All Routes

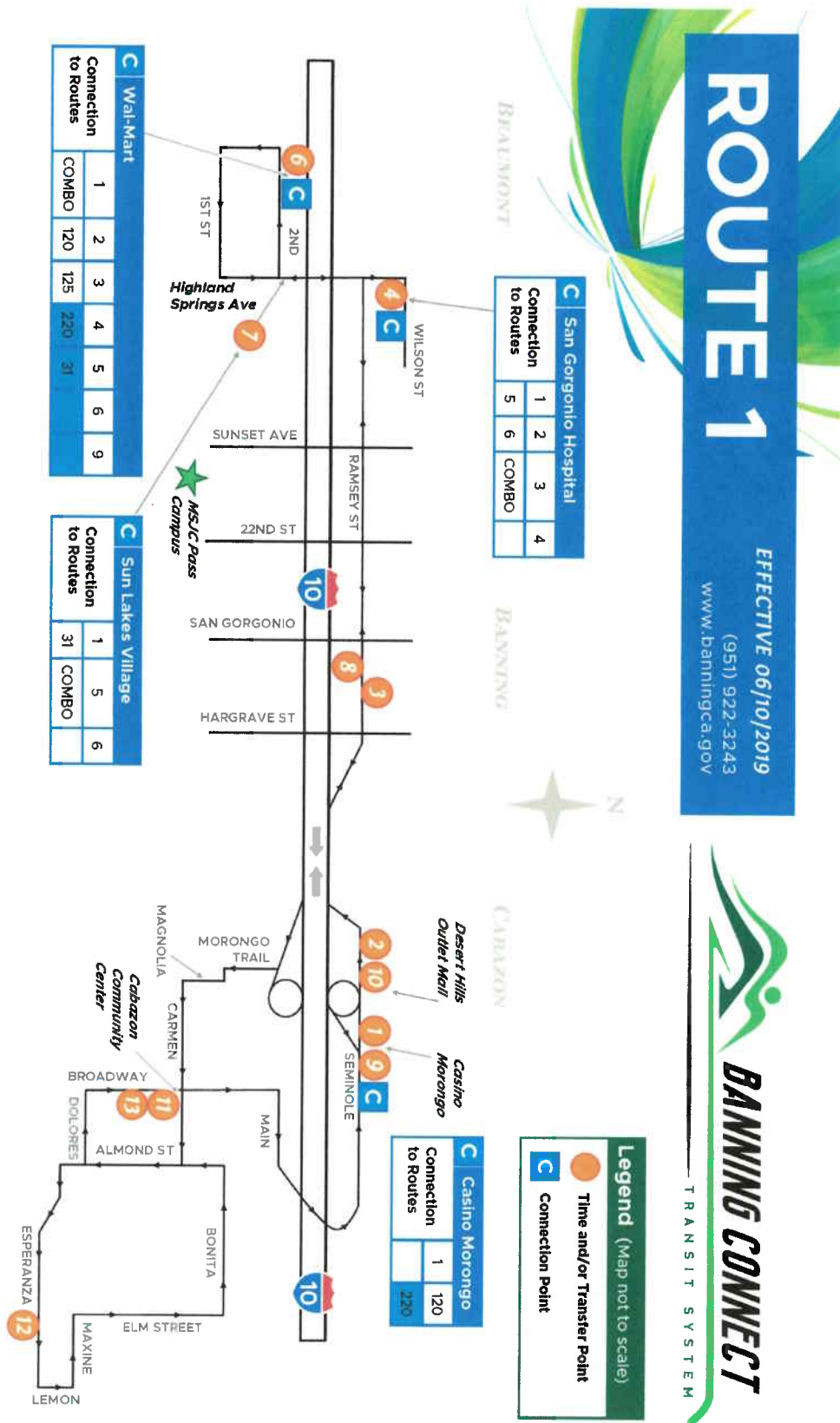


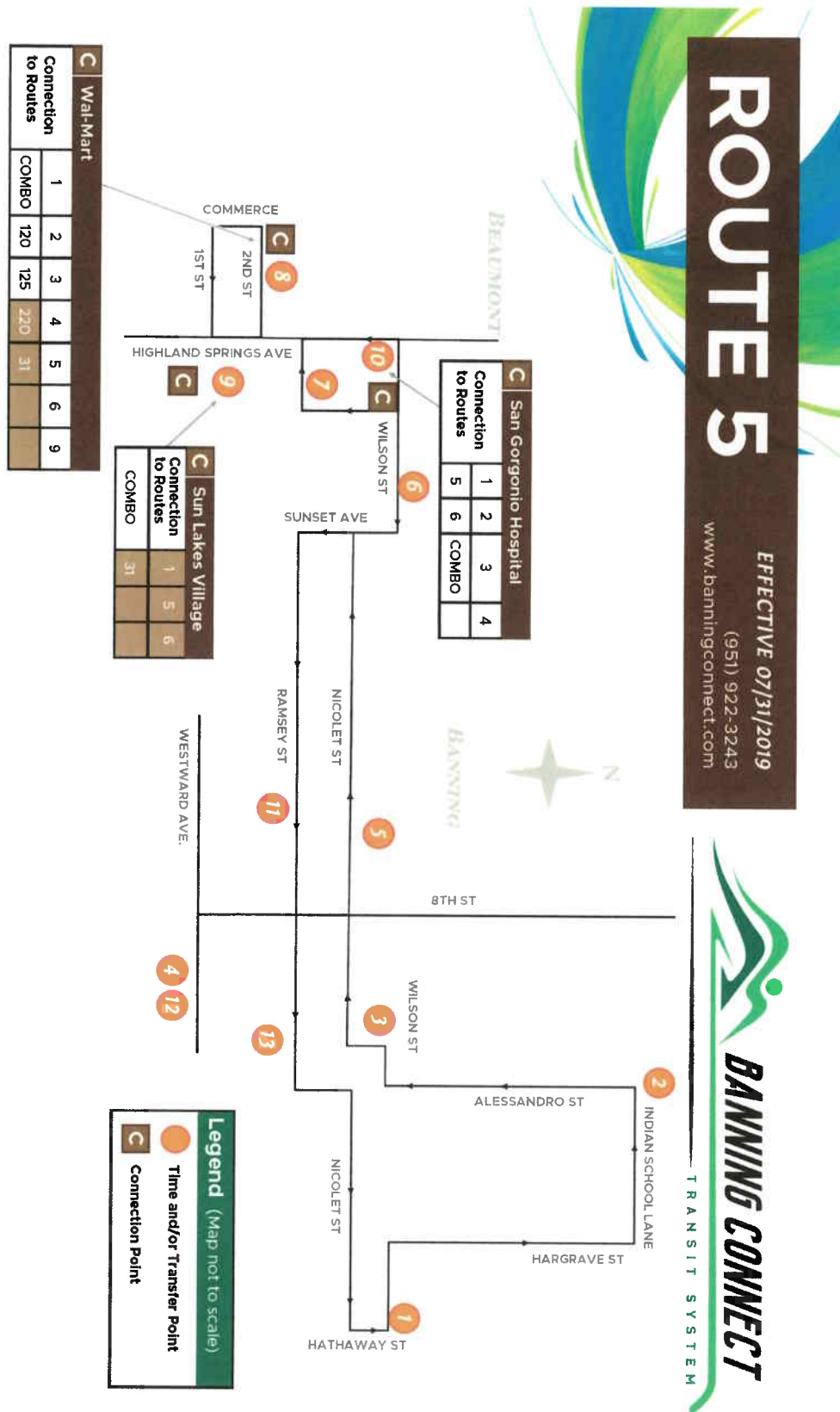
**Table 2.3 - SRTP Route Statistics**

City of Banning -- 1  
FY 2021/22  
All Routes

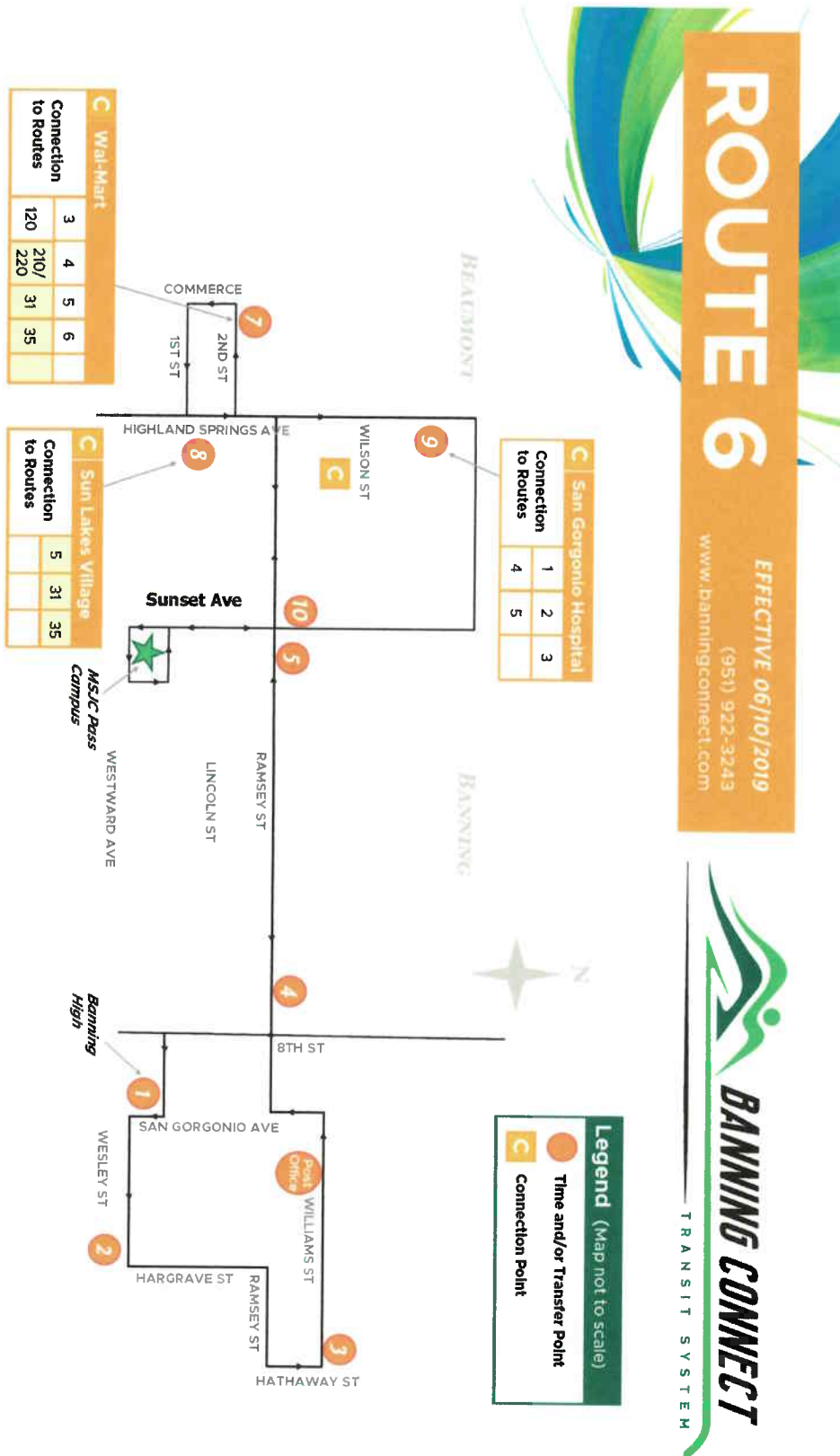
Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BAN-1	All Days	\$233,658	\$87.85	\$3.10	\$10.78	7.95%	\$9.92	\$4.00	\$80.86	\$2.85	8.15	0.29
BAN-5	Weekday	\$286,176	\$79.96	\$5.30	\$17.46	5.86%	\$16.43	\$6.63	\$75.27	\$4.98	4.58	0.30
BAN-5/6	All Days	\$88,448	\$155.47	\$6.32	\$41.03	7.03%	\$38.14	\$15.38	\$144.52	\$5.88	3.79	0.15
BAN-6	Weekday	\$298,718	\$71.85	\$3.88	\$28.59	3.87%	\$27.48	\$11.08	\$69.07	\$3.73	2.51	0.14
BAN-DAR	All Days	\$155,000	\$152.03	\$8.28	\$29.74	13.89%	\$25.61	\$7.11	\$130.91	\$7.13	5.11	0.28
		\$1,562,000	\$88.81	\$3.91	\$15.26	7.40%	\$14.13	\$5.56	\$82.23	\$3.62	5.82	0.26

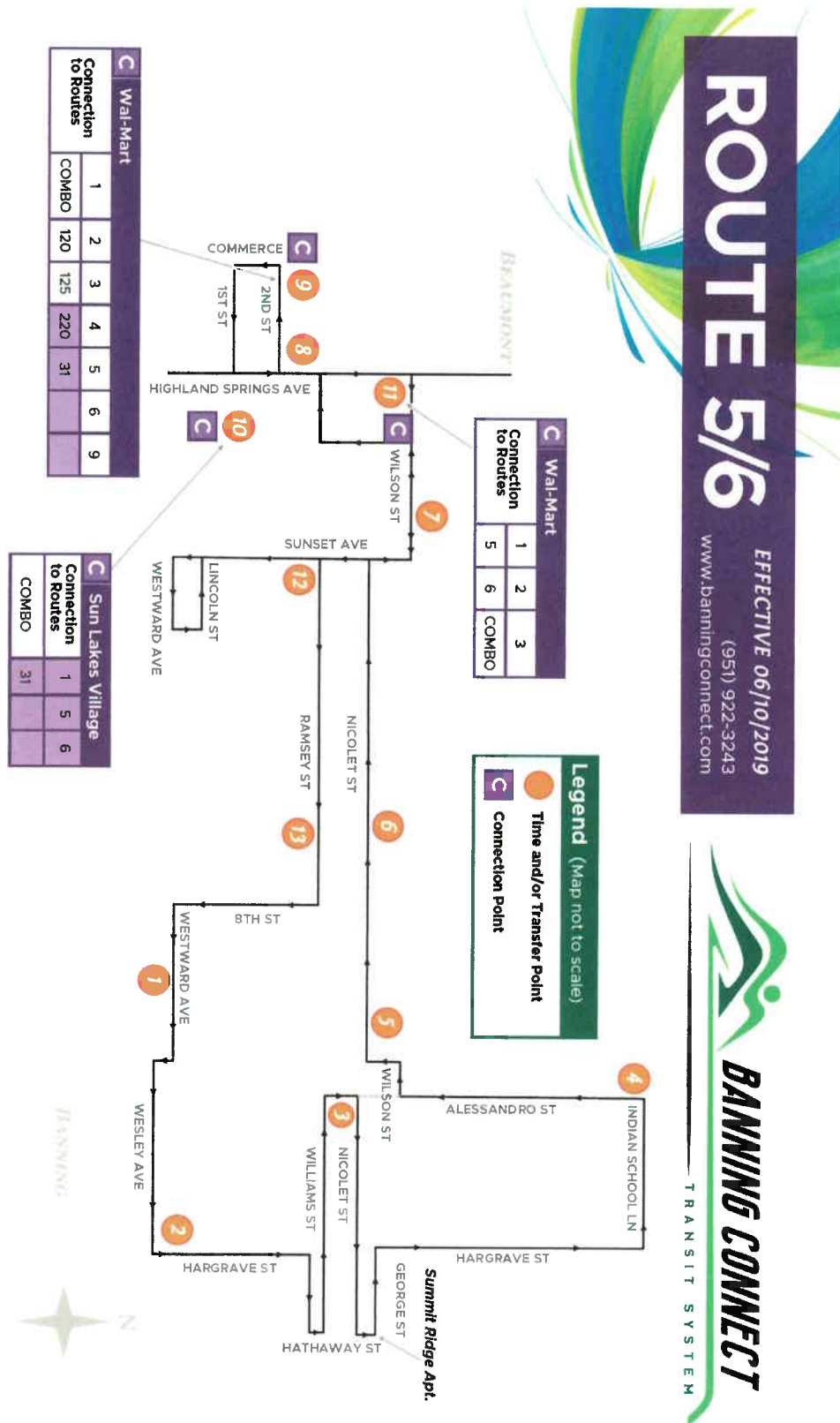














## 2.5 – Productivity Improvements Efforts

City staff will continue to monitor key performance metrics throughout the year in order to identify underperforming routes and trips and make adjustments as necessary. Additionally, staff plans to have developed a Comprehensive Operational Analysis in FY 2020/2021 with the goal of a detailed look at the city's existing bus services and provided recommendations for improving service to meet the needs of the City's riders. This was cancelled due to COVID 19 Pandemic.

In order to enhance the customer experience by improving the City's fare program through the use of technology, the City has launched mobile ticketing through Token Transit and is available to all fixed route riders.

## 2.6 – Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Geronio Pass Hospital, Beaver and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets and Casino Morongo and the Mt. San Jacinto College Pass Campus. There is a high demand for service to these destinations whether for employment, necessities, or pleasure.

## 2.7 – Recent Service Changes

All the City's recent service changes have been related to the COVID-19 pandemic which has resulted in a drastic decrease in ridership. Changes include slightly reducing operating hours and minor revision to Route 6 (see below), which includes the elimination of the furthest east stop in Cabazon during the later hours. Additionally, the City has limited the number of passengers on buses in order to adhere to social distancing guidelines

<b>Route</b>	<b>Operating Hours</b>	<b>Revised Operating Hours</b>
Route 1	4:30am – 10:11pm	5:00am – 10:11pm
Route 5	5:30am – 6:49pm	5:30am – 6:49pm
Route 6	6:00am – 6:32pm	7:40am – 5:44pm



### **Chapter 3: Future Service Plans, Fare Changes, Capital Planning and Marketing**

#### **3.1 – Planned Service Changes FY 2021/2022 – FY 2022/2023**

The City currently does not have any formalized service changes planned for the immediate future. The City will continue to monitor ridership levels as they are projected to increase due to implemented changes related to the Banning/Beaumont agreement as well as planned commercial and residential development within the City.

#### **3.2 – Marketing Plans and Promotions**

Efforts have been made to market the Banning transit system over the past year and will continue in the coming years. These efforts include purchasing advertising on a map of the San Geronio Pass Area, distribution of route maps by delivery to the library, Chamber of Commerce, San Geronio Memorial Hospital, Mt. San Jacinto Pass Campus, local hotels, businesses and social media outlets.

Additionally, the City has developed a new brand for the transit system called “Banning Connect”: This new branding was completed in March 2021.



As part of these rebranding efforts the City is currently redesigning route maps, bus stop signs, fliers and exterior/interior bus graphics.

The City’s efforts to promote ridership will include the following in this upcoming fiscal year:

1. Outreach programs to schools and at community events.
2. Attend senior community meetings to provide information.



3. Continue participation in the MSJC GO-PASS Program to encourage ridership of college students.
4. Articles in local papers highlighting new transportation routes.
5. Incorporate and coordinate travel training opportunities for Pass Passengers with regional providers including Sunline, RTA and Beaumont.
6. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.
7. Continue to participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources, and other efforts.

The Banning transit system strives to operate service in a manner that will maximize system productivity, efficiency, as well as the use of subsidies. General goals include:

- Develop an ongoing planning process with key agencies and organizations within the region.
- Develop a core group of services that connect key activity points and commit to providing service along those corridors.
- Continually review all services to evaluate the efficiency and needs of the transit system.

### **3.3 – Project Ridership Growth**

For the past decade, the City of Banning has observed very little private development projects that would have a noticeable impact to ridership. Over the past several months the City has seen much more development activity including entitlements of various commercial developments that could potentially act as ridership generators. There are also two large specific plan developments that amount to approximately 7,700 residential units, multiple schools, commercial/retail phases, and parks.

Additionally, and as previously mentioned in the report, the new agreement with the City of Beaumont resulted in a noticeable increase in ridership. This increase was short lived due to the COVID-19 pandemic, which drastically impacted ridership because of the “shelter in place” orders and the closure of many business. It is unknown how long the recovery period will last.

### **3.4 – Proposed Fare Structure Changes**

There are no fare structure changes currently.



### **3.5 – Capital Planning**

#### **Rolling stock**

In an effort to accomplish our SRTP goals, the City will continue to keep an efficient and reliable rolling stock. As part of this task, the replacement of buses is essential. The City currently plans to replace one bus in FY 2021/2022 further described in Chapter 4.

Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age) and Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City plans to replace vehicles at or near the 12-year age.

#### **Fueling Station**

The City currently owns and operates a Compressed Natural Gas (CNG) fueling facility used to fuel the City's CNG fleet. The facility is well beyond its useful life and is currently planned and fully funded for replacement. The City has tentatively slowed the progression of this project to consider the feasibility of electrifying the City's transit fleet; see table 4.4. for more information.

#### **Garage Improvements**

The City's transit fleet is currently maintained in the City's fleet garage located at the City's corporate yard. The garage is shared by all City departments (e.g. police, water, wastewater, streets, etc.) and nearing full capacity. The City will soon enter the planning stage of expanding the City's fleet operations including the expansion of the garage. This improvement would be funded by all City departments as it moves forward.

#### **Bus Shelters**

The City plans to provide for a good experience when utilizing the transit system by providing for attractive, comfortable and safe bus shelters while waiting for their bus. The City maintains it's bus shelters weekly (e.g. emptying trash, washing, etc.). There is a current need for the addition/replacement of bus shelters throughout the City. The City currently has nine bus shelters. The City plans to replace it's existing bus shelters beginning in fiscal year 2021/2022. At an estimated improvement cost of \$13,500, the replacement of bus shelters would occur over a 5 year period.



Short Range Transit Plan  
FY 2021/2022 - 2023/2024

**Table 3 Highlights**

- Rehabilitate the CNG Station
- Procure two new buses
- Complete the Banning Connect branding and bus stop sign placement
- Purchase and install video surveillance cameras on the fleet

Type	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21 Estimate (Based on 3rd Qtr actuals and annualized)	FY 2021/22 Plan
System-Wide Ridership	126,793	116,748	112,960	63,431	110,581
Operating cost per revenue hours	73.08	74.27	46.77	45.12	93.51





## **Chapter 4: Financial Planning**

### **4.1 – Operating and Capital Budget**

For FY 2021/2022, operating funds needed to operate the Banning Transit System are \$1,901,384 for the Fixed Route and DAR. The operating funds consist of \$1,776,384 in local transportation funds (LTF), projected farebox revenue of \$125,000. See Table 4 at the end of this section.

The replacement of two buses is also included in this SRTP along with a request for funding in the amount of \$249,301 of STA PUC 99313 funds, as shown in Table 4A below.

The City's farebox revenue actuals were less than originally projected in FY2020/2021 resulting in a below ten percent farebox recovery ratio (9.61%). At this time the City does not fully understand the resulting impacts of COVID-19 and related operational changes which have severely affected farebox revenue leading into the fourth quarter and expected to run through the beginning of FY 2021/2022.



Table 4.0 - Summary of Funding Requests - FY 2021/22  
City of Banning  
Original

Operating										
Project	Total Amount of Funds	FARE	LTF	SGR-OB	STA - OB	STA PUC99313	STA PUC99314			
Comprehensive Operation Analysis										
Operating Assistance (BUS) (FY 2021/22)	\$1,607,000	\$100,000	\$1,507,000							
Operating Assistance (DAR) (FY 2020/21)	\$25,000	\$25,000								
Operating Assistance (DAR) (FY 2021/22)	\$205,000	\$25,000	\$180,000							
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total Operating	\$1,837,000	\$150,000	\$1,687,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Capital										
Project	Total Amount of Funds	FARE	LTF	SGR-OB	STA - OB	STA PUC99313	STA PUC99314			
09-06 ADA Accessible Van - 09-06	\$-16,447				\$-16,447					
09-13 Security Cameras on Buses - 09-13	\$-44,255				\$-44,255					
17-01 Heavy Duty Hydraulic Lift - 17-01	\$-44,591				\$-44,591					
18-01 ITS Transit and Paratransit System - 18-01	\$-60,000				\$-60,000					
18-02 Heavy Duty Hydraulic Lift - 18-02	\$-25,000				\$-25,000					
18-03 GPS System for DAR - 18-03	\$0				\$0					
18-03 CNG Facility - 18-01	\$-400,000				\$-400,000					
19-02 ADA Paratransit Mini-Bus Replacement - 19-02	\$-75,000				\$-75,000					
19-03 Capitalization of Preventative Maintenance & Fleet Rehab - 19-03	\$0			\$0						
20-01 CNG Facility - 20-01	\$-325,000				\$-325,000					
20-03 Heavy Duty Hydraulic Lift - 20-03	\$0				\$0					
21-02 Capitalized Fleet Preventative Maintenance - 21-02	\$0			\$0						
22-01 CNG Station Rehabilitation - 22-01	\$1,300,000				\$800,000	\$500,000				
22-03 Video Cameras in the Fleet - 22-03	\$250,000				\$239,994	\$909,707	\$10,046			
Bus Replacement - 22-02	\$1,100,000				\$190,293	\$909,707	\$10,046			
Sub-total Capital	\$1,689,707	\$0	\$0	\$0	\$0	\$1,649,861	\$10,046			
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$1,649,861	\$10,046			
Total Operating & Capital	\$3,496,707	\$150,000	\$1,687,000	\$0	\$0	\$1,649,861	\$10,046			

FY 2021/22 Projected Funding Details										
FARE	\$150,000									
LTF	\$1,687,000									
Total Estimated Operating Funding Request	\$1,837,000									
SGR-OB	\$0									
STA - OB	\$0									
STA PUC99313	\$1,649,861									
STA PUC99314	\$10,046									
Total Estimated Capital Funding Request	\$1,659,707									
Total Funding Request	\$3,496,707									



**FY 2021/22 SRTP****City of Banning****Table 4.0 A - Capital Project Justification****Original****Project Number:** 22-01**ETIP No:** Not Assigned - New Project**Project Name:** 22-01 CNG Station Rehabilitation**Category:** Facilities**Sub-Category:** Rehabilitation/Improvement**Fuel Type:** N/A**Project Description:** Rehabilitate of CNG Station.**Project Justification:** CNG Station is unreliable and breaks frequently.**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2021/22	\$800,000
STA PUC99313	FY 2021/22	\$500,000
Total		\$1,300,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



## FY 2021/22 SRTP

### City of Banning

#### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-02

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Replacement

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Bus Replacement

**Project Justification:** Funding for a new bus is needed to replace two 32' older buses that are beyond their useful life. The new buses will increase the reliability of our fleet and enhance the riding experience for our passengers.

**Project Schedule:**

Start Date	Completion Date
October 2020	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2021/22	\$190,293
STA PUC99313	FY 2021/22	\$909,707
Total		\$1,100,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		21-01	



## FY 2021/22 SRTP

### City of Banning

#### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-03

**ETIP No:** Not Assigned - New Project

**Project Name:** 22-03 Video Cameras in the Fleet

**Category:** Equipment

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Purchase and Install video cameras on the fleet.

**Project Justification:** There are currently no cameras on the fleet. This will increase safety for drivers and passengers.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

#### **PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA - OB	FY 2021/22	\$116,556
STA PUC99313	FY 2021/22	\$133,444
Total		\$250,000

#### **PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	ETIP ID No.	RCTC/SRTP Project No.	Description



Short Range Transit Plan  
FY 2021/22 - 2023/24

**Table 4B Fare Revenue Calculations**

(Consistent with RCTC Farebox Recovery Policy 3/12/2008)

#	Revenue Sources included in Farebox Calculation	FY 2018/19	FY 2019/20	FY2020/21 Estimated	FY 2021/22 Plan
1	Charge for Service	111,068	91,376	1,671	97,657
2	Other Income/Transfers In	1,026	8,005	20,909	-
3	Interest	1,089	512	0	-
4	General Fund	78,000	(53,842)		-
<b>Total Revenue</b>		<b>191,183</b>	<b>46,051</b>	<b>22,580</b>	<b>97,657</b>
<b>Net Operating Expense</b>		<b>2,253,976</b>	<b>2,349,491</b>	<b>1,724,642</b>	<b>1,776,381</b>
<b>Farebox Recovery Ratio</b>		<b>8.48%</b>	<b>1.96%</b>	<b>1.31%</b>	<b>5.50%</b>



#### **4.2 – Funding Plans to Support Proposed Operating and Capital Program**

Capital projects are funded through STA funds, Public Transportation Modernization, Improvement, and Service Enhancement Account Program and Proposition 1B Security grants for Banning transit.

Operating costs will be fully funded through LTF funds, farebox revenue and interest.

The City plans to begin an advertising program to generate additional revenue as well as to pursue available grant opportunities.



**Table 4.0 - Summary of Funding Requests - FY 2022/23**  
**City of Banning**  
 Original

Operating										
Project	Total Amount of Funds	LTF	STA PUC98313							
Comprehensive Operation Analysis										
Operating Assistance (BUS)	\$1,686,254	\$1,686,254								
Operating Assistance (DAR)	\$175,273	\$175,273								
Sub-total Operating	\$0	\$0	\$0							
Sub-total Operating	\$1,861,527	\$1,861,527								
Capital										
Project	Total Amount of Funds	LTF	STA PUC98313							
23-01 CMG Rehabilitation	\$2,200,000		\$2,200,000							
Sub-total Capital	\$2,200,000	\$0	\$2,200,000							
Total Operating & Capital	\$0	\$0	\$0							
Total Operating & Capital	\$4,061,527	\$1,861,527	\$2,200,000							
<b>FY 2022/23 Projected Funding Details</b>										
LTF		\$1,861,527								
Total Estimated Operating Funding Request		\$1,861,527								
STA PUC98313			\$2,200,000							
Total Estimated Capital Funding Request			\$2,200,000							
Total Funding Request			\$4,061,527							



**Table 4.0 - Summary of Funding Requests - FY 2023/24**  
City of Banning  
Original

Operating										
Project	Total Amount of Funds	LTF	STA PUC09013							
Comprehensive Operation Analysis										
Operating Assistance (BUS)	\$1,737,120	\$1,737,120								
Operating Assistance (DAB)	\$160,531	\$160,531								
Sub-total Operating	\$0	\$0	\$0							
Sub-total Operating	\$1,917,651	\$1,917,651	\$0							
Capital										
Project	Total Amount of Funds	LTF	STA PUC09013							
24x1 Two Replacement CNG Vehicles	\$3,000,000		\$3,000,000							
Sub-total Capital	\$3,000,000	\$0	\$3,000,000							
Total Operating & Capital	\$0	\$0	\$0							
Total Operating & Capital	\$4,917,651	\$1,917,651	\$3,000,000							
<b>FY 2023/24 Projected Funding Details</b>										
LTF		\$1,917,651								
Total Estimated Operating Funding Request		\$1,917,651								
STA PUC09013			\$3,000,000							
Total Estimated Capital Funding Request			\$3,000,000							
Total Funding Request			\$4,917,651							



### **4.3 – Regulatory and Compliance Requirements**

#### **ADA**

The City of Banning submitted an Americans with Disabilities Act Paratransit Plan to the FTA on January 26, 1992. Fixed route buses are equipped with ADA compliant mobility device lifts and are accessible to persons with disabilities. A procedure is in place to provide service to a customer in a mobility device should a fixed route bus lift fail.

Dial-A-Ride services provide ADA complementary paratransit service for the fixed route services operated by Banning transit system. The system uses a self-certification process with professional verification.

#### **Title VI**

Banning transit system does not utilize federal funds for operating expenses. As such, Title VI requirements do not currently apply to the transit system.

#### **Alternatively Fueled Vehicles (RCTC Policy)**

Fixed-route buses are CNG powered and currently fueled at a City owned and operated CNG fueling station. Dial-A-Ride vehicles (which are less than 33,000 lbs. GVW and 15-passenger capacity), administrative and driver relief vehicles are gasoline-powered.

Future vehicle purchases will be in compliance with the RCTC and South Coast Air Quality Management District (AQMD) policies regarding alternative fuel transit vehicles. The City is commencing the assessment of moving towards an electrified fleet as well.

#### **TDA Triennial Audit**

California's Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue.

The most recent TDA was completed in FY 2019/2020 (Y2016 – 2018).





Short Range Transit Plan  
FY 2021/2022 - 2023/2024

**Table 4.5 TDA Triennial**

Audit Recommendations	Action Taken and Results
Ensure timely completion and submittal of external TDA financial reports.	The City's Financial Department will reach out to the TDA fiscal auditor and RCTC to coordinate the timing of financial close-out by the City and completion of the external TDA financial reports
continue to pursue a reimbursement agreement from RTA and Mt San Jacinto College (MSJC) for Go- Pass Riders	The City will continue to reach out to MSJC and RTA to work on a reimbursement agreement.
Include a link to Beaumont Transit on the Banning Transit web page	This item has been completed. The City has added a list of regional agencies (Beaumont, RTA, SunLine and OmniTrans, Metrolink)



Short Range Transit Plan  
FY 2021/2022 - 2023/2024

Table 4.6 Open Projects Prior to FY2021/2022

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Balance	Unfunded Balance
ADA Accessible Van	09-06	1	2	2023	37,997	
Security Cameras on Buses	09-13	3	2	2023	44,255	206,000
Heavy Duty Hydraulic Lift	17-01	7	1	2023	50,000	
Transit Office Building Security	17-02	4	2	2023	19,199	
ADA Accessible Van	18-01	1	2	2023	47,997	
GPS System for DAR	18-03	5	2	2023	15,362	
CNG Facility	19-01	4	2	2023	400,000	
ADA Paratransit Mini Bus	19-02	1	2	2023	75,000	
New Bus SGR FY 18	19-03	1	2	2023	38,307	1,213,000
Heavy Duty Hydraulic Lift	20-01	7	1	2023	75,000	
CNG Facility	20-02	4	2	2023	37,740	3,000,000

Project Elements:

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY

Funding Category:

- 1 Fully Funded
- 2 Partially Funded

# **City of Beaumont**

## **SHORT RANGE TRANSIT PLAN FY 2021/22 – 2023/24**



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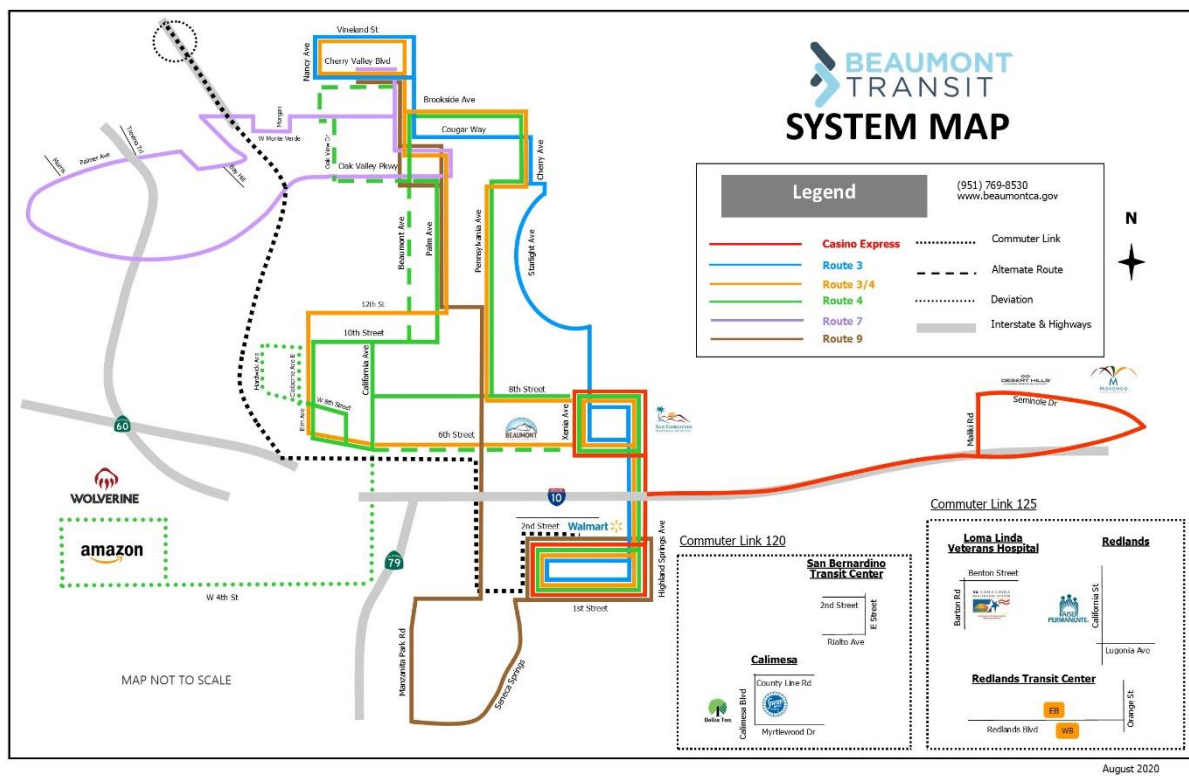
# CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

## 1.1 Description of Service Area

The City of Beaumont's public transit system services approximately 50 square miles and includes the City of Beaumont and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont transports passengers to the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

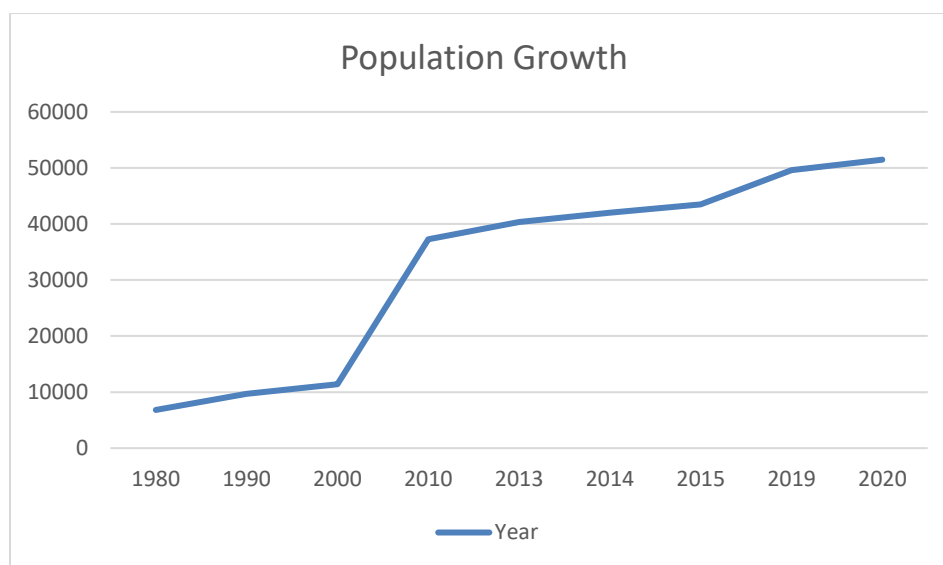
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two commuter link routes that connect San Geronio Pass area residents with San Bernardino County. This express service from Beaumont stops in Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Permanente Redlands medical offices, downtown Redlands, and the Jerry L. Pettis Memorial Veterans Administration Medical Center (VA). The SBTC is centrally located within downtown San Bernardino and offers extensive connection possibilities for passengers, including the Metrolink train system, OmniTrans, Victor Valley Transit Agency (VVTA), RTA and Mountain Transit.



## 1.2 Population Profile and Demographics

According to the most recent report published by California Department of Finance in May 2020, Beaumont is the fastest growing city not only in Riverside County, but also in the State of California. Beaumont has experienced a 3.72% population increase from January 2019 to January 2020 and has an estimated population of 51,475<sup>1</sup>. Since the 1980s, Beaumont's population has increased exponentially and has held the title of fastest growing city in Riverside County for several years.



Beaumont has twelve (12) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, two (2) middle schools, two (2) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont's public transportation system to transport youth passengers to and from school. Beaumont's youth population (age 18 and under) equals 36%<sup>2</sup>; however, ridership reports taken throughout the year show youth passengers make up 56% of the total passenger base in Beaumont.

Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make up 13.5% of the population, not including those living in Cherry Valley<sup>3</sup>. The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

<sup>1</sup> State of California, Department of Finance

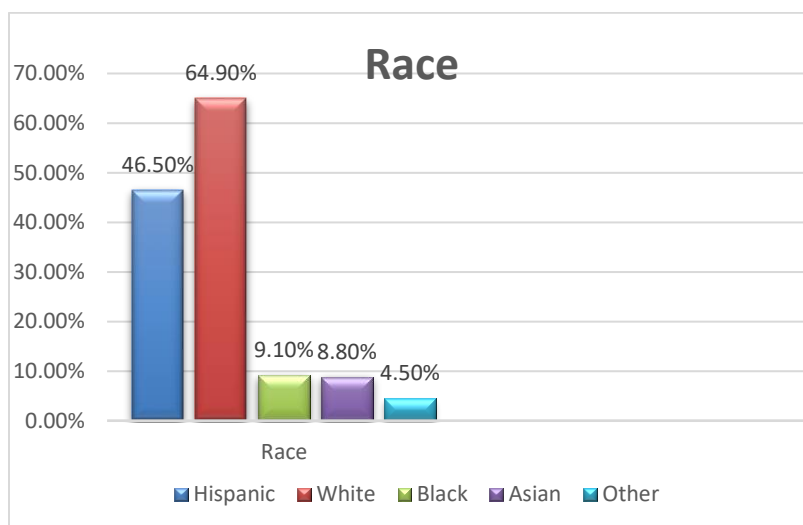
<sup>2</sup> 2015-2019 American Community Survey 5-year Estimates U.S. Census Bureau

<sup>3</sup> Ibid

The mean household income in Beaumont is \$84,105, below California’s statewide mean household income of \$101,493<sup>4</sup>. The percentage of families in Beaumont whose income is below poverty level is 10.5%.

For California residents over the age of 16 years, 63.5% participate in the labor force, where Beaumont shows almost equal to the state at 61.3%. The mean travel time to work for residents of Beaumont is 34.4 minutes. This means that most of the labor force works outside of Beaumont’s city limits and into neighboring areas including Redlands, San Bernardino, Moreno Valley, and Palm Springs areas.

Beaumont residents make up two predominant races with Hispanic or Latino at 46.5%, 64.9 % are White, and 22.4% identify themselves as Black, Asian or Other.<sup>5</sup>



Almost 87.5% of residents over 25 years have at least a high school diploma (or equivalent) with 26.1% earning a bachelor’s degree or higher degree<sup>6</sup>.

### Ridership Demographics

Ridership surveys were conducted in December 2019 and January 2020, before COVID-19 shutdown, as part of the 2020 Comprehensive Operations Analysis. There were 427 responses.

General passengers surveyed indicate that 68% live in a household with an annual income of less than \$30,000. Approximately half of the passengers ride the service five or more days per week, with 70.5% indicating that they lack access to a personal vehicle. Additionally, almost 54% state that they use the service to travel either to work or school.

---

<sup>4</sup> Ibid

<sup>5</sup> Ibid

<sup>6</sup> Ibid



Of the passengers surveyed, 36.4% state that they are Hispanic or Latino and 70.3% are 25 years or age and over.

### 1.3 Services - Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service

Prior to COVID-19, Beaumont Transit operated seven days a week. Since March of 2020, Beaumont Transit has been operating six days a week. There have been many adjustments to the service schedule over the past year. The current service schedule is listed below. Included are the suspended routes of Route 3, 7 and 9. Route 3 will resume service in April 2021 and the peak Routes 7 and 9 will resume service as COVID recovery continues:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Casino Express	Casino Express	Casino Express	Casino Express	Casino Express	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
						Route 3/4
	Route 7*	Route 7*	Route 7*	Route 7*	Route 7*	
	Route 9*	Route 9*	Route 9*	Route 9*	Route 9*	
	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120
	Commuter 125	Commuter 125	Commuter 125	Commuter 125	Commuter 125	

\* Peak Service

**Table 1**  
**Description of Routes**

Route		Description	Major Destinations
Casino Express	Weekday	Downtown to Walmart with Express Service to Cabazon	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital servicing Casino Morongo and Outlet Malls via the I-10 freeway.
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Albert Chatigny Community Recreation Center, Sports Park, Cherry Valley commercial, Cherry Valley Deviations and Beaumont High School
4	Weekday	Walmart to Downtown via 3 Rings Ranch	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
7	Weekday (Peak Service)	Tournament Hills and Fairway Canyon to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Western masterplan communities of Tournament Hills, Fairway Canyon to Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Oak Valley Shopping Center
9	Weekday (Peak Service)	Seneca Springs to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Southern masterplan community of Seneca Springs, Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School
3/4	Weekend	Walmart to Cherry Valley via Downtown	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, Cherry Valley Commercial, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, San Bernardino Transit Center
CL 125	Weekday	Walmart to Loma Linda Veterans Hospital	Walmart, Beaumont Civic Center, Redlands Transit Center, Kaiser Redlands Medical Office, Loma Linda Veteran's Affairs Hospital and Loma Linda Medical Center
City Wide DAR	Weekday	Demand Response/Reservation Based	Service for Seniors 65+, and persons certified under American Disability Act (ADA) that live in the City of Beaumont and parts of Cherry Valley who are going to places in Beaumont or certain areas within Cherry Valley. Additionally, service is provided to persons who live within 3/4 of a mile from a FR stop and going to a destination also within an area of 3/4 of a mile from a FR stop

### **Fixed Route**

Beaumont normally operates five weekday fixed routes, two in peak service only, and one weekend fixed route. Due to COVID-19, the two peak route services have been suspended due to the close of the school district in March of 2020.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 6:40 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

During the holidays of Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, Day after Thanksgiving, Christmas Eve and New Year's Eve Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

### **Paratransit Services**

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of unincorporated Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed bus route and are certified under the American with Disabilities Act (ADA). Due to COVID-19, Beaumont Transit has suspended transportation of passengers 65 years of age or over, without ADA certification.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 6:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, and Day after Thanksgiving. No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

### **Regional Express Bus Service**

Beaumont operates two regional express routes, including Commuter Link (CL) 120 and Commuter Link (CL) 125. The CL 120 originates at Beaumont's Walmart transit center and provides service to and from Walmart, the Beaumont Civic Center, Calimesa, and San Bernardino Transit Center (SBTC). The CL 125 also originates at Beaumont Walmart transit center and provides service to and from Redlands Transit Center, Loma Linda VA Hospital, and Kaiser Medical Offices in Redlands.

Commuter Link service hours are:

Monday through Friday

5:30 a.m. to 7:00 p.m.

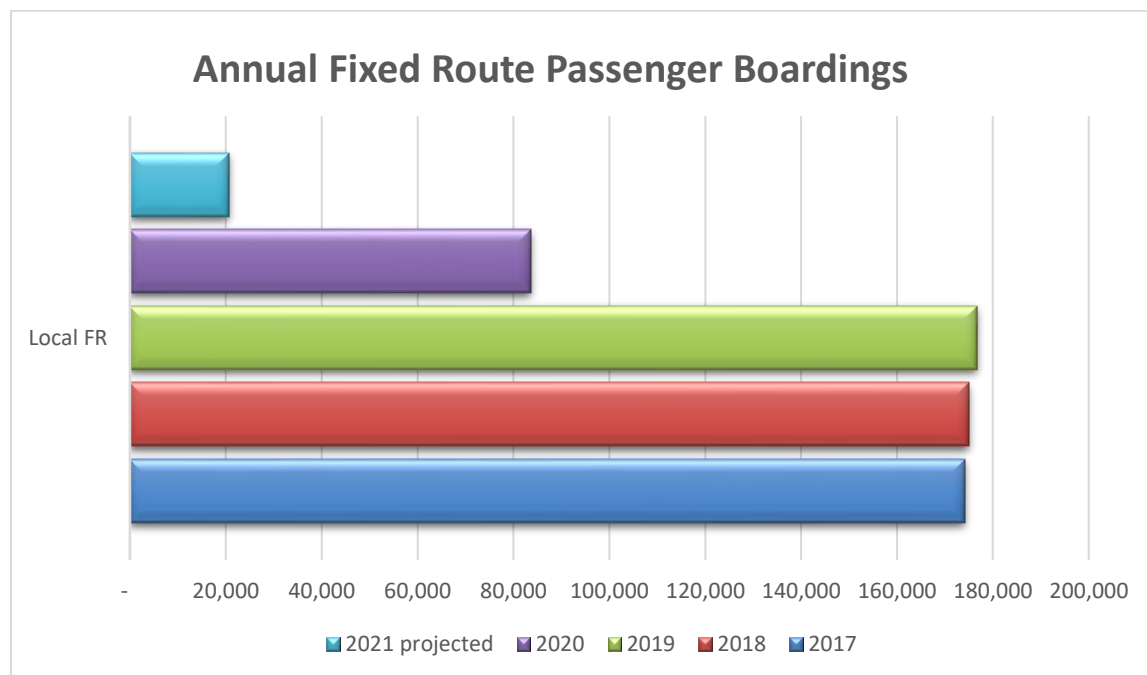
Saturday

7:30 a.m. to 5:20 p.m.

## 1.4 Ridership, Revenue Miles, Revenue Hours

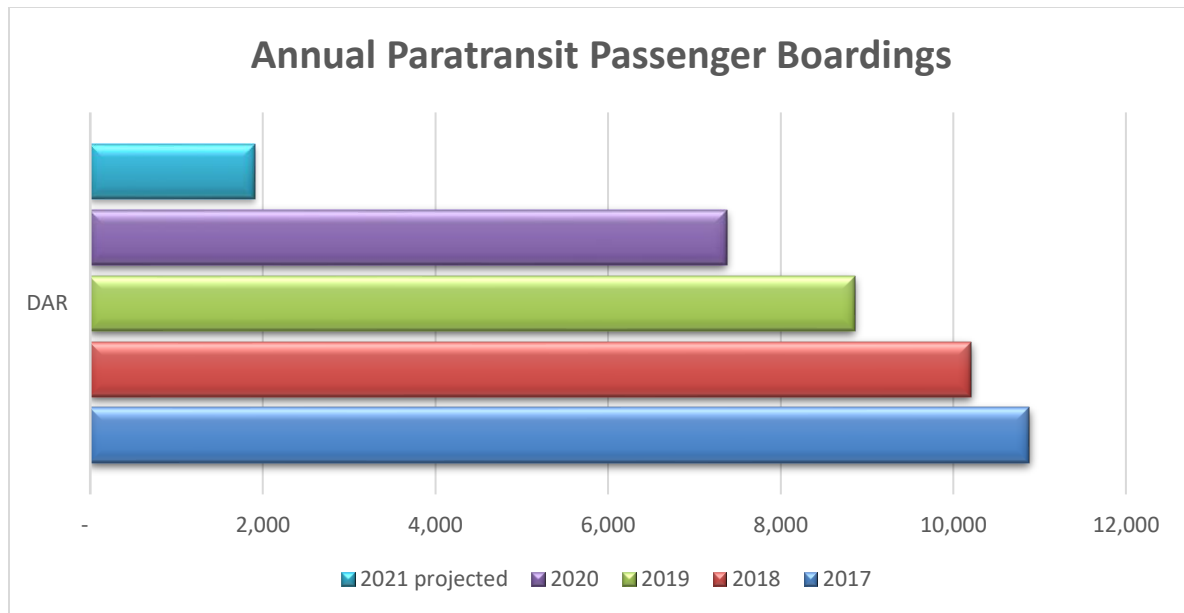
### Fixed Route

In fiscal years 2017, 2018, and 2019 passenger boardings were similar. The average boardings for the three years was 175,237. In FY 21 SRTP, Beaumont Transit forecasted passenger boardings would see a decrease of 39% to close out FY 20. Actual numbers at year end FY 20 show an actual decline of 52% over prior years. Total fixed route passenger boardings for FY 20 was 83,699. Unfortunately, most of FY 21 experienced the effects of COVID-19 and passenger boardings continued to decrease. It is projected that total fixed route passenger boardings at year end FY 21 will be 20,623. This is a 75% decline from FY 20 and an 88% decline compared to FY's 17, 18, and 19 passenger boardings.



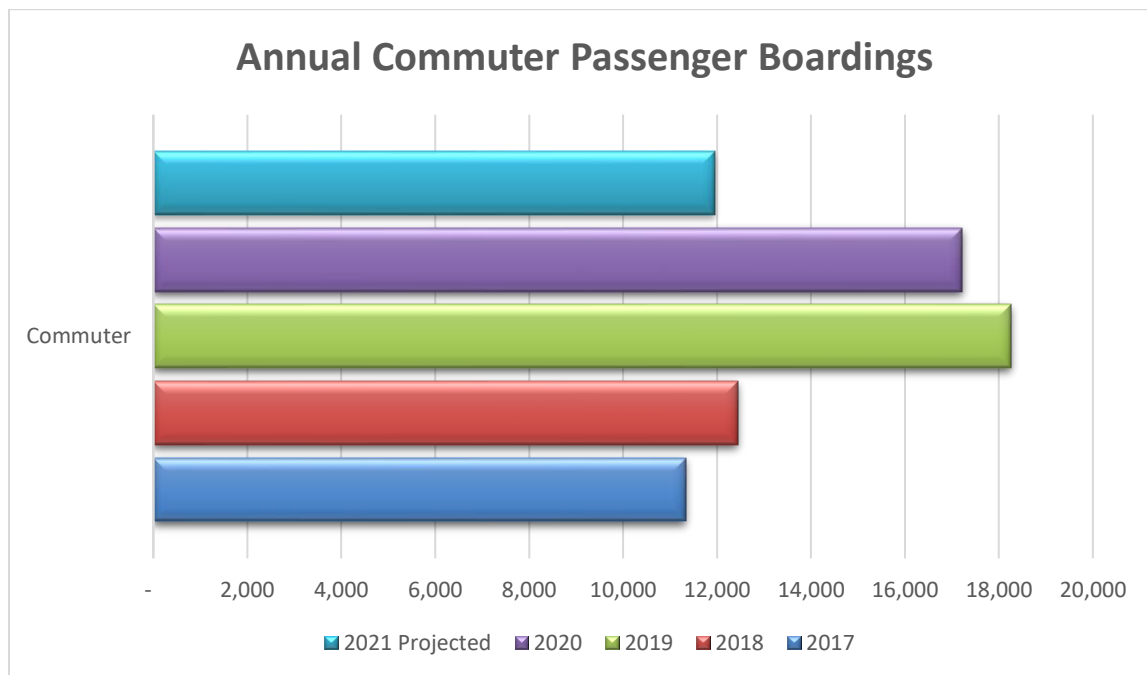
### Paratransit Services

In response to the pandemic and social distancing guidelines due to COVID-19, Beaumont Transit's Dial-A-Ride (DAR) has experienced a decrease in passenger trips in FY 20 compared to FY 19 by 34%. In FY 19, there were 8,862 passenger trips. FY 20 ended with 5,820 passenger trips. FY 21 is projected to have completed 1,909 passenger trips which is a 78% decline from FY 19 and a 67% decline from FY 20. The decline can be attributed to the reduction of service to only those persons certified under the Americans Disability Act, as well as to the stay-at-home orders issued by the State.



#### Regional Express Bus Service

Commuter Link service has experienced a small decrease in passenger boardings compared to the fixed route and DAR services that Beaumont Transit offers. The fractional decline in boardings can be attributed to an increase of service and frequency of the service. In 2019 there were 18,252 boardings. FY 20 had 17,224 boardings and is a modest 6% decline compared to FY 19. FY 21 is projected to end with 11,958 passenger boardings which is a 31% decline compared to FY 20 and a 35% decline compared to FY 19.



## 1.5 Current Fare Structure

### Fixed Route

On fixed route service, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, or active military. Children 46" tall or under ride for \$0.25 with a paying adult. The following is the current fare structure:

Fare Category	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	\$1.25	\$3.10	\$12.50	\$39.13
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$0.25	N/A	N/A	N/A
Senior/Disabled (60+)	\$0.75	\$1.90	\$7.50	\$24.80
Military Veterans	\$0.75	\$1.90	\$7.50	\$24.80
Deviations (Route 3 and 4)	\$0.50	N/A	N/A	N/A
Go Pass: MSJC Students (During valid session only)	Free	N/A	N/A	N/A
Active Military	Free	N/A	N/A	N/A

### Paratransit Services

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	\$2.00	\$18.00
Companion & Child	\$3.00	N/A
PCA (with ID)	Free	Free
No Show	\$2.00	N/A

### Regional Express Bus Service

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	\$3.50	\$31.50	\$8.00	\$75.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	\$2.50	\$22.50	\$6.00	\$50.00
Senior/Disabled (60+)	\$2.50	\$22.50	\$6.00	\$50.00
Military Veterans	\$2.50	\$22.50	\$6.00	\$50.00
Active Military	Free	N/A	N/A	N/A

### Fare Collection Systems

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, check or credit cards are acceptable forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and day passes from the driver using cash or check. Beaumont Transit has partnered with Token

Transit as a mobile fare option. With Token Transit, passengers can purchase their fare media and store it on their phone.

Token Transit is used primarily on the peak routes: Routes 7 and 9. In FY 20, 28% of the passengers on Route 7 use Token Transit, while 30% of the Route 9 passengers use Token Transit. The use of Token Transit on these peak routes can be attributed to a younger passenger base that is susceptible to using smart phones for everyday uses. Systemwide, passengers predominately use cash or prepaid tickets as their preferred fare media for transportation.

### **Incentive Programs and Ridership Promotion**

Before COVID-19, Beaumont Transit actively participated in many community events throughout the calendar year, including the annual Cherry Festival parade, holiday light parade, Touch-A-Bus, Trunk-or-Treat, Veteran's Expo, Stuff-the-Bus, and Free Fare Friday.

Beaumont Transit applied for and received funding for a free fare promotion through Low Carbon Transportation Operation Program (LCTOP) for FY 20. All passengers have been able to ride Beaumont Transit free because of this grant funding opportunity. Beaumont Transit is partnering with our neighboring agency, Banning Connect, to continue to offer free fare for passengers from July 2021 through December 2021. Beaumont and Banning will jointly share advertising and outreach efforts to gain confidence of our choice and dependent passengers to get on board public transportation again as we recover from COVID-19 restrictions.

Beaumont offers a real-time bus tracking system called Double Map for our passengers to use. This program, initially purchased in 2014, promotes the reliability of the local transit system for passengers. This real-time bus tracking is accessible on a free smart phone app or through any connection with the Internet. This program gives passengers the ability to find and track their buses to eliminate unnecessary waiting.

## **1.6 Revenue Fleet**

Beaumont Transit's fleet consists of twenty-two vehicles, fourteen of which are CNG fueled and the other eight by gasoline, as shown in Tables 1.1. Two of the gas buses are out of service and are in the process of being replaced with electric shuttles. Three new CNG vehicles were delivered in FY 21 and are in service. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

Beaumont maximizes the life of vehicles in our fleet. Most of the vehicles are considered Medium Duty vehicles under Federal Transit Administration (FTA) and have a 7-year, 200,000-mile life expectancy<sup>7</sup>. Beaumont maintenance keeps vehicles in service longer than FTA guidelines.

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<sup>7</sup> [https://www.transitwiki.org/TransitWiki/images/6/64/Useful\\_Life\\_of\\_Buses.pdf](https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf)

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
**City of Beaumont**

**Bus (Motorbus) / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2010	CMD	C 5500	28	1	32	CN			230,600	233,880	
2015	EBC	XHF 40	43	1	40	CN			57,702	69,003	
2011	EDN	EDN	30	1	33	GA			278,190	297,396	
2011	EDN	EDN	30	1	33	CN			165,591	173,617	
2015	EDN	XHF 40	43	1	40	CN			51,249	73,757	
2015	EDN	XHF 40	43	1	40	CN			48,907	67,721	
2019	GLV	GLV	28	1	33	CN				2,919	
2019	GLV	GLV	28	1	33	CN				2,847	
2009	GMC	C-5500	28	1	32	CN			187,418	188,545	
2009	STR	C-5500	28	1	32	CN			219,620	224,959	
<b>Totals:</b>			329	10					1,239,277	1,334,644	



**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
**City of Beaumont**

**Commuter Bus / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2018	EDN	EZRider II	30	1	32	CN			72,726	111,121	
2011	EDN	FORD 550	30	1	33	GA			318,361	339,791	
2011	EDN	FORD F550	30	1	33	GA			338,738	358,625	
2016	EDN	FORD F550	30	1	33	CN			94,643	119,368	
2010	FRD	Ford E450	16	1	24	GA			345,017	359,779	
2010	FRD	Ford E-450	16	1	24	GA			396,901	413,377	
2010	FRD	Ford E-450	16	1	24	GA			379,989	389,699	
2019	GLV	GLV	28	1	33	CN				2,833	
2010	STR	C-5500	30	1	32	GA			341,112	354,712	
<b>Totals:</b>			226	9					2,287,487	2,449,305	

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
City of Beaumont

**Demand Response / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/ 21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2016	EDN	FORD E-450	20	1	24	CN			51,571	57,918	
<b>Totals:</b>			20	1					51,571	57,918	

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers.

Beaumont Transit is in the finishing stages of rebranding our agency from Beaumont Pass Transit to Beaumont Transit. We have rebranded our buses with new wraps. Below is an example of our new bus wrap.



## **1.7 Existing Facilities and Bus Stop Amenities**

### **Existing Transit Facilities**

Administrative services for Beaumont Transit are temporarily located in the heart of downtown Beaumont at the Beaumont Civic Center, 550 E 6<sup>th</sup> Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced at this location, while walk in customers, including the purchase of fare media, are serviced within the main civic center building.

The Fleet maintenance operations is located at 550 California Ave, approximately 1 mile from the administrative building.

### **Bus Stop Amenities**

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. Staff is working with the City of Beaumont Engineering Department to create plans and a request for proposal to improve the Walmart Regional Bus Stop which connects passengers with four transit agencies. This improvement is funded by the Low Carbon Transportation Operations Program

(LCTOP) FY 18 award. Additionally, LCTOP will install bus shelters at two other locations located in the disadvantaged community of Beaumont, including the Beaumont Library.

## **1.8 Existing Coordination Between Transit Agencies**

Because the San Geronimo Pass area is geographically isolated from the desert, western Riverside County and the urban area of San Bernardino county, public transit coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services, employment opportunities, and more diverse commercial businesses.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning, OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s. This has proven to be problematic to Beaumont's transit-dependent residents needing to access social services, the courthouse, and DMV services, all located in Banning, as they are now faced with a "two-seat" ride each way.

Agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi-use (day, week, or month) pass from OmniTrans or VVTA receive a \$1.00 discount on commuter service or free connection with our fixed route wherever we connect.
- Passengers presenting RTA multi use pass (day, week, or month) connect for free to Beaumont's commuter and fixed route service wherever the two agencies connect.

## **1.9 Prior or Existing Studies and Plans**

Beaumont completed a Comprehensive Operations Analysis (COA) in 2020. There are three phases to implementing the action plan outlined by the independent consultant.

- Phase 1 was a discovery phase wherein surveys were conducted, on-time performance analyzed, and preliminary findings were documented.
- Phase 2 addressed a funding analysis including a fare equity analysis, route evaluation, and service recommendations.
- Phase 3 developed an action plan including a 5-year action plan with short-term, mid-term, and long-term recommendations.

The COA Short-Term plan includes discussing a return to regular service under the guidance provided by the Centers for Disease Control (CDC). Vehicle capacity is discussed as the biggest challenge moving forward and the ability to meet the needs of passengers as schools reopen. Additionally, improvements to on-time performance and mid-trip fueling were discussed and recommendations for improvement were offered.

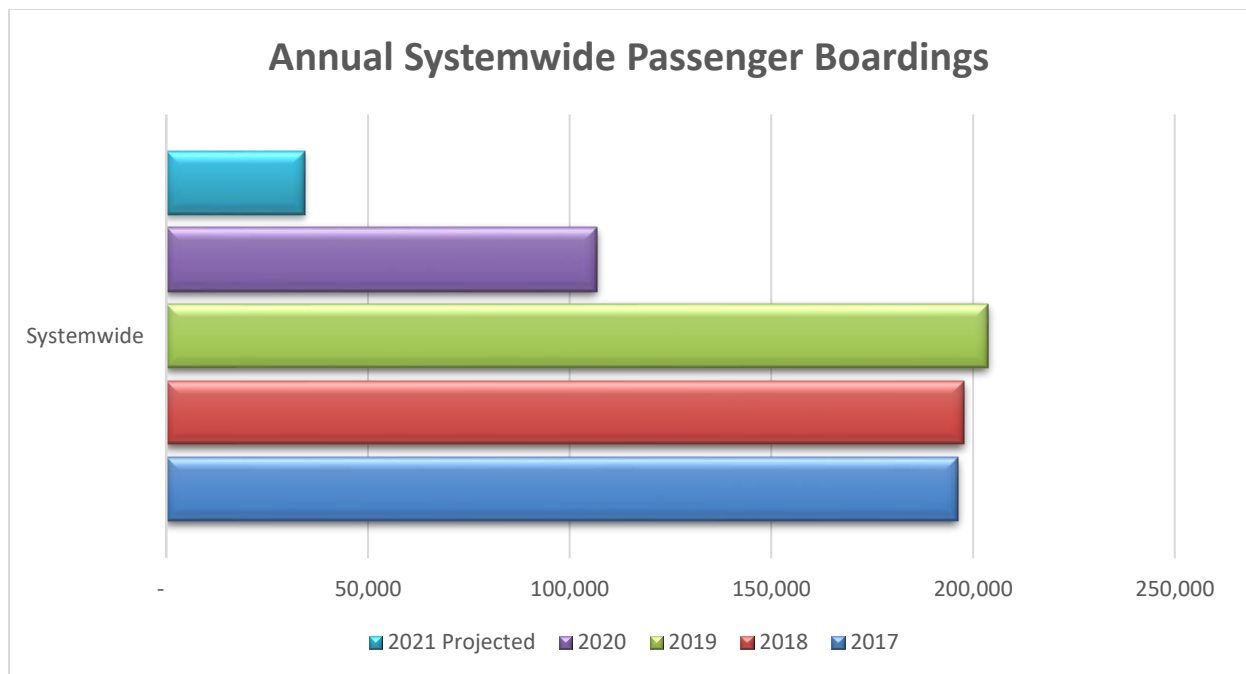
The COA Mid-Term plan (now through December 2022) recommendations include:

- the elimination of service to Calimesa. It was found that few individuals travel to or from Calimesa. The Calimesa stop slows down the commuter route whose primary purpose is to connect to San Bernardino.
- Implementation of a 20% fare increase once the on-time performance is resolved.
- enhance the commuting options to the logistic center that is a major employment center of the city and includes Amazon Distribution Center.
- integration to the new operations and fleet maintenance facility with the routes to offer service in the area.
- enhancing connectivity with Banning and RTA transit agencies
- creation and implementation of a Bus Stop Improvement Plan.

The COA Long-Term plan (Jan 2023 – June 2025) gave recommendations for the future including expanding local service to emerging residential neighborhoods; realignment of routes to a more centralized transfer station is discussed; transition to an alternative fuel fleet and infrastructure as an ongoing project. Finally, COA consultants recommend introducing more technology for passengers to offer predictive arrival features.

## **CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE**

Fiscal Year 20 was a challenging year for everyone, including public transportation due to COVID-19. The year was projected to end with less passenger trips than years prior, however the pandemic created and continues to create passenger boarding's significantly less than were thought possible. Beaumont Transit systemwide passenger trips for FY 20 ended with 106,743 passenger trips. This is lower than the passenger trips that were projected and delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,660. FY 21 is projected to end significantly lower at 34,500 passenger trips. An 83% decline from 2019 and a 68% decline from FY 20.



There are two primary reasons to explain why Beaumont Transit is experiencing a decline in passenger boardings. First, is the pandemic. The stay-at-home order negatively impacted Beaumont’s operations since passengers were not going to work or school. As the school district and stores begin to open and the social distancing mandate lifted, we hope to see Beaumont Transit’s passenger boardings increase. Second, Beaumont eliminated service on the Route 2 in FY 20. The Route 2 previously connected Beaumont passengers in the low income and downtown area to social services in Banning; however, this service was eliminated with the entering of an Interagency Agreement with City of Banning which took effect July 1, 2019.

## 2.1 Key Performance Indicators

Beaumont Transit monitors performance indicators throughout the year to ensure the system is performing productively. Customer complaints and suggestions are received, noted, and implemented where appropriate. Route schedules and timepoints are reviewed for connectivity with other routes and regional connection opportunities. Department expenses are monitored for farebox recovery ratio.

In Table 2.0. Key performance indicators are set. There are seven discretionary and one mandatory indicators. Beaumont Transit meets five of the seven discretionary indicators. Beaumont Transit continues to struggle with passengers per revenue hour and mile portions of this report due to low ridership. Covid-19 has had an impact on our operations and passenger trips. Beaumont Transit fails to meet the one mandatory indicator represented by farebox recovery. However, California Assembly Bill 90, prohibits penalty on an operator that does not maintain the required farebox ratio during FY 20 and/or FY 21.

**Table 2.0 -- Service Provider Performance Targets Report**

**FY 2020/21 Short Range Transit Plan Review  
City of Beaumont**

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	169,846			
Passenger Miles	1,477,908			
Total Actual Vehicle Revenue Hours	26,560.0			
Total Actual Vehicle Revenue Miles	567,924.0			
Total Actual Vehicle Miles	590,904.0			
Total Operating Expenses	\$2,775,646			
Total Passenger Fare Revenue	\$307,338			
Net Operating Expenses	\$2,468,308			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	18.90%	>= 10.00%	2.15%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$104.50	<= \$83.25	\$67.99	Meets Target
2. Subsidy Per Passenger	\$14.53	>= \$10.05 and <= \$13.59	\$25.73	Better Than Target
3. Subsidy Per Passenger Mile	\$1.67	>= \$2.10 and <= \$2.84	\$5.67	Better Than Target
4. Subsidy Per Hour	\$92.93	>= \$62.24 and <= \$84.20	\$66.53	Meets Target
5. Subsidy Per Mile	\$4.35	>= \$2.92 and <= \$3.96	\$2.96	Meets Target
6. Passengers Per Revenue Hour	6.39	>= 5.27 and <= 7.13	2.59	Fails to Meet Target
7. Passengers Per Revenue Mile	0.30	>= 0.25 and <= 0.33	0.11	Fails to Meet Target

**Note:** Must meet at least 4 out of 7 Discretionary Performance Indicators

<b>Productivity Performance Summary:</b>
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<b>Service Provider Comments:</b>
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## **2.2 SRTP Performance Report**

In FY 20, when the SRTP was prepared for FY 21, Beaumont set a plan for performance. RCTC in turn set targets for Beaumont to keep in mind as the year of operation. The following Table 2.1 outlines the planned performance indicators for FY 21 and compares the FY 22 plan to the FY 21 targets.



**FY 2021/22 - Table 2.1 -- SRTP Performance Report**
*Service Provider: City of Beaumont*
**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	108,367	26,383	84,316	None	
Passenger Miles	517,775	119,731	785,168	None	
Revenue Hours	18,380.8	10,205.2	18,930.0	None	
Total Hours	19,852.3	11,348.1	21,394.0	None	
Revenue Miles	393,041.0	229,575.0	359,560.0	None	
Total Miles	409,890.0	239,255.0	417,064.0	None	
Operating Costs	\$1,522,741	\$693,892	\$2,535,849	None	
Passenger Revenue	\$136,784	\$14,949	\$168,650	None	
Measure-A Revenue				None	
LCTOP Revenue			\$40,465	None	
Operating Subsidy	\$1,385,957	\$678,943	\$2,367,199	None	
Operating Costs Per Revenue Hour	\$82.84	\$67.99	\$133.96	<= \$69.66	Fails to Meet Target
Operating Cost Per Revenue Mile	\$3.87	\$3.02	\$7.05	None	Fails to Meet Target
Operating Costs Per Passenger	\$14.05	\$26.30	\$30.08	None	
Farebox Recovery Ratio	8.98%	2.15%	8.24%	>= 0.1	
Subsidy Per Passenger	\$12.79	\$25.73	\$28.08	>= \$21.87 and <= \$29.59	
Subsidy Per Passenger Mile	\$2.68	\$5.67	\$3.01	>= \$4.82 and <= \$6.52	
Subsidy Per Revenue Hour	\$75.40	\$66.53	\$125.05	>= \$56.55 and <= \$76.51	
Subsidy Per Revenue Mile	\$3.53	\$2.96	\$6.58	>= \$2.52 and <= \$3.40	
Passengers Per Revenue Hour	5.90	2.59	4.45	>= 2.20 and <= 2.98	
Passengers Per Revenue Mile	0.28	0.11	0.23	>= 0.09 and <= 0.13	

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

## 2.3 SRTP Service Summary

The following pages include reports that give an insight on how the Beaumont Transit service is performing in various areas compared to years past, as well as the plan for the coming fiscal year.

Table 2.2 Service Summary for City of Beaumont All Routes: Like Table 2.1 above, this table compares 3<sup>rd</sup> Quarter actual of FY 21 to the plan of FY 21. In addition, the table also shows actual audited figures for FY 19 and 20 as well as showing FY 21 compared to FY 22 plan. This table shows all routes Beaumont operates including Dial-A-Ride and excluded routes. Some key takeaways from this report are:

- Passenger trips are significantly lower than what was reported for previous FY's.
- Farebox recovery ratio remains below plan because of the low passenger trips.
- Passenger miles are higher although overall passenger trips are lower because of the long-distance commuter service and increased amount of service offered.

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	9	9	13	4	12
<b>Financial Data</b>					
Total Operating Expenses	\$2,796,318	\$1,522,741	\$2,775,646	\$693,892	\$2,535,849
Total Passenger Fare Revenue	\$240,041	\$136,784	\$524,684	\$14,949	\$209,115
Net Operating Expenses (Subsidies)	\$2,556,276	\$1,385,957	\$2,468,308	\$678,943	\$2,367,199
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	204,274	108,367	169,846	26,383	84,316
Passenger Miles	976,877	517,775	1,477,908	119,731	785,168
Total Actual Vehicle Revenue Hours (a)	24,456.7	18,380.8	26,560.0	10,205.2	18,930.0
Total Actual Vehicle Revenue Miles (b)	457,808.9	393,041.0	567,924.0	229,575.0	359,560.0
Total Actual Vehicle Miles	483,043.8	409,890.0	590,904.0	239,255.0	417,064.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$114.34	\$82.84	\$104.50	\$67.99	\$133.96
Farebox Recovery Ratio	8.58%	8.98%	18.90%	2.15%	8.24%
Subsidy per Passenger	\$12.51	\$12.79	\$14.53	\$25.73	\$28.08
Subsidy per Passenger Mile	\$2.62	\$2.68	\$1.67	\$5.67	\$3.01
Subsidy per Revenue Hour (a)	\$104.52	\$75.40	\$92.93	\$66.53	\$125.05
Subsidy per Revenue Mile (b)	\$5.58	\$3.53	\$4.35	\$2.96	\$6.58
Passenger per Revenue Hour (a)	8.4	5.9	6.4	2.6	4.5
Passenger per Revenue Mile (b)	0.45	0.28	0.30	0.11	0.23

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 is further broken down into Excluded and Non-Excluded Routes. The following two tables reflect these two categories. In FY 21, Beaumont had 4 excluded routes from the farebox recovery ratio reporting. These routes were Casino Express, Route 3/4, Commuter Link 120, and Commuter Link 125. Excluded Routes are new routes or routes that have had a 25% change in route. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years. More detail on excluded routes is in Table 2.2A

Table 2.2 Excluded Routes has the following points of interest:

- Excluded Routes have not gained passenger base necessary to reach farebox recovery plan.
- The new routes are gaining passengers; however, the low passenger counts create higher operating cost per revenue hour.

Table 2.2 Non-Excluded Routes consists of the remaining routes and services Beaumont offers. These non-excluded routes are services that have been established and unaltered for at least 3 years. Non-excluded routes include the Route 3, Route 4, Route 7, and Route 9.

Non-excluded reports have the following points of interest:

- Non-excluded routes are doing very well and have a farebox recovery of 17.74% through the 3<sup>rd</sup> Quarter FY 20.
- Operating Costs per revenue hour and subsidies are low compared to plan and previous years.

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan  
Excluded Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	2	4	5	2	5
<b>Financial Data</b>					
Total Operating Expenses	\$460,249	\$1,110,135	\$1,359,487	\$513,991	\$1,486,755
Total Passenger Fare Revenue	\$14,420	\$44,092	\$287,923	\$7,546	\$71,950
Net Operating Expenses (Subsidies)	\$445,829	\$1,066,044	\$1,241,987	\$506,444	\$1,435,605
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	7,344	33,563	52,476	14,400	19,634
Passenger Miles	35,251	161,102	801,695	69,120	429,778
Total Actual Vehicle Revenue Hours (a)	2,849.2	10,461.4	16,116.0	6,538.7	11,809.0
Total Actual Vehicle Revenue Miles (b)	76,021.0	266,476.0	425,086.0	164,300.0	266,082.0
Total Actual Vehicle Miles	77,316.0	272,658.0	434,330.0	169,759.0	312,410.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$161.54	\$106.12	\$84.36	\$78.61	\$125.90
Farebox Recovery Ratio	3.13%	3.97%	21.17%	1.47%	4.83%
Subsidy per Passenger	\$60.71	\$31.76	\$23.67	\$35.17	\$73.12
Subsidy per Passenger Mile	\$12.65	\$6.62	\$1.55	\$7.33	\$3.34
Subsidy per Revenue Hour (a)	\$156.48	\$101.90	\$77.07	\$77.45	\$121.57
Subsidy per Revenue Mile (b)	\$5.86	\$4.00	\$2.92	\$3.08	\$5.40
Passenger per Revenue Hour (a)	2.6	3.2	3.3	2.2	1.7
Passenger per Revenue Mile (b)	0.10	0.13	0.12	0.09	0.07

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- City of Beaumont -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan**
**Non-Excluded Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	8	7	8	3	7
<b>Financial Data</b>					
Total Operating Expenses	\$2,336,069	\$412,606	\$1,416,159	\$179,901	\$1,049,094
Total Passenger Fare Revenue	\$225,621	\$92,693	\$236,761	\$7,402	\$137,165
Net Operating Expenses (Subsidies)	\$2,110,448	\$319,913	\$1,226,321	\$172,499	\$931,594
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	196,930	74,804	117,370	11,983	64,682
Passenger Miles	941,626	356,673	676,213	50,611	355,390
Total Actual Vehicle Revenue Hours (a)	21,607.6	7,919.3	10,444.0	3,666.5	7,121.0
Total Actual Vehicle Revenue Miles (b)	381,787.9	126,565.0	142,838.0	65,275.0	93,478.0
Total Actual Vehicle Miles	405,727.8	137,232.0	156,574.0	69,496.0	104,654.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$108.11	\$52.10	\$135.60	\$49.07	\$147.32
Farebox Recovery Ratio	9.66%	22.47%	16.71%	4.11%	13.07%
Subsidy per Passenger	\$10.72	\$4.28	\$10.45	\$14.40	\$14.40
Subsidy per Passenger Mile	\$2.24	\$0.90	\$1.81	\$3.41	\$2.62
Subsidy per Revenue Hour (a)	\$97.67	\$40.40	\$117.42	\$47.05	\$130.82
Subsidy per Revenue Mile (b)	\$5.53	\$2.53	\$8.59	\$2.64	\$9.97
Passenger per Revenue Hour (a)	9.1	9.5	11.2	3.3	9.1
Passenger per Revenue Mile (b)	0.52	0.59	0.82	0.18	0.69

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

The City of Beaumont service is further broken down in Tables 2.2 by dividing up the service into programs. Beaumont Transit has two programs. One program is the BUS program which is all fixed route and commuter link services. The second program is the DAR program which is our Dial-A-Ride or paratransit program.

Table 2.2 BUS shows all routes within this program. Key notes of interest:

- Passenger Trips on the fixed and commuter links are significantly lower than previous years.
- Low passenger trips directly affect the amounts listed in the subsidies.
- Operating cost per revenue hour is low compared to plan and audited actuals of years past which means Beaumont consciously attempts to lower operating costs to a level to balance farebox ratio where possible.

Table 2.2 DAR shows the Dial A Ride or paratransit program. Key notes of interest:

- Paratransit service is a very expensive service to offer; however, it is a required service.
- Passenger trips are lower but the cost to operate the service is significantly higher than previous years.

**Table 2.2 -- Beaumont-BUS -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	8	8	11	4	11
<b>Financial Data</b>					
Total Operating Expenses	\$2,528,180	\$1,334,203	\$2,471,923	\$583,021	\$2,318,526
Total Passenger Fare Revenue	\$236,763	\$116,125	\$500,684	\$11,486	\$189,115
Net Operating Expenses (Subsidies)	\$2,291,416	\$1,218,078	\$2,188,585	\$571,535	\$2,169,876
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	195,400	102,547	160,782	24,944	82,486
Passenger Miles	937,920	492,226	1,429,869	119,731	777,299
Total Actual Vehicle Revenue Hours (a)	21,785.4	16,571.9	23,844.0	9,751.2	18,295.0
Total Actual Vehicle Revenue Miles (b)	424,129.0	369,493.0	532,748.0	219,507.0	346,810.0
Total Actual Vehicle Miles	445,928.3	383,827.0	552,664.0	227,562.0	402,230.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$116.05	\$80.51	\$103.67	\$59.79	\$126.73
Farebox Recovery Ratio	9.36%	8.70%	20.25%	1.97%	8.15%
Subsidy per Passenger	\$11.73	\$11.88	\$13.61	\$22.91	\$26.31
Subsidy per Passenger Mile	\$2.44	\$2.47	\$1.53	\$4.77	\$2.79
Subsidy per Revenue Hour (a)	\$105.18	\$73.50	\$91.79	\$58.61	\$118.60
Subsidy per Revenue Mile (b)	\$5.40	\$3.30	\$4.11	\$2.60	\$6.26
Passenger per Revenue Hour (a)	9.0	6.2	6.7	2.6	4.5
Passenger per Revenue Mile (b)	0.46	0.28	0.30	0.11	0.24

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



**Table 2.2 -- Beaumont-DAR -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	2	1	1
<b>Financial Data</b>					
Total Operating Expenses	\$268,138	\$188,538	\$303,723	\$110,871	\$217,323
Total Passenger Fare Revenue	\$3,278	\$20,659	\$24,000	\$3,463	\$20,000
Net Operating Expenses (Subsidies)	\$264,860	\$167,879	\$279,723	\$107,408	\$197,323
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	8,874	5,820	9,064	1,439	1,830
Passenger Miles	38,957	25,550	48,039		7,869
Total Actual Vehicle Revenue Hours (a)	2,671.3	1,808.9	2,716.0	454.0	635.0
Total Actual Vehicle Revenue Miles (b)	33,679.9	23,548.0	35,176.0	10,068.0	12,750.0
Total Actual Vehicle Miles	37,115.5	26,063.0	38,240.0	11,693.0	14,834.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$100.38	\$104.23	\$111.83	\$244.20	\$342.24
Farebox Recovery Ratio	1.22%	10.96%	7.90%	3.12%	9.20%
Subsidy per Passenger	\$29.85	\$28.85	\$30.86	\$74.64	\$107.83
Subsidy per Passenger Mile	\$6.80	\$6.57	\$5.82		\$25.08
Subsidy per Revenue Hour (a)	\$99.15	\$92.81	\$102.99	\$236.57	\$310.74
Subsidy per Revenue Mile (b)	\$7.86	\$7.13	\$7.95	\$10.67	\$15.48
Passenger per Revenue Hour (a)	3.3	3.2	3.3	3.2	2.9
Passenger per Revenue Mile (b)	0.26	0.25	0.26	0.14	0.14

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



Beaumont Transit  
Short Range Transit Plan  
FY 2021/2022 - 2023/2024



**Table 2.2A Excluded Routes**

Excluded routes are new routes or new service extensions that are eligible for exemptions from the farebox recovery requirements

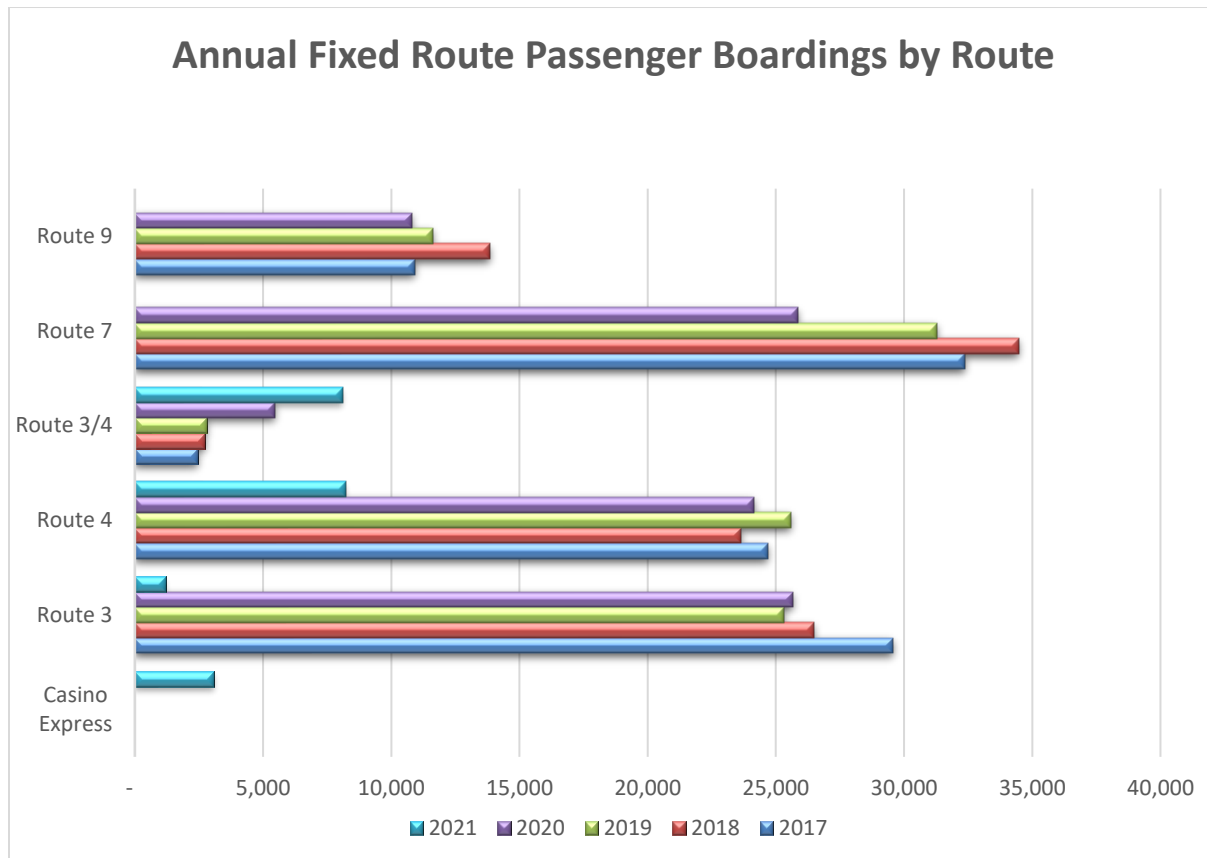
Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Route 3/4	FR	DO	Saturday Service: Walmart to Cherry Valley via Downtown	August 2019	August 2022
Route 120	FR	DO	Monday - Saturday Service: Walmart to San Bernardino Transit Center	August 2019	August 2022
Casino Express	FR	DO	Monday - Friday: Downtown to Walmart with Express Service to Casino Morongo and Outlet Malls	August 2020	August 2023
Route 125	FR	DO	Monday - Friday Service: Walmart to Loma Linda Veterans Hospital	October 2020	October 2023

## 2.4 Service Performance

Beaumont Transit operates six local fix routes, two of which are peak routes, and two commuter links. In this section, each route will be analyzed and discussed.

### Fixed Route Service

The following chart compares the total passenger trips by the route and by year for the local fixed route.

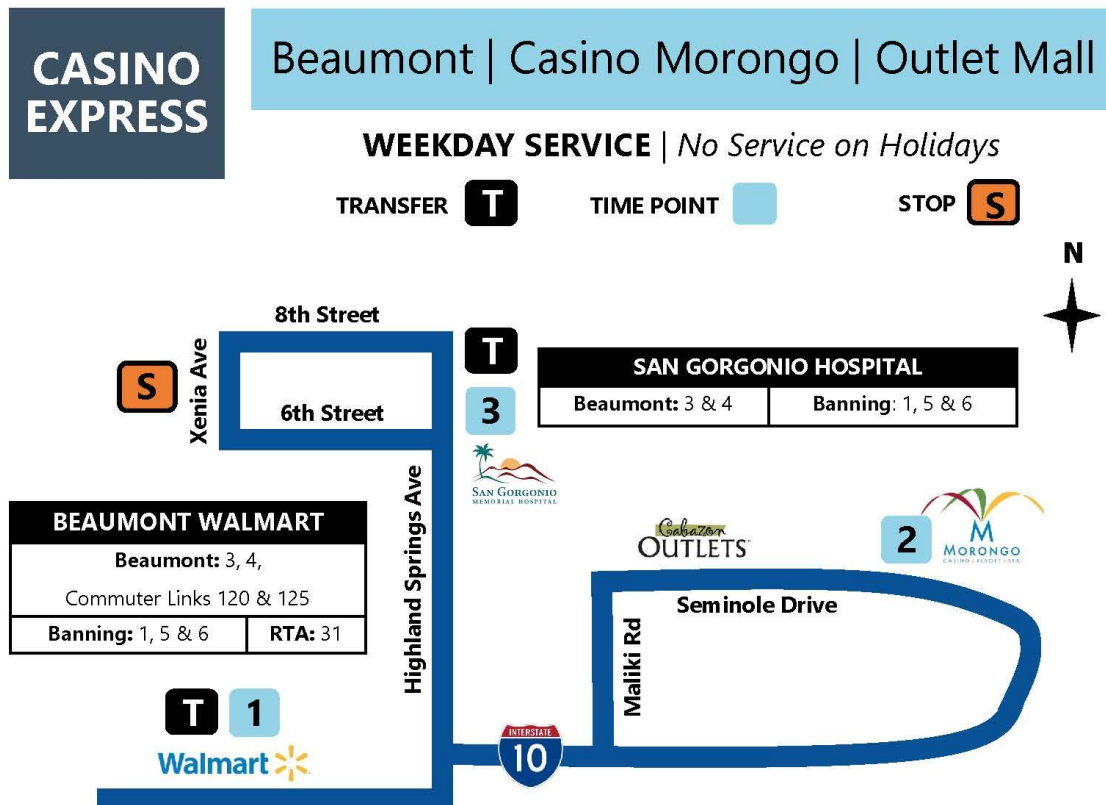


In the statistics and analysis discussed for each route, route performance is projected based on the passenger boarding trends for the first three-quarters of FY 21. This is a projection to end FY 21. The Routes 7 and 9, which are our peak routes that primarily service the schools, will not run the remainder of FY 21.

### Casino Express

The Casino Express began in August 2020. It serves as an express service from Beaumont Walmart to Casino Morongo and the Outlet Mall in Cabazon. These destinations are a major employer of the area. The route runs a 20-minute headway and operates on a Monday through Friday schedule.

Since it is the first year in service, there is no other data to compare it to. However, the route has shown an increase month over month of passenger boardings. In FY 21, the Casino Express is projected to finish the fiscal year with 3,087 passenger boardings. The Casino Express currently makes up 8.83% of systemwide passengers.



### Route 3

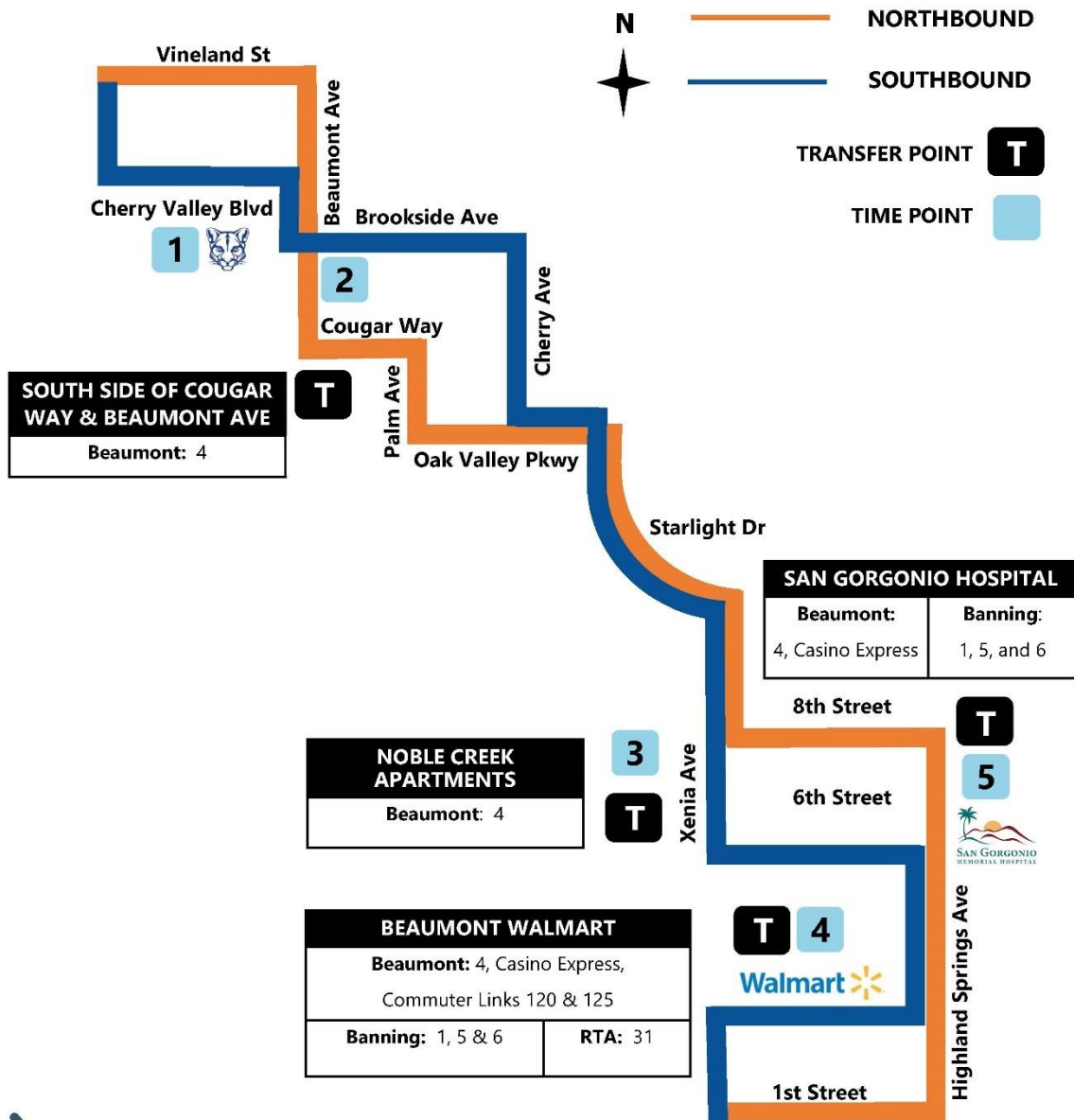
The Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. At the recommendation of the COA findings, deviations to the unincorporated areas of Cherry Valley have been eliminated.

In FY 21, the Route 3 is projected to finish the fiscal year with 1,200 passenger boardings. This is a significant decrease of 94% compared to FY 20 which had 19,279 passenger boardings. The Route 3 makes up 3.44% of systemwide passengers.

# 3

## Beaumont | Cherry Valley

**WEEKDAY SERVICE** | *No Service on Holidays*



*Routing and timetables subject to change.*

**OCTOBER 2020**

**Route 4**

The Route 4 operates weekdays with a one-hour headway and primarily services the Senate Bill 535 identified disadvantaged community located in the heart of Beaumont's original 9-square miles of city limits. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the main high school, and the commercial shopping area of Walmart. In FY 21, an Amazon Distribution Center opened in the industrial park to the south west in Beaumont city limits. To facilitate the passenger's ability to travel to the major employment center, the Route 4 offers deviations to the industrial area. Passengers either notify the driver or call customer service for a deviation request.

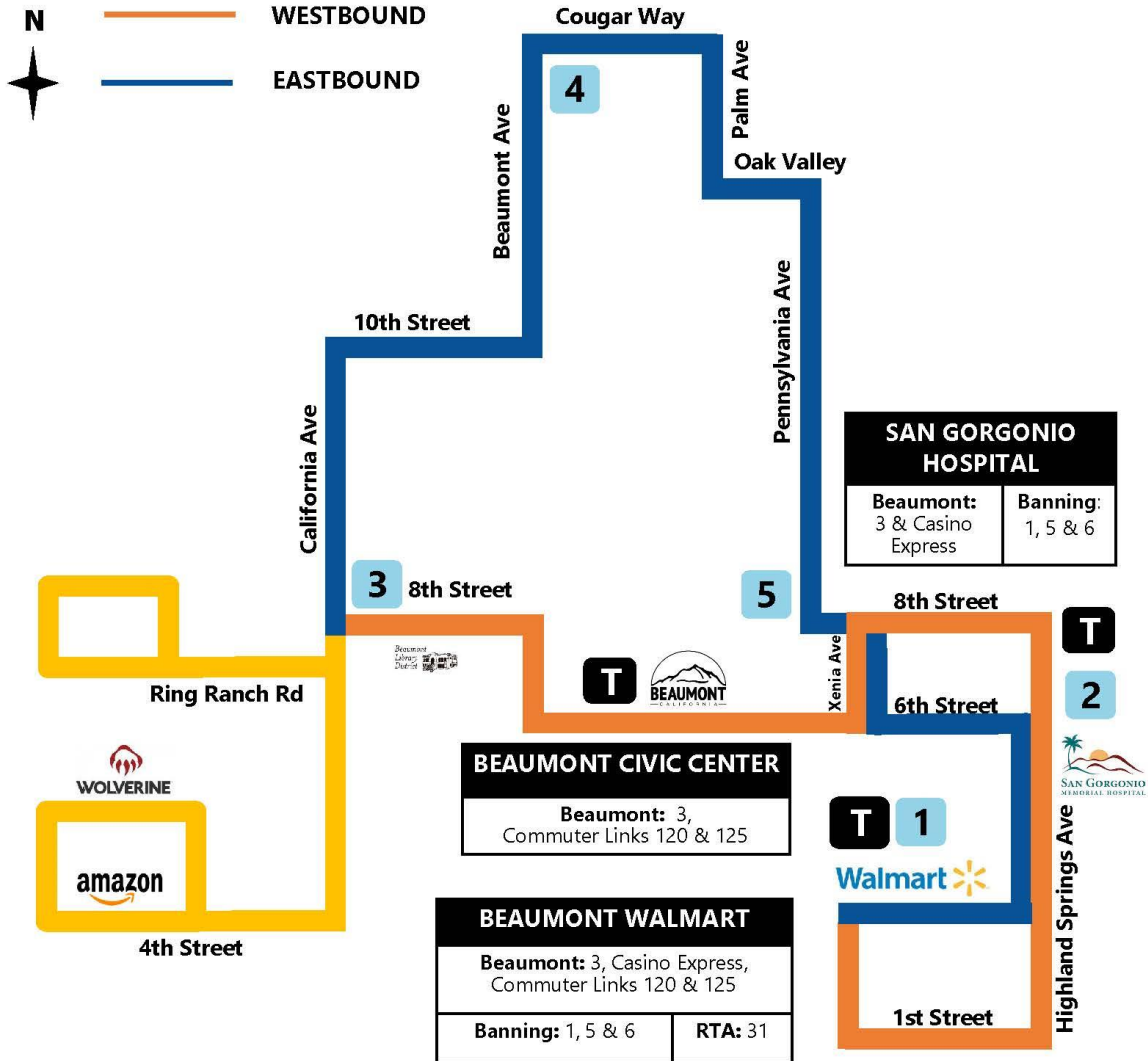
In FY 21, Route 4 is projected to finish the fiscal year at 8,235 passenger boardings. This is a 23.56% decrease in passenger trips compared to FY 20. This route makes up 40% of the systemwide passengers. It is these passengers that are the most negatively affected by the interagency agreement with Banning because they require the need to travel to social services located in the Banning city limits.

4

## Beaumont | 6th Street

**WEEKDAY SERVICE** | *No Service on Holidays*

TRANSFER **T** TIME POINT   DEVIATION  



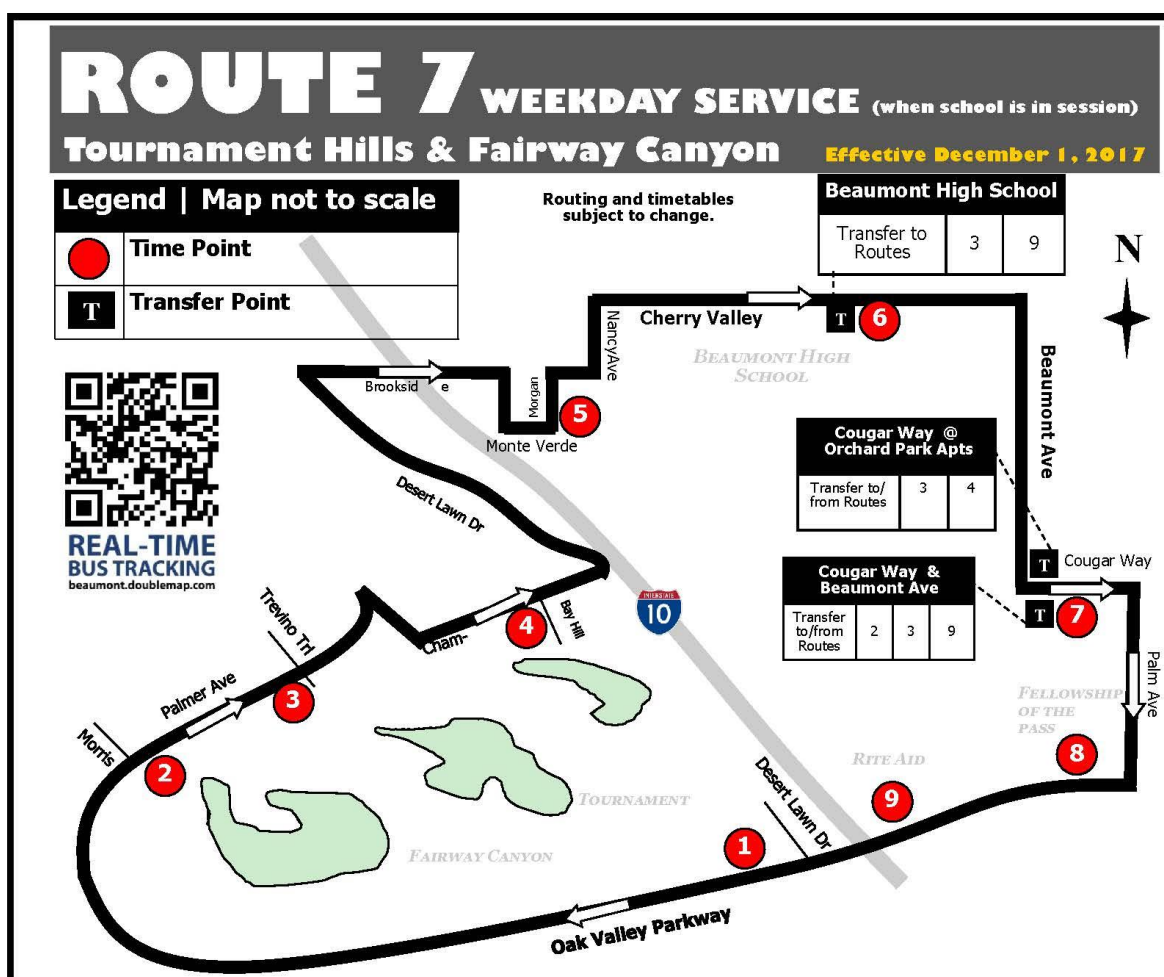
*Routing and timetables subject to change.*

**OCTOBER 2020**

## Route 7

Route 7 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to service the passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with schools and connecting routes. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon and Tournament Hills, providing transportation to both middle schools, as well as the main high school.

The service on Route 7 was suspended in March 2020 due to COVID-19 and the shutdown of the Beaumont Unified School District. Beaumont Transit is working closely with Beaumont Unified School District, along with abiding by CDC guidelines, to return the Route 7 when in-person classes return in the Fall of 2021.

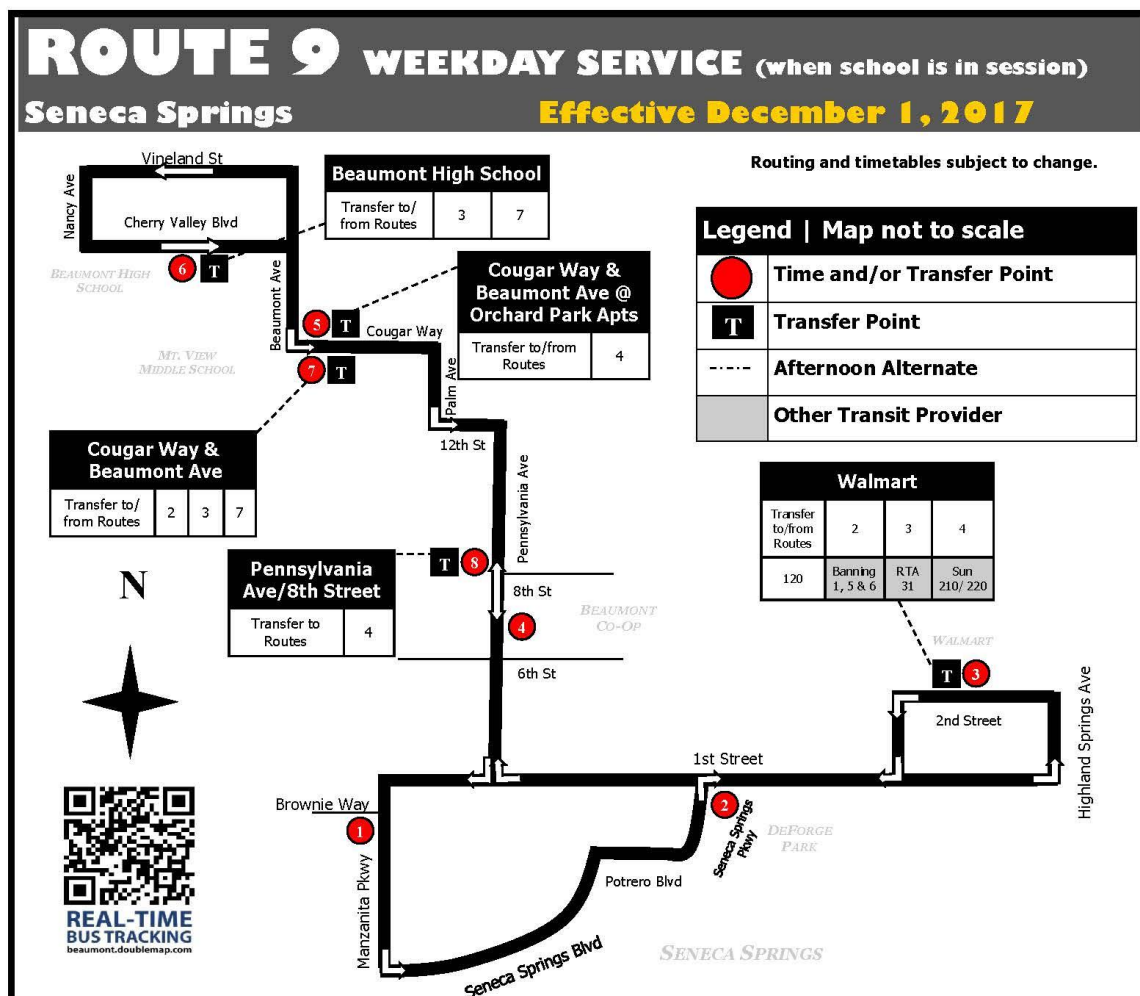


## Route 9

Like Route 7, Route 9 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to connect passengers during the morning and afternoon with the southernmost masterplan residential community commonly known as Seneca Springs with both middle schools, the high school, and connecting routes.



The service on Route 9 was suspended in March 2020 due to COVID-19 and the shutdown of the Beaumont Unified School District. Beaumont Transit is working closely with Beaumont Unified School District, along with abiding by CDC guidelines, to return the Route 9 when in-person classes return in the Fall of 2021.

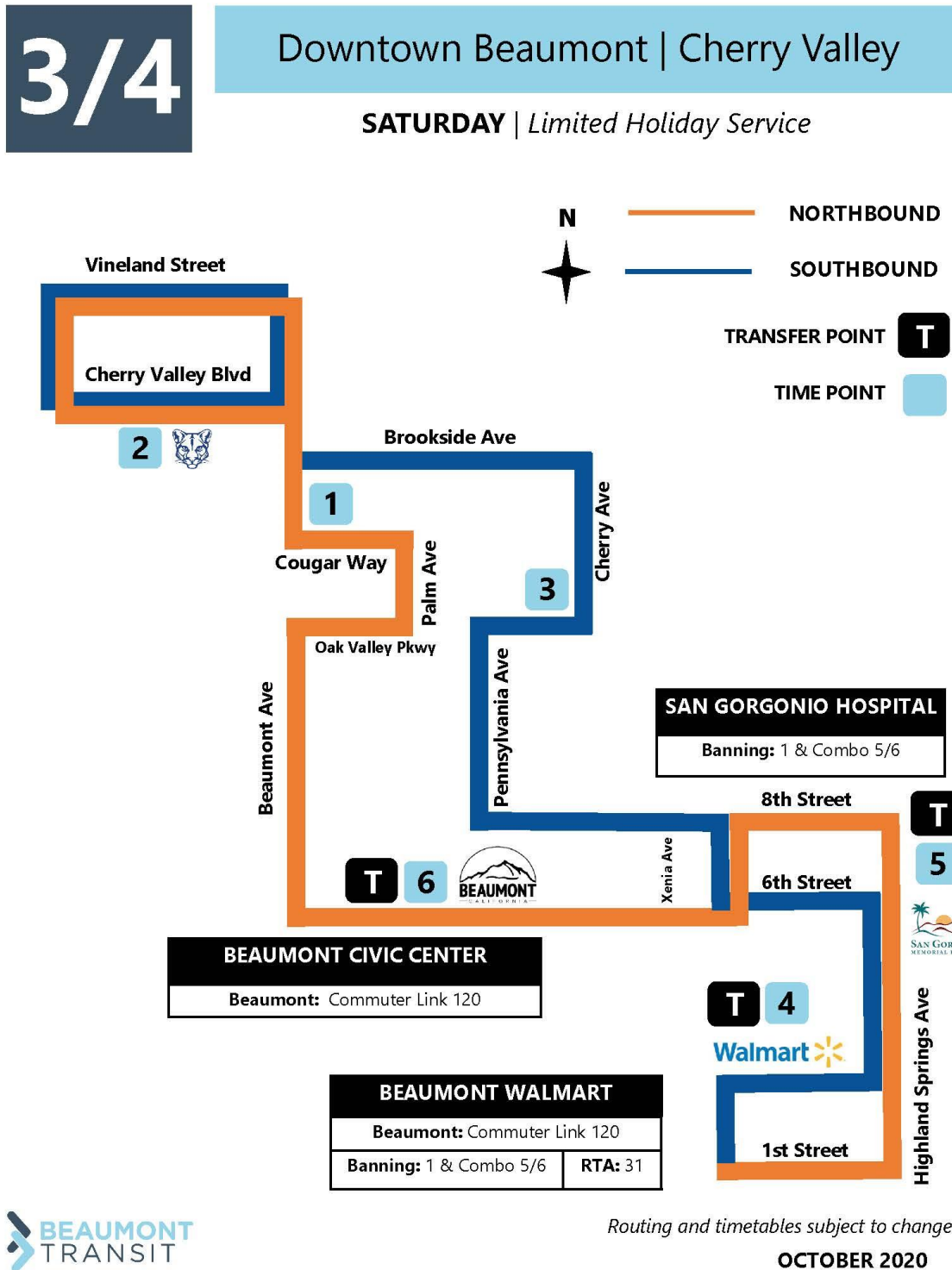


### Route 3/4

The Route 3/4 is a one-hour headway Saturday only service. This route also operates on recognized limited-service holidays. This route is a combination of the weekday service areas of Route 3 and Route 4 and connects the downtown residential areas with places of interest such as the local library, a recreation center, several churches, and the commercial area of Walmart.

In FY 21, Route 3/4 is projected to finish the fiscal year with 5,994 passenger boardings. This is a 5% decrease compared to FY 20 which had 6,318 passenger boardings. The small decrease is attributed to the Route 3/4 being the only fixed route in service in the first quarter of FY 21 due

to the pandemic and stay-at-home orders. The Route 3/4 makes up 23.17% of systemwide passengers.



**Commuter Link 120**

The Commuter Link (CL) 120 operates two buses Monday through Friday and transports passengers from Beaumont Walmart, Beaumont Civic Center, and Calimesa to San Bernardino Transit Center (SBTC). The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturday schedules, the CL 120 has an additional stop and connects passengers with the Casino Morongo via express service on the I-10 freeway.

In FY 21, CL 120 is projected to finish the fiscal year with 6,549 passenger boardings. A 46.58% decline from FY 20 which had 12,261 passenger boardings. The CL 120 makes up 18.74% of systemwide passengers.

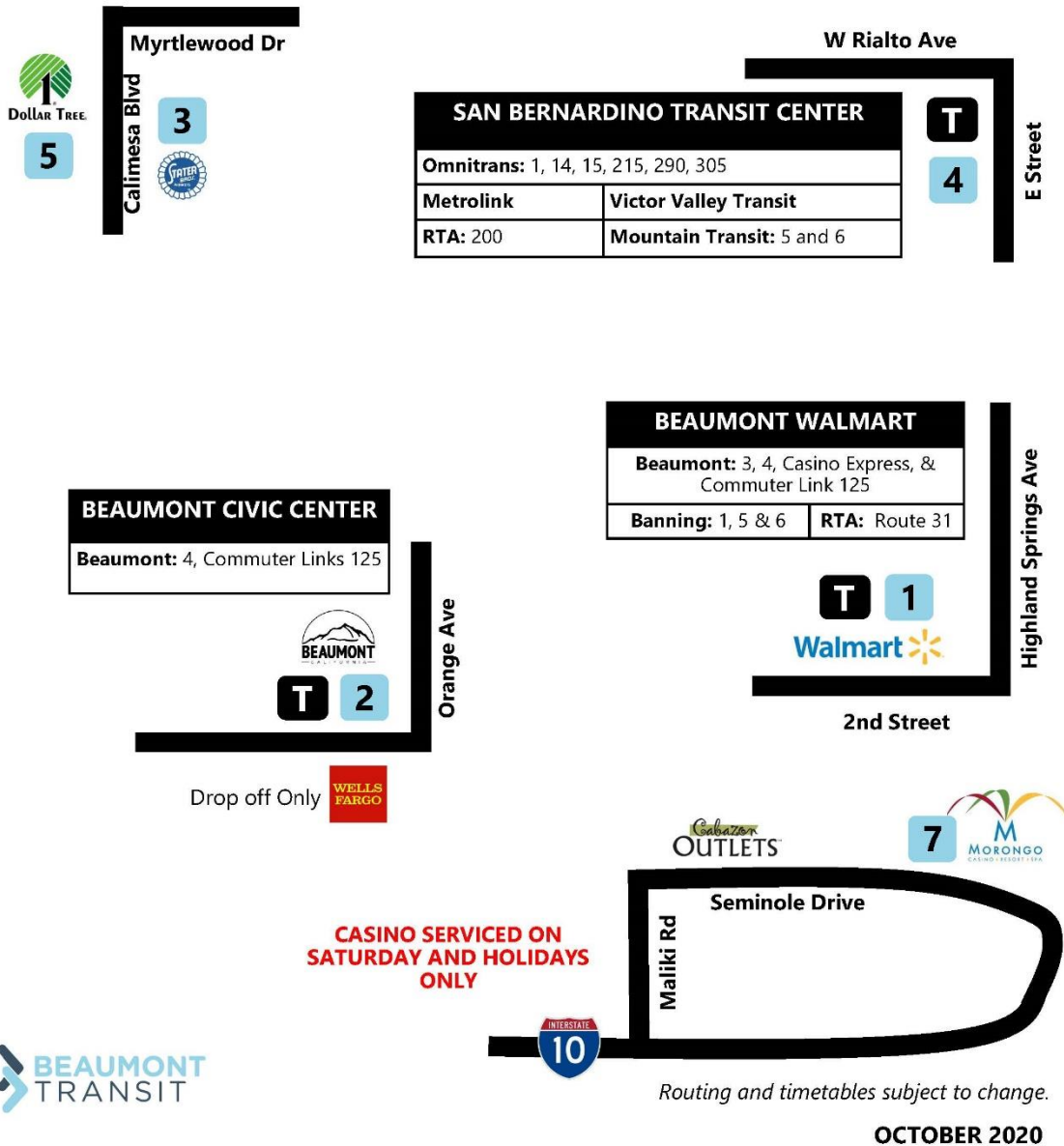
# 120

## Beaumont | SB Transit Center

**WEEKDAY SERVICE** | *No Service on Holidays*

TRANSFER **T**

TIME POINT 



**Commuter Link 125**

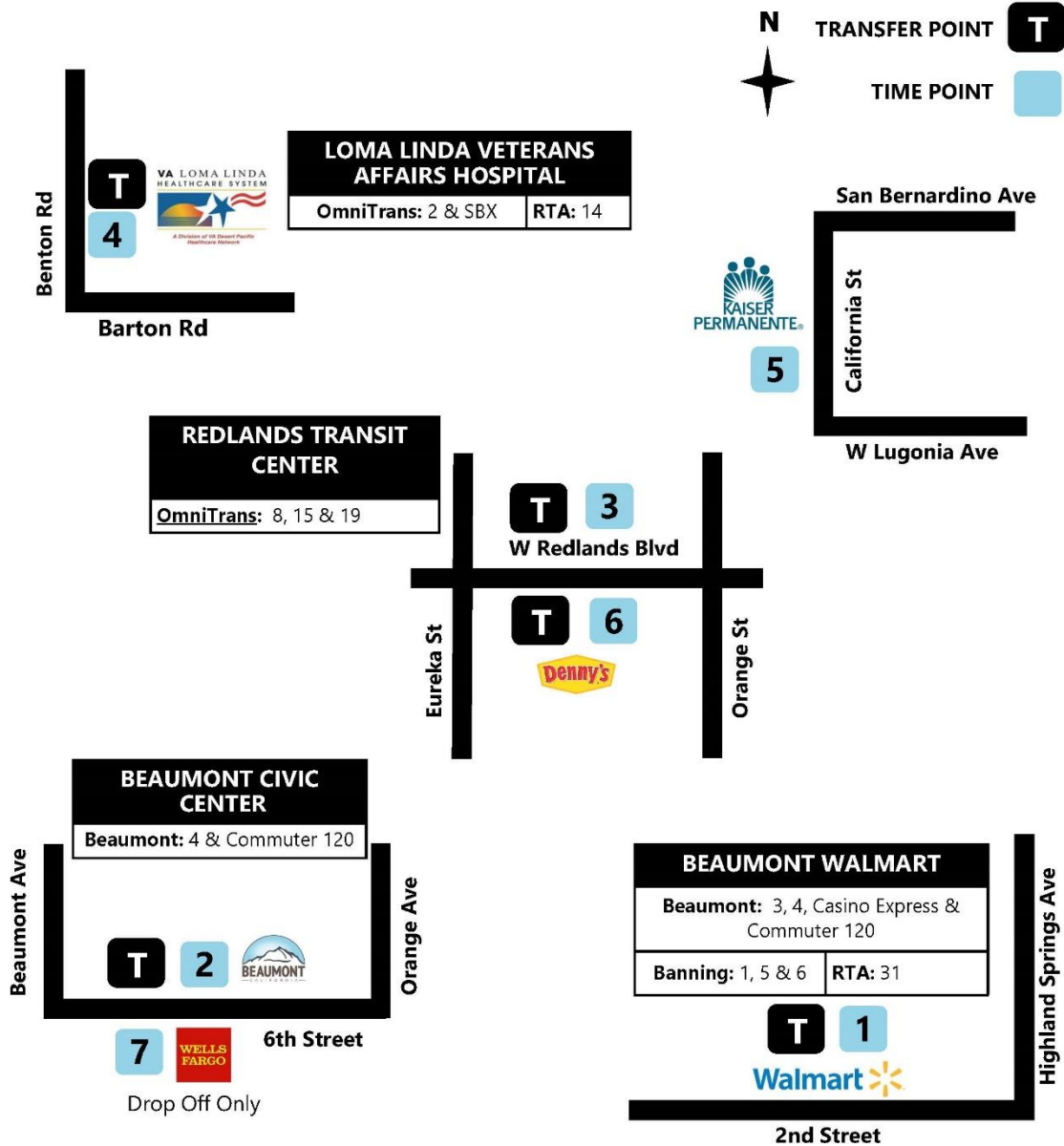
The Commuter Link (CL) 125 operates weekday service from Beaumont Walmart to San Bernardino County medical facilities, as well as recreational and employment opportunities. Originating from Beaumont Walmart, the CL 125 connects with Redlands Transit Center, Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 21, the CL 125 is projected to finish the fiscal year with 1,701 passenger boardings. This is a 50.42% decline from FY 20 which saw 3,431 passenger boardings. The CL 125 makes up 4.87% of systemwide passengers.

# 125

## Beaumont | Redlands | Loma Linda VA

**WEEKDAY SERVICE** | *No Service on Holidays*



*Routing and timetables subject to change.*

**OCTOBER 2020**

**Commuter Link 120/125 Combo**

During the stay-at-home order and the reduction of service that consequently came of it, the Commuter Links 120 and 125 were suspended. In their place, a combination route was created to accommodate those essential workers that still required commuting transportation. The Combo 120/125 operated from April 2020 to September 2020. This combination route brought passengers from Beaumont to Calimesa to Redlands, Loma Linda VA Hospital and San Bernardino Transit Center.

In FY 21, the Combo 120/125 had 2,778 passenger boardings and makes up 11.92% of systemwide passengers in FY 21.

# COMMUTER LINK 120/ 125

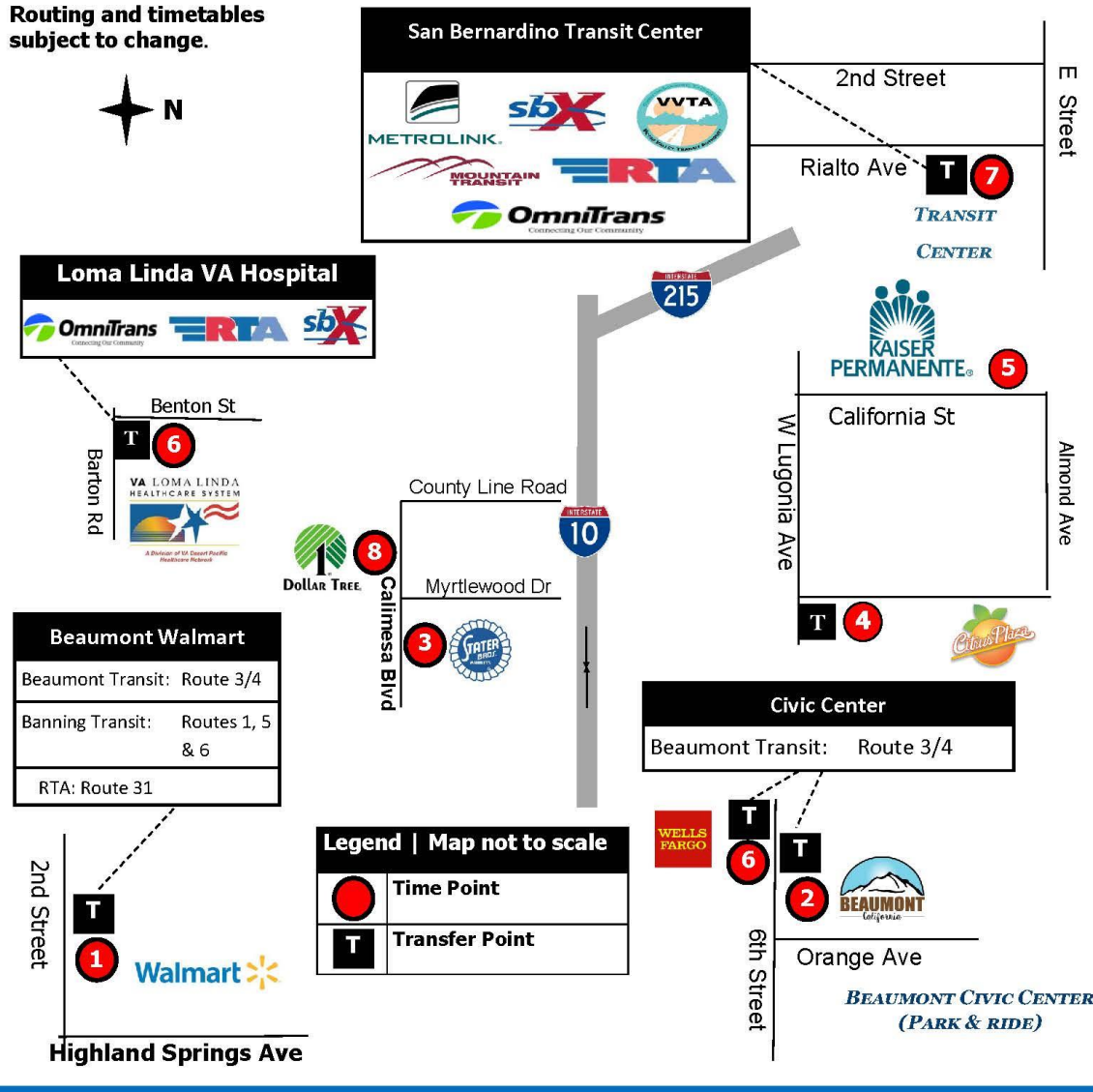
Beaumont, Calimesa, Redlands, Kaiser, VA Hospital, & San Bernardino Transit Center

## TEMPORARY SCHEDULE Effective March 30, 2020

Monday– Friday and  
Saturday Service  
(Except Holidays)



**Routing and timetables  
subject to change.**





**Dial A Ride (Paratransit)**

Beaumont Dial A Ride (DAR) is a curb-to-curb service for qualified passengers residing in Beaumont and parts of Cherry Valley. Due to COVID-19, qualified passengers are limited to those certified under the Americans with Disability Act. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from RTA and Omnitrans.

DAR operates as a federally mandated complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and is available to ADA passengers only.

In FY 21, DAR is projected to finish the fiscal year with 1,910 passenger boardings. This is a decrease of 67.19% compared to the 5,820-passenger boardings in FY 20. DAR makes up 5.46% of systemwide passengers in FY 21.

**Table 2.3 - SRTP Route Statistics**

**City of Beaumont -- 2**

**FY 2021/22**

**All Routes**

**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-120	All Days	2	11,208	314,945	5,625	6,120	165,036	169,940	\$686,113	\$33,600	\$82,000	\$11,200
BEA-125	All Days	1	3,160	73,219	2,940	3,216	74,640	76,956	\$345,112	\$10,550	\$42,000	\$3,600
BEA-3	All Days	1	3,000	14,400	2,525	2,711	31,164	30,552	\$249,900	\$25,003		\$4,265
BEA-3/4	All Days	1	1,932	9,274	503	541	6,906	7,278	\$188,629	\$5,000		\$1,000
BEA-4	All Days	1	14,020	67,296	2,742	2,913	29,268	31,224	\$321,819	\$25,600		\$6,400
BEA-7	All Days	3	32,568	188,894	805	1,280	14,744	20,408	\$200,826	\$33,897		\$6,000
BEA-9	All Days	1	13,264	76,931	414	654	5,552	7,636	\$176,731	\$13,000		\$3,000
BEA-CExp	All Days	1	3,334	32,340	2,741	2,914	19,500	58,236	\$339,404	\$2,000		\$5,000
BEA-DAR	All Days	1	1,830	7,869	635	1,045	12,750	14,834	\$237,430	\$20,000		
		12	84,316	785,168	18,930	21,394	359,560	417,064	\$2,745,964	\$168,650	\$124,000	\$40,465

**Table 2.3 - SRTP Route Statistics**

City of Beaumont -- 2

FY 2021/22

All Routes

**Performance Indicators**

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	\$652,513	\$121.98	\$4.16	\$61.22	18.48%	\$58.22	\$2.07	\$116.00	\$3.95	1.99	0.07
BEA-125	All Days	\$334,562	\$117.39	\$4.62	\$109.21	16.27%	\$105.87	\$4.57	\$113.80	\$4.48	1.07	0.04
BEA-3	All Days	\$224,897	\$98.97	\$8.02	\$83.30	11.71%	\$74.97	\$15.62	\$89.07	\$7.22	1.19	0.10
BEA-3/4	All Days	\$183,629	\$375.01	\$27.31	\$97.63	3.18%	\$95.05	\$19.80	\$365.07	\$26.59	3.84	0.28
BEA-4	All Days	\$296,219	\$117.37	\$11.00	\$22.95	9.94%	\$21.13	\$4.40	\$108.03	\$10.12	5.11	0.48
BEA-7	All Days	\$166,929	\$249.47	\$13.62	\$6.17	19.86%	\$5.13	\$0.88	\$207.37	\$11.32	40.46	2.21
BEA-9	All Days	\$163,731	\$426.89	\$31.83	\$13.32	9.05%	\$12.34	\$2.13	\$395.49	\$29.49	32.04	2.39
BEA-CExp	All Days	\$337,404	\$123.82	\$17.41	\$101.80	2.06%	\$101.20	\$10.43	\$123.10	\$17.30	1.22	0.17
BEA-DAR	All Days	\$217,430	\$373.91	\$18.62	\$129.74	8.42%	\$118.81	\$27.63	\$342.41	\$17.05	2.88	0.14
		\$2,577,314	\$145.06	\$7.64	\$32.57	12.13%	\$30.57	\$3.28	\$136.15	\$7.17	4.45	0.23

## 2.5 Productivity Improvement Efforts

Beaumont encourages participation and insights from our customers and the public. Customer satisfaction is our number one priority, and we encourage feedback. All customer comments and complaints are considered and generally resolved immediately. As a small agency, requests for new stops or an adjustment in timepoints are easily resolved.

Beaumont monitors the schedules in correspondence with other agencies. Metrolink, RTA, OmniTrans, and Banning Connect schedules are all reviewed, and changes are made usually in response to a change in the larger agencies' schedules. Our goal is to ensure that transit passengers can connect with other agencies to complete their trip.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Instagram, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).



A comprehensive operations analysis (COA) was completed this past fiscal year (FY 20). The findings of the study offered recommendations for a five-year action plan with three phases. Some recommendations have already been implemented, while recommendations to adjust time routes and schedules are being prepared for later implementation.

## 2.6 Major Trip Generators

Half of Beaumont Transit's passengers attend Beaumont schools, with primary travel patterns between residential neighborhoods and middle and senior high schools during peak hours—morning and afternoon. However, this type of service is not sustainable, but more importantly is more costly to the overall operations. For this reason, additional service will not be added to the two peak routes, Routes 7 and 9.

Beaumont will continue to focus on regional transportation as a means of sustainability. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Although FY 20 and 21 were anomalies, both commuters had shown growth in passenger boarding's month over month and are widely popular with inquiries from traveling

passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

## **2.7 Recent Service Changes**

Recent service changes were introduced with the addition of the Casino Express as well as with the Commuter Link 125.

### **Casino Express**

The Casino Express began service in August 2020. It is an express service from Beaumont Walmart to Casino Morongo and the Outlet Malls. When the Route 2 was dissolved, the Casino Express was created as a direct response from passengers needing transportation to their places of employment. All changes were a direct result of the July 2019 Interagency Agreement entered into with the City of Banning.

### **Commuter Link 125**

In cooperation with OmniTrans, additional stops were added to the Commuter Link 125 to increase efficiency and connectivity. Additional eastbound and westbound stops at the Redlands Transit Center were added. The Redlands Transit Center offers passengers connection ability to OmniTrans buses into areas of San Bernardino, Redlands, and Yucaipa that were normally not an option unless traveling to San Bernardino Transit Center on Commuter Link 120.

## **CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING**

### **3.1 Planned Service Changes**

The Comprehensive Operations Analysis (COA) outlined a five-year action plan with various stages of implementation recommendations. As discussed earlier, the COA proposes a five-year action plan which includes short, mid, and long-term recommendations. Short-term recommendations, to be completed by June 2021, have largely been implemented and timing recommendations will be assessed as we move into a return to full service.

Mid-term recommendations (July 1, 2021 to December 31, 2022) include:

- The elimination of service to Calimesa.
- A recommendation for a 20% fare adjustment increase.
- Enhance service to industrial center including Amazon and other distribution centers.
- Integrate service to new operations facility.
- Enhance connectivity with Banning Connect and RTA.
- Build a Bus Stop Improvement plan.

Longer-term recommendation (January 1, 2023-June 30, 2025) include:

- Expand local service to emerging residential neighborhoods.
- Realign routes to a more centralized transfer location. Proposes to move away from Walmart and the hospital and focus on the Beaumont Civic Center.
- Transition to electric vehicles as gas vehicles are being replaced.
- Introduce predictive arrival features at bus stops.

Industrial and employment opportunities are also growing. Amazon opened a million square foot distribution center in Beaumont and continues to hire full-time employees in addition to the hundreds of employees already hired. Beaumont Transit has added deviations to Amazon on the Route 4, but a more permanent solution will be explored under the mid-term recommendations, including a micro-transit program.

### **3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership**

#### **Free Fare Promotion**

Beaumont Transit has been offering free fare to all passengers as part of a grant allocated by the Low Carbon Transit Operations Program (LCTOP) since October 2020. In partnership with Banning Connect, free fare will be offered to all passengers from July 1 to December 31, 2021. The joint effort will create advertising efforts to encourage passengers to get back onboard public transportation.

#### **Annual Promotions**

Throughout the year our service is marketed with not only free fares, but visible appearances, as well. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit. COVID-19 has all but eliminated all our annual outreach that we usually do. The following are descriptions of what we typically participate in and will participate again soon.

In the month of July, \$0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4, and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy points of interest that these routes service, including destinations such as the community center, library, parks, city pool, and shopping.

In conjunction with October's Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit's Facebook.

Multiple marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff. Additionally, entries in local parades, free rides to all Veterans during the annual Veteran's Expo, the holiday 'Stuff the Bus' food drive, rider appreciation events, and multiple community

presentations and events, are all included in promotions to promote ridership and expose choice riders to public transportation.

Beaumont offers free shuttle service to the annual signature event, the Cherry Festival, located in the downtown area of Beaumont. This annual festival, arts/crafts, food, and live entertainment gathering is a four-day event with attendance of over 50,000 throughout the four days.

### **Redevelopment of Walmart Regional Transportation Hub**

Beaumont Transit has secured LCTOP and State of Good Repair funding for the purpose of redeveloping the Walmart Regional Transportation Hub and promoting ridership. This location is serviced by Beaumont, Banning, RTA and SunLine agencies. Hundreds of passengers connect at this location and the facility is undersized for the connecting passenger traffic. The Walmart stop is a central and visible location to the commercial center of Beaumont. With improvement, it will encourage additional use by existing passengers, but also entice new passengers to try transit. Beaumont Engineering Department has created plans for the Walmart location and a Request for Proposal is being prepared for publication.

### **3.3 Projected Ridership Growth**

Projected ridership growth will be problematic; however, Beaumont is taking the necessary steps to analyze and create a profitable business model in the coming fiscal years. The economy resulting from Covid-19 will have a significant hardship for many people. As residents shift employment because of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes because of the comprehensive operations analysis is anticipated to encourage ridership growth.

### **3.4 Proposed Fare Structure Changes**

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a recommendation has been included to increase fares by 20%. This will likely be addressed in FY 21 for a FY 22 proposal.

The Go Pass program was voted into effect by the Associated Student Body (ASB) at MSJC as an additional fee for students during registration. That fee is entirely allocated to RTA to subsidize free fare to all MSJC students on RTA's routes. Beaumont has traditionally honored Mt. San Jacinto's (MSJC) Go Pass program without receiving subsidies, providing free fare to all MSJC students. As part of the most recent Triennial Performance Audit, a recommendation was made to either cease accepting the Go Pass and charge students as general passengers, or coordinate efforts with MSJC to present to the ASB to vote on an additional fee during registration for Beaumont Transit. Should the student body vote against the proposed fee for Beaumont, the fare schedule would reflect the elimination of the Go Pass program on Beaumont routes.

### **3.5 Capital Improvement Planning**

#### **CNG Fueling Station**

Fourteen of Beaumont Transit's twenty-two buses are CNG fuel; however, Beaumont Transit does not have a fueling station. In conjunction with the Maintenance and Operations project, the parcel located on the corner of 4<sup>th</sup> Street and Veile Drive in Beaumont will be the site of a CNG Fueling station. The station will be open to the public for fast fill as well as slow-fill capabilities for the buses.

#### **Maintenance and Operations Facility**

In FY 19, Beaumont Transit purchased a 6-acre parcel in the industrial area of Beaumont. Located next to the Wastewater Treatment Facility, Transit and Public Works are combining efforts to develop the vacant parcel into a maintenance and operations facility for Transit as well as Public Works.

#### **Vehicle Replacement Plan**

Arising from the completed Comprehensive Operations Analysis in 2020, the consultant recommended the development of a Vehicle Replacement Plan. The replacement plan, it is recommended, should include the definition of useful life for each asset type, projects the likely replacement year, and details a plan for transition to battery/electric vehicles.

#### **Bus Stop Placement Policy and Improvement Plan**

The consultant completing the COA recommends developing a Bus Stop Placement Policy. This policy would clearly define how far apart bus stops should be placed as well as activity level needed to add amenities (such as shelters/benches) to the stop. The policy will also set guidelines for the addition or removal of bus stops.

#### **Introduce Technology to Offer Predictive Arrival Features**

Providing real-time information to riders can significantly increase customer satisfaction as well as improve reliability. It can also help decrease the number of call center inquiries regarding the status of individual routes. In order to offer customer-facing real-time information, GPS-based Automatic Vehicle Location (AVL) technology is required. AVL technology provides benefits to both the transit provider and the transit rider. The transit provider can monitor on-time performance using the geographic data together with the scheduled and actual time at each stop. AVL technology is available as part of a unified software platform supporting operations and maintenance.





Beaumont Transit  
Short Range Transit Plan  
FY 2021/2022 - 2023/2024



**Table 3 Highlights**

- Continuation of a Free Fare promotion in conjunction with Banning Connect until the end of calendar year 2021.
- Redevelopment of the Walmart Transportation hub.
- Begin the implementation of Comprehensive Operations Analysis (COA) recommendations.
- Procurement of two 32' EZ Rider CNG Buses
- Purchase and installation of video camera system on the fleet
- Purchase paratransit scheduling software
- Purchase of mobile lifts for vehicle maintenance

Type	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Estimate (Based on 3rd Qtr actuals and annualized)	FY 2021/22 Plan
System-Wide Ridership	197,775	204,274	106,743	34,849	84,316
Operating cost per revenue hours	89.47	114.34	82.84	90.65	133.96
Expenses	3,198,214	3,353,923	3,260,922	925,200	2,535,849

## **CHAPTER 4 – FINANCIAL PLANNING**

### **4.1 Operating and Capital Budget**

#### **Operating Budget**

As shown in Table 4 of this plan, Beaumont Transit projects a total amount of \$2,745,964 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is \$2,411,849 from Local Transit Funds, \$124,000 in Measure A funding, farebox revenues projection of \$168,650, LCTOP operational grant funding in the amount of \$40,465, and interest earned in the amount of \$1,000. This equals a modest 2.38% increase over funding in FY 20. Operational funding is allocated to 78% in personnel, 19% in maintenance and operations, and 3% in contractual services.



Table 4.0 - Summary of Funding Requests - FY 2021/22

City of Beaumont

Original

Operating																
Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
1) Operating Assistance	\$1,722,337	\$104,500	\$25,665			\$1,592,172										
2) Commuter Link 120 Operating Assistance	\$604,021	\$33,600	\$11,200			\$477,221	\$82,000									
3) Commuter Link 125 Operating Assistance	\$263,144	\$10,550	\$3,600			\$206,994	\$42,000									
4) Dial A Ride Operating Assistance	\$155,462	\$20,000				\$135,462										
5) Interest and Other Income	\$1,000							\$1,000								
Sub-total Operating	\$2,745,964	\$168,650	\$40,465	\$0	\$0	\$2,411,849	\$124,000	\$1,000	\$0	\$0	\$0	\$0	\$0			

Capital																
Project	Total Amount of Funds	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
20-03 Brand and Logo Update - 20-03	\$55,741										\$55,741					
20-07 EV Charging Station - 20-07	<span style="color: red;">\$-55,741</span>										<span style="color: red;">\$-55,741</span>					
22-01 Two 32' EZ Rider II CNG Buses - 22-01	\$1,400,000											\$1,400,000				
22-02 Video Camera Purchase and Installation - 22-02	\$140,000			\$66,214	\$3,786							\$54,640	\$15,360			
22-03 Paratransit Scheduling Software - 22-03	\$14,000											\$14,000				
22-04 Mobile Lifts - 22-04	\$60,000								\$56,715	\$3,285						
Sub-total Capital	\$1,614,000	\$0	\$0	\$66,214	\$3,786	\$0	\$0	\$0	\$56,715	\$3,285	\$0	\$1,468,640	\$15,360			
Total Operating & Capital	\$4,359,964	\$168,650	\$40,465	\$66,214	\$3,786	\$2,411,849	\$124,000	\$1,000	\$56,715	\$3,285	\$0	\$1,468,640	\$15,360			

FY 2021/22 Projected Funding Details		
FARE	\$168,650	
LCTOP OB	\$40,465	
LTF	\$2,411,849	
MA IB	\$124,000	
OTHR LCL	\$1,000	
Total Estimated Operating Funding Request	\$2,745,964	
LCTOP PUC99313	\$66,214	
LCTOP PUC99314	\$3,786	
SGR PUC99313	\$56,715	
SGR PUC99314	\$3,285	
STA - OB	\$0	
STA PUC99313	\$1,468,640	
STA PUC99314	\$15,360	
Total Estimated Capital Funding Request	\$1,614,000	
Total Funding Request	\$4,359,964	



Beaumont Transit  
Short Range Transit Plan  
FY 2021/22 - 2023/24



**Table 4B Fare Revenue Calculations**

(Consistent with RCTC Farebox Recovery Policy 3/12/2008)

#	Revenue Sources included in Farebox Calculation	FY2018/19 Audited	FY2019/20 Audited	FY2020/21 Estimated	FY 2021/22 Plan
1	Charge for Service	184,282	174,542	287	168,650
2	Interest	2,784	2,258	2,310	1,000
3	Other Income/Transfers In	322	30	1,727	-
4	LCTOP	131,338	0	34,642	40,465
5	Exclusion	(49,675)	(58,940)	(16,403)	(71,950)
<b>Total Revenue (1-5)</b>		<b>269,051</b>	<b>117,890</b>	<b>22,563</b>	<b>138,165</b>
<b>Net Operating Expense (after exclusions)</b>		<b>2,302,689</b>	<b>1,508,389</b>	<b>376,141</b>	<b>1,376,537</b>
<b>Farebox Recovery Ratio</b>		<b>11.68%</b>	<b>7.82%</b>	<b>6.00%</b>	<b>10.04%</b>

## **Capital Budget**

### **2- EZ Rider II CNG Buses (Project 22-01)**

Beaumont Transit proposes to purchase two EZ Rider II buses like the one purchased in FY 18. These buses are full size transit buses and have a seated capacity of 30 passengers. These buses will replace an aging cutaway type bus, have a higher seating capacity, and will be utilized on our fixed route system.



# FY 2021/22 SRTP

## City of Beaumont

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-01

**FTIP No:** Not Assigned - New Project

**Project Name:** 22-01 Two 32' EZ Rider II CNG Buses

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Purchase of two 32' EZ Rider II CNG buses

**Project Justification:** Aging fleet and moving to cleaner fuel requires the acquisition of new buses.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$1,400,000
Total		\$1,400,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Video Camera Purchase and Installation (Project 22-02)**

This project will upgrade 18 of our 22 buses with a new camera system. Video cameras are necessary for the safety and security of our drivers and passengers. This project is partially funded by LCTOP.



# FY 2021/22 SRTP

## City of Beaumont

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-02

**FTIP No:** Not Assigned - New Project

**Project Name:** 22-02 Video Camera Purchase and Installation

**Category:** Equipment

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Purchase and install video cameras on transit's fleet.

**Project Justification:** For the safety and security of passengers and drivers, video cameras are necessary on the fleet. The current video system is outdated and unreliable.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2021/22	\$66,214
LCTOP PUC99314	FY 2021/22	\$3,786
STA PUC99313	FY 2021/22	\$54,640
STA PUC99314	FY 2021/22	\$15,360
Total		\$140,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**Paratransit Scheduling Software (Project 22-03)**

Procurement of a new scheduling software to schedule DAR appointments predominantly because the current software has failed. This software will navigate appointments effectively and efficiently navigate the program to save resources.



# FY 2021/22 SRTP

## City of Beaumont

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-03

**FTIP No:** Not Assigned - New Project

**Project Name:** 22-03 Paratransit Scheduling Software

**Category:** Paratransit

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Purchase of paratransit scheduling software

**Project Justification:** Dial A Ride appointments are currently being made and tracked on an excel spreadsheet. For efficiency and effectiveness, paratransit scheduling software will be beneficial to our customers and the agency to reduce wasted resources.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$14,000
Total		\$14,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Mobile Lifts (Project 22-04)**

Beaumont Transit fleet mechanics need a mobile lift capable of lifting our 40' buses for required maintenance.



# FY 2021/22 SRTP

## City of Beaumont

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-04

**FTIP No:** Not Assigned - New Project

**Project Name:** 22-04 Mobile Lifts

**Category:** Equipment

**Sub-Category:** Parts

**Fuel Type:** N/A

**Project Description:** Purchase of Mobile Bus Lifts capable of lifting large buses

**Project Justification:** Current equipment is not capable of lifting large buses for repairs. Mechanics must work on the ground under the buses for repairs.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$56,715
SGR PUC99314	FY 2021/22	\$3,285
Total		\$60,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

## **4.2 Funding Plans to Support Proposed Operating and Capital Program**

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LCTOP, MSRC, and SGR grants but is void of any Federal funds.

In FY 23, Beaumont Transit proposes a tentative funding plan request in the amount of \$4,828,342, of which \$2,11,924 is LTF, \$2,000,000 is STA, and \$216,418 farebox revenue.



Table 4.1 - Summary of Funding Requests - FY 2022/23

City of Beaumont

Original

Operating																
Project	Total Amount of Funds	FARE	LTF	STA PUC99313												
1) Operating Assistance	\$2,828,342	\$216,418	\$2,611,924													
Sub-total Operating	\$2,828,342	\$216,418	\$2,611,924	\$0												

Capital																
Project	Total Amount of Funds	FARE	LTF	STA PUC99313												
23-01 CNG Station - 23-01	\$500,000			\$500,000												
23-02 Passenger Amenities - 23-02	\$100,000			\$100,000												
23-03 Replacement Vehicles EZ Rider II - 23-03	\$1,400,000			\$1,400,000												
Sub-total Capital	\$2,000,000	\$0	\$0	\$2,000,000												
Total Operating & Capital	\$4,828,342	\$216,418	\$2,611,924	\$2,000,000												

FY 2022/23 Projected Funding Details	
FARE	\$216,418
LTF	\$2,611,924
Total Estimated Operating Funding Request	\$2,828,342
STA PUC99313	\$2,000,000
Total Estimated Capital Funding Request	\$2,000,000
Total Funding Request	\$4,828,342

In FY 24, Beaumont Transit proposes a tentative funding plan request in the amount of \$5,313,193, of which \$2,913,193 is LTF, \$2,400,000 is STA, and \$222,911 in farebox revenue.



Table 4.2 - Summary of Funding Requests - FY 2023/24

City of Beaumont

Original

Operating															
Project	Total Amount of Funds	FARE	LTF	STA PUC99313											
1) Operating Assistance	\$2,913,193	\$222,911	\$2,690,282												
Sub-total Operating	\$2,913,193	\$222,911	\$2,690,282	\$0											

Capital															
Project	Total Amount of Funds	FARE	LTF	STA PUC99313											
24-01 Maintenance and Operations Facility - 24-01	\$1,000,000			\$1,000,000											
24-02 Replacement Vehicles EZ Rider II	\$1,400,000			\$1,400,000											
Sub-total Capital	\$2,400,000	\$0	\$0	\$2,400,000											
Total Operating & Capital	\$5,313,193	\$222,911	\$2,690,282	\$2,400,000											

FY 2023/24 Projected Funding Details															
FARE	\$222,911														
LTF	\$2,690,282														
Total Estimated Operating Funding Request	\$2,913,193														
STA PUC99313	\$2,400,000														
Total Estimated Capital Funding Request	\$2,400,000														
Total Funding Request	\$5,313,193														



## **4.3 Regulatory and Compliance Requirements**

### **The American with Disabilities Act of 1990**

The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes.

### **DBE, EEO, and Title VI**

Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply to this public transit operator.

### **Triennial Performance Audit**

RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2015-2016 through 2017-2018.

Beaumont Transit fully complied with five of the eight applicable requirements and partially complied with the remaining three. The audit also summarized the major findings and provided a set of recommendations from the auditing firm.

For this reporting period, four recommendations were given and as required by RCTC, are included in this plan as shown in Table 4.3. Two of the four recommendations have since been implemented or completed.



City of Beaumont  
Short Range Transit Plan  
FY 2021/2022 - 2023/2024



**Table 4.5 TDA Triennial**

Audit Recommendations	Action Taken and Results
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Beaumont continues to strive for timely completion of SCO reports. Additional staff in the finance department has been added to help prevent delays.
Continue to work with RTA and Mt. San Jacinto College on fare revenue reimbursement from the College GO-PASS Revenue Agreement.	Beaumont will explore the Go-Pass program and reach out to San Jacinto College to engage students for a student body vote to implement fare program for Beaumont Transit, independent from RTA.
Include a link to BanningTransit on the BeaumontTransit web page.	Completed
Report mechanical road calls and other vehicle operation metrics in TransTrack Manager.	

**Alternative Fueled Vehicles (RCTC Policy)**

Beaumont Transit System operates nine CNG buses and six gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

**4.4 Open Capital Projects**

This final section includes a summary of open capital projects, and balances outstanding for each project as outlined in Table 4.4.



City of Beaumont  
Short Range Transit Plan  
FY 2021/2022 - 2023/2024



Table 4.4 Open Projects Prior to FY2021/2022

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Balance	Unfunded Balance
CNG Station Improvements	19-01, 20-01, 21-01	4	2	Current - 2023	2,230,215	0
Shop Building Maintenance	17-04	7	1	Current	55,524	0
Shop Tools	20-05	3	1	Current	11,974	0
Maintenance & Operations Facility	19-04, 20-02, 21-02	4	2	Current - 2025	1,220,677	1,000,000
Brand & Logo Update	20-03	6	1	Current	46,210	0
Passenger Amenities (LCTOP)	20-04	6	1	Current - 2023	127,444	0
Bus Stop Rehab (SGR)	21-03	6	1	Current	51,999	0
Electric Vehicle Charging Station	20-07	6	1	Current	55,741	0
Two Electric Shuttles	21-04	1	1	Current	220,000	0
New Vehicle Communications	21-05	3	1	Current	52,673	0

Legend

Project Elements:

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY

Funding Category:

- 1 Fully Funded
- 2 Partially Funded



City of Beaumont  
Short Range Transit Plan  
FY 2021/2022 - 2023/2024



**Table 4.4 Open Projects Prior to FY2021/2022**

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Balance	Unfunded Balance
CNG Station Improvements	19-01, 20-01, 21-01	4	2	Current - 2023	2,230,215	500,000
Shop Building Maintenance	17-4	7	1	Current	55,524	0
Shop Tools	20-05	3	1	Current	11,974	0
Maintenance & Operations Facility	19-04, 20-02, 21-02	4	2	Current-2025	1,220,677	1,000,000
Brand & Logo Update	20-03	6	1	Current	46,210	0
Passenger Amenities (LCTOP)	20-04	6	1	Current - 2023	127,444	0
Bus Stop Rehab (SGR)	21-03	6	1	Current	51,999	0
Electric Vehicle Charging Station	20-07	6	1	Current	55,741	0
Two Electric Shuttles	21-04	1	1	Current	220,000	0
New Vehicle Communications	21-05	3	1	Current	52,673	0

**Legend**

**Project Elements:**

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY

**Funding Category:**

- 1 Fully Funded
- 2 Partially Funded



# CITY OF CORONA TRANSIT SERVICE

## SHORT RANGE TRANSIT PLAN

FY 2021/22 through FY 2023/24



### ***Guiding Principle***

*Sustainable public transportation options are essential to ensuring mobility in the community.*

### ***Mission Statement***

*City of Corona Transit Service mission is to provide a clean, safe, accessible, reliable, and friendly transportation system that improves the quality of life in the community.*

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# **Chapter 1 – System Overview and Service Profile**

## ***1.0 INTRODUCTION***

The Short-Range Transit Plan (SRTP) sets the objectives and strategies for Fiscal Year (FY) 2021/22 for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2021/22 – 2023/24).

## ***1.1 DESCRIPTION OF SERVICE AREA***

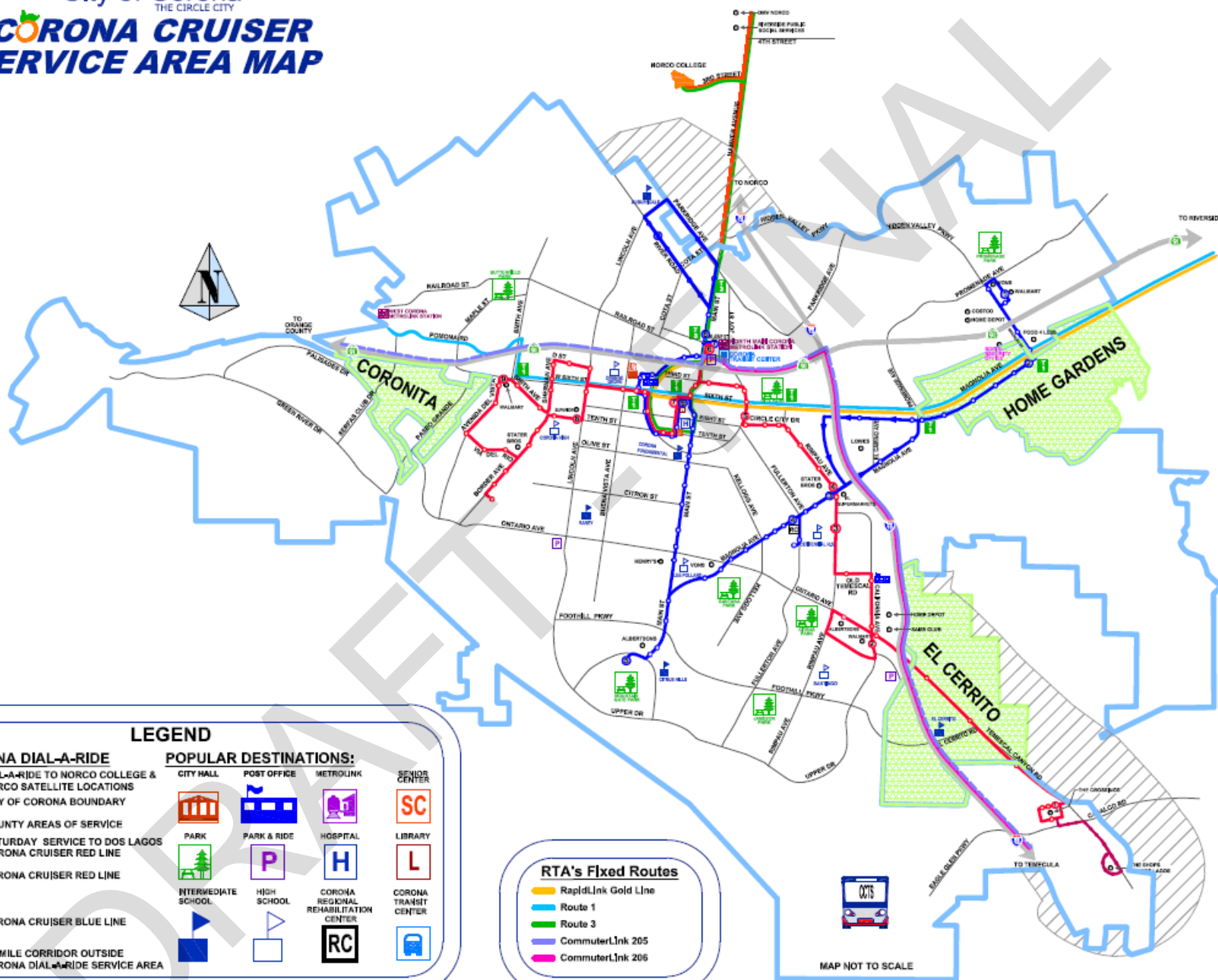
CCTS operates demand response Dial-A-Ride (DAR) and fixed route service dubbed the Corona Cruiser. DAR service commenced in 1977 and available to the general public throughout Corona service area until January 2, 2018. The service is now available only to the following rider groups: Seniors 60 and older; Persons with Disabilities; and Persons certified under Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). The complementary paratransit Dial-A-Ride service area extends beyond city limits to ensure compliance with the Americans with Disabilities Act ¾-mile corridor from a Corona Cruiser fixed route. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA. Corona Cruiser fixed route began operating in 2001 and serves the city-center as well as commercial, retail, and residential areas on the eastern and southern portion of the city.

See Table 1 and Section 1.3 for detailed description of service by mode. Service maps on the following pages.

**TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED**

Mode	Route	Description	Service Area/Sites
<b>Corona Cruiser</b>			
Blue Line		WalMart at McKinley Street West to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Corona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
Red Line		The Crossings shopping area at Cajalco Road and Temescal Canyon Road to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
<b>Dial-A-Ride</b>			
City-Wide		Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Brunswick Classic Lanes, Target and Norco College

City of Corona  
THE CIRCLE CITY  
**CORONA CRUISER  
SERVICE AREA MAP**



January 2018 G.S.

City of Corona  
THE CIRCLE CITY  
**CORONA**  
**DIAL-A-RIDE**  
**SERVICE AREA MAP**

**LEGEND**

**CORONA DIAL-A-RIDE**

- DIAL-A-RIDE TO NORCO COLLEGE & NORCO SATELLITE LOCATIONS
- CITY OF CORONA BOUNDARY
- COUNTY AREAS OF SERVICE
- SATURDAY SERVICE TO DOS LAGOS CORONA CRUISER RED LINE
- CORONA CRUISER RED LINE
- CORONA CRUISER BLUE LINE
- 3/4 MILE CORRIDOR OUTSIDE CORONA DIAL-A-RIDE SERVICE AREA

**POPULAR DESTINATIONS:**

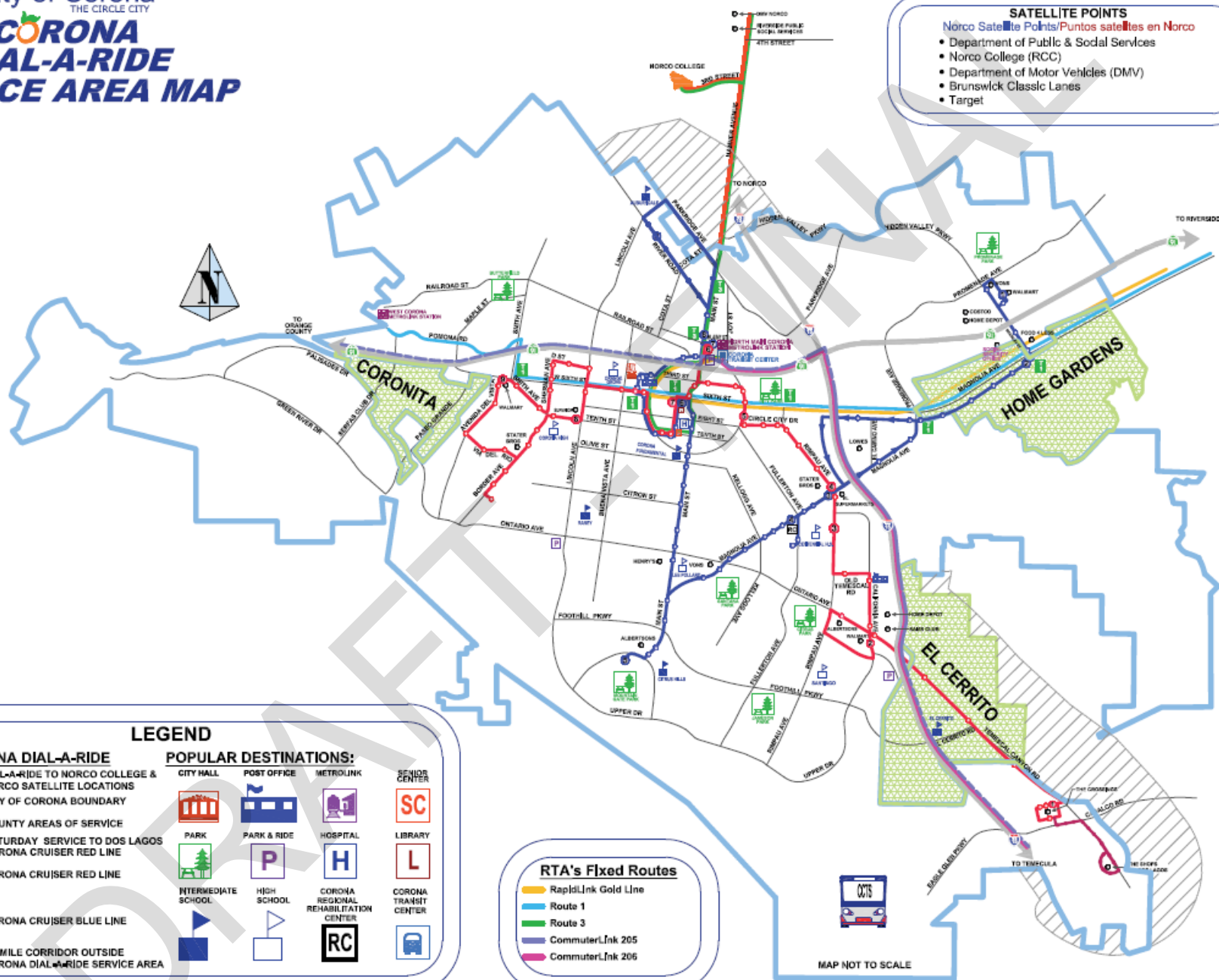
CITY HALL	POST OFFICE	METROLINK	SENIOR CENTER
PARK	PARK & RIDE	HOSPITAL	LIBRARY
INTERMEDIATE SCHOOL	HIGH SCHOOL	CORONA REGIONAL REHABILITATION CENTER	CORONA TRANSIT CENTER

**RTA's Fixed Routes**

- RapidLink Gold Line
- Route 1
- Route 3
- CommuterLink 205
- CommuterLink 206

**SATELLITE POINTS**  
Norco Satellite Points/Puntos satélites en Norco

- Department of Public & Social Services
- Norco College (RCC)
- Department of Motor Vehicles (DMV)
- Brunswick Classic Lanes
- Target



## 1.2 POPULATION PROFILE AND DEMOGRAPHIC

Based on the 2014-2018 American Community Survey 5-year Estimate, CCTS serves a diverse population of 165,355 city residents. The city encompasses 39 square miles. That diversity is reflected in the table below.

### City Population and Diversity

Demographic	Population Estimate	Percent
<b>Race</b>		
Total population	165,355	100.0%
One race	156,414	94.6%
Two or more races	7,171	4.3%
One race	157,658	95.3%
White	106,121	64.2%
Black or African American	9,794	5.9%
American Indian and Alaska Native	573	0.3%
Asian	18,283	11.1%
Native Hawaiian and Other Pacific Islander	863	0.5%
Some other race	22,024	13.3%
Two or more races	7,697	4.7%
White and Black or African American	1,061	0.6%
White and American Indian and Alaska Native	1,044	0.6%
White and Asian	2,095	1.3%
Black or African American and American Indian and Alaska Native	35	0.0%
<b>Hispanic or Latino and Race</b>		
Total population	165,355	100.0%
Hispanic or Latino (of any race)	72,658	43.9%
Mexican	63,044	38.1%
Puerto Rican	1,217	0.7%
Cuban	846	0.5%
Other Hispanic or Latino	7,551	4.6%
Not Hispanic or Latino	92,697	56.1%
White alone	59,484	36.0%
Black or African American alone	9,421	5.7%
American Indian and Alaska Native alone	223	0.1%
Asian alone	18,074	10.9%
Native Hawaiian and Other Pacific Islander alone	809	0.5%
Some other race alone	366	0.2%
Two or more races	4,320	2.6%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimate

The table below lists passenger characteristics for Dial-A-Ride and Cruiser service. Passenger characteristic estimates are based on data compiled over the first nine months of FY 2020/21.

### *Passenger Characteristics*

Dial-A-Ride		Corona Cruiser	
Seniors	40.5%	General Public	61.6%
Persons with Disabilities	22.4%	Students	2.4%
ADA Certified	32.3%	Seniors/Persons with Disabilities	34.4%
Personal Care Attendants	2.2%	RTA Transfers	0.1%
Metrolink Transfers	2.3%	Metrolink Transfers	0.1%
Children	0.2%	Children	1.3%

### *1.3 DESCRIPTION OF SERVICES*

The City contracts with the private sector to provide a turn-key transit operation. City of Corona Transit Service (CCTS) provides both fixed route (Corona Cruiser) and Dial-A-Ride (DAR) services. DAR service began in 1977, while the Corona Cruiser commenced in 2001. CCTS serves local business, retail stores, parks, school and entertainment venues. See Table 1 for overview of the service provided by CCTS.

#### **Fixed Route Service – Corona Cruiser: Blue and Red Lines**

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, library, civic center, and commercial/retail areas. This route also serves the unincorporated area of Home Gardens. The Blue Line operates every 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial areas along Sixth Street and the Ontario Avenue/California Avenue retail area. The Red Line also covers South Corona along Ontario Avenue/Temescal Canyon Road to serve the county area of El Cerrito, The Crossings shopping complex at Cajalco Road/Temescal Canyon Road, and The Shops at Dos Lagos on Saturdays. The Red Line operates every 50-66 minutes.

The Cruiser schedule is as follows:

	<u>Blue Line</u>	<u>Red Line</u>
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

The Cruiser does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

#### **Corona Dial-A-Ride/Paratransit Service**

Dial-A-Ride provided service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act (ADA). Reservations for DAR service can be made from one to fourteen days in advance; however, same



day service may be accommodated if space is available. Dial-A-Ride provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and application is available online at [www.riversidetransit.com](http://www.riversidetransit.com) or by calling RTA at (951) 795-7887.

For individuals certified for ADA complementary service, service hours are expanded to match Cruiser hours. Passengers certified under the ADA receive priority service. Voicemail message reservations are accepted for ADA clients on Sundays and Holidays for next day service.

The Dial-A-Ride schedule is as follows:

	Non-ADA Complementary Paratransit	ADA Complementary Paratransit
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

Dial-A-Ride service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

#### **1.4 OPERATING DATA FOR CORONA TRANSIT SERVICES**

The table below reflects operating data estimates for FY 2020/21 using data from July 2020 through March 2021:

<b>Performance Indicator</b>	<b>DAR</b>	<b>Cruiser</b>	<b>Total</b>
Operating Expense	\$ 940,500	\$ 1,382,200	\$ 2,322,700
Fare Revenue*	\$ 39,000	\$ 1,300	\$ 40,300
Passenger Trips	13,270	69,640	82,910
Vehicle Revenue Hours (VRH)	6,490	14,500	20,990
Vehicle Revenue Miles (VRM)	7,660	16,040	23,700
Operating Cost per VRH	\$ 145	\$ 95	\$ 111

\*Not charging fares effective April 27, 2020 due to COVID-19.



Using passenger trips from the first nine months of FY 2020/21 as a basis for estimating fiscal year-end totals, system wide passenger trips are expected to decrease by 41 percent to 82,910 total passenger trips compared to 140,175 passenger trips in FY 2019/20. CCTS had anticipated this decrease in ridership during FY 2020/21 due to COVID-19 negatively impacting public transit systems.

Even with reduced riders resulting from COVID-19, Corona Cruiser continues to operate at its' normal service levels. However, DAR service is dependent upon number of riders using the service and as such, has an impact on number of vehicle revenue hours and related revenue miles operated. In addition, as a result of having to maintain six feet social distancing on the buses, increased revenue hours are being operated to transport fewer passengers, thereby decreasing the average passenger per revenue hour.

While CCTS had collected no fares on board the buses, during FY 20/21, a small amount of fare revenues were generated from Inland Regional Center purchasing monthly Dial-a-Ride tickets and Cruiser passes.

### **1.5 CURRENT FARE STRUCTURE**

Effective April 27, 2020, CCTS had implemented a no fare policy on both Corona DAR and Corona Cruiser due to the impact of COVID-19 on public transit system and the need to maintain social distancing. Starting July 1, 2022, CCTS expects to reinstate the fare structure as shown on the following page.

#### ***Fare Structure***

<b>Fare Type</b>	<b>Fare Price</b>
<b>Corona Cruiser</b>	
Cash - General Public	\$1.50
Cash - Seniors / Persons with Disabilities / Medicare Card Holders	\$0.70
Cash - Children (46" tall or under)	\$0.25
Day Pass - General Public	\$4.00
Day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$2.00
15-day Pass - General Public	\$17.50
15-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$8.05
15-day Pass - Students	\$12.25
31-day Pass - General Public	\$35.00
31-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	\$16.10
31-day Pass - Students	\$24.50
<b>Dial-A-Ride</b>	
Seniors / Persons with Disabilities / Medicare Card Holders	\$2.50
Buddy Fare	\$1.25
Children	\$0.50

Note: Fixed Route fare structure effective July 5, 2010; Dial-A-Ride fare structure effective January 2, 2018.

To incentivize the use of public transit as a viable alternative to automobile trips, CCTS will continue to use Air Quality Management District (AQMD) funds to subsidize multi-day passes (15-day and 31-day passes) on the Cruiser. The use of these funds allows CCTS to reduce the cost of multi-day passes by 30 percent for Cruiser riders but enables CCTS to recover an adequate fare.

### **CCTS Fare Collection System**

CCTS currently offers its passengers two basic ways to pay for their trips on CCTS buses, one is cash, and the other, is through paper fare-media, that encompasses one-way tickets for the Corona Dial-A-Ride (paratransit), and Day Passes which can be purchased from bus operator and multi-day passes which must be purchased in advance. Cash and ticket fares are dropped into the “farebox” that possesses a top compartment that facilitates for the bus operator to verify with a glance the fare deposited by passenger boarding the bus, after bus operator verifies the correct fare, the operator activates a lever that allows the fares to drop into the secure bottom compartment of the farebox.

Multi-day Passes of the Corona Cruiser, after purchase and on the first day of use, the pass must be validated by the bus operator, the operator is tasked with writing the initial date and date of expiration of the pass, along with her/his initials—such process activates a pass for either a fifteen (15) or a thirty-one (31) day period. Verification of a valid multi-day pass is done by the bus operator, operator verifies that the pass is current, and the passenger possess the corresponding pass (such verification can include verifying an ID, for proof of age, condition of disability, or student status).

CCTS’ future plan for selling, collecting and validating fare-media expands to include digital forms of fare-media; this module is part of the Intelligent Transportation System project. An advanced fare payment system (or any form of digital fare media) should reduce or minimize the processes and activities that CCTS currently employs. Potential options CCTS staff will explore, include digital fareboxes, smart card system and/or mobile ticketing applications.

## **1.6 REVENUE FLEET**

The CCTS active fleet consists of 20 transit buses; See Table 1.1. All CCTS buses are compliant with the Americans with Disabilities Act (ADA) requirement for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 ElDorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered with Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
**City of Corona**

**Bus (Motorbus) / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2015	EDN	EZ RiderII	30	7	32	CN	7	0	783,859	915,295	130,756
<b>Totals:</b>			30	7			7	0	783,859	915,295	130,756

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
**City of Corona**

**Demand Response / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2017		E-450	18	11	25	CN	11	0	394,970	478,682	43,516
2012	EDN	AEROTECH	20	2	26	CN	2	0	309,743	310,434	155,217
<b>Totals:</b>			38	13			13	0	704,713	789,116	60,701

## *1.7 EXISTING FACILITIES AND BUS STOP AMENITIES*

CCTS operates from City-owned facility located at 735 Public Safety Way. MV Transportation, the contractor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the contractor at an off-site garage located at 1930 S. Rochester Ave., Suite 119, Ontario, CA 917661.

The Corona Cruiser fixed route service includes 185 bus stops and 27 bus stop passenger shelters along its' two routes. The contractor, MV Transportation, is responsible for maintaining all of the stops. CCTS provides all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the stops and its's associated equipment.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station.

## *1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES*

CCTS staff and Riverside Transit Agency (RTA) planning and operations staff work together to coordinate bus stop location/re-location, bus routing, layover areas/facilities, and transfer points. CCTS and RTA have a reciprocal agreement that allows valid pass-holders a no cost, one way transfer between Cruiser and RTA buses at bus stops served by both Cruiser and RTA routes 1 and 3. Transfers between bus systems are an effective way to promote public transit as a low cost, eco-friendly and stress-free alternative to automobile trips.

In addition, CCTS coordinates marketing efforts with Metrolink to promote use of both Metrolink and Corona's transit services. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center/North Main Metrolink Station.

## *1.9 REFERENCE OF PRIOR AND/OR EXISTING STUDIES AND PLANS*

CCTS has not had any prior studies performed, however plans are in the way for a Comprehensive Operations Analysis (COA). The COA is an in-depth study of the current operation of the Fixed Route System to identify strengths as well as opportunities for improvements. The COA will address CCTS' current and potential customers, how the overall system is performing and the areas of improvement. It will also address how CCTS can best serve its' market within its' operational and financial constraints. The goals of the COA are to improve customer travel experience by reducing travel time, improve service frequencies and connections where possible, and to introduce new and innovative transit options such as micro transit and/or on-demand services.

In addition, the COA will include a component for the Dial-A-Ride Program. The evaluation of the DAR program will include assessment of the current program (cost/benefit & fare structure analysis) as well opportunities to expand or enhance the program to on-demand, micro-transit, including demand response program targeting low-income households.

The solicitation for the COA was released March 16, 2020; however, prior to proposal submittal date, the solicitation was canceled due to the impact of COVID-19 on transit system ridership. In addition, the consultant would not have been able to perform the onboard customer survey nor hold any public meetings. As a result of the COVID-19 vaccine roll-out and reopening of schools and various centers (library, shopping centers, etc.), CCTS is seeing a slow increase in ridership. While ridership is not expected to return to pre-covid numbers, the study is necessary for future planning of transportation service needs. Therefore, staff is expecting to release the solicitation during first quarter of FY 21/22.

## **Chapter 2 – Existing Service and Route Performance**

### ***2.1 KEY PERFORMANCE INDICATORS***

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short-Range Transit Plan (SRTP) and allocates local, state and federal funding. RCTC developed and monitors eight performance indicators that measure productivity – these indicators and year-to-date performance are listed in the table on the next page. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating cost through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service. Fare revenue includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the minimum requirement endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator. However, during fiscal year (FY) 2020/21 due to COVID-19, AB 90 Transportation Bill provided reprieve from having to meet this requirement.

Table 2, Service Provider Performance Targets Report, appearing on the following page shows in detail on FY 2020/21 performance targets and actual performance by indicator.

Through the third quarter of this fiscal year (July 2020-March 2021), CCTS lags behind the mandatory farebox recovery ratio as the City had made the decision to not charge passenger fares during FY 2020/21 in order to maintain social distancing due to COVID-19 pandemic. Therefore, CCTS has recorded a farebox recovery of 2.04 percent for July 2020-March 2021. Under normal circumstance, at the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap between fare revenue received throughout the year and the amount required to meet the farebox recovery ratio. The contribution of funds is made only after all revenues and expenses are finalized following the close of the fiscal year. The size of the contribution varies each year depending on the final amount of revenues and expenses; however, the City's year-end contribution has always ensured CCTS meets the mandatory farebox recovery ratio. As a result of AB 90 providing a welcome relief to not having to meet the farebox recovery ratio, CCTS is not expected meet this requirement at the close of the fiscal year, nor is the City expected to contribute to bridge any funding gaps to meet farebox recovery ratio.

Systemwide ridership declined by over 40 percent compared to FY 19/20. COVID-19 pandemic has impacted how transit agencies operate the system. For fixed route service, CCTS continues

to maintain its pre-covid service levels in reference to the number of revenue hours/miles operated. CCTS has had to reduce its load capacity in order to maintain social distancing on board the buses.

CCTS continued focusing on other areas of improvements during the pandemic which include but not limited to the following:

- Increased sanitization of buses and bus stop shelters and equipment.
- Implementation of no fare collection to reduce contact and increase social distancing.
- Enforcing the mandated mask policy.
- Provided hand sanitizer and mask on board the buses.
- Increased on-time performance.
- Increased customer satisfaction by reducing the number of complaints.
- Timely repairs and preventive maintenance of revenue vehicles.

**Table 2.0 -- Service Provider Performance Targets Report**

**FY 2020/21 Short Range Transit Plan Review  
City of Corona**

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	131,900			
Passenger Miles	562,368			
Total Actual Vehicle Revenue Hours	26,849.0			
Total Actual Vehicle Revenue Miles	319,878.0			
Total Actual Vehicle Miles	364,962.0			
Total Operating Expenses	\$2,941,298			
Total Passenger Fare Revenue	\$443,967			
Net Operating Expenses	\$2,497,331			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	15.09%	>= 15.00%	2.04%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$109.55	<= \$89.07	\$97.52	Fails to Meet Target
2. Subsidy Per Passenger	\$18.93	>= \$10.72 and <= \$14.50	\$23.99	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$4.44	>= \$2.51 and <= \$3.39	\$5.83	Fails to Meet Target
4. Subsidy Per Hour	\$93.01	>= \$62.82 and <= \$85.00	\$95.53	Fails to Meet Target
5. Subsidy Per Mile	\$7.81	>= \$5.18 and <= \$7.00	\$7.98	Fails to Meet Target
6. Passengers Per Revenue Hour	4.91	>= 4.98 and <= 6.74	3.98	Fails to Meet Target
7. Passengers Per Revenue Mile	0.41	>= 0.41 and <= 0.55	0.33	Fails to Meet Target

**Note:** Must meet at least 4 out of 7 Discretionary Performance Indicators

<b>Productivity Performance Summary:</b>
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<b>Service Provider Comments:</b> A farebox recovery ratio in this range is anticipated as City of Corona Transit Service is not charging fares during FY 2020/21 in order to maintain social distancing prompted by COVID-19 pandemic. In addition, pursuant to AB90 Transportation Bill, the farebox recovery ratio requirement for FY 20/21 has been waived.
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## 2.2 *SRTP PERFORMANCE REPORT*

Table 2.1, SRTP Performance Report, appearing on the following page lists planned performance targets set by RCTC for FY 2021/22.

Table 2.1 indicates CCTS fails to meet the mandatory farebox recovery ratio. The target for farebox recovery ratio is set as follows: 10 percent for Specialized DAR and 20 percent for fixed route. Discretionary performance targets are set by TDA using 2.45 percent annual adjustment for Consumer Price Index (CPI). CCTS' failure to meet these targets are the direct result of reduced rider estimated as a result of COVID-19.

**FY 2021/22 - Table 2.1 -- SRTP Performance Report**
*Service Provider: City of Corona*
**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	140,175	61,690	94,148	None	
Passenger Miles	596,879	253,897	394,601	None	
Revenue Hours	26,260.5	15,489.7	28,450.0	None	
Total Hours	30,544.5	17,673.2	32,730.0	None	
Revenue Miles	317,754.0	185,440.0	352,248.0	None	
Total Miles	362,995.0	208,884.0	399,649.0	None	
Operating Costs	\$2,309,462	\$1,510,500	\$2,822,148	None	
Passenger Revenue	\$394,412	\$30,842	\$221,800	None	
Measure-A Revenue				None	
LCTOP Revenue			\$2,000	None	
Operating Subsidy	\$1,915,049	\$1,479,659	\$2,600,348	None	
Operating Costs Per Revenue Hour	\$87.94	\$97.52	\$99.20	<= \$99.91	Meets Target
Operating Cost Per Revenue Mile	\$7.27	\$8.15	\$8.01	None	
Operating Costs Per Passenger	\$16.48	\$24.49	\$29.98	None	
Farebox Recovery Ratio	17.08%	2.04%	7.93%	>= 0.2	
Subsidy Per Passenger	\$13.66	\$23.99	\$27.62	>= \$20.39 and <= \$27.59	
Subsidy Per Passenger Mile	\$3.21	\$5.83	\$6.59	>= \$4.96 and <= \$6.70	
Subsidy Per Revenue Hour	\$72.93	\$95.53	\$91.40	>= \$81.20 and <= \$109.86	
Subsidy Per Revenue Mile	\$6.03	\$7.98	\$7.38	>= \$6.78 and <= \$9.18	
Passengers Per Revenue Hour	5.34	3.98	3.31	>= 3.38 and <= 4.58	
Passengers Per Revenue Mile	0.44	0.33	0.27	>= 0.28 and <= 0.38	

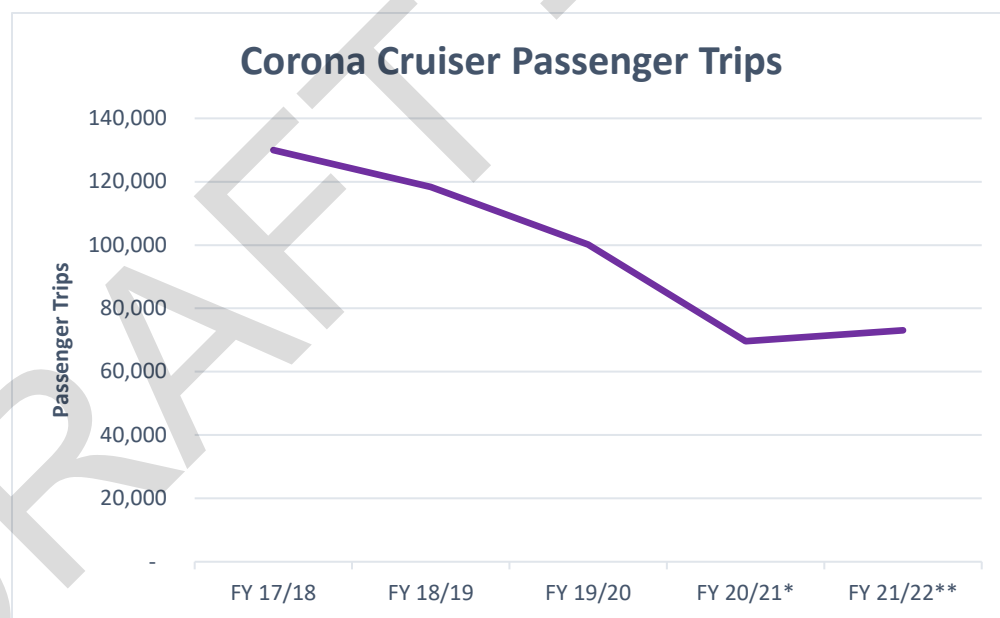
a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

## 2.3 SERVICE SUMMARY

CCTS had anticipated a decline in ridership during FY 2020/21 due to COVID-19 pandemic negatively impacting passenger trips for both the Corona Cruiser and Dial-A-Ride. Ridership in FY 2020/21 is expected to decrease an estimate 41% (or ~57k riders) compared to FY 2019-20. See Table 2.2 for year-to-year performance data. While it may take few years to recover ridership lost to COVID-19, CCTS staff is optimistic that FY 21/22 may see a slight increase in ridership based on FY 20/21 3<sup>rd</sup> quarter numbers as well as California Governor Gavin Newson's plan to reopen California and improvement in the current pandemic situation due availability of COVID-19 vaccine. Using FY 2020/21 third quarter ridership numbers and seeing a gradual increase in ridership, CCTS is cautiously projecting a fourteen (14) percent increase in ridership.

### Corona Cruiser

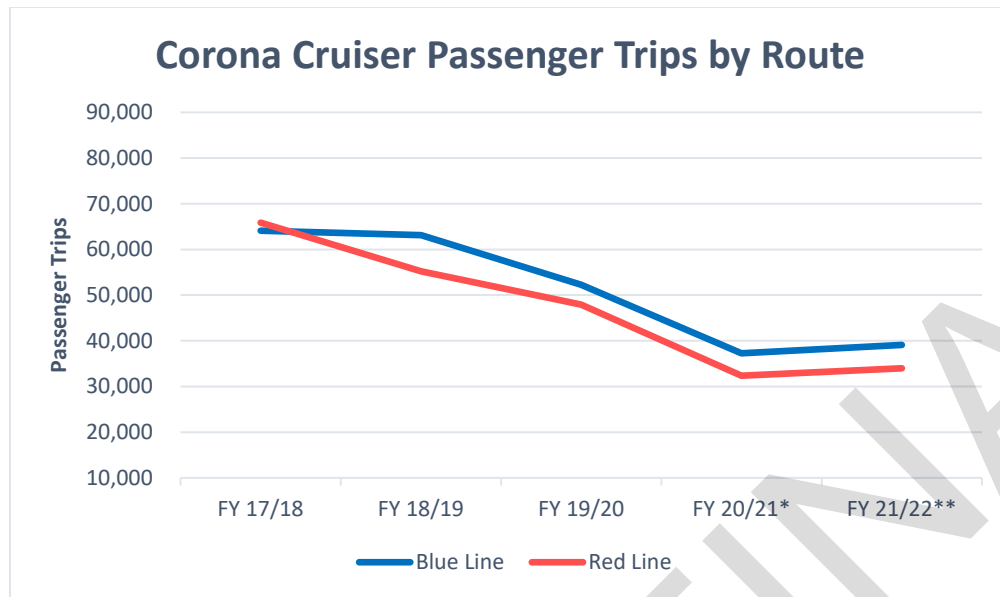
CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. Corona Cruiser totaled 100,186 passenger trips in FY 2019/20. Using the number of passenger trips recorded during the first nine months of FY 2020/21 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decline by 30 percent, or estimated 31,000 trips, compared to the previous fiscal year for a total of approximately 70, 000 trips. Ridership during FY 2020/21 was expected to decrease as a result of COVID-19 impact on public transit. Transit agencies across the nation saw a significant decline in transit ridership. See graphs below and on the following page of passenger trends by route.



\* FY 2020/21 year-end estimate is based on data collected from July 2020-March 2021.

\*\* FY 2021/22 projections are based on a 5 percent increase over estimated FY 2020/21 year-end totals.

Passenger trips on both the Blue Line and the Red Line are expected to decrease by 30 percent or 31,000 trips in FY 2020/21 when compared to the previous year. As mentioned above the decrease in ridership is due to the impact of COVID-19 on public transit.

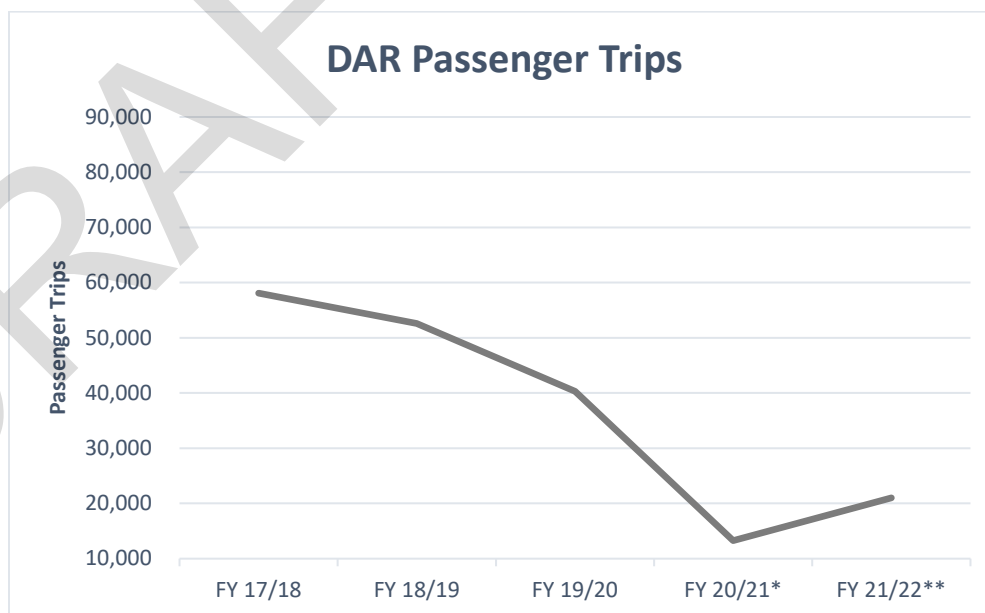


\* FY 2020/21 year-end estimate is based on data collected from July 2020-March 2021.

\*\* FY 2021/22 projections are based on a 5 percent increase over estimated FY 2020/21 year-end totals.

## Dial-A-Ride

Dial-A-Ride provided 39,989 passenger trips in FY 2019/20. Using data collected from the first nine months of FY 2020/21 as a basis for estimating year-end totals, passenger trips may decrease by 67 percent, or 27,000 trips, as compared to FY 2019/20. The decrease in FY 2020/21 passenger trips is directly attributed to the impact of COVID-19. DAR was still recovering from the loss of general public riders which had accounted for about 10 percent of the riders. Ridership for DAR was expected to level off for FY 19/20 when the pandemic hit. COVID-19 greatly impacted DAR ridership as majority of the riders vulnerable to COVID-19 are seniors & persons with disabilities. See graph on the following page.



\* FY 2020/21 year-end estimate is based on data collected from July 2020-March 2021.

\*\* FY 2021/22 projections are based on a slight increase over estimated FY 2020/21 year-end totals.

## Productivity Measures

Productivity has been declining since FY 2014/15 on the Corona Cruiser and Dial-A-Ride as measured by the number of passengers per revenue hour and revenue miles showed year-over-year in the below table. Ridership was expected level off and see a gradual, 2% increase in FY 2019/20. Unfortunately, productivity continue to drop through the current year due to the impact of COVID-19 on public transit ridership.

Besides the impact of COVID-19, increased traffic congestion resulting from construction work throughout City of Corona continue to impact Corona Cruiser and Dial-A-Ride buses. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Mode	Productivity Measure	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21*	FY 21/22**
Corona Cruiser	Passengers per revenue hour	9.06	8.93	8.18	6.88	4.80	5.10
	Passengers per revenue mile	0.77	0.75	0.69	0.58	0.41	0.43
Dial-A-Ride	Passengers per revenue hour	3.92	3.79	3.59	3.42	2.05	1.49
	Passengers per revenue mile	0.30	0.30	0.30	0.27	0.16	0.11

\*FY 2020/21 performance is measured based on estimates covering the period July 2020 through March 2021.

\*\*FY 2021/22 performance is measured based on FY 2020/21 with a slight increase in ridership.

Performance Measure	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21 3rd Qtr Actual*	FY 2021/22 Planned
System-wide Passenger Trips	198,049	188,061	170,946	140,175	61,690	94,148
Cost per Service Hour	\$70.07	\$77.24	\$85.48	\$86.22	\$97.52	\$99.20

\*All expenses (including operations contract cost and fuel) upto quarter ending March 2021 have been posted

**Table 2.2 -- City of Corona -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan**
**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	3	14	3	14
<b>Financial Data</b>					
Total Operating Expenses	\$2,489,197	\$2,309,462	\$2,941,298	\$1,510,500	\$2,822,148
Total Passenger Fare Revenue	\$437,174	\$394,412	\$443,967	\$30,842	\$223,800
Net Operating Expenses (Subsidies)	\$2,052,023	\$1,915,049	\$2,497,331	\$1,479,659	\$2,600,348
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	170,946	140,175	131,900	61,690	94,148
Passenger Miles	732,023	596,879	562,368	253,897	394,601
Total Actual Vehicle Revenue Hours (a)	29,118.8	26,260.5	26,849.0	15,489.7	28,450.0
Total Actual Vehicle Revenue Miles (b)	347,239.0	317,754.0	319,878.0	185,440.0	352,248.0
Total Actual Vehicle Miles	399,249.0	362,995.0	364,962.0	208,884.0	399,649.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$85.48	\$87.94	\$109.55	\$97.52	\$99.20
Farebox Recovery Ratio	17.56%	17.08%	15.09%	2.04%	7.93%
Subsidy per Passenger	\$12.00	\$13.66	\$18.93	\$23.99	\$27.62
Subsidy per Passenger Mile	\$2.80	\$3.21	\$4.44	\$5.83	\$6.59
Subsidy per Revenue Hour (a)	\$70.47	\$72.93	\$93.01	\$95.53	\$91.40
Subsidy per Revenue Mile (b)	\$5.91	\$6.03	\$7.81	\$7.98	\$7.38
Passenger per Revenue Hour (a)	5.9	5.3	4.9	4.0	3.3
Passenger per Revenue Mile (b)	0.49	0.44	0.41	0.33	0.27

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

## 2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by service and route for planned FY 2021/22. See above sections regarding route-by-route breakdown of these services.

**Table 2.3 - SRTP Route Statistics**

City of Corona -- 3

FY 2021/22

All Routes

Data Elements												
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
COR-BLUE	All Days	3	39,134	154,580	7,110	7,768	78,876	83,268	\$747,692	\$60,234		\$1,000
COR-DAR	All Days	9	21,032	105,791	14,110	16,631	183,425	216,203	\$1,314,159	\$100,300		
COR-RED	All Days	2	33,982	134,230	7,230	8,331	89,947	100,178	\$760,297	\$61,266		\$1,000
		14	94,148	394,601	28,450	32,730	352,248	399,649	\$2,822,148	\$221,800		\$2,000



**Table 2.3 - SRTP Route Statistics**

City of Corona -- 3

FY 2021/22

All Routes

Performance Indicators												
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	\$687,458	\$105.16	\$9.48	\$19.11	8.18%	\$17.57	\$4.45	\$96.69	\$8.72	5.50	0.50
COR-DAR	All Days	\$1,213,859	\$93.14	\$7.16	\$62.48	7.63%	\$57.71	\$11.47	\$86.03	\$6.62	1.49	0.11
COR-RED	All Days	\$699,031	\$105.16	\$8.45	\$22.37	8.18%	\$20.57	\$5.21	\$96.68	\$7.77	4.70	0.38
		\$2,600,348	\$99.20	\$8.01	\$29.98	7.93%	\$27.62	\$6.59	\$91.40	\$7.38	3.31	0.27

## *2.5 PRODUCTIVITY IMPROVEMENT EFFORTS*

CCTS staff will continue to focus on improving the overall service monitoring key performance metrics such as passengers per revenue hour and farebox recovery, improving performance metrics include reviewing the operation to ensure established standards are being met. Staff holds contractor responsible for various performance standards pursuant to the contract. Some of these standards include but not limited to the following:

- Improve On-time performance.
- Enhance Customer service experience.
- Meet ADA compliance standards.
- Maintain revenue vehicle and bus stop equipment.

In addition, as mentioned in section 1.9, CCTS will perform a study of the fixed route system to determine underperforming stops and potential for expansion service. The study will also help determine if bus stop improvements are necessary based on number of riders at the stops. Based on the study, CCTS may adopt a tiered bus stop improvement policy.

Furthermore, CCTS realizes the need to update the current route schedule and provide increased connections to the Corona Transit Center. In addition, to be an effective and useful transportation option, buses need to consistently operate according to the published schedule. Bus passengers need to be able to rely on the bus to pick them up on schedule and deliver them to their destination on schedule. An unreliable transit system will lose riders. CCTS staff had performed an internal review, however the altered schedule was not able to meet the schedule for the student riders in getting to/from the schools. As such the schedule remains as is and will be updated once the COA is complete.

The abovementioned approach to reviewing standards, performing a study and revising the schedule is intended to improve ridership, productivity and farebox recovery.

## *2.6 MAJOR TRIP GENERATORS*

Major trip destinations within the city are the commercial/retail areas along McKinley Street and Sixth Street, The Crossings shopping area on Cajalco Road and Temescal Canyon, medical facilities along Magnolia Avenue, regional transit facilities off Main Street, the Corona Public Library, the Senior Center, and the Civic Center. El Cerrito Middle School and Centennial High are also major trip generators.

Cruiser patrons use the service for work, shopping trips, making stops at pharmacies and grocery stores, and accessing restaurants and movie theaters. Over the past three years, students have made up an increasing share of Corona Cruiser and Dial-A-Ride passengers. Many Dial-A-Ride passengers use the service to get to work and care centers, doctor visits, and Corona's two Metrolink Stations.

## *2.7 RECENT SERVICE CHANGES*

Minor service change was implemented during FY 2020/21. Effective February 1, 2021, the Red Line Eastbound PM Tripper was eliminated due diminished ridership. Although, ridership

decreased due to COVID-19, CCTS continued to operate its service at pre-covid level. CCTS did not deem it necessary to reduce the fixed route service as it is already being operated on 60-minute frequency. Eliminating runs and/or increasing frequency will only hinder the service. Therefore, much of the effort has been towards improving the current service.

## **Chapter 3 – Future Service Plans, Fare Changes, Capital Planning and Marketing**

### ***3.1 PLANNED SERVICE CHANGES***

While CCTS has plans for services changes, these changes and/or improvements will be dependent upon the recommendations from the COA. As mentioned in section 1.9, the COA study is being temporarily delayed. The COA will be used to formulate recommendations for service improvements that maximize ridership and service performance effectiveness in meeting the needs of the patrons. The study will be used to determine following service enhancements in the next three to ten years:

- Increase weekday bus frequency during morning peak hours by adding an additional bus on the Blue Line and the Red Line. This will reduce headway by 30 minutes, thereby improving transit service and opportunity to increase ridership. This will provide patrons with options to utilize Corona Cruiser with additional time intervals.
- Service to/from the Green River Road vicinity (northwest area of the City)
- Reinstate service to/from the Vintage Terrace Senior Apartments
- Extend weekday service to/from Dos Lagos shopping center
- Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco
- Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA
- Service to the West Corona Metrolink Station
- Service to/from neighboring cities
- Adding Sunday service
- Increased service to low-income, disadvantaged communities
- Micro and/or on-demand service

Recommendations will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation and bus stop locations. Moreover, recommendations shall include chronological order as to plan revisions to the service with a ranking of short-term to end-of-plan ranking.

### 3.2 *MARKETING PLANS AND PROMOTION*

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- *Bus Shelter Program* – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days, and protection from rain during inclement weather. These shelters will feature two-panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers, and as an ambassador as to how public transit can beautify a neighborhood and itself function as marketing tool inviting motorists to try public transit.
- *Poetry and Art on the Bus Program* – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contest inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due to COVID-19, however the program is expected to continue during FY 21/22 making this program in its twelfth year.
- *Free Fare Program* – Implement a free fare program which will include the following programs: special free fare days, such as Bike to Work Day, Dump the Pump Day, Day after Thanksgiving, days for targeted passengers such as seniors, veterans, students; Fixed Route Training Program; and Summer Student Program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. Low Carbon Transit Operations Program Funds will be utilized to offset the costs for this project.

CCTS' first free day program will be to encourage seniors and persons with disabilities to continue to use public transportation as means to commute. CCTS, similar to many other agencies lost riders due to COVID-19 pandemic; the free rides will provide an incentive to use public transit. Starting July 2021, CCTS will offer free rides every Fridays to seniors and persons with disabilities.

In addition, CCTS will offer students free rides for the first week of schools reopening for the 21/22 academic year which is scheduled for August 10-13, 2021. CCTS will follow with additional free ride day for students including week before winter and spring break and last week of school then leading into the summer.

- *Transit User Training* – Present introduction on how to use public transit to promote use of the Corona Cruiser and its connection to regional bus and rail service.
- *Community Service Events* – CCTS and contractor staff will participate in community events to inform attendees of those events about available transportation services and how they can take advantage of these services.
- *Updated Schedule* – A new, reliable schedule, combined the completion of construction projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.

- *Social Media* – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.
- *Customer Satisfaction Survey* – On-going solicitation of customer feedback to increase rider satisfaction as well as conduct an annual rider survey.

The above strategies will assist CCTS in regaining some of the ridership lost due to COVID-19 pandemic.

### ***3.3 PROJECTED RIDERSHIP GROWTH***

Decrease in ridership was expected for FY 2020/21 due to the impact of COVID-19 pandemic on public transit systems across the nation. CCTS had projected a 5 percent decrease from FY 2019/20 to 2020/21, however the actual decrease is estimated at much higher rate at over 40 percent based on June 2020-March 2021 projections. CCTS is cautiously optimistic that as the situation with COVID-19 improves, the decrease in passenger trips experienced in FY 2019/20 thorough FY 2020/21 will start to bottom-out, and slowly improve going into the following fiscal years.

For FY 2021/22, CCTS is projecting an increase in ridership based on the following factors: data for 3<sup>rd</sup> quarter FY 2020/21 shows an increase in ridership; availability of COVID-19 vaccine; and reopening of California per Governor Gavin Newson. In addition, CCTS staff will utilize marketing efforts outlined in section 3.2 as an effort to increase ridership. In addition, CCTS will utilize the study mentioned in section 1.9 and ongoing surveys to assess the need for service improvements including service frequency, connectivity, span of service and on-time performance. CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders. See section 3.2 for detailed description of marketing efforts focusing on increasing ridership.

### ***3.4 PROPOSED FARE STRUCTURE CHANGES***

CCTS, currently does not have any plans for any fare structure changes. In the past, the CCTS has always followed RTA's example and kept in line with their fare structure. Once the Comprehensive Operations Analysis (COA) is completed, staff will use recommendations from the study for any fare changes. COA was on hold due to the impact of COVID-19 on public transit services but is expected to be released 1<sup>st</sup> quarter of FY 2021/22.

### ***3.5 CAPITAL IMPROVEMENT PLANNING***

CCTS capital program includes the following projects:

#### ***Bus Stop Improvements***

CCTS plans to continue on-going improvements to bus stops which includes upgrading bus stop accessibility and passenger amenities; planned improvements are as follows:

- Replace existing passenger shelters that display advertising with new shelters. The design of the new shelters will be based on the existing design, but re-worked to include two panels for advertising; and,
- Replace older blue fiberglass bus benches with metal benches.

- Update bus stops to improve ADA accessibility.

Currently, bus stop improvements are on an as needed basis due to increased customer requests, replacement of damaged equipment or assessment based on a complaint. Staff will need to do an assessment of each location to determine the need for replacement equipment.

In addition, the COA will be used as a guide to determine which stops require tiered improvements. A component of the COA, requires the consultant to perform a physical inventory of each stop within the CCTS fixed-route system and perform an analysis of the physical condition (does it meet ADA accessibility requirements) and illustrate whether ridership for each stop warrants a tier upgrade. Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

### Intelligent Transportation System (ITS)

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will include components such as: Computer Aided Dispatching (CAD); Automatic Vehicle Location (AVL); Automated Annunciators to meet ADA Requirement; Relay real-time transit information; Automated Passenger Counter (APC); and an advance fare payment system. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the systems performance. Upgrading our existing systems and installation of new technologies will ensure that customers are receiving the highest quality information on time, as well as ensuring that CCTS is operating at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity and to the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS during late FY 2021.

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has attended the ITS seminar to assist staff with potential scope of work for the Request for Proposal. Based on CCTS's need, staff is estimating cost of 1.5 million dollars for this project and expect to release solicitation during FY 2021-22. CCTS does not expect completion of this project till 2023.

### Purchase ADA Accessible Van

Purchase an ADA accessible van to support the current DAR program to transport fewer passengers (or one wheelchair). This will allow the usage of a smaller vehicle for situations when a larger vehicle is not warranted. Use of a smaller vehicle when transporting few passengers may be much more efficient.

### Canopy/Roof Structure for Bus Parking Area

Build a canopy over the bus parking stalls at the City's Corp. Yard to protect and prolong the life of the buses and the associated equipment from the sun's rays and the elements.

### **Digital Land Mobile Radio System**

Purchase and install a new digital land mobile radio communications system to replace the current system in place as the current system is starting to show deterioration.

### **Route Development Bus Purchase**

Purchase additional buses for Corona Cruiser. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service. Route development buses are needed to operate more frequent services and/or additional bus route(s). CCTS will purchase any needed buses through California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative). The Cooperative was developed in accordance with the Local Government Purchasing Schedule, as defined by 49 Code of Federal Regulations (CFR) §18.36, wherein the FTA extends to states and local governments the authority to make arrangements with multiple vendors to provide options for goods or services at established prices.

The estimated cost for this project will be dependent upon the number of buses needed for potential service expansion. CCTS will be better able to estimate once the COA is complete. As mentioned earlier, the COA is on hold due to the impact of COVID-19.

### **New Bus Stop with Amenities**

Add new stops with amenities needed to service any additional service recommendations. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service.

### **Replacement Buses**

Purchase replacement cutaway buses for Dial-A-Ride service.

Replacement of two (2) 2012 buses - CCTS put into service ten Type C buses in 2012. Of the ten buses, eight were replaced with 2017 buses and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

Replacement of eleven (11) 2017 buses – CCTS put into service eleven cutaway buses in 2018. These buses have a useful life of five years or a minimum of 150k miles, whichever comes first. These buses will reach their useful life in July 2023.



### *TABLE 3 – CCTS FY 2021/22 HIGHLIGHTS*

#### Operations

- Improve Fixed Route Service
  - Adjust Corona Cruiser bus schedule to reflect actual trip times.
  - Introduce additional morning peak service
  - Implement a Free Fare Program
  - Increase Ridership
- Improve Dial-A-Ride Services
  - Review feasibility of establishing an ADA Subscription Services Policy
- Work with the City's contract transportation operator to improve:
  - Operations of Corona Cruiser and Dial-A-Ride service;
  - Bus maintenance and cleanliness/maintenance of bus stops; and
  - Monitoring and verifying contractor performance.
  - Improve On-Time Performance
- Conduct a Comprehensive Operational Analysis to identify strengths as well as opportunities for improvements
- Seek services for quarterly inspection of the buses to ensure state of good repair

#### Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for Bus Parking Area
- Route Development Buses
- Replacement Buses



## **Chapter 4 – Financial Planning**

### ***4.1 OPERATING AND CAPITAL BUDGET FOR FY 21/22***

#### **Operating Budget**

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of \$2.82 million for FY 2021/22, representing a 4.1 percent decrease (\$119,150) over the current year FY 2020/21 planned budget. The operating budget as depicted in the table on the following page is distributed among the following four categories:

- Salaries and Benefits expenses includes wages, fringe benefits (pension, medical, worker's compensation) and OPEB expenses for post-employment benefits. This expense accounts for 21 percent of the budget.
- Materials, Marketing and Utilities expenses accounting for 3 percent of the budget includes printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services and administrative/ITS support services. The 3.4 percent increase in this category is due to increased annual costs for Routematch software as well as increased cost for printing materials (Cruiser and DAR brochures, buses passes and DAR tickets).
- Fuel expenses to account for 7 percent of the total expense. Due to all vehicles utilizing CNG fuel, the overall year-to-year fuel costs have decreased.
- Contracted Services constitutes the largest component of the budget at 69 percent. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser. In addition, this line item also reflects costs for a Vehicle Maintenance Oversight, a Comprehensive Operations Analysis and Consulting services for a Triennial DBE Goal/Program update.

While year-over-year in operating costs for DAR services are expected to decrease due to operating less revenue hours for FY 2020/21 as a result of COVID-19; the City is responsible for compensating the contractor using the variable rate (higher per revenue hour cost) to recompense for the decrease in revenue hours pursuant to the contract with MV Transportation. In addition, as a result of having to maintain social distance, CCTS is having to operate more revenue hours to decrease in bus load capacity.

### *Budget by Category and Mode*

Category	Mode	FY 2020/21 S RTP	FY 2021/22 Plan	Variance	
				\$	%
Salaries & Benefits					
	Dial-A-Ride	\$ 224,010	\$ 267,750	\$ 43,740	19.5%
	Fixed Route	\$ 298,866	\$ 330,750	\$ 31,884	10.7%
	Subtotal	\$ 522,876	\$ 598,500	\$ 75,624	14.5%
Materials, Marketing and Utilities					
	Dial-A-Ride	\$ 43,286	\$ 44,299	\$ 1,013	2.3%
	Fixed Route	\$ 32,391	\$ 33,949	\$ 1,558	4.8%
	Subtotal	\$ 75,677	\$ 78,248	\$ 2,571	3.4%
Fuel					
	Dial-A-Ride	\$ 75,000	\$ 75,000	\$ -	0.0%
	Fixed Route	\$ 110,000	\$ 110,000	\$ -	0.0%
	Subtotal	\$ 185,000	\$ 185,000	\$ -	0.0%
Contracted Services					
	Dial-A-Ride	\$ 1,100,632	\$ 927,110	\$ (173,522)	-15.8%
	Fixed Route	\$ 1,057,113	\$ 1,033,290	\$ (23,823)	-2.3%
	Subtotal	\$ 2,157,745	\$ 1,960,400	\$ (197,345)	-9.1%
Total					
	Dial-A-Ride	\$ 1,442,928	\$ 1,314,159	\$ (128,769)	-8.9%
	Fixed Route	\$ 1,498,370	\$ 1,507,989	\$ 9,619	0.6%
	Total	\$ 2,941,298	\$ 2,822,148	\$ (119,150)	-4.1%

For FY 2021/22, CCTS is proposing a funding plan that includes Local Transportation Funds (LTF), Federal Transit Administration (FTA) CARES and Section 5307 funds, State of Good Repair (SGR prior year funds) and revenues generated by passenger fares, bus shelter advertising, and local funds. Farebox recovery ratio is currently not being factored for FY 2021/22 with the expectation that AB90 Transportation Bill continue to provide the necessary waiver for this requirement. Should the Transportation Bill not provide the relief then staff will go back to Corona City Council to request the necessary funds.

### **Capital Budget**

CCTS is requesting \$711,330 to fund the following capital projects: gap funding for the Intelligent Transportation System and replacement of two buses that have exceeded their useful life. In addition, staff will utilize funding from prior approved SRTP projects.

CCTS will use FTA section 5339, State Transit Assistance (STA) and SGR FY 19/20 & FY 20/21 funding to cover proposed capital program in FY 2021/22.



Table 4.0 - Summary of Funding Requests - FY 2021/22

City of Corona  
Original

Operating															
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5307 RS OB	5339 RS	AB 2766	FARE	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314		
Comprehensive Operations Analysis															
Corona Cruiser Operating Assistance	\$1,507,989	\$234,223	\$657,539	\$106,577		\$4,000	\$95,872	\$399,488			\$10,290				
Corona Dial-A-Ride Operating Assistance	\$1,314,159	\$236,054	\$573,022	\$51,946			\$86,805	\$347,222			\$19,110				
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Sub-total Operating	\$2,822,148	\$470,277	\$1,230,561	\$158,523	\$0	\$4,000	\$182,677	\$746,710	\$0	\$0	\$29,400	\$0	\$0		

Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5307 RS OB	5339 RS	AB 2766	FARE	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314		
22-1 Intelligent Transportation System - 22-1	\$405,000	\$324,000										\$60,433	\$20,567		
Bus Parking Stall Canopy															
Bus Stop Improvements															
Replacement of 2012 Buses - 22-2	\$306,330	\$142,146			\$61,785				\$98,000	\$4,399					
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Sub-total Capital	\$711,330	\$466,146	\$0	\$0	\$61,785	\$0	\$0	\$0	\$98,000	\$4,399	\$0	\$60,433	\$20,567		
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total Operating & Capital	\$3,533,478	\$936,423	\$1,230,561	\$158,523	\$61,785	\$4,000	\$182,677	\$746,710	\$98,000	\$4,399	\$29,400	\$60,433	\$20,567		

FY 2021/22 Projected Funding Details	
5307 RS	\$470,277
5307 RS CARES OB	\$1,230,561
5307 RS OB	\$158,523
AB 2766	\$4,000
FARE	\$182,677
LTF	\$746,710
SGR-OB	\$29,400
Total Estimated Operating Funding Request	\$2,822,148
5307 RS	\$466,146
5339 RS	\$61,785
SGR PUC99313	\$98,000
SGR PUC99314	\$4,399
STA PUC99313	\$60,433
STA PUC99314	\$20,567
Total Estimated Capital Funding Request	\$711,330
Total Funding Request	\$3,533,478

# FY 2021/22 SRTP

## City of Corona

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-1

**FTIP No:** RIV190603

**Project Name:** 22-1 Intelligent Transportation System

**Category:** ITS

**Sub-Category:** Systems

**Fuel Type:** N/A

**Project Description:** Purchase and install an Intelligent Transportation System that will support the following GPS based components: 1) Automatic Vehicle Location (AVL); 2) Automated Vehicle Annunciator System (AVAS); 3) Computer Aided Dispatching (CAD) and; 4) Automated Passenger Count (APC). The system will improve performance monitoring, and reporting capabilities, and improve service quality and bus efficiency.

**Project Justification:** The ITS is necessary as an effort to ensure customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. This project will entail additional funding for prior approved ITS projects to in order to capitalize the 3-5 year operating costs.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2021/22	\$324,000
STA PUC99313	FY 2021/22	\$60,433
STA PUC99314	FY 2021/22	\$20,567
Total		\$405,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

# FY 2021/22 SRTP

## City of Corona

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-2

**FTIP No:** Not Assigned - New Project

**Project Name:** Replacement of 2012 Buses

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Purchase two (2) replacement Compressed Natural Gas (CNG) cutaway buses for Dial-a-Ride service.

**Project Justification:** These buses were put into service in 2012. In 2018, CCTS purchased eleven new buses to replace the one purchased in 2012, however two of the buses were kept as these buses are also used for fixed route service on an as needed basis. These remaining two buses are showing signs of wear and tear and need replacing as these buses have exceed their useful life of five years.

**Project Schedule:**

Start Date	Completion Date
December 2021	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2021/22	\$142,146
5339 RS	FY 2021/22	\$61,785
SGR PUC99313	FY 2021/22	\$98,000
SGR PUC99314	FY 2021/22	\$4,399
Total		\$306,330

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**TABLE 4B – FAREBOX REVENUE CALCULATION**

**(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)**

Farebox Recovery Ratio Revenues	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21 Est*	FY 2021/22 Planned*
Passenger Fares	\$295,338	\$273,458	\$212,953	\$40,300	\$200,600
Interest Income	\$0	\$0	\$0	\$0	\$0
General Fund Contribution	\$45,600	\$62,000	\$76,849	\$0	\$0
Measure A	\$0	\$0	\$0	\$0	\$0
Passenger Shelter Advertising Revenue	\$9,929	\$9,150	\$6,161	\$8,000	\$8,000
Gain on Sale of Capital Assets	\$0	\$0	\$0	\$0	\$0
CNG Revenues	\$0	\$0	\$0	\$0	\$0
Lease / Other Revenue	\$0	\$0	\$0	\$0	\$0
Federal Excise Tax Refund	\$0	\$0	\$0	\$0	\$0
Investment Income	\$0	\$0	\$0	\$0	\$0
CalPers CERBT	\$0	\$0	\$0	\$0	\$0
Fare Revenues from Exempt Routes	\$0	\$0	\$0	\$0	\$0
Other Revenues*	\$17,167.12	\$92,568	\$98,447	\$10,070	\$15,200
Total Farebox Revenues	\$368,034	\$437,175	\$394,410	\$58,370	\$223,800
Total Operating Expense	\$2,309,337	\$2,489,197	\$2,309,461	\$2,322,600	\$2,822,148
Farebox Recovery Ratio**	16%	18%	17%	3%	8%

\*Effective April 27, 2020, CCTS implemented a no fare policy as a result of COVID-19 impact on public transit to maintain social distancing, however these fares are expected to be reinstated July 1, 2021. CCTS is not expecting to meet its' farebox recovery ratio as a result of not collecting fares in FY 20/21. In addition, AB90 Transportation Bill provided relief from having to meet this requirement for FY 20/21.

\*\*Farebox recover ratio is based on a system wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service).

## ***4.2 FUNDING PLANS TO SUPPORT PLANNED OPERATING AND CAPITAL PROGRAM (FY23-FY24)***

### **Operating Program**

CCTS is proposing the following funding plan to support FY 2022/23 and FY 2023/24:

FY 2022/23 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, FTA Section 5307 CARES Act funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising and general funds to close funding gap in order to meet the farebox recovery ratio, and other local funds.

FY 2022/23 & FY 2023/24 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising, and general funds to close farebox funding gap and other local funds.

The above planned budget is assuming the improved situation with COVID-19 pandemic and operation resumes with reinstatement of passenger fares effective July 1, 2021.

### **Capital Program**

Capital program funds supporting FY 2022/23 and FY2023/24 will include FTA sections 5307 & 5339, State Transit Assistance (STA) and State of Good Repair for prior approved projects and current request.



Table 4.0 - Summary of Funding Requests - FY 2022/23

City of Corona  
Original

Operating															
Project	Total Amount of Funds	5307 RS	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314		
Corona Cruiser Operating	\$1,445,440	\$539,200		\$7,000	\$120,800	\$133,150	\$607,000	\$28,000			\$10,290				
Corona Dial-A-Ride Operating	\$1,414,470	\$575,460			\$140,600	\$13,300	\$656,000	\$10,000			\$19,110				
Sub-total Operating	\$2,859,910	\$1,114,660	\$0	\$7,000	\$261,400	\$146,450	\$1,263,000	\$38,000	\$0	\$0	\$29,400	\$0	\$0		

Capital															
Project	Total Amount of Funds	5307 RS	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314		
22-1 Intelligent Transportation System															
Replacement of 2012 Buses															
Replacement of 2017 Buses - 23-1	\$1,735,340	\$1,288,340	\$99,932						\$98,000	\$4,399		\$224,102	\$20,567		
Sub-total Capital	\$1,735,340	\$1,288,340	\$99,932	\$0	\$0	\$0	\$0	\$0	\$98,000	\$4,399	\$0	\$224,102	\$20,567		
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total Operating & Capital	\$4,595,250	\$2,403,000	\$99,932	\$7,000	\$261,400	\$146,450	\$1,263,000	\$38,000	\$98,000	\$4,399	\$29,400	\$224,102	\$20,567		

FY 2022/23 Projected Funding Details		
5307 RS	\$1,114,660	
AB 2766	\$7,000	
FARE	\$261,400	
GF REV	\$146,450	
LTF	\$1,263,000	
OTHR LCL	\$38,000	
SGR-OB	\$29,400	
Total Estimated Operating Funding Request	\$2,859,910	
5307 RS	\$1,288,340	
5339 RS	\$99,932	
SGR PUC99313	\$98,000	
SGR PUC99314	\$4,399	
STA PUC99313	\$224,102	
STA PUC99314	\$20,567	
Total Estimated Capital Funding Request	\$1,735,340	
Total Funding Request	\$4,595,250	





Table 4.0 - Summary of Funding Requests - FY 2023/24  
City of Corona  
Original

Operating															
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR-OB							
Corona Cruiser Operating	\$1,481,090	\$545,670	\$10,000	\$127,300	\$130,830	\$629,000	\$28,000	\$10,290							
Corona Dial-A-Ride Operating Assistance	\$1,423,140	\$567,900		\$147,800	\$9,330	\$669,000	\$10,000	\$19,110							
Sub-total Operating	\$2,904,230	\$1,113,570	\$10,000	\$275,100	\$140,160	\$1,298,000	\$38,000	\$29,400							
Capital															
Project	Total Amount of Funds	5307 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR-OB							
22-1 Intelligent Transportation System Replacement of 2017 Buses															
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
No Capital Projects															
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
No Capital Projects															
Total Operating & Capital	\$2,904,230	\$1,113,570	\$10,000	\$275,100	\$140,160	\$1,298,000	\$38,000	\$29,400							
FY 2023/24 Projected Funding Details															
5307 RS	\$1,113,570														
AB 2766	\$10,000														
FARE	\$275,100														
GF REV	\$140,160														
LTF	\$1,298,000														
OTHR LCL	\$38,000														
SGR-OB	\$29,400														
Total Estimated Operating Funding Request	\$2,904,230														
Total Funding Request	\$2,904,230														

## 4.3 REGULATORY AND COMPLIANCE REQUIREMENTS

### Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is \$1.50 during peak and non-peak hours. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is \$0.70 throughout the service day.

### Americans with Disabilities Act (ADA)

The ADA requires that complementary paratransit service be available to ADA certified persons during the same hours and days of operation available to Cruiser (fixed route) passengers. Complementary paratransit service must be provided within  $\frac{3}{4}$  of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the  $\frac{3}{4}$  mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). When demand exceeds capacity, requests for service from ADA certified passengers receive priority. As such, CCTS maintains zero denials for ADA certified passengers.

Provision of Service - ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a personal care attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – The ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the Cruiser (fixed route system). No fares may be charged for Personal Care Attendants (PCAs). ADA certified individuals are charged \$2.50 per trip which is less than twice the fare for a trip on the Cruiser ( $\$1.50 \times 2 = \$3.00$ ). A companion is charged \$2.50 per trip as well.

## Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE); all public agencies receiving U.S. Department of Transportation (USDOT) funds, that anticipate awarding \$250,000 or more in USDOT-assisted contracts, must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified Suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 17, 2020. The DBE goal & methodology is for federal Fiscal Years 2021-2023 (October 1, 2020 through September 30, 2023). FTA Civil Rights Office is in the process of reviewing the updated DBE goal and is pending concurrence.

## Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on-board CCTS buses.

*No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at [publwks@ci.corona.ca.us](mailto:publwks@ci.corona.ca.us), or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.*

The City submitted its' updated Title VI program (2021-2023) on September 17, 2020 which is pending concurrence as FTA Civil Rights Office is in the process of reviewing the updated Program.

## Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter 53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, the completed TAM Plan was submitted to Southern California Association of Government (SCAG), the metropolitan planning organization (MPO) for the region on October 29, 2018. In addition, CCTS reports annually to FTA's National Transit Database (NTD) which includes asset inventory data; condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years; the next update is in 2022.

### **Public Transit Agency Safety Plan (PTASP)**

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans which includes processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures the Agency is performing the necessary risk management activities, monitoring its results and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor (currently MV Transportation), will continually identify, monitor and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities; Injuries; Safety Events; and System Reliability (State of Good Repair). The first set of performance targets has been shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the California Department of Transportation.

The plan was approved and adopted by City Council on April 15, 2020. The plan has also been approved by California Department of Transportation, Division of Rail & Mass Transportation. In addition, to ensure continued compliance, CCTS has started its' implementation activities pursuant to the approved plan.

### **Transportation Development Act Triennial Audit**

CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit document review in January 2019 and site visit in March 2019 covering Fiscal Years 2015/16 through 2017/18. The triennial performance audits are administered and coordinated by RCTC. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit which suggests improvements in three areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Recommendations.

**TABLE 4.3 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS\***

TDA Triennial Performance Audit Period Covering FY 2014 through FY 2016	
Audit Recommendations	Action / Remedy
<b>Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.</b>	<p>Corona's annual Transit Operators Financial Transactions Report to the State Controller has historically combined fixed route and dial-a-ride as each provided general public service. With the transition to specialized dial-a-ride, written instructions by the state to prepare this particular report require separate reporting of fixed route and specialized service. In the General Instruction Form completed by the City, a selection must be made as to which mode of transit is represented in the report. The options are general public use or elderly/disabled.</p> <p>Transit operators providing two types of service, (general public use and transit service exclusively for the elderly/handicapped) must complete a separate report for each type of service. The submission of separate reports to the State Controller will demonstrate Corona's proactive approach to compliance with state reporting instructions.</p> <p><b>Contacted the Office of State Controller on December 4, 2019 to file a separate report for Dial-A-Ride and Fixed Route. Was advised to submit a combined report for FY 2018-19 as a separate report for Dial-A-Ride will need to be created to add the specialized service to the SCO transit database. This report will be available starting with FY 2019-20.</b></p> <p><b>Filed separate Transit Operators Financial Transactions Report for Dial-A-Ride and Fixed Route for FY 2019-20 reporting period.</b></p>
<b>Continue process of implementing ADA subscription services on Dial-A-Ride</b>	<p>This recommendation is being carried forward from the prior audit.</p> <p>Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call in-take system.</p> <p>ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations.</p> <p><b>Dial-a-Ride's transition from general public to a specialized service for ADA-certified and senior passengers makes the subscription service option more feasible. Subscription trips to many adult day care centers have been ongoing. In addition, the CCTS staff in conjunction with the contracted transit operator already monitor ADA trips to ensure that there are no capacity constraints. Nevertheless, staff will continue to work with the contract operator and review the feasibility of establishing a formal ADA Subscription Services Policy. A call-back function to remind riders of their upcoming trips will also improve operating efficiency and effectiveness. The City will be incorporating call-back function in the next ITS project.</b></p>
<b>Include additional locally generated revenue in the farebox recovery.</b>	<p>During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery.</p> <p><b>CCTS staff will continue to look for additional revenue sources to meet farebox recovery ratio of 10% for specialized Dial-A-Ride service and 20% for fixed route.</b></p>

## Federal Transit Administration Triennial Review

A Federal Transit Administration (FTA) Triennial Review for the period of 2017-2020 was completed April 2020. While the final report is still pending, the City was advised during the entrance conference that no deficiencies were found. Therefore, the City was able to successfully comply with all areas covered in the review process.

## National Transit Database

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2020 was October 30, 2020. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2020 annual NTD report is pending closeout.

## Alternative Fueled Vehicles (RCTC Policy)

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred options. CCTS operates using CNG-powered buses.

### 4.4 OPEN PROJECTS

CCTS has twelve (12) prior SRTP approved projects open. The table on the following page reflects these open projects. See Section 3.5 regarding detailed information about each of the projects listed.

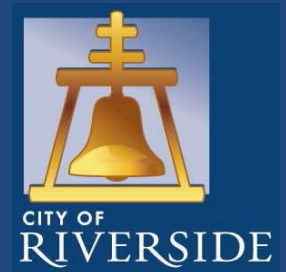
Project Name	SRTP Project #	Project Element	Funding Category	Project Timeline	Original Project Award	Project Balance
Route Development Buses	15-03	1	2	Dec-23	\$ 300,000	\$ 70,281
	19-02	1	2	Dec-23	\$ 950,000	\$ 950,000
	Amount Available for Route Development Buses:					\$ 1,020,281
Bus Stop Improvements	17-2	4	1	on going	\$ 600,000	\$ 515,736
	21-2	4	1	on going	\$ 50,646	\$ 50,646
	Amount Available for Bus Stop Improvements:					\$ 566,382
Intellegent Transportation System (ITS)	19-01	3	2	Dec-23	\$ 500,000	\$ 500,000
	20-1	3	2	Dec-23	\$ 50,000	\$ 50,000
	21-3	3	2	Dec-23	\$ 345,000	\$ 345,000
	Amount Available for ITS:					\$ 895,000
ADA Accesible Van	19-03	1	1	Dec-21	\$ 48,039	\$ 48,039
	20-3	1	1	Dec-21	\$ 48,198	\$ 48,198
	Amount Available for ADA Accessible Van:					\$ 96,237
Digital Land Mobile Radio (DLMR)	20-2	3	1	Dec-22	\$ 135,000	\$ 135,000
	Amount Available for DLMR:					\$ 135,000
Bus Parking Canopy	21-1	4	1	Jun-23	\$ 100,000	\$ 100,000
	Amount Available for Bus Parking Canopy:					\$ 100,000
Support Equipment & Software	19-4	3	1	Dec-22	\$ 10,000	\$ 3,519
	Amount Available for Support Equipment:					\$ 3,519
TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:						\$ 2,816,419





# FY 2021/22-FY 2023/24 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD – Special Transportation Division



**FINAL**

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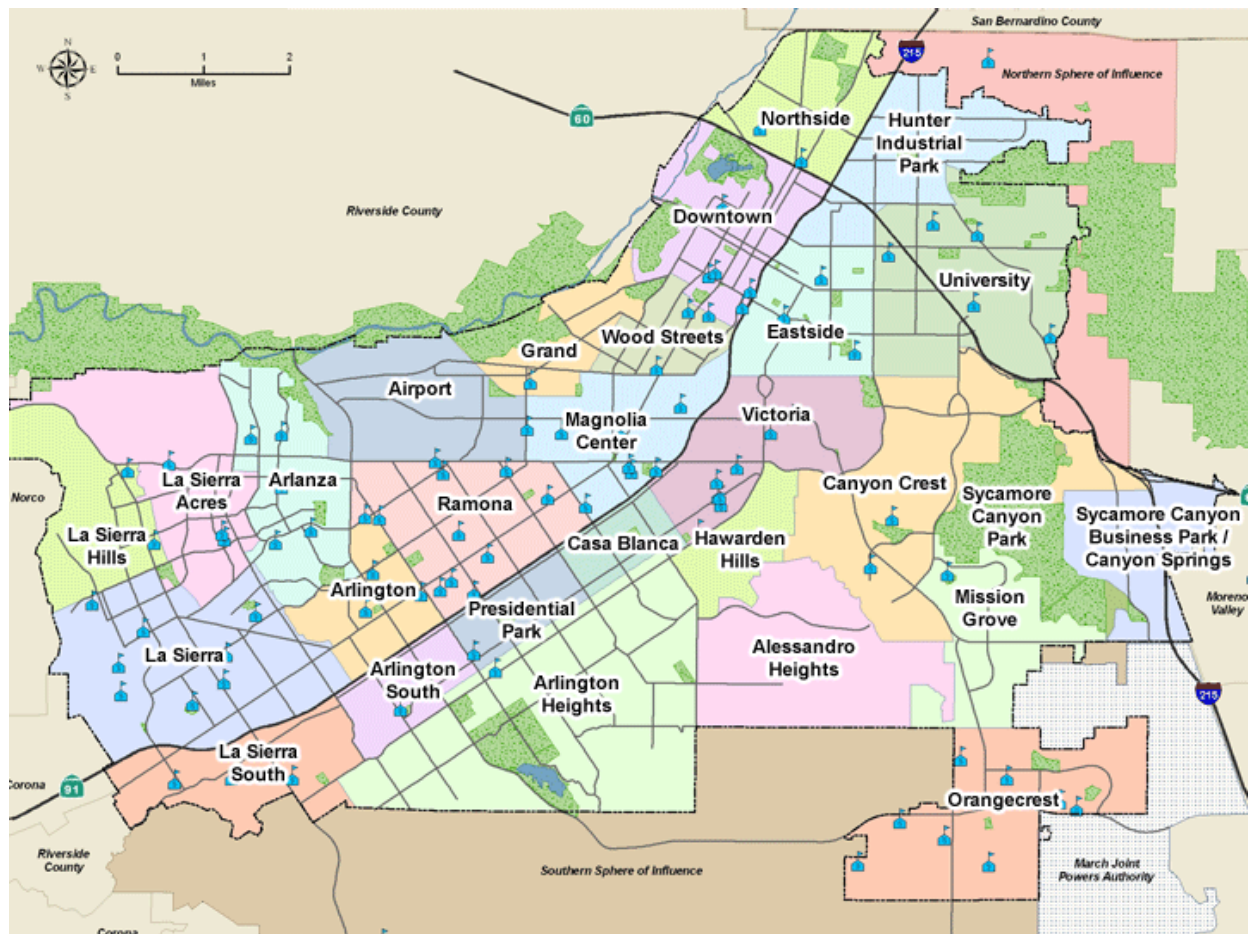
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## I. SYSTEM OVERVIEW

### 1.1 Service Area

Riverside Connect, formerly “Special Transportation” is a division within the City of Riverside’s Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

**Figure 1**



## 1.2 Population Profile

The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. The ACS is designed to provide communities with reliable and timely demographic, social, economic, and housing data every year. Conducted annually, the ACS serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the 2019 ACS, 5-year estimates published by the U.S. Census Bureau, the City of Riverside's estimated population is 331,360 residents. The senior population within the City of Riverside (those 65 years of age and over) accounts for approximately 10.7% of the total population, while individuals with a disability under the age of 65 accounts for approximately 7.7%.

## 1.3 Paratransit Services

Owned and operated by the City of Riverside, Riverside Connect is an origin-to-destination shared ride service available to senior citizens (60 years of age and older) and persons with disabilities. Documentation from a physician is required for individuals with a disability.

Despite the pandemic, Riverside Connect continues to operate 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year's Day. Hours of operation are 8:00 a.m. – 5:30 p.m. Monday through Friday and 9:00 a.m. – 4:00 p.m. on weekends and holidays. To schedule a ride, passengers must call Riverside Connects' reservation telephone number, during the business hours of 8:00 a.m. – 5:00 p.m., Monday through Friday, and 9:00 a.m. – 3:00 p.m. on weekends and holidays. An answering machine is available before and after business hours for cancellations.

**Table 1**

Mode	Description	Area /Site Service
<i>Paratransit Services</i>		
City Wide	Origin to Destination / reservation-based service for Seniors age 60 and over and the Disabled Community	Within the City limits of Riverside

#### 1.4 Description of Ridership

Ridership data is listed in the tables below. Fiscal Year (FY) 2020/21 data reflects ridership through March 2021. In both fiscal years, the average passenger age was 65.

<b>FY 2019/20</b>	<b>Total</b>
Passengers	97,080
Revenue Hours	31,454
Revenue Miles	423,571

<b>FY 2020/21</b>	<b>Total</b>
Passengers	17,750
Revenue Hours	9,409
Revenue Miles	122,696

#### 1.5 Fare Structure

Riverside Connect currently has two fare types – general and medical. The cost of a one-way general fare is \$3.00 while the cost of a one-way medical trip is \$2.00. Medical trips are for doctor appointments, physical therapy, pharmacy visits, etc. Medical fares are discounted to ensure that the general fare is not a barrier to wellness for passengers who are on a fixed income. Other than the free round-trip rides offered to passengers going to vaccination appointments, there were no fare changes in FY 2020/21.

Riverside Connect passengers may pay in cash at the time of boarding or with a pre-purchased ticket. General and Medical tickets and ticket booklets can be purchased in advance at the Riverside Connect Offices located at 8095 Lincoln Ave, Riverside. Passengers may buy both General and Medical fare tickets and booklets to use as needed. There is currently no limit of tickets/booklets that a passenger may purchase. In FY 2021/22 Riverside Connect will launch the electronic fare collection system which will give passengers the ability to pay their fares online or through a mobile application on their smartphone. The table below illustrates a breakdown of the fare types and associated costs.

<b>Fare Type</b>	<b>Cost</b>
One-way (General)	\$3
One-way (Medical)	\$2
10-ticket Booklet (General)	\$30
10-ticket Booklet (Medical)	\$20

## *1.6 Revenue Fleet*

In FY 2020/21, Riverside Connects' active revenue fleet included twenty-seven 16-passenger paratransit cutaway buses which run on compressed natural gas (CNG) and one 9-passenger wheelchair-equipped Ford Transit Van. The three new cutaway buses which were procured in FY 2019/20 to replace vehicles that had met their useful life were not put into service in FY 2020/21. Additionally, four older cutaways were not utilized in FY 2020/21 due to the reduced ridership levels resulting from the pandemic. Riverside Connects' two transit vans were scheduled to be put into service in Fiscal Year 2020/21 to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the City; however, due to the impact that the COVID-19 pandemic had on ridership, only one of the vans was utilized. Riverside Connect also operates a Braun van which is equipped to hold six passengers and one wheelchair and a hybrid Honda Civic which are used by administrative staff to supervise routes and respond to accidents. The Braun paratransit van is equipped to hold six passengers and one wheelchair. These vehicles are not assigned to routes but are used as backup for special services.

Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 10-years. Riverside Connect established Useful Life Benchmarks (ULB) in line with the FTA's recommendations which are outlined in the Transit Asset Management Performance Measure Targets. For cutaway buses, Riverside Connects' target is for less than 20% of cutaways to exceed their useful life. Currently, only four cutaways exceed the ULB – three of which are scheduled to be replaced in FY 2021/22. ***See Table 1.1 – Fleet Inventory***

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
**City of Riverside**

**Demand Response / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2019	FRD		8	2		GA	1	0		599	599
2010	FRD	BU	16	8	25	CN	0	0	1,845,338	1,845,338	
2011	FRD	BU	16	6	25	CN	3	0	842,177	848,532	282,844
2013	GLV	BU	16	14	25	CN	7	0	1,095,364	1,123,074	160,439
2014	GLV	BU	16	18	25	CN	9	0	1,237,079	1,275,997	141,777
2017	GLV	BU	16	16	25	CN	8	0	633,581	701,385	87,673
<b>Totals:</b>			88	64			28	0	5,653,539	5,794,925	206,962

### *1.7 Existing Facility*

The Riverside Connect Office is located at 8095 Lincoln Avenue within the City of Riverside Corporation Yard. The administrative building consists of administrative offices, a dispatch area, restrooms, and a break room. Riverside Connects' facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. This CNG Maintenance Bay facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is outfitted with state-of-the-art safety equipment and machinery to maintain the CNG fueled vehicles.

### *1.8 Existing Coordination Between Transit Agencies*

Under a Memorandum of Understanding (MOU), the City of Riverside currently operates Riverside Connect to provide paratransit services within the City limits of Riverside on behalf of the Riverside Transit Agency (RTA). The MOU was amended in 2012 to restate the City's and RTA's obligations under the original MOU and to further facilitate and ensure service compliance under the Americans with Disabilities ("ADA"). Under the amended terms, the City and RTA continue the commitment to cooperate and coordinate the provision of services within the shared service area.

### *1.9 Reference List of Prior or Existing Studies and Plans*

In April 2021, the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) certified the City of Riverside's Agency Safety Plan in compliance with the minimum requirements of 49 CFR Part 673 for small providers.

Riverside Connects' Title VI Plan is currently in the process of being updated and scheduled to be reviewed by Council in July 2021.



## **II. EXISTING SERVICES AND ROUTE PERFORMANCE**

### ***2.1 Key Performance Indicators (KPI's)***

To ensure that Riverside Connect is providing superior customer service, staff considers several performance indicators. Targets are evaluated and reported monthly to RTA. In FY 2021/22, Riverside Connect will finalize the TransTrack upgrade project which will provide staff with analytics that will be useful in setting additional performance measures such as staff attendance, safety incidents, and vehicle maintenance. Data for FY 2019/20 KPI's through March 2021 is listed in the table below.

<b>Internal KPI's</b>	<b>Target</b>	<b>Actual FY 2019/20</b>	<b>Actual FY 2020/21</b>
On-time performance	100%	96.75%	99.14%
Call abandonment rate	0%	4.76%	5.4%
Average phone hold time	1:00	1:16	1:12

Riverside Connect is also required to meet other performance targets such as the 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). In FY 2019/20, Riverside Connects' farebox ratio was 9.23%; however, the passage of Assembly Bill 90 in June 2020 did not assess a penalty for not being able to meet the required minimum farebox recovery rate due to the impacts of the COVID-19 pandemic. ***See Table 2.0 Service Provider Performance Targets Report***



**Table 2.0 -- Service Provider Performance Targets Report**

FY 2020/21 Short Range Transit Plan Review  
City of Riverside

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	70,000			
Passenger Miles	322,500			
Total Actual Vehicle Revenue Hours	30,750.0			
Total Actual Vehicle Revenue Miles	322,500.0			
Total Actual Vehicle Miles	350,250.0			
Total Operating Expenses	\$5,360,000			
Total Passenger Fare Revenue	\$240,000			
Net Operating Expenses	\$5,120,000			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	4.47%	>= 10.00%	1.74%	Fails to Meet Target
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$174.31	<= \$105.06	\$274.93	Fails to Meet Target
2. Subsidy Per Passenger	\$73.14	>= \$24.89 and <= \$33.67	\$143.20	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$15.88	>= \$5.19 and <= \$7.02	\$25.17	Fails to Meet Target
4. Subsidy Per Hour	\$166.50	>= \$78.93 and <= \$106.79	\$270.15	Fails to Meet Target
5. Subsidy Per Mile	\$15.88	>= \$5.89 and <= \$7.97	\$20.72	Fails to Meet Target
6. Passengers Per Revenue Hour	2.28	>= 2.69 and <= 3.65	1.89	Fails to Meet Target
7. Passengers Per Revenue Mile	0.22	>= 0.20 and <= 0.28	0.14	Fails to Meet Target
<b>Note:</b> Must meet at least 4 out of 7 Discretionary Performance Indicators				
<b>Productivity Performance Summary:</b>				
<b>Service Provider Comments:</b>				

## *2.2 SRTP Performance Report*

The impact that the COVID-19 pandemic had on the Riverside Connect operation is evident when comparing previous year's performance indicators such as passengers, passenger miles, etc. Staff projects a slow, but steady increase in each category in FY 2021/22 as the City reopens establishments and returns to a sense of normalcy. ***See Table 2.1 – SRTP Performance Report***

## FY 2021/22 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Riverside

All Routes

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	97,189	17,750	26,513	None	
Passenger Miles	466,507	100,998	150,856	None	
Revenue Hours	31,477.2	9,409.0	13,660.0	None	
Total Hours	43,371.4	13,214.0	19,230.0	None	
Revenue Miles	423,804.0	122,696.0	179,231.0	None	
Total Miles	476,199.0	142,934.0	206,781.0	None	
Operating Costs	\$4,119,034	\$2,586,820	\$5,237,609	None	
Passenger Revenue	\$379,999	\$45,012	\$63,013	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$3,739,035	\$2,541,808	\$5,174,596	None	
Operating Costs Per Revenue Hour	\$130.86	\$274.93	\$383.43	<= \$281.67	Falls to Meet Target
Operating Cost Per Revenue Mile	\$9.72	\$21.08	\$29.22	None	
Operating Costs Per Passenger	\$42.38	\$145.74	\$197.55	None	
Farebox Recovery Ratio	9.23%	1.74%	1.20%	>= 0.1	Falls to Meet Target
Subsidy Per Passenger	\$38.47	\$143.20	\$195.17	>= \$121.72 and <= \$164.68	Falls to Meet Target
Subsidy Per Passenger Mile	\$8.02	\$25.17	\$34.30	>= \$21.39 and <= \$28.95	Falls to Meet Target
Subsidy Per Revenue Hour	\$118.79	\$270.15	\$378.81	>= \$229.63 and <= \$310.67	Falls to Meet Target
Subsidy Per Revenue Mile	\$8.82	\$20.72	\$28.87	>= \$17.61 and <= \$23.83	Falls to Meet Target
Passengers Per Revenue Hour	3.09	1.89	1.94	>= 1.61 and <= 2.17	Meets Target
Passengers Per Revenue Mile	0.23	0.14	0.15	>= 0.12 and <= 0.16	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

### *2.3 SRTP Service Summary*

Riverside Connect collects and evaluates the historical data of several metrics to evaluate the overall service performance. Since FY 2017/18, there has been a decline in each of the operating characteristics which include unlinked passenger trips, passenger miles, total actual vehicle revenue hours, total actual vehicle revenue miles, and total actual vehicle miles. The COVID-19 pandemic has resulted in further decline in these operating characteristics. In contrast, expenses seen in the Financial Data section of Table 2.2 have steadily increased. As a result, the total operating cost per hour has increased while the farebox ratio has decreased. Ridership for FY 2021/22 is projected to increase 5%. This estimate is based on the increase seen since the introduction of the COVID-19 vaccine. ***See Table 2.2 – SRTP Service Summary***

**Table 2.2 -- City of Riverside -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	27	1	12
<b>Financial Data</b>					
Total Operating Expenses	\$3,886,137	\$4,119,034	\$5,360,000	\$2,586,820	\$5,237,609
Total Passenger Fare Revenue	\$440,478	\$379,999	\$240,000	\$45,012	\$63,013
Net Operating Expenses (Subsidies)	\$3,445,659	\$3,739,035	\$5,120,000	\$2,541,808	\$5,174,596
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	139,911	97,189	70,000	17,750	26,513
Passenger Miles	727,537	466,507	322,500	100,998	150,856
Total Actual Vehicle Revenue Hours (a)	42,559.0	31,477.2	30,750.0	9,409.0	13,660.0
Total Actual Vehicle Revenue Miles (b)	576,321.0	423,804.0	322,500.0	122,696.0	179,231.0
Total Actual Vehicle Miles	647,380.0	476,199.0	350,250.0	142,934.0	206,781.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$91.31	\$130.86	\$174.31	\$274.93	\$383.43
Farebox Recovery Ratio	11.33%	9.23%	4.47%	1.74%	1.20%
Subsidy per Passenger	\$24.63	\$38.47	\$73.14	\$143.20	\$195.17
Subsidy per Passenger Mile	\$4.74	\$8.02	\$15.88	\$25.17	\$34.30
Subsidy per Revenue Hour (a)	\$80.96	\$118.79	\$166.50	\$270.15	\$378.81
Subsidy per Revenue Mile (b)	\$5.98	\$8.82	\$15.88	\$20.72	\$28.87
Passenger per Revenue Hour (a)	3.3	3.1	2.3	1.9	1.9
Passenger per Revenue Mile (b)	0.24	0.23	0.22	0.14	0.15

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

## 2.4 Service Performance

Riverside Connect provided 81,840 one-way trips for a total of 475,855 service miles in FY 2019/20. Comparatively, 16,131 one-way trips and a total of 142,934 service miles have been provided as of March 31, 2021. The drastic decline in ridership is in line with other public transit providers nationwide. Riverside Connect, soon to be “Riverside Connect,” plans to unveil the previously scheduled rebranding campaign in FY 2021/22 to promote the service and increase ridership. **See Table 2.3 – S RTP Route Statistics**



**Table 2.3 - SRTP Route Statistics**

City of Riverside -- 4

FY 2021/22

All Routes

**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RSS-DAR	All Days	12	26,513	150,856	13,660	19,230	179,231	206,781	\$5,237,609	\$63,013		
		12	26,513	150,856	13,660	19,230	179,231	206,781	\$5,237,609	\$63,013		



**Table 2.3 - SRTP Route Statistics**

City of Riverside -- 4

FY 2021/22

All Routes

**Performance Indicators**

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RSS-DAR	All Days	\$5,174,596	\$383.43	\$29.22	\$197.55	1.20%	\$195.17	\$34.30	\$378.81	\$28.87	1.94	0.15
		\$5,174,596	\$383.43	\$29.22	\$197.55	1.20%	\$195.17	\$34.30	\$378.81	\$28.87	1.94	0.15

### *2.5 Productivity Improvement Efforts*

Riverside Connect staff strives to operate an efficient service and continues to look for new ways to decrease costs while maintaining high productivity. Different staffing scenarios are considered to maximize route efficiency while meeting customer demands. The Field Operations Supervisor is responsible for analyzing the route efficiencies of each driver and meets with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day.

### *2.6 Major Trip Generators*

The major trip generators for Riverside Connects' service has drastically changed since the COVID-19 pandemic. Previously, the majority of rides were to and from workshops for the developmentally disabled, senior centers, and the Friendly Stars program. However, due to the State's stay at home orders and urge to limit travel for only essential services, many workshops and senior centers closed, and residents refrained from commuting. As a result, the highest trip generators in FY 2020/21 were to grocery stores and medical-related facilities. As access to the COVID-19 vaccine becomes more readily available, Riverside Connect anticipates that senior centers, workshops, and other programs will reopen, and ridership will slowly begin to increase.

### *2.7 Recent Service Changes*

Riverside Connects' recent response to COVID-19 resulted in one service change which gave senior riders the opportunity to schedule rides as early as 7 a.m. which is one hour earlier than the normal service hours. This decision was made by staff to ensure that the most vulnerable residents could take advantage of special shopping hours for seniors offered by many local grocers. To assist with vaccination efforts, Riverside Connect is providing free rides to and from vaccination sites within the City limits.

### **III. FUTURE SERVICE PANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING**

#### ***3.1 Planned Service Changes***

There are currently no planned service changes.

#### ***3.2 Future Marketing Plans***

For FY 2021/22, staff will continue to market Riverside Connect. Along with the City's marketing team, staff developed a new brand identity that will give a modern and refreshed look to the fleet of minibuses. This rebranding effort also includes a change in the name of our service which more accurately captures what we provide for the senior and disabled residents of Riverside. The new name, "Riverside Connect" was set to launch in the summer of 2020; however, due to the pandemic, this was postponed and is now scheduled to launch in the summer of 2021.

New full-color brochures and flyers have been developed and will be distributed at the City's Community and Senior Centers as well as advertisements in other City publications such as the Activity and Senior Guides. The Activity Guide is published three times per year and is mailed to over 55,000 residents and is also available online at the City's main website. As services are restored, Riverside Connect hopes to continue marketing efforts by attending special events such as the Senior Day, wellness fairs, grand openings, and other events geared towards the senior and disabled community. Staff will also continue to participate in resident meetings at senior living facilities and various ADA workshops throughout Riverside. Lastly, staff secured a domain name, launching a new website for Riverside Connect which will provide the public with up-to-date information about our services.

#### ***3.3 Projected Ridership Growth***

Prior to COVID-19, Riverside Connect projected a 10% increase in ridership for FY 2020/21 as a direct result of the increased marketing and rebranding of the service. However, due to the dramatic 85% decline in ridership as a result of the pandemic, future projections are difficult to gauge; however, the expectation industrywide is that ridership will steadily increase to normal service levels as California and Riverside County Public Health regulations lift stay-at-home orders. Recent availability of the vaccine has resulted in a slight increase in ridership.

### *3.4 Proposed Fare Structure Changes*

Riverside Connect staff plans to explore the possibility of increasing the fare to match the Riverside Transit Agency (RTA) fare structure which would currently be a \$0.50 increase. A formal analysis will be conducted as part of the Comprehensive Operational Analysis (COA) in FY 2021/22. There are currently no plans to change the current medical fare of \$2.00; however, this will also be reviewed during the COA.

### *3.5 Capital Improvement Planning*

The development of a formal 5-year Capital Improvement Plan will be included in the upcoming COA; however, Riverside Connect plans to focus FY 2021/22 capital improvement efforts on closing out projects that were programmed in previous years. This includes the projects that were planned for FY 2020/21. The first is a replacement of three (3) existing vehicles that have exceeded the useful life of 10-years. The second project is the renovation of the dispatch office area which will provide space for the newly filled Lead Dispatch position. Lastly, Riverside Connect will upgrade the existing TransTrack data management system. The upgrade will provide staff with additional tools and analytics which will be beneficial for reporting purposes as well as improving the efficiency of the operation. ***See Table 3 – Highlights of 2020/21 Short Range Transit Plan***

**Table 3 - HIGHLIGHTS OF 2021/22 SHORT RANGE TRANSIT PLAN**

- **Electronic Fare Collection/Online Reservations** – In an effort to provide better service to our senior and ADA riders, Riverside Connect has procured and begun implantation of an electronic payment method that would allow riders and caregivers the ability to preload rider accounts with funds so that riders may electronically pay for transit fares. Along with an electronic fare collection, a mobile application will be made available to all riders that will allow them to manage their account, view scheduled trips and the status of their scheduled pickup. The application once fully implemented will also allow riders to self-schedule future rides.
- **Consultant** – Per the recommendation in the FY 2016-2018 TDA Triennial Performance Audit, Special Transit will hire a consultant to assist in the strategic planning process.
- **Bus Replacement** – Riverside Connect will replace 3 CNG Mini-Buses that have met the useful life threshold.
- **TransTrack Upgrade** – Special Transit will upgrade the current TransTrack system which will assist staff with annual NTD reporting, provide valuable analytics and integration with the financial system and dispatch/scheduling software.
- **Dispatch Renovation** – The City of Riverside will renovate the dispatch office area to accommodate the addition of new staff to fill the Lead Dispatch position.

#### **IV. FINANCIAL PLANNING**

##### ***4.1 Operating and Capital Budget Narrative***

In 2020, the United States Senate passed the Coronavirus Aid, Relief and Economic Security Act (CARES Act) which provided funds to eligible Federal recipients to support public transportation operations. The City of Riverside was awarded \$6.6 million to cover all operating expenses from January 20, 2020 through June 30, 2021. The City will have approximately \$500,000 in CARES Act funds that will carry over into FY 2021/22. The funds will be exclusively used for the costs associated with Administrative Leave provided to Riverside Connect drivers to avoid having to furlough any staff. Local Transportation Funds (LTF) will fund the rest of the Operating Budget. In FY 2021/22, the 20% match requirement for preventative maintenance expenses will be covered by Transportation Development Credits. The remaining 80% will be funded through a combination of State Transit Assistance (STA), State of Good Repair (SGR), and Federal section 5307 and 5339 funds. There are no planned capital projects for FY 2021/22, as the City plans to focus this fiscal year on closing out previous projects that have been delayed due to the COVID-19 pandemic. ***See Table 4.0 – Summary of Funding Requests – FY 2021/22***



**Table 4.0 - Summary of Funding Requests - FY 2021/22**

City of Riverside

Original

<b>Operating</b>																
Project	Total Amount of Funds	6307 R8	6307 R8 CARES OB	6339 R8	FARE	LTF	OTHR ST	SGR PUC99314	STA PUC99314							
Capitalized Preventative Maintenance FY2021-22	\$400,000	\$211,107		\$80,000			\$80,000	\$5,091	\$23,802							
Operating FY2021-22	\$4,837,609		\$535,000		\$63,013	\$4,239,596										
<b>Sub-total Operating</b>	<b>\$5,237,609</b>	<b>\$211,107</b>	<b>\$535,000</b>	<b>\$80,000</b>	<b>\$63,013</b>	<b>\$4,239,596</b>	<b>\$80,000</b>	<b>\$5,091</b>	<b>\$23,802</b>							
<b>Capital</b>																
Project	Total Amount of Funds	6307 R8	6307 R8 CARES OB	6339 R8	FARE	LTF	OTHR ST	SGR PUC99314	STA PUC99314							
<b>No Capital Projects</b>																
<b>Total Operating &amp; Capital</b>	<b>\$5,237,609</b>	<b>\$211,107</b>	<b>\$535,000</b>	<b>\$80,000</b>	<b>\$63,013</b>	<b>\$4,239,596</b>	<b>\$80,000</b>	<b>\$5,091</b>	<b>\$23,802</b>							
<b>FY 2021/22 Projected Funding Details</b>																
5307 R8	\$211,107															
5307 R8 CARES OB	\$535,000															
5339 R8	\$80,000															
FARE	\$63,013															
LTF	\$4,239,596															
OTHR ST	\$80,000															
SGR PUC99314	\$5,091															
STA PUC99314	\$23,802															
<b>Total Estimated Operating Funding Request</b>	<b>\$5,237,609</b>															
<b>Total Funding Request</b>	<b>\$6,237,808</b>															

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2019/20 Audit	FY2020/21 Estimated	FY2021/22 Plan
1	Passenger fares	309,027	60,012	63,013
2	Interest revenue	68,502	35,000	35,000
3	Damage claim recoveries	2,470	2,500	2,500
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	<b>Total Revenue (1-15)</b>	<b>\$379,999</b>	<b>\$97,512</b>	<b>\$100,513</b>
	<b>Total Operating Expense</b>	<b>\$4,119,034</b>	<b>\$3,820,900</b>	<b>\$5,237,609</b>
	<b>Farebox Recovery Ratio</b>	<b>9.23%</b>	<b>2.55%</b>	<b>1.92%</b>



*4.2 Funding Plans to Support Proposed Operating and Capital Program*

Riverside Connect is committed to keeping our staff employed with the CARES Act grant award. As such, in accordance with the City’s COVID-19 essential employee policy, only one part-time driver was furloughed in March 2020. Funding levels for FY 2021/22 through FY 2023/24 are projected based on a fully staffed operation. There are currently are nine (9) vacant driver positions and two (2) vacant dispatcher/schedulers positions budgeted. Based on current ridership, there are no plans to fill the vacancies; however, actual ridership levels in FY 2021/22 will determine the need for those positions in future budget years. ***See Table 4.1 & Table 4.2 – Summary of Funding Requests – FY 2022/23 & FY 2023/24***



**Table 4.1 - Summary of Funding Requests - FY 2022/23**  
 City of Riverside  
 Original

<b>Operating</b>																
<b>Project</b>	<b>Total Amount of Funds</b>	<b>5307 RS</b>	<b>FARE</b>	<b>LTF</b>												
Operating FY2022-23	\$5,468,534	\$320,000	\$65,000	\$5,083,534												
<b>Sub-total Operating</b>	<b>\$5,468,534</b>	<b>\$320,000</b>	<b>\$65,000</b>	<b>\$5,083,534</b>												
<b>Capital</b>																
<b>Project</b>	<b>Total Amount of Funds</b>	<b>5307 RS</b>	<b>FARE</b>	<b>LTF</b>												
<b>No Capital Projects</b>																
<b>Total Operating &amp; Capital</b>	<b>\$5,468,534</b>	<b>\$320,000</b>	<b>\$65,000</b>	<b>\$5,083,534</b>												
<b>FY 2022/23 Projected Funding Details</b>																
5307 RS	\$320,000															
FARE	\$65,000															
LTF	\$5,083,534															
Total Estimated Operating Funding Request	\$5,468,534															
<b>Total Funding Request</b>	<b>\$5,468,534</b>															



Table 4.2 - Summary of Funding Requests - FY 2023/24

City of Riverside  
Original

Operating																
Project	Total Amount of Funds	6307 R8	FARE	LTF												
Operating FY2023-24	\$5,615,758	\$320,000	\$70,000	\$5,225,758												
Sub-total Operating	\$5,615,758	\$320,000	\$70,000	\$5,225,758												
Capital																
Project	Total Amount of Funds	6307 R8	FARE	LTF												
No Capital Projects																
Total Operating & Capital	\$5,615,758	\$320,000	\$70,000	\$5,225,758												
FY 2023/24 Projected Funding Details																
5307 R8	\$320,000															
FARE	\$70,000															
LTF	\$5,225,758															
Total Estimated Operating Funding Request	\$5,615,758															
Total Funding Request	\$6,816,768															

4.3 Regulatory and Compliance Requirements

Riverside Connect strives to remain compliant with all local, state, and federal regulations. Staff stays abreast of legislative information and regulatory developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. ST complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. In March of 2018, Riverside Connect underwent its most recent TDA Triennial Performance Audit. The final report had two findings which staff is in the process of addressing. **See Table 4.3 – Progress to Implement TDA Triennial Performance Audit Recommendations**

TABLE 4.3 – PROGRESS TO IMPLEMENT TDA TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

Recent Audit Recommendation (Covering FY 2016 – 2018)	Action (s) Taken and Results to Date
<p><b>1. Pursue targeted marketing efforts and rebranding of the service.</b></p> <p>STS has been tasked with serving the mobility needs of seniors, ADA-certified persons, and persons with disabilities in the City of Riverside. The senior population in the city (those 60 years of age and over) accounts for approximately 15.1 percent of the population based on the 2018 American Community Survey estimates. Riverside remains below the national average of seniors age 60 and over, which is 21.8 percent; however, due to the Baby Boomer generation aging into their sixties, it is anticipated that the senior population will continue to increase.</p> <p>With the slow erosion in ridership in recent years, STS has been contemplating strategies to improve its messaging and outreach to the community. The transportation supervisor has been encouraged to conduct outreach and brainstorm ways to better engage the customer base. There is a perception in the community that the name “Riverside Connect” is not particularly appealing and conveys a stodgy image. In the spirit of the City’s innovative philosophy, STS should work with the City’s marketing team to develop a brand identity for the transit service. This could be done in concert with the implementation of STS’s fleet of nine-passenger minibuses and mobile fare collection. With the adoption of the \$2.00 medical fare, STS could collaborate with local medical providers and services (such as dialysis centers and adult day-care facilities) that would market trips to their patients. Veterans are also another market that STS could target.</p>	<p>Approximately 75% of the fleet has been fully wrapped with the new program name and logo. Additionally, new brochures and marketing materials with the new name, “Riverside Connect” have been developed and will be distributed simultaneously with the launch of the repainted buses.</p> <p><i>In Progress</i></p>

<p><b>2. Conduct a strategic planning process.</b></p> <p>The annual Short-Range Transit Plan (S RTP) process has been a useful tool in monitoring operational trends but it does not provide a strategic vision over a 5-, 10-, or 20-year time frame. STS is self-sustaining in that it does not rely on City General Fund revenues for support. However, given changes in the transit funding landscape and the challenges in recruitment and marketing that pose potential impediments to growth and sustainability, STS needs a process that can provide guidance and momentum. A 5- or 10-year strategic plan would establish guiding principles of how STS can build upon its 45-year legacy as a demand-response transit operator by setting goals, objectives, and strategies for attaining its vision. A strategic plan would also build on the recent efforts of STS to be more technically innovative and offer direction on potential funding opportunities and partnerships. As part of this effort, STS should assess its strengths, weaknesses, opportunities, and challenges for providing service in a dynamic transit market and capitalize on its position as a regional mobility provider. Furthermore, STS should consider emerging trends and innovative strategies being implemented or considered within the industry.</p>	<p>The development of a Scope of Work for consulting services is underway and estimated to be completed by December 2021.</p> <p><i>In Progress</i></p>
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4.4 Open Projects

As discussed in Section 3.5, Riverside Connect staff is focused on closing out the open projects programmed in previous fiscal years. The projects listed in Table 4.4 with an end date of 6/30/2022 are already underway and planned to be completed by the end of FY 2021/22. The projects listed with a timeline as “to be determined” are being re-evaluated due to changing needs and priorities. Staff will determine whether to reprogram the funds or continue with the projects. **See Table 4.4 – Open Projects Prior to FY 2021/2022**

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2021/2022 - FY2025/2026

**Table 4.4 Open Projects Prior to FY2021/2022**

[illegible]

Legend	
Project Elements:	
1	Revenue Vehicle Purchase - FY
2	Non-Revenue Vehicle Purchase - FY
3	Vehicle Systems and Equipment - FY
4	Building, Land and Facilities - FY
5	Communication and Information Technology Systems - FY
6	Debt Service - FY
7	Maintenance - FY
Funding Category	
1	Fully Funded
2	Partially Funded



**PALO VERDE VALLEY TRANSIT AGENCY  
PVVTA  
SHORT RANGE TRANSIT PLAN  
FY 2021/22 – FY 2023/24**



**FINAL DRAFT 5/11/2021**

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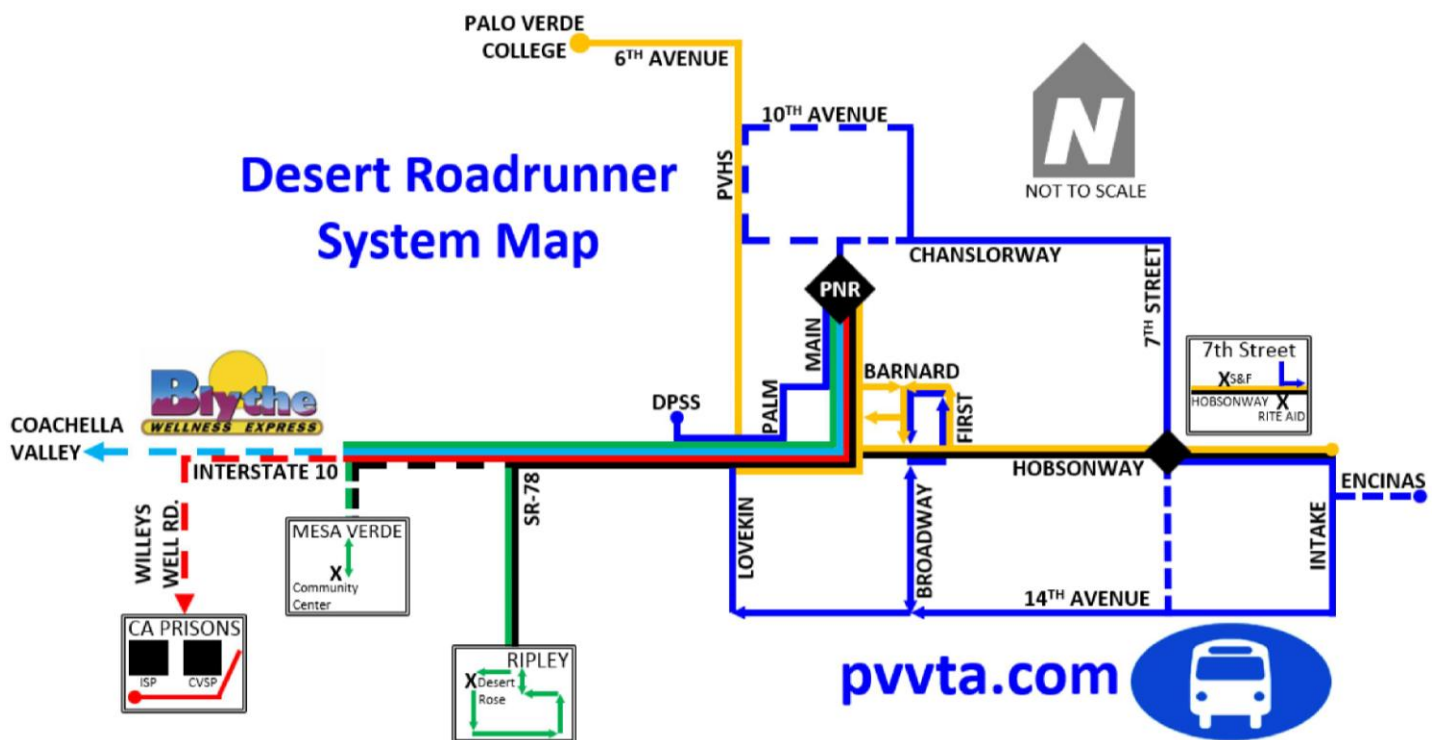
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## 1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) provides many transit options to serve senior citizens, persons with disabilities, and the general public. PVVTA services are known to the general public under the marketing name “Desert Roadrunner”. PVVTA provides five deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, California Department of Corrections facilities, and limited service to Ehrenberg, Arizona. ADA Para-transit is also provided after hours on the Fixed Routes through route deviation requests. The routes can deviate up to  $\frac{3}{4}$  of a mile away from the actual mapped routes. Hours of operation for the Fixed Route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. PVVTA operates a non-emergency medical service to Coachella Valley called the Blythe Wellness Express (BWE).



## 1.2 Area Profile

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. Also, PVVTA provides premier service to and from Coachella Valley. The Valley boasts a modest 16,000 residents, with 23% of the population within the K-12 age range. The makeup of the population is 56% Hispanic, 53%

White, 7% African American and 4% Asian and native American. based on U.S. Census Bureau, 2011-2015 American Community Survey at provided by the City of Blythe, Ethnicity is >100% as Bureau counts some individuals more than one ethnicity.

### 1.3 Service Description

Presented below are the individual description of the deviated fixed routes provided by PVVTA.

TABLE 1 - INDIVIDUAL ROUTE DESCRIPTIONS

LINE	ROUTE DESCRIPTION	AREAS/SITES SERVICED
<b>FIXED ROUTE:</b>		
Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Big K-Mart, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Silver Route 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
Blythe Wellness Express (BWE)	The Blythe Wellness Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

## 1.4 Description of Ridership, Revenue Miles, Revenue Hours

Blue Route 1 City of Blythe Circulator; deviated fixed route, approximately 2500 revenue miles / 240 revenue hours monthly, 1600 in ridership respectfully.

Gold Route 2 Palo Verde College Crosstown; deviated fixed route, approximately 4000 revenue miles / 190 revenue hours monthly, 1200 in ridership respectfully.

Red Route 3 CA State Prison Commuter Express; deviated fixed route, approximately 2100 revenue miles / 60 revenue hours monthly, 650 in ridership respectfully.

Green Route 4 Regional Rural service; deviated fixed route, approximately 3000 revenue miles / 155 revenue hours monthly, 700 in ridership respectfully.

Silver Route 5 Saturday and limited holiday service; deviated fixed route, approximately 500 revenue miles / 24 revenue hours monthly, 120 in ridership respectfully.

Blythe Wellness Express 6 Intercity service to the Coachella Valley; deviated fixed route, approximately 2800 revenue miles / 95 revenue hours monthly, 100 in ridership respectfully.

PVVTa XTend-A-Ride micro transit service; demand responsive, approximately 400 revenue miles / 80 revenue hours monthly, 50 in ridership respectfully.

*This represents normal services as of 2019 and planned to resume once normal service levels resume. Since March 2020, PVVTa made necessary planning and operating changes in response to the COVID-19 pandemic affecting its services based on changes in ridership. This action fragmented the normal operation of all PVVTa services. For specific information on PVVTa's response to the COVID-19 please visit; [pvvta.com/covid-19](https://pvvta.com/covid-19)*

## 1.5 Fare Structure

PVVTAs fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent Farebox Recovery Ratio. The schedule includes full fare and discounted ride tickets. PVVTA's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare change is necessary.

### PVVTAs Fare & Pass Schedule

#### Fixed Route Cash Fare – Routes 1, 2, 4, 5

General Public	(ages 5-59 years old)	\$ 1.75
Seniors	(ages 60 years or older)	\$ 0.85
Persons with Disabilities	(with ADA Card)	\$ 0.85
Children ages 5 and under*	(first boarding with full fare adult)	Free
Children ages 5 and under*	(second & third boarding with full fare adult)	\$ 0.85

\* First (1) child Free, \$0.85 for child 2 & 3 boarding with a fare paying adult; Full Fare for all other accompanying children.

#### Arizona Zone Fare for travel to and from Ehrenberg, Arizona

General Public, Seniors, & Persons with Disabilities	\$ 5.00
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#### Fixed Route Cash Fare – Route 3 Express

General Public, Seniors, & Persons with Disabilities	\$ 3.50
Route Deviations (one way to or from route)	\$ 0.85

#### Route Deviations – All Fixed Routes

Route Deviations	(one way to or from route)	\$ 0.85
DV8 Card	(8 one way deviation fares)***	\$ 6.80

\*\*\*Not valid for initial passenger fare, only for payment of route deviation fee.

#### Fixed Route Go Passes

10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 17.50
S/D 10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 8.50
General Public 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 45.00
Seniors 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Persons with Disabilities	(Routes 1, 2, 3 Local, 4 & 5)	\$ 30.00
Summer Youth Pass	(Routes 1, 2, 3 Local, 4 & 5)	\$ 40.00
10-Ride Punch Pass	(Ehrenberg, Arizona)	\$ 50.00
10-Ride Punch Pass	(Route 3 Express)	\$ 35.00
20-Ride Punch Pass	(Route 3 Express)	\$ 70.00
General Public 31-Day Pass	(Route 3 Express)	\$125.00

#### Other Cash Fare – X-Tend-A-Ride & Blythe Wellness Express (BWE)

X-Tend-A-Ride General Public, Seniors, & Persons with Disabilities	\$ 5.00
BWE General Public, Seniors, & Persons with Disabilities One-Way	\$ 10.00
BWE General Public, Seniors, & Persons with Disabilities Roundtrip	\$ 15.00

## 1.6 Fleet Schedule

PVVTA has an average fleet age of 4.3 years old, where revenue vehicles have a life span between 5 up to 7 years. Presented is the fleet inventory with specific characteristics.



**Table 1.1 - Fleet Inventory**  
FY 2021/22 Short Range Transit Plan  
Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation											
							# of Active Vehicles FY 2020/ 21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code					
2014	CMD		18	1		GA	1		83,148	88,277	88,277
2019	DTD		8	1		GA	1			2,966	2,966
2012	FRD		18	1		CN		1	170,484	170,484	
2013	FRD		26	1		CN	1		126,048	126,048	126,048
2013	FRD		26	1		CN	1		154,725	154,725	154,725
2016	FRD		18	1		GA	1		135,098	149,152	149,152
2016	FRD		18	1		GA		1	144,213	151,988	
2018	FRD		18	1		GA	1		86,757	103,157	103,157
2019	FRD		18	1		GA	1		36,558	60,275	60,275
2019	FRD		14	1		CN	1		19,611	31,463	31,463
2019	FRD		16	1		CN	1		2,407	11,879	11,879
Totals:			198	11			9	2	959,049	1,050,414	116,713

## 1.7 System Amenities

PVVTA continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a “one stop” shop for all their transportation needs. Over the past years, Low Carbon Transit Operations Program funds were being used to improve the PNR lot to improve passenger safety and comfort. Most recently, PVVTA continues to use State of Good Repair (SGR) grant funds to improve the facility’s maintenance areas and bus storage.

The Blythe CNG Station has proven to be a great resource to local and regional fuel needs for Compressed Natural Gas. Since the station opened in 2014, a steady increase in the number of vehicles especially commercial fleets has been seen monthly. PVVTA generates revenues from the sale of CNG fuel, but the Station still currently operates at about a 25% deficit. With increased traffic along the Interstate 10 corridor, we hope to be at a breakeven point in a year or two. Currently, PVVTA staff and the Palo Verde Unified School District (PVUSD) is set to expand the station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. Expansion of the station is planned to be complete by the end of 2021, with an investment of \$500,000 committed by the CA Energy Commission to PVUSD for this project. The expansion provides for maximum capacity of the station and further reliability through better redundancy in equipment.



## **1.8 Network Cooperation**

PVVTA actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the PVVTA Service Area. QTS provides service from Quartzsite Arizona three times a week and connects with the PVVTA system at the DPSS Transfer Center. QTS and PVVTA meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with SunLine was achieved for the success with the Blythe Wellness Express (BWE). SunLine provides operational emergency support for the BWE when the bus operates in the SunLine services area. During a potential incident, SunLine seamlessly assisted with bringing the BWE service back to normal and safe. With the 100+ mile one-way trip, the BWE requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

PVVTA is a member of CalACT a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. PVVTA participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with PVVTA on regional and State issues facing public transit.

## **1.9 Reference Listing**

PVVTA has not conducted a formal operational study since the early 2000's. Currently budgeted is a plan for an updated Comprehensive Operational Analysis (COA) which would be completed in time for the next competitive bid for and operations contractor in FY2022.

All planning referencing is taken from the Agency quarterly operational reporting, yearly and triennial audits as well as industry trends. Detailed documents can be accessed at [pvvta.com/agencyfiles](http://pvvta.com/agencyfiles).



## 2.1 Key Performance Indicators

PVFTA uses key performance indicators set by RCTC to plan and monitor services. PVFTA does not have any specific measures beyond the presented targets.



**Table 2.0 -- Service Provider Performance Targets Report**  
FY 2020/21 Short Range Transit Plan Review  
Palo Verde Valley Transit Agency

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	46,051			
Passenger Miles	807,393			
Total Actual Vehicle Revenue Hours	7,972.0			
Total Actual Vehicle Revenue Miles	179,929.0			
Total Actual Vehicle Miles	206,244.0			
Total Operating Expenses	\$1,651,527			
Total Passenger Fare Revenue	\$356,446			
Net Operating Expenses	\$1,295,081			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	26.39%	>= 10.00%	8.54%	Fails to Meet Target
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$207.17	<= \$174.15	\$244.62	Fails to Meet Target
2. Subsidy Per Passenger	\$28.12	>= \$21.16 and <= \$28.62	\$64.54	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$1.60	>= \$1.51 and <= \$2.05	\$4.61	Fails to Meet Target
4. Subsidy Per Hour	\$162.45	>= \$126.44 and <= \$171.06	\$223.72	Fails to Meet Target
5. Subsidy Per Mile	\$7.20	>= \$5.51 and <= \$7.45	\$9.42	Fails to Meet Target
6. Passengers Per Revenue Hour	5.78	>= 5.08 and <= 6.88	3.47	Fails to Meet Target
7. Passengers Per Revenue Mile	0.26	>= 0.22 and <= 0.30	0.15	Fails to Meet Target
<b>Note:</b> Must meet at least 4 out of 7 Discretionary Performance Indicators				
<b>Productivity Performance Summary:</b>				
<b>Service Provider Comments:</b>				



## 2.2 Performance Reporting

As to normal performance from past fiscal years, trends show a consistent flat trend over the last two normal fiscal years. Although costs have risen, the actual operating performance and ridership stays approximately flat based on all contributing factors. COVID-19 has affected the transit system quite drastically to the tune of an 80% decrease in ridership as of March 2020.



**FY 2021/22 - Table 2.1 -- SRTP Performance Report**  
*Service Provider: Palo Verde Valley Transit Agency*  
**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	35,553	12,580	45,553	None	
Passenger Miles	497,742	176,120	788,540	None	
Revenue Hours	6,464.4	3,628.9	7,648.0	None	
Total Hours	7,683.1	4,389.6	8,959.0	None	
Revenue Miles	145,163.0	86,209.0	173,484.0	None	
Total Miles	164,170.0	98,557.0	199,052.0	None	
Operating Costs	\$1,086,924	\$887,687	\$1,553,431	None	
Passenger Revenue	\$101,086	\$75,825	\$152,164	None	
Measure-A Revenue				None	
LCTOP Revenue			\$36,955	None	
Operating Subsidy	\$985,838	\$811,861	\$1,401,267	None	
Operating Costs Per Revenue Hour	\$168.14	\$244.62	\$203.12	<= \$250.62	Meets Target
Operating Cost Per Revenue Mile	\$7.49	\$10.30	\$8.95	None	
Operating Costs Per Passenger	\$30.57	\$70.56	\$34.10	None	
Farebox Recovery Ratio	9.30%	8.54%	12.17%	>= 0.1	Meets Target
Subsidy Per Passenger	\$27.73	\$64.54	\$30.76	>= \$54.86 and <= \$74.22	Better Than Target
Subsidy Per Passenger Mile	\$1.98	\$4.61	\$1.78	>= \$3.92 and <= \$5.30	Better Than Target
Subsidy Per Revenue Hour	\$152.50	\$223.72	\$183.22	>= \$190.16 and <= \$257.28	Better Than Target
Subsidy Per Revenue Mile	\$6.79	\$9.42	\$8.08	>= \$8.01 and <= \$10.83	Meets Target
Passengers Per Revenue Hour	5.50	3.47	5.96	>= 2.95 and <= 3.99	Better Than Target
Passengers Per Revenue Mile	0.24	0.15	0.26	>= 0.13 and <= 0.17	Better Than Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.





## 2.3 Service Summary. Table 2.2 & 2.2A

In analysis of the data and planning costs for operating service has gone up consistently over the last few years. In fiscal year 2019/20 PVVTA started on a track to use Federal 5311 funds to offset these growing costs. The service area demographics show a steady reduction in population which directly affects ridership. Miles and hours have been reduced to fine tune operations where such costs have increased. PVVTA must work to maximize services with the challenges such as population decrease, cost increase such as wages and operating costs.



**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary**  
FY 2021/22 Short Range Transit Plan  
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	5	5	6	5	6
<b>Financial Data</b>					
Total Operating Expenses	\$922,582	\$1,086,924	\$1,651,527	\$887,687	\$1,412,277
Total Passenger Fare Revenue	\$96,203	\$101,086	\$435,877	\$75,825	\$189,119
Net Operating Expenses (Subsidies)	\$826,379	\$985,838	\$1,295,081	\$811,861	\$1,260,113
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	45,511	35,553	46,051	12,580	45,553
Passenger Miles	637,154	497,742	807,393	176,120	788,540
Total Actual Vehicle Revenue Hours (a)	7,222.0	6,464.4	7,972.0	3,628.9	7,648.0
Total Actual Vehicle Revenue Miles (b)	174,456.0	145,163.0	179,929.0	86,209.0	173,484.0
Total Actual Vehicle Miles	202,292.0	164,170.0	206,244.0	98,557.0	199,052.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$127.75	\$168.14	\$207.17	\$244.62	\$184.66
Farebox Recovery Ratio	10.43%	9.30%	26.39%	8.54%	13.39%
Subsidy per Passenger	\$18.16	\$27.73	\$28.12	\$64.54	\$27.66
Subsidy per Passenger Mile	\$1.30	\$1.98	\$1.60	\$4.61	\$1.60
Subsidy per Revenue Hour (a)	\$114.43	\$152.50	\$162.45	\$223.72	\$164.76
Subsidy per Revenue Mile (b)	\$4.74	\$6.79	\$7.20	\$9.42	\$7.26
Passenger per Revenue Hour (a)	6.3	5.5	5.8	3.5	6.0
Passenger per Revenue Mile (b)	0.26	0.24	0.26	0.15	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



**Table 2.2 -- PVVTA-BUS -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**All Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	5	5	5	5	5
<b>Financial Data</b>					
Total Operating Expenses	\$780,826	\$1,080,579	\$1,504,669	\$811,210	\$1,248,922
Total Passenger Fare Revenue	(\$13,337)	\$92,249	\$381,762	\$52,754	\$138,027
Net Operating Expenses (Subsidies)	\$794,163	\$988,330	\$1,182,338	\$758,456	\$1,129,373
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	44,811	35,158	45,390	12,441	44,940
Passenger Miles	627,354	492,212	635,452	174,174	629,160
Total Actual Vehicle Revenue Hours (a)	6,457.0	5,926.0	6,886.0	3,321.0	6,818.0
Total Actual Vehicle Revenue Miles (b)	142,336.0	124,560.0	144,721.0	70,540.0	143,288.0
Total Actual Vehicle Miles	167,785.0	142,116.0	168,427.0	81,404.0	166,758.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$120.93	\$182.35	\$218.51	\$244.27	\$183.18
Farebox Recovery Ratio	(1.71)%	8.54%	25.37%	6.50%	11.05%
Subsidy per Passenger	\$17.72	\$28.11	\$26.05	\$60.96	\$25.13
Subsidy per Passenger Mile	\$1.27	\$2.01	\$1.86	\$4.35	\$1.80
Subsidy per Revenue Hour (a)	\$122.99	\$166.78	\$171.70	\$228.38	\$165.65
Subsidy per Revenue Mile (b)	\$5.58	\$7.93	\$8.17	\$10.75	\$7.88
Passenger per Revenue Hour (a)	6.9	5.9	6.6	3.8	6.6
Passenger per Revenue Mile (b)	0.31	0.28	0.31	0.18	0.31

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- PVVTA-BWE -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**All Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	1	1	1
<b>Financial Data</b>					
Total Operating Expenses	\$135,962	\$11	\$137,958	\$73,375	\$156,355
Total Passenger Fare Revenue	\$108,731	\$8,087	\$51,615	\$22,551	\$50,092
Net Operating Expenses (Subsidies)	\$27,232	(\$8,076)	\$106,343	\$50,824	\$124,740
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	700	395	661	139	613
Passenger Miles	9,800	5,530	171,941	1,946	159,380
Total Actual Vehicle Revenue Hours (a)	765.0	538.4	1,086.0	307.9	830.0
Total Actual Vehicle Revenue Miles (b)	32,120.0	20,603.0	35,208.0	15,669.0	30,196.0
Total Actual Vehicle Miles	34,507.0	22,054.0	37,817.0	17,153.0	32,294.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$177.73	\$0.02	\$127.03	\$238.35	\$188.38
Farebox Recovery Ratio	79.97%	73,119.71%	37.41%	30.73%	32.03%
Subsidy per Passenger	\$38.90	(\$20.45)	\$160.88	\$365.64	\$203.49
Subsidy per Passenger Mile	\$2.78	(\$1.46)	\$0.62	\$26.12	\$0.78
Subsidy per Revenue Hour (a)	\$35.60	(\$15.00)	\$97.92	\$165.09	\$150.29
Subsidy per Revenue Mile (b)	\$0.85	(\$0.39)	\$3.02	\$3.24	\$4.13
Passenger per Revenue Hour (a)	0.9	0.7	0.6	0.5	0.7
Passenger per Revenue Mile (b)	0.02	0.02	0.02	0.01	0.02

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**Non-Excluded Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	3	5	5	5	5
<b>Financial Data</b>					
Total Operating Expenses	\$673,375	\$1,086,913	\$1,060,185	\$887,687	\$928,712
Total Passenger Fare Revenue	\$435	\$92,999	\$285,845	\$75,825	\$142,136
Net Operating Expenses (Subsidies)	\$672,940	\$993,914	\$830,415	\$811,861	\$823,531
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	36,968	35,158	25,154	12,580	24,863
Passenger Miles	517,552	492,212	514,836	176,120	498,880
Total Actual Vehicle Revenue Hours (a)	5,389.0	5,926.0	5,197.0	3,628.9	4,900.0
Total Actual Vehicle Revenue Miles (b)	109,219.0	124,560.0	140,464.0	86,209.0	134,410.0
Total Actual Vehicle Miles	113,695.0	142,116.0	166,290.0	98,557.0	159,494.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$124.95	\$183.41	\$204.00	\$244.62	\$189.53
Farebox Recovery Ratio	0.06%	8.56%	26.96%	8.54%	15.30%
Subsidy per Passenger	\$18.20	\$28.27	\$33.01	\$64.54	\$33.12
Subsidy per Passenger Mile	\$1.30	\$2.02	\$1.61	\$4.61	\$1.65
Subsidy per Revenue Hour (a)	\$124.87	\$167.72	\$159.79	\$223.72	\$168.07
Subsidy per Revenue Mile (b)	\$6.16	\$7.98	\$5.91	\$9.42	\$6.13
Passenger per Revenue Hour (a)	6.9	5.9	4.8	3.5	5.1
Passenger per Revenue Mile (b)	0.34	0.28	0.18	0.15	0.18

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**Excluded Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	2	1	1	1	1
<b>Financial Data</b>					
Total Operating Expenses	\$249,207	\$11	\$591,342	\$483,785	\$483,565
Total Passenger Fare Revenue	\$95,768	\$8,087	\$150,032	\$32,321	\$46,983
Net Operating Expenses (Subsidies)	\$153,439	(\$8,076)	\$464,666	\$451,464	\$436,582
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	8,543	395	20,897	7,706	20,690
Passenger Miles	119,602	5,530	292,557	107,884	289,660
Total Actual Vehicle Revenue Hours (a)	1,833.0	538.4	2,775.0	1,970.0	2,748.0
Total Actual Vehicle Revenue Miles (b)	65,237.0	20,603.0	39,465.0	30,174.0	39,074.0
Total Actual Vehicle Miles	88,597.0	22,054.0	39,954.0	30,549.0	39,558.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$135.96	\$0.02	\$213.10	\$245.58	\$175.97
Farebox Recovery Ratio	38.43%	73,119.71%	25.37%	6.68%	9.71%
Subsidy per Passenger	\$17.96	(\$20.45)	\$22.24	\$58.59	\$21.10
Subsidy per Passenger Mile	\$1.28	(\$1.46)	\$1.59	\$4.18	\$1.51
Subsidy per Revenue Hour (a)	\$83.71	(\$15.00)	\$167.45	\$229.17	\$158.87
Subsidy per Revenue Mile (b)	\$2.35	(\$0.39)	\$11.77	\$14.96	\$11.17
Passenger per Revenue Hour (a)	4.7	0.7	7.5	3.9	7.5
Passenger per Revenue Mile (b)	0.13	0.02	0.53	0.26	0.53

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.



Table 2.2A - Excluded Routes

Route #	Mode (FR/DR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Blue Route 1	FR	CO	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates a deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week.	7/1/2020	6/30/2023

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.



## 2.4 Service Performance

Based on the historical statistics, route 1 is the primary line within the system carrying the most passengers with the best performance based on revenue hours and miles. This route is the universal lifeline service that circulates riders around the area and onto other routes. Route 3 utilizes a large amount of non-revenue miles to perform service as an express. Based on the data both route 5 and the BWE have the most challenges. Consequently, both routes are much needed to those riders in low-income, disabled and elder in age.



**Table 2.3 - SRTP Route Statistics**

Palo Verde Valley Transit Agency -- 5

FY 2021/22

All Routes

**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
PVTA-1	Weekday	1	20,690	289,660	2,748	2,794	39,074	39,558	\$483,565	\$46,983		
PVTA-2	Weekday	1	9,298	130,172	1,830	1,926	41,546	43,956	\$409,128	\$39,750		
PVTA-3	Weekday	1	7,072	99,008	796	1,274	23,312	41,498	\$138,436	\$11,656		\$18,478
PVTA-4	Weekday	1	6,574	92,036	1,152	1,460	32,588	34,486	\$194,041	\$18,853		
PVTA-5	Saturday	1	1,306	18,284	292	306	6,768	7,260	\$23,752	\$2,307		
PVTA-BWE	Weekday	1	613	159,380	830	1,199	30,196	32,294	\$156,355	\$31,615		\$18,477
PVTA-DAR	Weekday								\$7,000	\$1,000		
		6	45,553	788,540	7,648	8,959	173,484	199,052	\$1,412,277	\$152,164		\$36,955

Looking at the indicators below, the route 3 performs well as steps were taken in previous years to come in line with costs and negative trends. The BWE is the biggest potential burden to the Agency as a whole but as mentioned throughout this plan, is the most needed service with the changing needs of the community of the Palo Verde Valley.



**Table 2.3 - SRTP Route Statistics**

Palo Verde Valley Transit Agency -- 5

FY 2021/22

All Routes

**Performance Indicators**

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVTA-1	Weekday	\$436,582	\$175.97	\$12.38	\$23.37	9.71%	\$21.10	\$1.51	\$158.87	\$11.17	7.53	0.53
PVTA-2	Weekday	\$369,378	\$223.57	\$9.85	\$44.00	9.71%	\$39.73	\$2.84	\$201.85	\$8.89	5.08	0.22
PVTA-3	Weekday	\$126,780	\$173.91	\$5.94	\$19.58	21.76%	\$17.93	\$1.28	\$159.27	\$5.44	8.88	0.30
PVTA-4	Weekday	\$175,188	\$168.44	\$5.95	\$29.52	9.71%	\$26.65	\$1.90	\$152.07	\$5.38	5.71	0.20
PVTA-5	Saturday	\$21,445	\$81.34	\$3.51	\$18.19	9.71%	\$16.42	\$1.17	\$73.44	\$3.17	4.47	0.19
PVTA-BWE	Weekday	\$124,740	\$188.38	\$5.18	\$255.07	32.03%	\$203.49	\$0.78	\$150.29	\$4.13	0.74	0.02
PVTA-DAR	Weekday	\$6,000				14.28%						
		\$1,260,113	\$184.66	\$8.14	\$31.00	13.39%	\$27.66	\$1.60	\$164.76	\$7.26	5.96	0.26

Currently, the Agency is understanding the affect of COVID-19 a world pandemic on all aspects of the transit and the community especially financially. This document was created during such pandemic so it is anticipated that this plan and things all together will be dramatically different in the weeks, months and years to come.

## 2.5 Productivity Improvement

Over the last few years, PVVTA has seen a decrease in ridership system-wide. Service performance is flat at best with increases seen in cost due to the State increase in minimum wage, changes in labor law and the cost of fuel. PVVTA has seen a steady growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families relocating from western county.

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control but a baseline number of employees must be maintained. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last few years, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the BWE continues to be a vital program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides and marketing towards a larger population for civic and social service trips.

For Blue Route 1 local service for the City of Blythe, plans are to expand service by five hours daily bringing 30-minute headways for riders during the peak periods of the day for this route. These efforts would allow riders to make trips to multiple trip generators for shopping and medical purposes fast throughout the day.



## 2.6 Trip Generators

This is a listing of the major trip generators throughout the PVVTA system:

Albertsons Market	Smart & Final Market	Palo Verde College
Rite Aid Pharmacy	Burtons Trailer Park	Desert Rose Apartments
Riverside County DPSS	Blythe Post Acute	Palo Verde Hospital
Casa Encinas	EZ-Mart West	Blythe Post Office
Dollar Tree	Villa Monterey	Union Bank
Blythe City Hall	Roy Wilson Community Center	

## 2.7 Service Changes

PVVTA Blue Route 1 - will continue to run the existing route and schedule with no changes. COVID affected route no changes from FY 2019-20 were made yet.

PVVTA Gold Route 2 - will continue to run the existing route and schedule with no changes. COVID affected route.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes. COVID affected route.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes.

PVVTA will continue the Blythe Wellness Express; three day a week to the Coachella Valley.

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.

All changes are contingent on COVID-19 protocols by the CDC, County and State Health officials

### 3.1 Planned Service Changes FY22-24

PVVTA Blue Route 1 - will increase frequency to 30 minutes in core areas between the hours 9am and 3pm daily. Once normal service levels are reached.

PVVTA Gold Route 2 - will continue line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm daily. Once normal service levels are reached.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes.

PVVTA may consider adding a second trip per day on the Blythe Wellness Express.

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system. Partnership with rideshare modes are possible in the coming fiscal years.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.

All changes are contingent on COVID-19 protocols by the CDC, County and State Health officials



### 3.2 Marketing Plans, Studies, and Promotion

The following community engagement activities as well as marketing efforts will be utilized to promote ridership growth in FY 2021/22.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials.
2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.
3. Continuing the Mobility Training program to teach the public about mass transit including those with disabilities.
4. Continue to offer information on Rideshare programs available to residents and visitors of the Palo Verde Valley.
5. Continue to foster new partnerships with Palo Verde College Association of Student Governments, and new businesses coming to the city through the Shop, Save and Get Home Free Program.
6. Continue to work with marketing consultants to improve the Blythe Wellness Express and the Agency website [pvvta.com](http://pvvta.com).
7. Continue to co-sponsor and stay involved in community events such as Run for the Wall, Summer Safety Event, Cleanup Day and local community events.
8. Initiate a Comprehensive Operation Analysis in hopes of find better ways and strategizes to delivery service and plan for the future.



### 3.3 Projected Ridership Growth

Over the last few years, PVVTA has seen a cooling in increased ridership system-wide. Service performance is flat at best with dramatic increases seen in cost due to the State increase in minimum wage and fuel tax. PVVTA has seen a nominal growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families from western county.

Trip generators such as the Palo Verde College have more vacation time which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 had a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities but due to recent changes those trends have turned around to positive and hopeful increases in ridership. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last two years, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County the BWE has shaped out to be a much needed program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides back to 3-days a week and marketing towards a larger population for civic and social service trips.

With the local services, PVVTA plans to add targeted increases in schedule frequency on the main line Blue Route 1. For the Green Route 4 service, local riders continue to asked for more service to Ripley. Using Xtend-A-Ride, Ripley is provided more access to transit for the growing community. Silver Route 5 varies in ridership throughout the different months mainly due to the climate and times when shopping is needed. Staff continues to factor in these specific operational characteristics when planning service.

### 3.4 Proposed Fare Structure

Currently there are no proposed fare rate increases until passenger fares are analyzed in FY 2022. Upon analysis, the proposed fare structure will be presented to the board for adoption.

### 3.5 Capital Improvement Plan

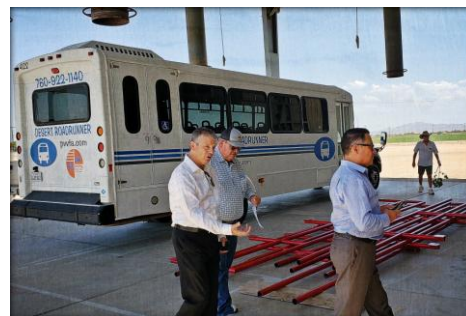
PVVTA plans to continue to replace rolling stock as buses reach their useful life of five years. The plan is to replace two gas buses in FY 2022, one electric bus in FY 2023, one in FY 2024, and two in 2025. The average cost of the buses PVVTA runs is about \$150,000 conventional \$250,000 EV and as long as funds are available, we will continue to replace once they have reached their useful life. This will allow PVVTA to continue to provide a reliable transit service with minimal to no down time at all.

PVVTA will continue to purchase and install bus stops throughout the Palo Verde Valley at strategic locations that promote new ridership through target marketing and partnerships.

### 3.6 Long Term Plans

PVVTA is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. In a management goal to complete such a project by 2024; PVVTA is working with our funding partners to identify the best financial stream to pool funds together to bring such project to fruition. The estimated project cost would be between two and three million. This facility would include state of the art work stations, LEED compliancy and an interactive public space to hold meeting and training.

In 2024, PVVTA will start down the path of having electric drive revenue vehicles. The plan is to start with a demo model then once a clear path emerges then ramp up procurements to bring in more EV buses online. Currently, PVVTA has applied for the VW Mitigation funds and has requested a E450 converted electric unit. Agency staff believes that factory supported equipment and standardized chassis is the best way to enter this technology. Also, PVVTA has applied for a ZEB bus with 5311 Capital funds.



## 4.1 Operating and Capital Budget FY 21 Table 4, 4A & 4B

Presented is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and FTA. PVVTA utilizes Transit Development Act funding in both the; Local Transportation Fund (LTF) and State Transit Assistance (STA). Other State funding includes Low Carbon Transit Operations Program (LCTOP) funds and Caltrans State of Good Repair (SGR) funds. Rounding out the funds is FTA 5311 rural funds administered by Caltrans as well. The funding requests and planning are typical and normal as past fiscal years.



**Table 4.0 - Summary of Funding Requests - FY 2021/22**

Palo Verde Valley Transit Agency

Original

Operating												
Project	Total Amount of Funds	5311	5311 CARES	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
1 - OPERATING ASSISTANCE	\$831,241			\$79,020			\$710,691	\$41,530				
2 - OPERATING ASSISTANCE (BWE)	\$137,878			\$11,615			\$106,263	\$20,000				
3 - LCTOP FREE RIDES PROGRAM	\$36,955				\$35,692	\$1,263						
4 - 5311 CARES ACT FUNDING	\$406,203		\$406,203									
<b>Sub-total Operating</b>	<b>\$1,412,277</b>	<b>\$0</b>	<b>\$406,203</b>	<b>\$90,635</b>	<b>\$35,692</b>	<b>\$1,263</b>	<b>\$816,954</b>	<b>\$61,530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Capital												
Project	Total Amount of Funds	5311	5311 CARES	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
BULK TRANSIT BUS TIRES, FILTERS, ETC. FY22 - FY 22-3	\$10,000										\$3,080	\$6,920
REPLACEMENT FIXED ROUTE BUS (ELECTRIC) 5311 - FY 22-5	\$209,886	\$209,886										
REPLACEMENT OF FIXED ROUTE BUSES (GAS) - FY 22-2	\$33,297										\$33,297	
SGR FACILITY IMPROVEMENTS (FY 20/21) - FY 22 -4	\$50,465								\$48,650	\$1,815		
TECHNOLOGY UPGRADE/IMPROVEMENTS - FY 22 -1	\$10,000										\$10,000	
<b>Sub-total Capital</b>	<b>\$313,648</b>	<b>\$209,886</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,650</b>	<b>\$1,815</b>	<b>\$46,377</b>	<b>\$6,920</b>
<b>Total Operating &amp; Capital</b>	<b>\$1,725,925</b>	<b>\$209,886</b>	<b>\$406,203</b>	<b>\$90,635</b>	<b>\$35,692</b>	<b>\$1,263</b>	<b>\$816,954</b>	<b>\$61,530</b>	<b>\$48,650</b>	<b>\$1,815</b>	<b>\$46,377</b>	<b>\$6,920</b>

FY 2021/22 Projected Funding Details	
5311 CARES	\$406,203
FARE	\$90,635
LCTOP PUC99313	\$35,692
LCTOP PUC99314	\$1,263
LTF	\$816,954
OTHR LCL	\$61,530
Total Estimated Operating Funding Request	\$1,412,277
5311	\$209,886
SGR PUC99313	\$48,650
SGR PUC99314	\$1,815
STA PUC99313	\$46,377
STA PUC99314	\$6,920
Total Estimated Capital Funding Request	\$313,648
<b>Total Funding Request</b>	<b>\$1,725,925</b>



**FY 2021/22 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 22-1

**FTIP No:** Not Assigned - New Project

**Project Name:** TECHNOLOGY UPGRADE/IMPROVEMENTS

**Category:** ITS

**Sub-Category:** Upgrade

**Fuel Type:** N/A

**Project Description:** Upgrade software and equipment.

**Project Justification:** PVVTA needs to upgrade equipment and accounting software. Funds were allocated in FY20/21 to upgrade TransTrack software but instead will use the funds to purchase and upgrade the Agency's financial and accounting software. Additional funds being requested in FY22 will complete the project.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$10,000
Total		\$10,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		21-4	Computer Software Upgrade





**FY 2021/22 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 22-2

**FTIP No:** Not Assigned - New Project

**Project Name:** REPLACEMENT OF FIXED ROUTE BUSES (GAS)

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Gas

**Project Description:** Replacement of fixed route buses.

**Project Justification:** Replacing 2 fixed route buses that have met their life expectancy. They must be replaced in order to continue to provide reliable fixed route service to the community. Majority of the funding source for these buses will be from 5311 funds allocated to PVVTA in FY20/21. The balance to purchase the buses will be STA funding being requested in FY 22

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$33,297
Total		\$33,297

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description





**FY 2021/22 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 22-3

**FTIP No:** Not Assigned - New Project

**Project Name:** BULK TRANSIT BUS TIRES, FILTERS, ETC. FY22

**Category:** Equipment

**Sub-Category:** Parts

**Fuel Type:** N/A

**Project Description:** Purchase in bulk transit bus tires, filters, coolants, etc.

**Project Justification:** Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$3,080
STA PUC99314	FY 2021/22	\$6,920
Total		\$10,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Palo Verde Valley Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY 22-4

**FTIP No:** Not Assigned - New Project

**Project Name:** SGR FACILITY IMPROVEMENTS (FY 20/21)

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Facility improvements at PVVTA Operations Center and CNG Fueling Station.

**Project Justification:** PVVTA needs to rehabilitate the security gate, fencing, and camera system at the CNG Station in order to continue to maintain reliable security at the station. A shade structure needs to be installed CNG Station in order to protect the existing pumps and equipment from sun exposure. The shade structure will prolong the life of the equipment. Improvements such as rain gutters also need to be installed on the existing shade canopies at the Operations Center.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$48,650
SGR PUC99314	FY 2021/22	\$1,815
Total		\$50,465

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



# FY 2021/22 SRTP

## Palo Verde Valley Transit Agency

### Table 4.0 A - Capital Project Justification Original

**Project Number:** FY 22-5

**FTIP No:** Not Assigned - New Project

**Project Name:** REPLACEMENT FIXED ROUTE BUS (ELECTRIC) 5311

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** Electric

**Project Description:** Purchase and replace a fixed route bus.

**Project Justification:** Replacing a fixed route bus that has met its useful life with and electric bus in order to continue to provide reliable fixed route service to the community.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5311	FY 2021/22	\$209,886
Total		\$209,886

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4B - Fare Revenue Calculation**  
(consistent with Commission Farebox Recovery Policy)

Revenue Sources included in Farebox Calculation	Actual Amount from FY2019/20 Audit	FY2020/21 (Estimate)	FY 2021/22 (Plan)
1. Passenger Fares	69,696	59,580	59,580
2. Interest	42	65	65
3. General Fund Supplement	-		
4. Measure A	-		
5. Advertising Revenue	-		
6. Gain on Sale of Capital Assets	-		
7. CNG Revenue	26,670	30,365	30,000
8. Lease/ Other Revenue	-		
9. Federal Excise Tax Refund	-		
10. Investment Income	-		
11. CalPers CERBT	-		
12. Fare Revenues from Exempt Routes	(85,204)	31,055	31,055
13. Other Revenues	89,882	110,896	68,420
<b><u>TOTAL REVENUE</u></b> for Farebox Calculation (1-13)	101,086	231,961	189,120
<b><u>TOTAL OPERATING EXPENSES</u></b> for Farebox Calculation	1,086,924	1,651,527	1,412,276
<b>FAREBOX RECOVERY RATIO</b>	<b>9.30%</b>	<b>14.05%</b>	<b>13.39%</b>

**Other Revenues Include:**

T.R.I.P. Revenue	\$	1,000
Special Services	\$	10,000
Misc. Revenues	\$	465
MDAQMD Operating Funds	\$	20,000
LCTOP (Operating)	\$	36,955
	<u>\$</u>	<u>68,420</u>

## 4.2 Funding Plan Table 4.1 & 4.2

The FY 2023 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a ZEB fixed route bus to start towards electrification.



**Table 4.1 - Summary of Funding Requests - FY 2022/23**  
Palo Verde Valley Transit Agency  
Original

Operating													
Project	Total Amount of Funds	5311 CARES	AB 2766	FARE	LTF	OTHR LCL	SGR PUC99314	STA PUC99313	STA PUC99314				
1 - OPERATING ASSISTANCE	\$888,499			\$82,971	\$760,921	\$44,607							
2 - OPERATING ASSISTANCE (BWE)	\$162,563		\$20,000	\$12,196	\$130,367								
4 - 5311 CARES ACT FUNDING	\$388,456	\$388,456											
<b>Sub-total Operating</b>	<b>\$1,439,518</b>	<b>\$388,456</b>	<b>\$20,000</b>	<b>\$95,167</b>	<b>\$891,288</b>	<b>\$44,607</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>				
Capital													
Project	Total Amount of Funds	5311 CARES	AB 2766	FARE	LTF	OTHR LCL	SGR PUC99314	STA PUC99313	STA PUC99314				
BULK TRANSIT BUS TIRES, FILTERS, ETC. FY22	\$10,000							\$1,525	\$8,475				
BUS STOP AMENITIES	\$10,000							\$10,000					
REPLACEMENT FIXED ROUTE BUS (ELECTRIC) 5311													
REPLACEMENT OF FIXED ROUTE BUS (CNG) - FY 23-1	\$145,000							\$145,000					
SGR FACILITY IMPROVEMENTS (FY 2021)	\$51,000						\$51,000						
<b>Sub-total Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>				
<b>Sub-total Capital</b>	<b>\$216,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,000</b>	<b>\$156,525</b>	<b>\$8,475</b>				
<b>Total Operating &amp; Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>				
<b>Total Operating &amp; Capital</b>	<b>\$1,655,518</b>	<b>\$388,456</b>	<b>\$20,000</b>	<b>\$95,167</b>	<b>\$891,288</b>	<b>\$44,607</b>	<b>\$51,000</b>	<b>\$156,525</b>	<b>\$8,475</b>				
FY 2022/23 Projected Funding Details													
5311 CARES	\$388,456												
AB 2766	\$20,000												
FARE	\$95,167												
LTF	\$891,288												
OTHR LCL	\$44,607												
<b>Total Estimated Operating Funding Request</b>	<b>\$1,439,518</b>												
SGR PUC99314	\$51,000												
STA PUC99313	\$156,525												
STA PUC99314	\$8,475												
<b>Total Estimated Capital Funding Request</b>	<b>\$216,000</b>												
<b>Total Funding Request</b>	<b>\$1,655,518</b>												





The FY 2024 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.



**Table 4.2 - Summary of Funding Requests - FY 2023/24**

Palo Verde Valley Transit Agency

Original

Operating													
Project	Total Amount of Funds	AB 2766	FARE	LTF	OTHR LCL	STA PUC99313	STA PUC99314						
1 - OPERATING ASSISTANCE	\$1,342,541		\$87,120	\$1,206,846	\$48,575								
2 - OPERATING ASSISTANCE (BWE)	\$169,691	\$20,000	\$12,806	\$136,885									
<b>Sub-total Operating</b>	<b>\$1,512,232</b>	<b>\$20,000</b>	<b>\$99,926</b>	<b>\$1,343,731</b>	<b>\$48,575</b>	<b>\$0</b>	<b>\$0</b>						
Capital													
Project	Total Amount of Funds	AB 2766	FARE	LTF	OTHR LCL	STA PUC99313	STA PUC99314						
BULK TRANSIT BUS TIRES, FILTERS, ETC. FY22	\$10,000					\$1,525	\$8,475						
BUS STOP AMENITIES	\$10,000					\$10,000							
REPLACEMENT FIXED ROUTE BUS (ELECTRIC) S311	\$250,000					\$250,000							
<b>Sub-total Capital</b>	<b>\$270,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$261,525</b>	<b>\$8,475</b>						
<b>Total Operating &amp; Capital</b>	<b>\$1,782,232</b>	<b>\$20,000</b>	<b>\$99,926</b>	<b>\$1,343,731</b>	<b>\$48,575</b>	<b>\$261,525</b>	<b>\$8,475</b>						
FY 2023/24 Projected Funding Details													
AB 2766	\$20,000												
FARE	\$99,926												
LTF	\$1,343,731												
OTHR LCL	\$48,575												
Total Estimated Operating Funding Request	\$1,512,232												
STA PUC99313	\$261,525												
STA PUC99314	\$8,475												
Total Estimated Capital Funding Request	\$270,000												
<b>Total Funding Request</b>	<b>\$1,782,232</b>												



### 4.3 Regulatory and Compliance Requirements. Table 4.3

**TABLE 4.3–TDA TRIENNIAL**

<b>Audit Recommendation (Covering FY2015/2016 – FY2017/2018)</b>	<b>Action(s) Taken And Results</b>
Work with local elected officials and stakeholders to expand upon the Blythe Wellness Express (BWE) to serve veterans.	PVVTA continues to work with key political stakeholders as well as local and regional Veteran advocates to strategically link services to identified needing segments of our community.
Ensure that Board meeting agendas and minutes are posted on the PVVTA website.	PVVTA fixed the link system in posting identified items. These can be found at <a href="http://pvvta.com/agencyfiles">pvvta.com/agencyfiles</a> .
Pursue further discussions with the City of Blythe about defining roles and responsibilities.	PVVTA continues to engage in talks with the City of Blythe to define their roles in relation to the Agency. The hope is to have a living MOU by the end of FY2020/21.

(1) If no action taken, provide schedule for implementation or explanation of why the recommendation is no longer relevant.

## Notes

FY 2016-2018 TDA Triennial Audit [Link](#)

PVVTA FY2019/20 TDA Audit [Link](#)

PVVTA ADA [Link](#)

PVVTA Title VI [Link](#)

### **Alternative Fueled Vehicles Utilization:**

PVVTA follows the RCTC policy in utilizing alternative fueled vehicles. The makeup of the fleet is at a 65% compliant gasoline utilization and a 35% Compressed Natural Gas (CNG) utilization. Such utilization is compliant also with the Mojave Desert Air Quality Management District (MDAQMD) policy and alternative fuel.



#### 4.4 Open Projects Listing

PALO VERDE VALLEY TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 4.4 Open Projects Prior to FY2021/2022**[illegible]





# SHORT RANGE TRANSIT PLAN



## FY22–FY24

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## Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5309	Discretionary grants for fixed guideway capital investments
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5337	State of Good Repair
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities Program
APTA	American Public Transportation Association
ARPA	American Rescue Plan Act
ATIS	Advanced Traveler Information System
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CARES	Coronavirus Aid, Relief and Economic Stimulus Act
CDC	Centers for Disease Control and Prevention
CIC	Customer Information Center
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
Go-Pass	Community College Pass
ICT	Innovative Clean Transit
ITS	Intelligent Transportation System
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MJPA	March Joint Powers Authority
MPO	Metropolitan Planning Organization
MSJC	Mount San Jacinto College
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits

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PPP	Public Private Partnership
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
RCC	Riverside City College
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RPU	Riverside Public Utilities
§	Section
SB1	Senate Bill 1
SCAG	Southern California Association of Governments
SGR	State of Good Repair
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance
Stantec	Stantec Consulting Services Inc.
TDA	Transportation Development Act
TMD	Transportation Management & Design
TNC	Transportation Network Company
T-NOW	Transportation NOW
TSP	Transit Signal Priority
TTCA	Temecula Towne Center Associates
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEB Plan	ZEB Rollout and Implementation Plan



## EXECUTIVE SUMMARY

When the COVID-19 pandemic started last year, RTA had to make drastic changes in service to ensure the safety of employees and customers. Staff determined that it was no longer appropriate or sustainable to move forward with the service improvements suggested in the Comprehensive Operational Analysis (COA) completed in 2015. Instead, RTA focused on adjusting service levels to ensure long-term sustainability for the Agency while meeting the limited demand for essential trips. This trend will continue through Fiscal Year 2022 (FY22), as staff anticipates a slow increase in ridership.

In Fiscal Year 2020 (FY20), RTA was moving forward with service plans as described in the Short Range Transit Plan (SRTP) when the pandemic started in March 2020. Since then, RTA has maintained essential transportation services and maximized the safety of employees and customers. A Contagious Virus Response Plan was developed to outline RTA's contingency plan if service reductions are needed due to increased staff absenteeism or as mandated by the Board of Directors or other governmental authority. The plan also included numerous safety measures including extensive cleaning of facilities and buses to include the use of powerful disinfectants and electrostatic sprayers, creating a 24-hour/7-day-per-week contact tracing team, rear door boarding for passengers, social distancing on buses, mask requirements, a national health and safety campaign in partnership with the American Public Transportation Association (APTA), touch free payment and installation of plexi-glass barriers on buses. On site, all employees and visitors undergo health screenings including thermal temperature checks before being permitted to enter RTA facilities. All of these measures build on and reflect RTA's strong commitment to safety. Below is an infographic related to RTA's participation in the APTA safety campaign.



*RTA-APTA Safety Campaign*

The pandemic had a significant effect on RTA ridership. After reporting improved ridership in January and February 2020, RTA experienced a huge decline when the pandemic began in mid-March. By the beginning of April 2020, the Agency's ridership had dropped approximately 75 percent, depleting revenues and making required farebox recovery percentages impossible to reach. On April 5, 2020, RTA reduced service levels (similar to Sunday type of service) on most routes to match declining ridership and reduced funding. Dial-a-Ride (DAR) service remained largely untouched to ensure essential trips were available to the vulnerable, transit-dependent passengers who utilize these services.

Calendar year 2020 was a challenging year for all transit agencies, as is reflected in the ridership declines shown in the table below. Regionally, RTA landed in the middle of the pack when it comes to the percent decrease in ridership.

Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips											
Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
RTA	7,522,296	8,088,468	8,717,711	8,959,299	9,286,584	9,149,610	8,512,760	8,149,731	8,287,164	8,222,689	4,123,903
NCTD	7,626,585	7,814,669	8,060,890	8,363,039	8,147,895	7,821,113	7,144,265	6,557,310	6,495,343	6,319,663	3,529,707
OmniTrans	14,231,408	15,190,922	15,795,184	15,413,985	14,733,581	13,105,501	11,620,694	11,043,721	10,605,688	10,541,433	5,376,995
SunLine	3,775,678	4,287,978	4,524,834	4,564,667	4,777,304	4,526,442	4,242,481	4,047,368	3,959,472	4,048,831	2,418,205
Foothill	12,861,767	14,052,742	13,902,047	14,257,099	14,766,378	14,170,727	13,584,934	12,887,639	12,452,677	11,751,793	7,199,280
National Total	5,084,112,443	5,143,733,046	5,149,256,736	5,121,951,463	5,070,142,995	4,933,214,156	4,733,125,066	4,525,563,097	4,434,010,149	4,417,456,351	2,393,588,156

Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2010											
Agency	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
RTA	0%	7.53%	15.89%	19.10%	23.45%	21.63%	13.17%	8.34%	10.17%	9.31%	-45.18%
NCTD	0%	2.47%	5.69%	9.66%	6.84%	2.55%	-6.32%	-14.02%	-14.83%	-17.14%	-53.72%
OmniTrans	0%	6.74%	10.99%	8.31%	3.53%	-7.91%	-18.34%	-22.40%	-25.48%	-25.93%	-62.22%
SunLine	0%	13.57%	19.84%	20.90%	26.53%	19.88%	12.36%	7.20%	4.87%	7.23%	-35.95%
Foothill	0%	9.26%	8.09%	10.85%	14.81%	10.18%	5.62%	0.20%	-3.18%	-8.63%	-44.03%
National Total	0%	1.17%	1.28%	0.74%	-0.27%	-2.97%	-6.90%	-10.99%	-12.79%	-13.11%	-52.92%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Rather than implementing improvements recommended in the 10-year Plan, RTA contracted with Transportation Management & Design (TMD) in October 2020 to complete a Service Reduction Plan which evaluated RTA's transit network and created a more efficient and sustainable system by modifying underperforming and/or duplicative routes and trips. After extensive community outreach and approval from the RTA Board of Directors, most of the recommended changes from the Service Reduction Plan were implemented during the May 2021 service change. The remaining recommendations will be studied in FY22 and include the discontinuation/adjustment of six routes and planning of a new circulator and Microtransit Pilot Program in Hemet and San Jacinto. The Microtransit Pilot Program is being studied and staff aims to release a Request for Proposals (RFP) in FY22, with contract award and service delivery plan subject to Board approval. The pilot program represents a new way for RTA to serve its vast service area more efficiently. RTA will closely monitor this program to ensure its success and look to see if it represents an efficient way to reach other hard-to-serve areas in western Riverside County. All service modifications recommended in this study are considered temporary and can be reinstated should demand return.

It is unknown how long the economic and social effects from the pandemic will last. It is anticipated that some commuters will continue to work from home, whether it be part-time or

full-time, well into the future. Furthermore, the Centers for Disease Control and Prevention (CDC) have issued guidance that states six feet of distance should be maintained between individuals not living in the same household. Due to this regulation, RTA has only been able to allow 10 passengers to board a 40-foot bus at a time. Sweeper buses are deployed to address capacity issues and assist with passengers who are passed by a full vehicle.

With ridership levels down by 70 percent, RTA plans to continue seven-day Sunday service with reduced CommuterLink service into FY22. As businesses reopen and schools return to in-person sessions, which is estimated to occur in August and September 2021, RTA plans to incrementally increase service on its top 10 performing routes and reinstate subsidized routes 51 and 55. Other service improvements could occur should the demand return during FY22.

RTA is making investments in key capital projects and will continue to focus on long-term improvements during FY22. The following is a summary of the most significant capital projects progressing:

- **Hemet Mobility Hub.** The Hemet City Council approved the conceptual plan in January 2019 and the project will be delivered through a Public Private Partnership (PPP) with provisions made to accommodate possible future rail service. Additionally, the city will contribute two and a half acres of city-owned land toward this project.
- **Preparation and Implementation of Bus Stop Improvement Plan.** More than 95 bus shelters with benches and trash receptacles have been installed at bus stops throughout the RTA service area since this plan was adopted in 2015. Staff has identified 10 bus stops that qualify for improvements during FY22.
- **The Vine Street Mobility Hub.** During Fiscal Year 2021 (FY21), the conceptual plan was completed and approved by the RTA Board of Directors. RTA is currently completing the architectural, engineering and design work. Once completed, construction of the mobility hub will commence.
- **Purchase of 70 replacement 40-foot compressed natural gas (CNG) buses.** In the coming fiscal years, RTA will procure 70, 40-foot CNG buses to replace buses that have exceeded their useful life per Federal Transit Administration (FTA) guidelines. This procurement will partially replace the current CNG fleet prior to purchasing zero-emission buses (ZEB), giving the technology a chance to mature and costs to come down.

RTA doesn't plan to utilize CNG buses forever. The Agency is implementing the Innovative Clean Transit (ICT) regulation that was passed by the California Air Resources Board (CARB) in 2018. This regulation requires all large transit agencies to transition to a ZEB fleet by 2040. The ICT regulation, coupled with the financial effects of the pandemic, will result in deep financial impacts and operational constraints. This results in a need to completely evaluate how RTA delivers service. Considering this regulation and the already uncertain economic future due to the COVID-

19 pandemic, RTA is recommending a conservative approach to redeploying service as the county recovers from the pandemic.

In October 2019, RTA retained Stantec Consulting Services Inc. (Stantec) to develop RTA's ZEB Rollout and Implementation Plan (ZEB Plan). This study was a crucial step towards RTA understanding the long-term effects of the regulation. The comprehensive plan looked at energy consumption modeling, financial implications, facility and utility upgrades, cost of ownership and many other factors. At the November 2020 Board meeting, Stantec presented the results of the energy consumption modeling and financial study and recommended that RTA move forward with an all hydrogen fuel cell electric bus (FCEB) fleet which the Board subsequently approved. In December 2020, RTA's ZEB Plan was presented to the Board and approved. RTA submitted the ZEB Plan to CARB and it was approved in February 2021.

The ZEB Plan includes a comprehensive operational and financial analysis on the impacts of transitioning to an all FCEB fleet. It is estimated to cost RTA an additional \$127 million dollars in operating and capital expenses over the next 20 years to transition the fleet to FCEBs. This additional cost is over the CNG fleet replacement expense that RTA had been planning. RTA will have to modify how it operates and make adjustments to afford the increased capital and operating costs. These adjustments will be reflected in future SRTPs as RTA begins programming funding for ZEB implementation.

The FY22 – FY24 SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY22. Chapter 4 covers the financial and capital plans.



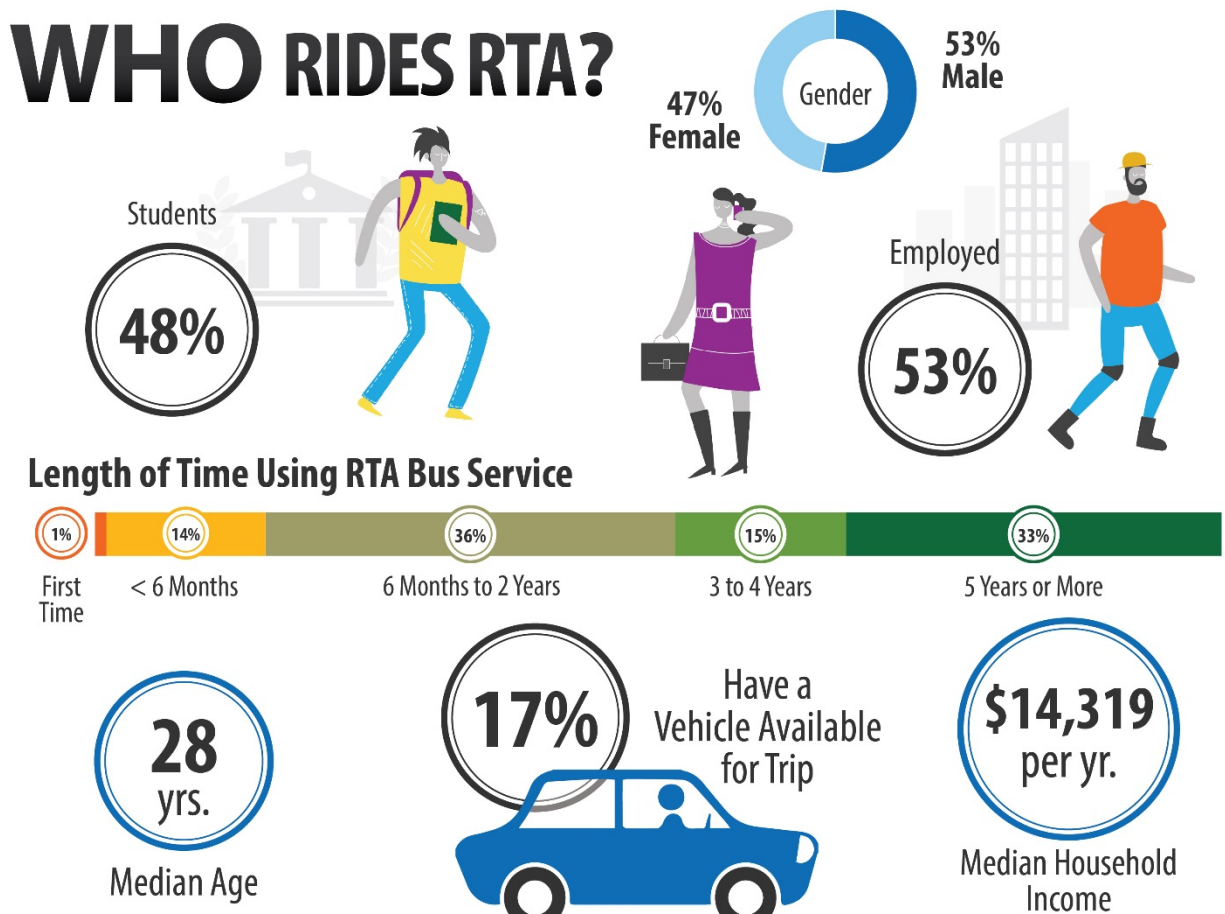
## 1.1 JURISDICTION

## 1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Due to changing demographics in various communities, RTA continues to be proactive by planning routes that are customer-oriented and financially sustainable. By studying the characteristics of riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

### Population Profile – Rider Characteristics

RTA passenger characteristics were collected from on-board surveys in spring 2018 as part of the RTA Market Assessment Study. A demographic summary of RTA riders offered the following characteristics:



v01

Source: RTA Market Assessment Study (2018).

## Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2010 and 2020 based on California Department of Finance data as of March 2021. Between 2012 (once Eastvale and Jurupa Valley were incorporated as cities) and 2020, population for the service area has grown by eight percent with growth experienced in most cities across this period. This growth represents potential future ridership possibilities for RTA.

WESTERN RIVERSIDE COUNTY													
Historical Populations, with 2010 Census Counts													
City	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change 2012 - 2020	% Change
Banning	29,603	29,868	30,232	30,239	30,391	30,542	30,769	30,981	31,091	31,142	31,125	893	2.95%
Beaumont	36,877	38,230	39,231	40,375	41,501	43,108	44,685	46,025	47,776	49,630	51,475	12,244	31.21%
Calimesa	7,879	7,945	8,042	8,066	8,178	8,289	8,410	8,644	8,793	8,830	9,329	1,287	16.00%
Canyon Lake	10,561	10,653	10,754	10,758	10,789	10,852	10,899	10,962	10,970	10,995	11,000	246	2.29%
Corona	152,374	153,764	155,644	157,482	159,540	160,420	161,294	164,745	166,154	166,723	168,248	12,604	8.10%
Eastvale	*	54,354	56,058	57,709	59,600	61,002	63,331	64,645	65,416	65,611	66,413	10,355	18.47%
Hemet	78,657	79,705	80,808	81,808	82,445	83,067	83,886	84,601	84,969	85,159	85,175	4,367	5.40%
Jurupa Valley	*	*	96,753	97,449	97,865	98,855	100,196	102,468	104,728	106,115	107,083	10,330	10.68%
Lake Elsinore	51,821	52,526	53,480	55,529	56,811	58,480	60,408	61,574	62,536	63,154	63,453	9,973	18.65%
Menifee	77,519	79,540	81,335	83,331	84,755	86,359	88,131	90,197	92,157	94,732	97,093	15,758	19.37%
Moreno Valley	193,365	195,231	197,816	198,953	199,781	200,818	202,021	203,661	205,549	207,181	208,838	11,022	5.57%
Murrieta	103,466	104,577	105,891	106,844	107,363	108,718	109,686	112,178	113,313	114,193	115,561	8,717	8.23%
Norco	27,063	27,076	27,243	26,828	26,765	26,058	26,543	26,618	26,557	26,426	27,564	736	2.70%
Perris	68,386	69,832	70,907	72,358	73,600	74,400	76,108	77,925	79,127	79,856	80,201	7,843	11.06%
Riverside	303,871	307,661	311,038	314,191	315,923	318,387	320,962	323,583	325,417	326,427	328,155	13,964	4.49%
San Jacinto	44,199	44,643	45,292	46,178	46,593	46,923	47,709	48,321	49,113	50,431	51,028	4,850	10.71%
Temecula	100,097	101,743	103,834	105,215	106,432	108,895	109,985	111,145	111,680	111,879	111,970	6,755	6.51%
Wildomar	32,176	32,591	33,073	33,797	34,380	34,810	35,351	36,113	36,698	37,126	37,183	3,386	10.24%
Unincorporated	378,294	340,359	269,174	268,825	271,679	274,399	276,650	280,535	282,839	286,833	289,041	20,216	7.51%
Incorporated (City Totals)	1,317,914	1,389,939	1,507,431	1,527,110	1,542,712	1,559,983	1,580,374	1,604,386	1,622,044	1,635,610	1,650,894	123,784	8.21%
County Total	1,696,208	1,730,298	1,776,605	1,795,935	1,814,391	1,834,382	1,857,024	1,884,921	1,904,883	1,922,443	1,939,935	144,000	8.11%

\*Previously unincorporated area

\*\*Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).

Source: California Department of Finance

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley, encompassing more than one-third of the estimated 1.9 million residents in western Riverside County<sup>[1]</sup> and the highest concentration of jobs are in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area in western Riverside County<sup>[2]</sup>. The population and employment densities of these cities make public transit a more viable option for travel.

## 1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

On April 5, 2020, RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays due to the COVID-19 pandemic. RTA continued operating at this service level for all of FY21 with additional changes made in May 2021 to

<sup>[1]</sup> California Department of Finance, Demographic Research Unit (May 2019).

<sup>[2]</sup> RCTC Long Range Transportation Study (December 2019).

improve efficiencies and ensure continued transportation service given limited revenues and operational constraints imposed by the pandemic.

### Fixed-route Services

RTA fixed-route services fall within two categories:

- 32 local routes
- Four CommuterLink express routes

See Table 1 for a complete listing of routes and the areas they serve.

### Paratransit Services

RTA offers complementary demand-response paratransit Dial-A-Ride (DAR) service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

- DAR trips must begin/end within 0.75 miles of an active RTA fixed-route (excluding express buses).
- DAR service operates at times equivalent to the local fixed-route bus services.

#### **RTA Has Three Types of DAR Services:**

- Americans with Disabilities Act (ADA) Priority DAR Service: RTA gives priority service to individuals who are certified under ADA law for trips throughout the RTA service area based on the above two criteria.
- Senior and Disabled DAR Service: Seniors age 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above two criteria.
- DAR Plus Service: To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, dialysis and chemotherapy treatments, trips to the pharmacy, trips to the grocery store for food and trips to the senior center to access hot meal service.

## 1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY21, RTA budgeted 537,913 revenue hours for the operation of 8,211,940 revenue miles system-wide:



- 459,234 revenue hours and 6,986,691 revenue miles budgeted for operation of 38 fixed-routes
- 78,679 revenue hours and 1,225,249 revenue miles budgeted for operation of complementary DAR service

In FY19, RTA had an increase in ridership, thus reversing the trend of the past four years. Contributing factors were the increased service RTA deployed in FY18 and FY19 together with increased gas prices. From July 2019 thru February 2020, ridership had kept pace with FY19 despite a projected decrease in ridership due to the fare increase that was implemented in July 2019. In March 2020, ridership dropped dramatically due to the COVID-19 pandemic. To date, ridership levels have not recovered and are still 70 percent lower than pre-COVID numbers due to stay at home mandates, virtual school lessons and many companies continuing to work from home.

## 1.5 CURRENT FARE STRUCTURE

In October 2018, the Board authorized a contract award to conduct a fare study. In April 2019, the Board approved a fare increase that was implemented in July 2019. In addition, the Board authorized a subsequent increase in fares effective July 2021. On February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. The table below shows the current fare structure. Prior to this increase, RTA had not increased fares for 10 years.

<b>FIXED-ROUTE FARES</b>				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5.00	\$20.00	\$60.00
Youth (age 18 and younger)**	FREE***	N/A	N/A	N/A
Senior / Disabled**	\$0.75	\$2.50	\$20.00	\$30.00
Medicare Card Holder	\$0.75	\$2.50	\$20.00	\$30.00
Veteran**	\$0.75	\$2.50	\$20.00	\$30.00
Child (46" tall or under)	\$0.50	N/A	N/A	N/A

<b>COMMUTERLINK FARES</b>		<b>COMMUTERLINK + LOCAL</b>	
Fare Categories	Base Fares	Day Pass	30-Day Pass
General	\$3.50	\$10.00	\$95.00
Youth (age 18 and under)**	FREE***	N/A	N/A
Senior / Disabled**	\$2.75	\$7.00	\$70.00
Medicare Card Holder	\$2.75	\$7.00	\$70.00
Veteran**	\$2.75	\$7.00	\$70.00
Child (46" tall or under)	\$2.75	N/A	N/A

<b>DAR FARES   Not accepted on fixed-route buses</b>		
Fare Categories	Base Fares	10-Ticket Books
Senior / Disabled	\$3.50	\$35.00
Medicare Card Holder	\$3.50	\$35.00
Child (46" tall or under)	\$0.75	N/A

\*Accepted as base fare. CommuterLink trips require an additional \$2.00 (Senior, Disabled, Medicare, and Veteran) or \$1.75 (General / Youth) per trip.

\*\*Proper identification is required at time of boarding.

\*\*\*August 1, 2020 to July 31, 2022. Dates subject to change.

In addition to these fare categories, RTA also currently has U-Pass and Go-Pass programs. Cardholders of these programs get unlimited rides on any fixed-route, including CommuterLink, in the RTA network by downloading a pass on the mobile ticketing application. Active duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes.

### Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit.

In FY22, the following cooperative fare and subsidy programs are expected to continue:

- County of Riverside – Route 50 Jury Trolley
- City of Temecula – Route 55 Temecula Trolley
- University of California, Riverside (UCR) – Route 51 Crest Cruiser

Additionally, the college pass programs have been placed on hold as RTA is receiving Low Carbon Transit Operations Program (LCTOP) funding to run a fare-free program for youth and college riders. The program began on August 1, 2020 and was estimated to last through the FY21 school year. However, ridership for the program has not been as high as originally projected with many

schools continuing to operate virtually due to the pandemic. In February 2021, the Board unanimously approved extending the LCTOP program another year through July 31, 2022. RTA is working with colleges to extend current agreements for another year, considering that fares will be free until July 31, 2022 for schools that have an active agreement with RTA. The regular college pass program would resume in summer 2022.

## 1.6 REVENUE FLEET

As of March 31, 2021, RTA has a total active fleet of 334 buses:

- One hundred forty-five 40-foot buses, which run on CNG, for high ridership fixed-route services directly operated by RTA drivers. They are eligible for replacement when they have reached their useful life of 12 years or 500,000 miles. RTA plans to procure seventy of these 40-foot buses for replacement in the next two to four years.
- Seventy-nine 32-foot buses, which run on CNG, for lower ridership fixed-route services operated by contracted drivers. They are eligible for replacement when they have reached their useful of seven years or 200,000 miles.
- One hundred ten Dial-A-Ride buses, which run on gasoline, for paratransit services operated by contracted drivers. They are replaced when they reach their useful life of five years or 150,000 miles.

See Table 1.1 for a complete inventory of the RTA fleet.

## 1.7 EXISTING FACILITIES

### Existing Facilities

RTA's primary facility is Division I in the City of Riverside. RTA's secondary facility is Division II in the City of Hemet. RTA's Riverside facility is utilized for directly operated routes in the northern portion of the system's network while RTA's Hemet facility is utilized for directly operated routes in the southern portion of the system's network. As an effort to better utilize the available office space at Riverside and Hemet, Contract Operations and Information Technology staff were relocated to the Hemet facility in summer 2018. After this move, the Riverside facility has 359 active employees on site and the Hemet facility has 91 active employees on site.

In FY22, RTA's contracted fixed-route service will continue to be provided by Empire Transportation, operating from a facility they lease in the City of Perris. DAR service, to include DAR Plus, is currently provided by Southland Transit, Inc. and operates from a facility they lease in the City of Perris. Both contractors are responsible for housing, operating and maintaining RTA vehicles. The DAR facility in Perris also houses the DAR reservation call center. For FY22, DAR overflow is not anticipated, as ridership has seen a drastic decline due to the COVID-19 pandemic. Southland will continue to handle all DAR needs for the coming fiscal year.

## Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, RTA has been focused on the creation of a timed transfer system (TTS) and improving support infrastructure such as transit hubs to meet the growing demand for transit service in the most efficient manner. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Therefore, the only system that can meet the growing demand efficiently is one that enables timed transfer connections from one service or mode to another. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:



**Perris Station Transit Center:** This transit center is in the City of Perris at C Street and 4<sup>th</sup> Street (SR-74) and has eight bus bays served by eight RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional and express routes; RTA's Dial-A-Ride; and park-and-ride patrons in the southwest region. It is owned, operated and maintained by RCTC.



**Corona Transit Center:** This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays and a pedestrian bridge to trains at the North Main Corona Metrolink Station. This facility is owned, operated and maintained by RTA.


**Galleria at Tyler Bus Stop Improvements:**

The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by nine routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility, which is located on mall property and maintained by RTA, also includes arrival and departure

information and customer amenities that comply with ADA design standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate new RapidLink Gold Line service. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes.


**Moreno Valley Mall Transfer Station:**

Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA's network. Completed in March 2015, the upgraded facility, which is utilized by five RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed. Concrete

bus pads were also installed to preserve the roadway and increase the useful life of the stop. In January 2020, space for two bus bays were added to help ease bus congestion that resulted from RTA's frequency improvements on routes 16 and 19. The facility is located on mall property and is maintained by RTA.





**Promenade Mall Mobility Hub:** RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop that was served by seven RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA worked with TTCA on delivering this project as a PPP, with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019 and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.



**La Sierra Metrolink Station Expansion:** This project was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, one OCTA route, plus last-mile-first-mile solutions including bikeways and pedestrian walkways and market-rate housing. The facility is owned, operated and maintained by RCTC. This station expansion project

supports RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus and includes six bus bays with passenger amenities as well as a coach operator restroom facility.



**Transit Enhancements:** During FY21, 10 stops were enhanced which included adding or replacing shelters, benches and trash cans and improving the accessibility of the stops. These enhancements were made in accordance with the Board-adopted Bus Stop Strategic Policy and deployed based on ridership and geographic equity. RTA typically aims to improve 25 stops per year under this policy, however, recent low ridership has resulted in less improvements.

## 1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximate 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications. RTA also certifies all eligible ADA passengers for western Riverside County. Passengers for Beaumont Transit, Banning Connect, City of Riverside and the City of Corona are certified through RTA and qualify for ADA services and reduced fares on all systems.

### Regional Coordination

RTA coordinates regional services with the cities of Corona, Beaumont and Banning. In the City of Riverside, RTA coordinates with Riverside Special Services, which provides complementary ADA-compliant service to RTA's fixed-routes. Additionally, RTA periodically meets with social service providers, bus riders and other advocates through forums such as RCTC's Citizens and Specialized Transit Advisory Committee (CSTAC), RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them to apply for federal and state funds such as the FTA § 5310 program. The projects funded through the 5310 program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. In FY21, RTA also shared information throughout the region regarding the COVID-19 pandemic. Some of the information shared included sanitizing procedures, employee screening and capacity limitations to enforce social distancing. RTA also assisted the City of Corona with some questions regarding the use of federal funding for COVID-19 related expenses.

## Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to areas outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap, to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, OCTA, Corona Cruiser, Banning Connect, Beaumont Transit and SunLine. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans, SunLine and Beaumont Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink routes 200 and 205 at transfer locations in Orange County as well as La Sierra Metrolink between RTA routes 15 and 200 and OCTA Route 794. Current and retired employees as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route or CommuterLink in the RTA service area.

In FY18, as part of the introduction of new CommuterLink Route 200, RTA and Omnitrans reached an agreement to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also reached an agreement with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim including Harbor Boulevard at Disneyland.

Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA routes 21 and 49, and Omnitrans Route 82, as well as identified space for future Omnitrans service at the new Amazon Eastvale transit hub.

In FY22, RTA will continue to collaborate with these agencies to continue to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap. RTA is exploring a program with Metrolink where RTA CommuterLink riders can get a Metrolink pass at a reduced rate. This will help save valuable county resources while offering passengers another mode of transportation until capacity constraints are lifted on RTA CommuterLink buses. The other option would have been to run additional RTA buses long distances with up to 10 passengers, an extremely inefficient use of public funds.

## 1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies in order to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also lay out plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed to meet federal and local requirements



to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/Update	Location
Comprehensive Operational Analysis (COA)	A two-year study that reviewed RTA's network structure, route performance, market conditions and service performance. Findings from the study led to the development of phased recommendations that will help maximize ridership and improve the overall passenger experience while improving the system's financial sustainability. The COA is meant to guide RTA's service planning decisions over the next decade.	2015	<a href="#">RTA Website</a>
Market Assessment and Strategic Directions Study	This study surveyed both riders and non-riders in RTA's service area to gain a better understanding of the factors that contribute to ridership and identify strategies that can be implemented immediately to encourage additional ridership.	2018	<a href="#">RTA Website</a>
Transit Asset Management (TAM) Plan	The TAM Plan includes an inventory and condition assessment of RTA's assets as well as a plan to maintain the assets in a state of good repair. The plan forecasts when assets will need to be repaired or replaced and outlines future financial capital needs.	2018	<a href="#">RTA Board of Directors Meeting Agenda September 2018</a>
Zero Emission Bus Analysis and Rollout Plan	This study analyzed RTA's current route profiles, service area, energy consumption needs and ridership to determine which type(s) of ZEB technology would be operationally feasible and cost effective for RTA. The Rollout Plan provides a detailed timeline and estimated cost for a phased transition to FCEBs that meets CARB requirements. The Rollout Plan is a fluid document and any updates made requires Board of Director approval.	2020	<a href="#">RTA ZEB Analysis Board of Directors Meeting Agenda November 2020</a>  <a href="#">RTA's CARB Approved Rollout Plan</a>

Title	Summary	Calendar Year of Completion/ Update	Location
Public Transportation Agency Safety Plan (PTASP)	The PTASP is reviewed annually and summarizes RTA's safety plans and includes the process and procedures to implement Safety Management Systems (SMS). This ensures RTA is performing the necessary risk management activities, monitoring the results and making the necessary adjustments to maintain a safe system.	2020	<a href="#">RTA Board of Directors Meeting Agenda March 2020</a>
Contagious Virus Response Plan	This plan was developed in response to the COVID-19 pandemic. This plan details RTA's contingency plan if service reductions are needed due to increased staff absenteeism or as mandated by the Board of Directors or other governmental authority. The reduction of service is presented in increasing tiers with the final third tier being a complete suspension of service.	2020	<a href="#">RTA Board of Directors Meeting Agenda March 2020</a>
RTA Service Reduction Plan	In response to the COVID-19 pandemic and resulting decrease in ridership and revenues, RTA contracted TMD to evaluate RTA's service network and operations to create a more efficient and sustainable system through the reduction of underperforming routes. The recommended changes, cost savings calculation and Title VI analysis are summarized in the Service Reduction Plan.	2021	Appendix B
Title VI Analysis	As a recipient of federal funding, RTA is required to conduct a Title VI analysis for all major service and fare changes to identify, mitigate and/or justify any disparate impacts on minority populations or disproportionate burdens on low-income populations.	Ongoing	Appendix C

## CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

### 2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics, which are updated as needed.

#### Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. There are several factors that are typically considered when objectively measuring service performance. These factors, used in conjunction with the Annual State of Public Transit Report, help determine whether service is cost effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
<i>Population Density</i>	Density is determined by the number of people housed per square mile or the number of employees per square mile. RTA aims to provide at least 85 percent of all residences, places of work, high schools, colleges and shopping centers with access to bus service.
<i>Route Classifications</i>	RTA service can be classified into three fixed-route service types: local, RapidLink limited stops and CommuterLink express. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
<i>Span of Service</i>	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on the demand in the community and the classification of the route.
<i>Bus Stop Spacing and Amenities</i>	Depending on the population density, bus stop spacing in urban areas usually averages about 1,500 ft. (.28 miles) to 2,500 ft. (.47 miles). As service approaches more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb and gutters and sidewalks suitable for ADA compliance. The new bus stop spacing standards allows spacing of 0.25 to 0.33 miles to support local, regional and community feeder routes; 0.25 to 0.5 miles for frequent key corridor local service; and 0.5 mile stop spacing for RapidLink service. Bus stops with 10 or more average weekday boardings may qualify for a shelter and stops with five or more boardings may qualify for a bench, subject to funding availability that is determined in the annual budget process. These standards were adopted in the Bus Stop Strategic Policy (2015).
<i>On-Time Performance</i>	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA's service area due to the average distance traveled by each route and the combined rural and urban areas.
<i>Headways (Frequency)</i>	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways range anywhere from every 15 minutes to every 120 minutes depending on the density and are aimed at operating in 15-minute increments for frequent key corridors supporting local and regional connector tiers. Community feeders and CommuterLink routes may vary depending on demand.

<i>Transfer Wait Time</i>	Transfer Wait Time refers to the amount of time a passenger has to wait when transferring from one mode of transportation to the next, whether it is bus or rail. In denser UZAs such as downtown Riverside, average transfer wait times should not be longer than approximately 20 minutes. In smaller urbanized and even in rural areas, the average transfer wait time can reach up to 30 to 45 minutes depending on the frequencies of the routes in the area.
<i>Load Factor (Maximum Vehicle Loads)</i>	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2012), Bus Stop Strategic Policy (2015)

## Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate, and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards, and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile and key subsidy measurements. These key metrics are noted in Table 2.0.

## 2.2 SRTTP PERFORMANCE REPORT

It is unknown how long the social and financial impacts of the COVID-19 pandemic will last. With ridership levels still down by 70 percent, RTA plans to continue seven-day Sunday service with select CommuterLink service into FY22. As businesses reopen and schools return to in-person sessions, RTA plans to incrementally increase service on its top 10 performing routes and reinstate routes 51 and 55. Detailed information on the service improvements to be made can be found in Chapter 3. DAR service will remain consistent with 2019 levels as the Agency strives to serve the most vulnerable population. For FY2021/22, RTA projects 538,555 revenue hours for the operation of 8,010,305 revenue miles systemwide. Ridership is projected to be 4,309,863, an increase from FY21 in response to reopening efforts at schools and local business. Table 2.1 shows detailed information on the FY22 Performance Report.

## 2.3 SRTP SERVICE SUMMARY

For FY22, the projected systemwide revenue miles and hours are distributed as follows:

- 325,015 revenue hours and 4,485,662 revenue miles budgeted for directly operated routes.
- 118,332 revenue hours and 1,846,333 revenue miles budgeted for contract operated routes.
- 91,080 revenue hours and 1,632,840 revenue miles budgeted for operation of DAR and DAR Plus service.
- 4,128 revenue hours and 45,470 revenue miles budgeted for operation of the Microtransit Pilot Program pending Board approval.

For FY22, of the projected systemwide revenue miles and hours, 162,567 revenue hours and 2,070,181 revenue miles are being delivered by routes that qualify for an exclusion. Table 2.1 provides detailed information on RTA's FY22 projected service and Table 2.2 lists the excluded routes and dates they will expire. As noted previously, the FY22 projections consider the continued effects of the COVID-19 pandemic but with gradual service increases as ridership is projected to slowly return as vaccine availability and distribution continues and businesses and schools reopen.

## 2.4 SERVICE PERFORMANCE

On April 5, 2020 RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays. This continued in FY21 with additional cuts made during the May 2021 Service Change as recommended by RTA's Service Reduction Plan. For FY22, RTA will continue to run this service level and complementary DAR service but with incremental increases in response to growing demand. The total projected revenue miles and hours are provided in route level detail in Table 2.3. Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route including DAR which is summarized by UZAs. The FY22 projections take into account the continued effects of the COVID-19 pandemic on ridership, service levels, operational capacity and revenue with a gradual recovery.

## 2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips.

In FY21, RTA completed a performance review of all fixed route trips. The Service Reduction Plan aimed to decrease duplicative service and improve efficiencies. The resulting modifications were spread out over the service area. Due to the large number of changes and the already reduced

Sunday-level service, RTA does not recommend any further reductions for FY22. Route performance will be monitored in the coming months to ensure that the services being offered are as efficient as possible.

## 2.6 MAJOR TRIP GENERATORS

The education-related, work-related and retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2018 for the Market Assessment Study indicated that:

- Forty-eight percent of riders are students
- Thirty-one percent of all trips were to/from college or school
- Twenty-nine percent of trips were for work purposes
- Twenty-six percent of trips were for retail or recreational purposes

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership growth over the last decade and continue to be marketed heavily to the college populations. RTA continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

Ridership on our CommuterLink Express buses have seen a general decline. This service type will continue to be monitored and service levels adjusted in line with demand. As service levels are adjusted, RTA will develop plans to effectively communicate these changes to customers.

The 10-Year Plan and the Market Assessment Study point to the ongoing need for service improvements concentrated on four core themes:

1. Service Frequency: Key improvement required for RTA services to attract new ridership.
2. Connectivity: Better coordination between RTA services at key connection points.
3. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times and ease of understanding of network.
4. Span of Service: Add late-night service for major employment centers, colleges and universities.

RTA will continue to explore service changes that address these key service attributes to retain existing customers and attract new ones.

## 2.7 RECENT SERVICE CHANGES

Key service changes implemented in FY21 are listed below:

- No service on major holidays – New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
- Route 24: Alternate routing that serves the Temecula Library was discontinued.
- Route 26: Discontinued service due to low ridership.
- Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler were discontinued.
- Route 28: Discontinued the 5:05 a.m. weekend westbound trip departing Hemet Valley Mall.
- Route 30: West loop was discontinued.
- Route 32: Discontinued the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street.
- Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley were discontinued.
- Route 50: Reinstatement of service on March 1, 2021.
- Route 210: Discontinued service due to low ridership.
- Implementation of sweeper bus service on directly operated routes 1, 15, 16, 19, 28 and 200 and as needed on contract operated routes 8, 32, 42, 74 and 79.

To continue to provide essential transportation services to the region while remaining financially sustainable, RTA contracted TMD to evaluate RTA’s transit network and create a more efficient and sustainable system by modifying underperforming and/or duplicative routes and trips. Following robust community outreach and feedback, the recommended service changes in the Service Reduction Plan were approved by the Board in January 2021. The recommended changes are temporary given the reduced ridership and revenues caused by the COVID-19 pandemic. RTA constantly monitors ridership levels and will reinstate service as needed in response to demand. The following temporary changes were implemented in May 2021:

- Route 1: The portion of this route in Corona between the Smith and 6th timepoint and West Corona Metrolink Station was discontinued.
- Route 15: A portion of this route on Indiana Avenue from La Sierra Avenue to Merced Drive and Magnolia Avenue was discontinued along with the portion on Magnolia Avenue from La Sierra Avenue to Galleria at Tyler Mall.
- Route 18: The portion of this route between the Moreno Valley Mall and Moreno Valley College was discontinued.
- Route 21: The portion of this route between the Pedley Metrolink Station and Banana and Cherry timepoint in Fontana was discontinued.
- Route 40: This route, which serves Canyon Lake and Menifee, is temporarily discontinued until demand returns.
- Route 204: Northbound trips departing the Market and University timepoint at 4:20 a.m., 5:55 a.m. and the UCR at Bannockburn timepoint at 2:55 p.m., 3:45 p.m. and 6:13

p.m. were discontinued. The southbound trips departing the Montclair TransCenter at 5:25 a.m., 7:04 a.m., 4:17 p.m., 5:12 p.m. and 7:36 p.m. were discontinued. Service frequency was reduced to match ridership levels.

- Route 205: The portion of this route between the Corona Transit Center and Village at Orange was discontinued.
- Route 206: Service frequency was reduced to match ridership levels. Northbound trips departing the Promenade Mall timepoint at 4:17 a.m., 5:09 a.m., 5:48 a.m., 4:41 p.m. and 6:30 p.m. trips were discontinued. Southbound trips departing the Corona Transit Center timepoint at 6:25 a.m., 7:12 a.m., 5:09 p.m. and 5:50 p.m. were discontinued.
- Route 208: This route, which connects Temecula and Riverside, is temporarily discontinued.

The changes made in FY21 ensured that despite the decreased ridership and limited revenues, the Agency was able to continue providing essential transportation services to the region. With social distancing guidelines limiting the number of people allowed on the bus, RTA implemented sweeper bus service on routes that continually hit capacity. Sweeper buses were initially dispatched to pick up customers left behind but are now operating regularly throughout the day to meet the increased demand. This approach minimized the impact on existing riders while making service safe, more efficient and financially sustainable. Moreover, the discontinuation of low-performing and duplicative routes/trips prepares the Agency for future ZEB implementation which has limited range in comparison with the Agency's current CNG fleet and is much more costly to operate.

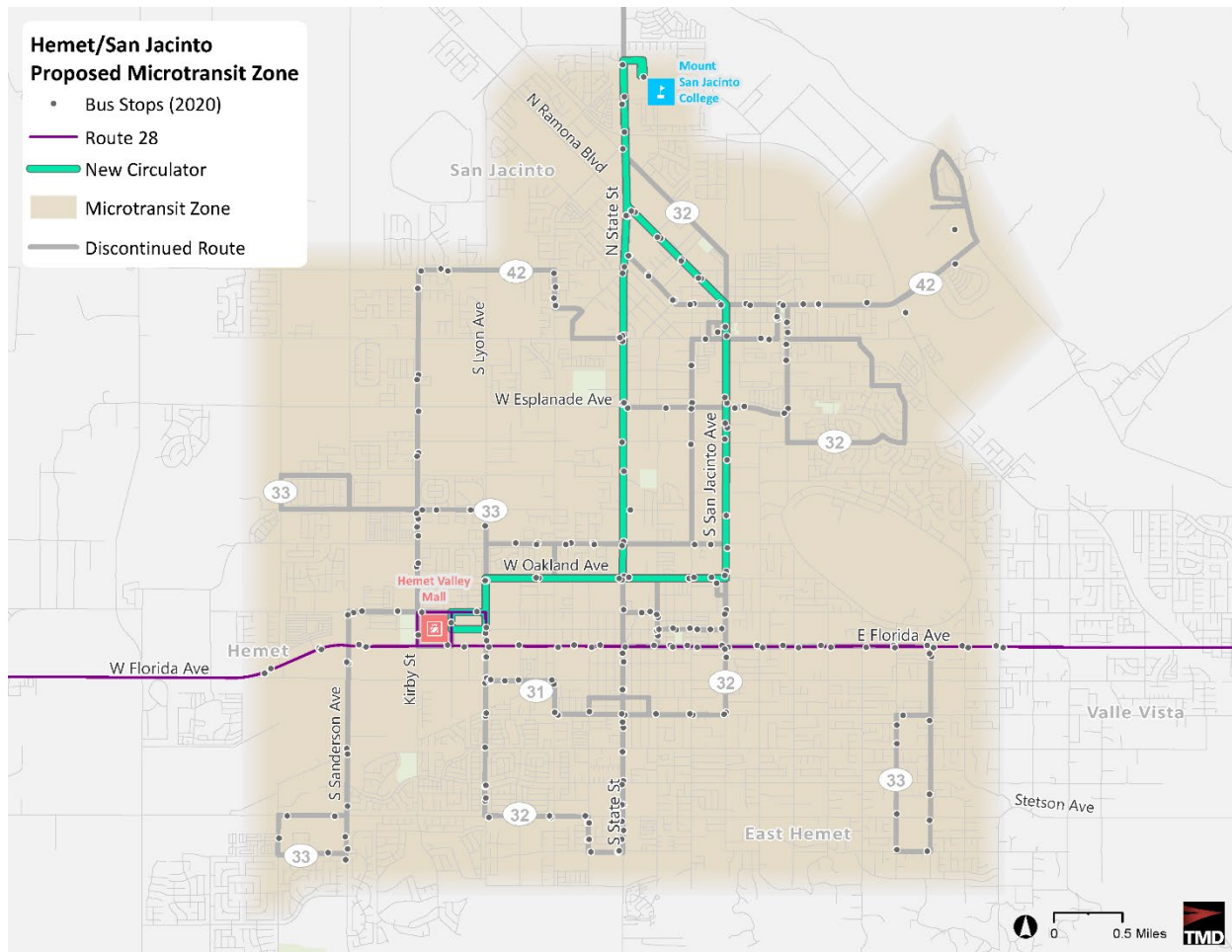


## CHAPTER 3: FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

### 3.1 PLANNED SERVICE CHANGES

Preparation of the FY22 service plan began with a performance review of all fixed-route bus service and the resulting findings influenced adjustments to service levels on selected RTA routes to improve service reliability, increase ridership and improve efficiency. Due to the uncertainty surrounding the COVID-19 pandemic, RTA is continuing seven-day Sunday service with select CommuterLink service into FY22 with incremental increases as demand increases and businesses and schools reopen. This will allow the Agency's limited resources to be reinvested where they will have the greatest benefit for the public.

In FY22, additional service changes are being considered in the cities of Hemet and San Jacinto per the Service Reduction Plan. These changes are the last recommendations to be implemented from the Service Reduction Plan and include the discontinuation of several routes/route portions, introduction of a new circulator with improved frequencies and the launch of a new Microtransit Pilot Program. The Microtransit Pilot Program is currently being assessed and will require Board approval prior to implementation.



*Proposed Microtransit Service Zone*

The cumulation of these changes will reduce route overlap and competition for riders between routes and provide riders a more direct trip to their destinations. Hemet is the ideal location for the Agency to implement a Microtransit Pilot Program. It will replace underperforming fixed route service with more direct service, saving significant operating costs and resources. Riders will be able to request a ride through an app and travel between existing bus stops in the Microtransit Zone which is estimated to cover 30 square miles. In FY22, RTA will begin planning the Microtransit Pilot Program which will include a robust outreach and marketing plan for the Hemet – San Jacinto Valley and will be presenting it to the RTA Board of Directors for their approval. If approved, RTA will begin implementing the Microtransit Pilot Program and conducting outreach to ensure that residents are fully prepared for the changes and able to properly request rides.

In FY21, RTA completed the ZEB Plan that produced a rollout plan for the Agency's ZEB fleet transition as mandated by CARB. The RTA Board of Directors approved the study's recommendation to transition to all FCEB fleet on November 19, 2020. RTA's ZEB Plan was submitted to CARB in December 2020 per the ICT mandate and approved in February 2021. It is

estimated to cost RTA an additional \$127 million dollars in operating and capital expenses over the next 20 years to transition the fleet to FCEBs. This additional funding is above the CNG fleet replacement RTA had been planning. To prepare for the ZEB transition, provide more efficient service that meets growing demand and use taxpayer dollars wisely, RTA will also be completing a Sustainable Service Plan study. The study will evaluate RTA's overall network and ridership levels to determine how, where and when service on RTA's 36 routes should be reinstated in response to demand, funding limitations and operational constraints. The Sustainable Service Plan will provide a tiered plan for implementing service as demand increases.

The ZEB Plan identified approximately 18 percent of route or route segments that cannot be completed without requiring the bus to refuel, even with the larger hydrogen fuel cell tank and a medium duty cycle. This study will evaluate RTA's pre-determined routes and route segments and reconfigure trips/blocks to reduce mileage, making for an easier transition to FCEBs, and ensure that lifeline services are maintained and no network gaps are created. This is a critical time to implement the study as it will ensure that unsustainable service levels, inefficient route and route segments and duplicative routes/trips are not reinstated. This will also allow the Agency's limited resources to be reinvested where they will have the greatest benefit for the public. With this plan in place, RTA will be able to quickly respond to increases in demand and ensure that potential ridership is captured.

The following service changes listed below are planned for FY22. Implementation of these service changes may change depending on COVID-19 pandemic developments.

- September 2021 service changes:
  - Increase service on routes 1, 15, 16, 19 and 28 to 80 percent of January 2020 (pre-COVID) service levels.
  - Route 51: Reinstate service.
  - Route 55: Reinstate service.
- January 2022 service changes:
  - Increase service on routes 12, 13, 20, 22 and 49 to 65 percent of January 2020 (pre-COVID) service levels.
  - Route 31: Portion of this route between Mt. San Jacinto College (MSJC) and the Hemet Valley mall will be serviced by the new Route 44 circulator.
  - Route 32: This route, which currently serves Hemet and San Jacinto, will be replaced by the microtransit program pending Board approval.
  - Route 33: This route, which currently serves Hemet, will be replaced by the microtransit program pending Board approval.
  - Route 42: This route, which currently serves Hemet and San Jacinto, will be replaced by the microtransit program pending Board approval.
  - Route 44: New circulator that connects Hemet Valley Mall with MSJC with stops along State Street, San Jacinto Avenue, Oakland Avenue and Ramona Boulevard. Stops will be served every 30 minutes.

- Route 74: The section of this route between MSJC and Hemet Valley Mall will be serviced by the new Route 44 circulator.
- Route 79: The section of this route between MSJC and Hemet Valley Mall will be serviced by the new Route 44 circulator.
- Implementation of the Microtransit Pilot Program: If approved by the Board, the new pilot program will allow customers traveling within the Hemet and San Jacinto microtransit zone to request a ride using an app or by calling RTA. Customers can be picked and dropped off at existing bus stops within the two cities.

In April 2021, RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending the May 2021 Board of Directors meeting. Additionally, outreach for the Hemet – San Jacinto Valley Microtransit Pilot Program was included in the Service Reduction Study previously mentioned. This effort included four virtual community meetings, an online video presentation and comments were collected via phone, email and regular mail.

RTA is partnering with the County of Riverside to provide the subsidized jury trolley (Route 50). A new contract was signed with service provided through June 30, 2021 with four one year options. In partnership with Metrolink rail service, RTA usually operates the Route 54 shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December. This shuttle is well utilized and helps reduce traffic congestion at this popular event. If the event occurs this winter, RTA will work with Metrolink on an agreement to fund the Route 54 shuttle.

There are two routes that are normally subsidized by agency partners. Route 51, funded by UCR, and Route 55, funded by the City of Temecula, are included in the FY22 budget. New funding agreements are currently being finalized. Service is scheduled to begin in September 2021 for Route 51 and in August 2021 for Route 55, in response to schools and colleges reopening in the fall.

### 3.2 MODIFICATIONS TO PARATRANSIT SERVICE

While ADA services have also seen a drastic decline in ridership, they remain essential to RTA's most vulnerable population. The lack of demand and inability to meet in-person have rendered RTA's traditional Travel Training program delivery impractical and inefficient. For FY22, RTA will continue its mobility management assistance for seniors, disabled persons and veterans using our Customer Information Center (CIC) located at Division II in Hemet. Passengers will be given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails, limiting in-person contact. RTA staff confirmed with Caltrans, who administers the 5310 Grant, that the funds awarded for the Travel Training program delivery can be used for this form of mobility management. As appropriate,

RTA will continue to encourage transition from Dial-A-Ride to fixed-route through classroom presentation, train-the-trainer programs and trip planning through the CIC.

The Medi-Cal Reimbursement Program was implemented in early 2012 and was developed in cooperation with the State Medi-Cal Program for paratransit trips taken to and from qualifying medical facilities. This program provides a percentage-based reimbursement of the net expense associated with these trips and provides access to alternative sources of state and federal funding for DAR services.

The current reimbursement rate for this program is calculated by the total Medi-Cal beneficiary eligible trips divided by the total number of individuals actually served to determine the percentage of net expenses eligible for reimbursement less 50 percent of the eligible net expense. To date, the Agency's total cost savings through participation in this program is \$2,818,848.

### 3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION

The Marketing Department executes marketing and communication campaigns targeted at existing and potential riders, commuters, students, elected officials, members of the business community, the media and non-profit groups. With the Agency's vision, mission and core values in mind, the department's FY22 efforts will address community, media and public relations; allocate resources to increase the awareness of RTA's services; promote the increased use of those services as well as to develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: [RiversideTransit.com](http://RiversideTransit.com)
- Promoting our services on social media and presence at community events
- Providing excellent customer service
- Coordinating media and public relations
- Enhancing government relations
- Assisting with employee communication

With a focus on revitalizing service, the Marketing Department must explore ways to increase ridership and promote travel by bus, while developing creative strategies to communicate and interact with customers. The department will continue to focus on communicating safety measures that customers must follow as restrictions loosen and more people return to work and school.

The department has identified objectives, target markets and strategies that can result in maximum impact both now and for years to come. The coming year provides a variety of opportunities for the department, including the promotion of new mobility hubs, and continued efforts to push mobile ticketing as well as popular free-ride programs for area college students.

**Service Adjustments:** Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including rider alerts, press releases, website information, brochures, newspaper ads, on-bus information and social media.

**Customer Information Materials:** RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users, while maintaining interest and engagement from existing riders.

**Public Speaking Opportunities:** Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the RTA community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

**Community Relations:** Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies of this kind are cost-effective. A way RTA builds upon these relationships is by participating in community events such as expos and parades, which provides the opportunity to attract potential new users and promote RTA as an active community partner.

**Website and Social Media:** RTA's website is used to publish up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, Twitter, YouTube, Instagram and iAlerts. Social media is a relatively inexpensive advertising format that allows RTA to provide information quickly and easily to users while raising RTA's profile and brand.

**Customer Information Center:** The Customer Information Center provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planners and BusWatch real-time bus tracking allow customer representatives to quickly and accurately answer customer inquiries. English and Spanish speaking clerks are always available to assist callers. For other language requirements, both written and verbal, RTA uses the service of



LanguageLine Solutions which provides interpretation and translation in more than 200 languages.

**Transportation NOW:** T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials to community activists to everyday transit users who are committed not only to addressing regional transportation issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area that include Greater Riverside, Hemet / San Jacinto Area, Northwest, Moreno Valley / Perris, San Geronimo Pass Area and Southwest. Each chapter meets monthly and sets goals and objectives relevant to their communities.

**Media and Public Relations:** Media relations allow RTA to generate awareness and recognition as well as to reinforce marketing messages and activities, influence community or industry members and positively position the Agency in the public's eye. Press releases are sent throughout the year to alert the media and the general public of developments, route or schedule changes, holiday schedules or Agency events. The Agency also produces an annual report which is distributed by mail and on the Agency website.

**Free Fares for Youth and College Students Program:** From August 1, 2020 – July 31, 2022, RTA will continue the Free Fares for Youth and College Students Program across all RTA fixed routes for youth ages 18 and under and college students. During this time, students will be able to ride any RTA fixed route for free by showing appropriate ID. Transportation is often a barrier for many students. Providing students with access to free, reliable transportation can help increase school attendance and improve grades. This program will provide RTA with a realistic estimate on the actual number of students that will ride and the potential cost of the program if it were to be implemented year-round. The program will also increase awareness of RTA routes and help promote farebox recovery during the transition back to normalcy from the COVID-19 pandemic. The Free Fares for Youth and College Students Program is funded through LCTOP.

**Five Dollar Fare Promotion:** From October 1-31, 2021, passengers will be able to purchase a 30-day pass for only five dollars. The promotion will be available for all fixed route service including CommuterLink. Participants will have unlimited use of their pass on RTA routes for 30 days or through November 30, 2021, whichever date is reached first. For DAR service, passengers will be able to purchase a 10-ticket booklet for five dollars. DAR passengers will have through November 30, 2021 to utilize their tickets. All promotional fares will be limited to one purchase per person. This promotion will help the Agency build ridership by encouraging both new and returning riders to utilize public transportation and to take more trips. The Five Dollar Fare Promotion is funded through the LCTOP.

### 3.4 PROJECTED RIDERSHIP GROWTH (FY22-24)

The pandemic continues to affect RTA's ridership. As businesses reopen and schools return to in-person sessions, ridership is projected to gradually increase. The projected ridership for FY22 will

show an increase over the previous year at 4,309,863, a 26 percent increase from FY21. The projected ridership is reflective of RTA's continued seven-day Sunday service, with select CommuterLink service into FY22 with incremental increases in service as demand increases. As society begins to adapt to a new normal, it is anticipated that RTA will see an increase in ridership however the timing of that is unknown.

### 3.5 PROPOSED FARE STRUCTURE CHANGES

In April 2019, the Board approved a two-phase fare increase, the first of which was implemented in July 2019. The second fare increase was scheduled to be implemented in July 2021. However, on February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. The table below shows the current fare structure and the fare increase that will take place in July 2022.

FARE TYPE	CURRENT FARE	JULY 2022
<b>LOCAL FIXED ROUTE</b>		
<b>CASH</b>		
General	\$1.75	\$2
Senior/Disabled/ Medicare Card Holder	75¢	\$1
Veteran	75¢	\$1
Child (46" tall or under)	50¢	75¢
<b>DAY PASS</b>		
General	\$5	\$6
Senior/Disabled/ Medicare Card Holder	\$2.50	\$3
Veteran	\$2.50	\$3
<b>7-DAY PASS</b>		
General	\$20	\$25
<b>30-DAY PASS</b>		
General	\$60	\$65
Senior/Disabled/ Medicare Card Holder	\$30	\$35
Veteran	\$30	\$35
Youth (grades 1-12)	\$45	\$50
<b>COMMUTERLINK</b>		
<b>CASH</b>		
General	\$3.50	\$4
Senior/Disabled/ Medicare Card Holder	\$2.75	\$3
Veteran	\$2.75	\$3
Child (46" tall or under)	\$2.75	\$3
<b>DAY PASS</b>		
General	\$10	\$12
Senior/Disabled/ Medicare Card Holder	\$7	\$8
Veteran	\$7	\$8
<b>30-DAY PASS</b>		
General	\$95	\$110
Senior/Disabled/ Medicare Card Holder	\$70	\$85
Veteran	\$70	\$85
<b>DIAL-A-RIDE AND DIAL-A-RIDE PLUS</b>		
<b>SENIOR/DISABLED</b>		
Cash	\$3.50 - \$10.50	\$4 - \$12
10-Ticket Book	\$35	\$40
<b>CHILD (46" TALL OR UNDER)</b>		
Cash	75¢	\$1



### 3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary in order to maintain facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects such as improvements to stops and installation of passenger amenities can lead to an increase in ridership. Listed below are RTA's upcoming projects pending available funding. These projects are estimated to begin within the next fiscal years.

#### Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in the Agency's TAM Plan. Future purchases of replacement revenue vehicles will follow the ZEB Rollout Plan and meet CARB's ICT mandate. Revenue CNG vehicles projected to be purchased in FY22 are fully funded within this SRTP.

#### Hydrogen Fueling Station – Hemet

RTA cannot procure any FCEBs until the facilities are equipped with the necessary equipment and space needed to operate and maintain FCEBs. Construction of a hydrogen fueling station at the Hemet Division is the first step in implementing the ZEB Plan. Construction is estimated to begin in 2024 at the Hemet Division. Architectural and engineering (A&E) and construction of the hydrogen fueling station at Division II, is currently unfunded. RTA is actively seeking and applying for grant funding for these projects.

#### Equipment and Passenger Amenities

**Moreno Valley Mall Bus Stop Improvements:** In January 2020, space for two additional bus stops was added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff plans to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded and was put on hold due to the COVID-19 pandemic.

**Farebox Replacement with Contactless Payment Capability:** RTA's current fareboxes are outdated and have surpassed their useful life. The fareboxes need to be replaced and upgraded to be in line with current technology and fare collection options. This project is fully funded and is estimated to cost \$5.5 million.

**Sustainable Service Plan:** RTA will complete a study that will evaluate how and when service should be increased beginning in 2022, in response to demand, funding limitations and operational constraints, with a focus on equity. The study will also identify routes or segments that can be adjusted to reduce mileage, making for an easier transition to FCEBs which have

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limited range given RTA's large service area. RTA is currently seeking grant funding for this project.

### 3.7 CAPITAL PROJECTS BEYOND FY24

At the November and December 2020 Board meeting, the RTA Board of Directors approved the ZEB Plan and the recommendation to pursue an all FCEB fleet. The ZEB Plan includes a comprehensive operational and financial analysis on the impacts of transitioning to an all FCEB fleet. It is estimated to cost RTA over \$76 million in additional capital funding over the next 20 years to transition the fleet to FCEBs. This additional funding is over and beyond the CNG fleet replacement RTA had been planning for. The total capital cost for the 20 year period is estimated to be over \$400 million.

Included in the ZEB Plan is a Rollout Plan which details out RTA's transition to an all FCEB fleet by the year 2040. It includes bus procurements and facility improvements that need to be made in the next 20 years. Construction of the hydrogen fueling station is estimated to begin in 2026 for Division I and the timeline is contingent on funding availability. The Rollout Plan takes into account RTA's current reduced service levels due to the COVID-19 pandemic and projects when buses will meet their minimum useful life and need to be replaced. The first FCEBs are estimated to be delivered in 2026 with the next deliveries estimated to take place in 2028 and 2030. These dates may change depending on how quickly ridership returns following the pandemic warranting increases in service. All capital expenses associated with the transition to FCEBs are currently unfunded.

## CHAPTER 4: FINANCIAL PLANNING

The FY22 Operating and Capital Budgets reflect the Agency's plan to transition into the post-pandemic and ZEB business model. The proposed budgets are developed to support overall Agency goals of providing safe and reliable public bus transportation in western Riverside County, providing excellent customer service, and preserving and regaining ridership – all within estimated fiscal constraints. It should be noted that significant adjustments – positive or negative – to the requested budgets are possible after the commencement of FY22.

### 4.1 OPERATING AND CAPITAL BUDGET FOR FY22

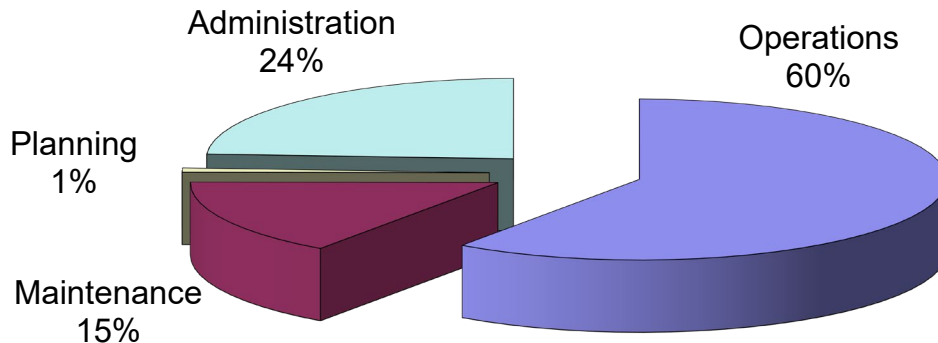
The Agency's FY22 Operating Budget reflects a fixed-route service plan, in terms of revenue service hours, that is down 3 percent when compared to the FY21 budget. The Agency plans to strategically discontinue various routes and route segments, while increasing the frequencies on our top performing routes. The Agency also plans to welcome back a greater number of our senior and disabled customers. As such, DAR revenue service hours are slated to increase 16 percent as compared to the FY21 budget. The fixed-route and DAR revenue service hours combine for a service plan in FY22 that is essentially flat when compared to FY21. The Agency believes this is a service level that balances forecasted fiscal constraints, safety of the public and our employees and the varied profile of the service area. We are planning to deliver service aimed at preserving and regaining ridership throughout the region while we navigate the uncertainty surrounding the pandemic. RTA remains fully committed to exploring all service and financial alternatives necessary to meeting the public transit needs of the citizens who live and work in western Riverside County.

With that in mind, the total proposed FY22 Budget for the Agency is \$106,386,096. This includes \$85,687,886 for operating expenses and \$20,698,210 for capital projects.

The \$85,687,886 FY22 Operating Budget reflects an increase of \$3,295,687, or 4 percent, from the FY21 budget. The Operating Budget covers planned revenue service provided on both directly operated and contracted fixed routes, as well as DAR trips including DAR Plus. The budget also covers administrative costs to support operations and maintenance.

The \$20,698,210 FY22 Capital Budget is increased by \$18,076,960, or 690 percent, from the current FY21 Capital Budget. With the FY22 Capital Budget, staff looks to the future and the ZEB landscape. The large increase in the Capital Budget is primarily driven by programming the final funding necessary to purchase 70 new 40-foot CNG buses. This is a purchase that was outlined in the Agency's Board approved ZEB Plan. The Agency also puts money aside to modernize its fareboxes, which have not been replaced in over a decade. The FY22 Capital Budget also includes funding for vehicle and facilities maintenance, bus stop amenities, a planning study and the Vine Street Mobility Hub.

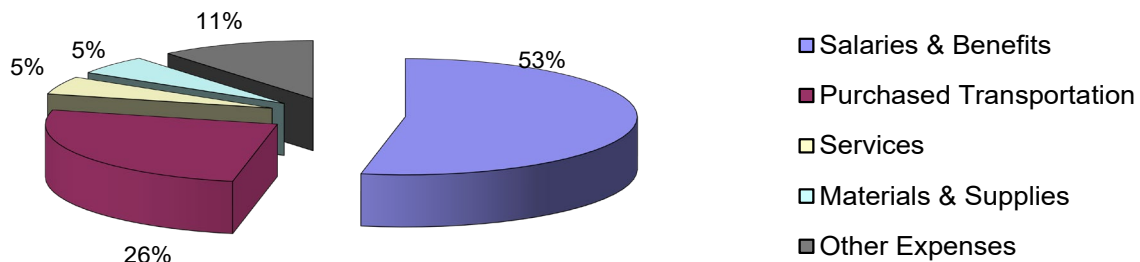
### Operating Budget Profile:



The proposed Operating Budget totals \$85,687,886. Operations, at 60 percent, constitutes the largest component of the proposed Operating Budget. Maintenance represents another 15 percent of the total. Together, Operations and Maintenance equate to 75 percent of the Agency Operating Budget. Planning and Administration functions combine for the remaining 25 percent of the Operating Budget.

The Operating Budget contains five major cost elements. The elements are:

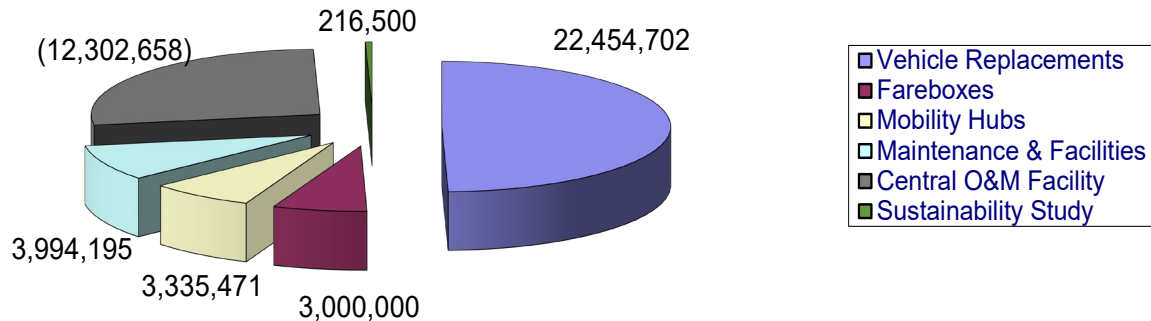
- Salaries and Benefits (53 percent) are comprised of employee wages/salaries and fringe benefits including, but not limited to, medical, pension, worker's compensation and other post-employment benefits (OPEB)
- Purchased Transportation (26 percent) represents the resources required for contracted transportation services for certain fixed routes and DAR demand
- Materials and Supplies (five percent) consists primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles
- Services (five percent) includes external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing
- Other Expenses (11 percent) consists of insurance, utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses



### Capital Budget Profile:

The proposed FY22 Capital Budget totals \$20,698,210. Capital funding will be used for the purchase of critical items to maintain existing operations and service levels.

The FY22 Capital Budget profile by project element is shown below:

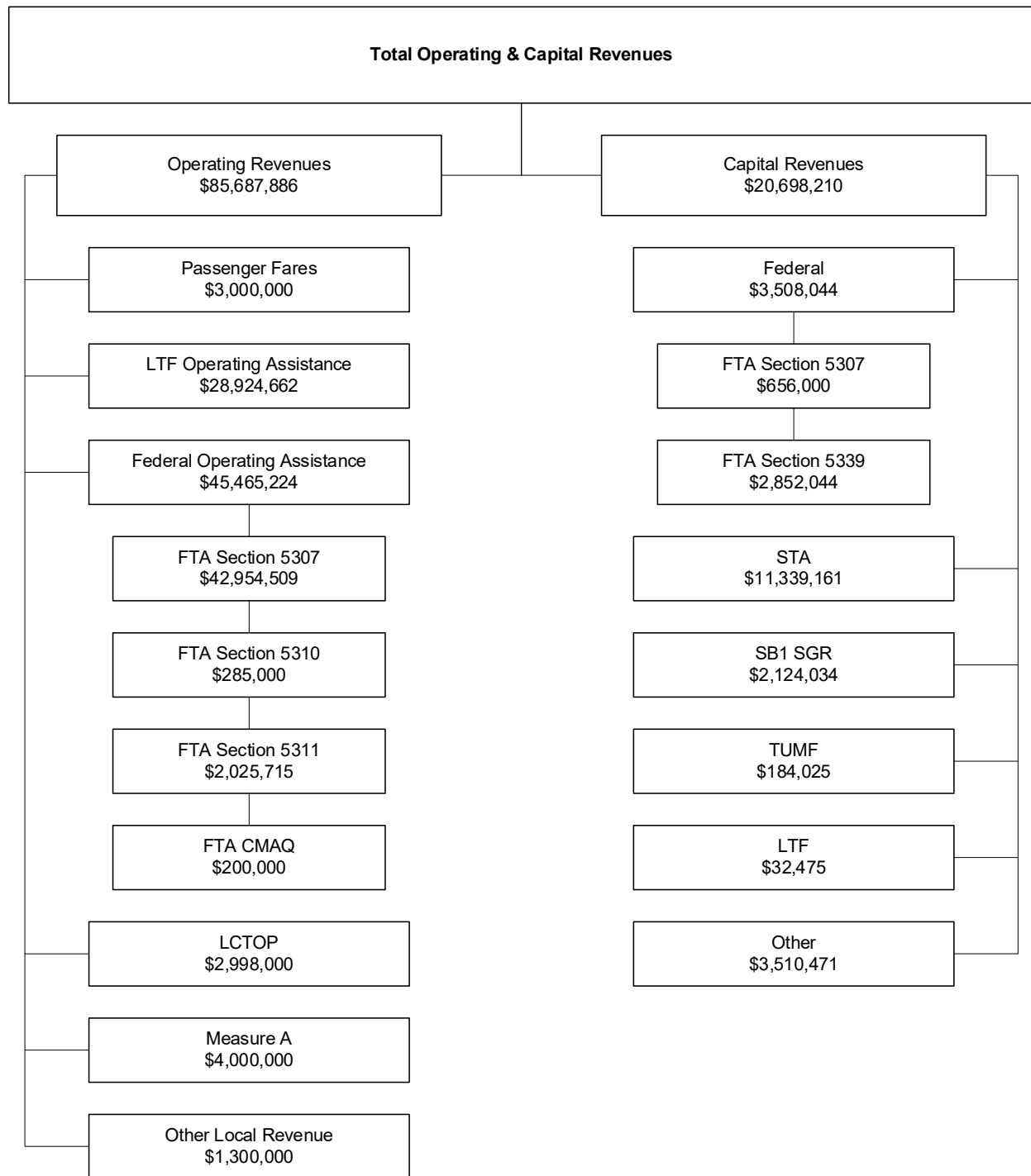


Notable capital projects included in the proposed FY22 Capital Budget are:

- Programming of additional funds for 70, 40-foot CNG buses
- Reprogramming of funds from Central Operations & Maintenance Facility to the CNG bus purchase
- Additional funding to replace Agency's fixed route fareboxes
- Additional funding to build and construct the Vine Street Mobility Hub
- Tire lease
- Associated Transit Improvements
- SB 1 State of Good Repair funding
- Programming of funds toward a sustainability study in light of the pandemic and ZEB

## 4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS

Funding for the Operating and Capital Budgets are generated from federal, state and local revenue sources. The table shown below summarizes the allocation of each revenue source for FY22.



Funding for the FY23 and FY24 Operating and Capital Budgets are also expected to be from federal, state, and local revenue sources. Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the Operating Budgets, these amounts are based on delivering the same level of service with the same staffing levels and contract providers. For planning, a year-over-year inflation factor of four percent was used starting with FY22. Once the estimated budget was established under these assumptions, funding sources were reviewed for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the Capital Budgets, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared, the capital needs and plans will be re-addressed for current and expected circumstances.

### 4.3 TUMF PROGRAM

The WRCOG TUMF Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2016 TUMF Nexus Study:

PROJECT NAME	CATEGORY	UNIT COST	# OF UNITS	COST	TUMF SHARE
Riverside Mobility Hub at Vine Street	Transit Center 1	\$6,000,000	1	\$6,000,000	\$3,630,000
Moreno Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Jurupa Valley Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Banning Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Lake Elsinore / Canyon Lake Mobility Hub(s)	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Transit Enhancements in Temecula / Murrieta	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
Hemet Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
San Jacinto Mobility Hub	Transit Center 2	\$9,000,000	1	\$9,000,000	\$5,445,000
MSJC Mobility Hub	Transfer Facility	\$1,000,000	1	\$1,000,000	\$605,000
Regional Operations and Maintenance Facility	O and M Facility	\$50,000,000	1	\$50,000,000	\$30,251,000
Annual Transit Enhancements Program	Bus Stop	\$40,000	290	\$11,600,000	\$7,018,000
Central Corridor RapidLink Implementation	BRT Service Capital	\$60,000	42	\$2,520,000	\$1,525,000
Vehicle Fleet Medium Buses	Vehicle Fleet 1	\$155,000	7	\$1,085,000	\$656,000
Vehicle Fleet Large Buses	Vehicle Fleet 2	\$585,000	29	\$16,965,000	\$10,264,000
COA Study	COA Study	\$950,000	1	\$950,000	\$575,000

<b>TOTALS:</b>	<b>\$153,120,000</b>	<b>\$92,639,000</b>
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Source: TUMF Nexus Study – 2016 Program Update, Page 51.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and done through the TUMF Project Expenditure Plan. Table 5 contains RTA's FY22 – FY26 TUMF Expenditure Plan effective July 1, 2021.

#### 4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA is required to comply with regulatory policies and procedures that are reviewed and audited regularly.

##### SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS

**TDA Triennial Audit:** Under the State of California, TDA provides two major sources of funding for public transportation: LTF and STA funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.

*See Table 4.3 for a summary of the recommendations and actions taken from the last Triennial in 2019.*

**FTA Triennial Review:** The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is the direct recipient of funds, including § 5304, 5307, 5310, 5311 and 5339. It addresses the grantee's implementation of Federal requirements in 21 areas and its oversight of sub-recipients, operations contractors or lessees funded by these programs.

*The last FTA Triennial Review was completed in November 2019 with no deficiencies found in any of the areas of review.*

**ADA:** The federal ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Under the ADA Act, public transit operators are required to provide complementary paratransit service to persons who are ADA certified and are within three-quarters of a mile of a local fixed-route bus during the hours of bus service operation.

*RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.*



**Disadvantaged Business Enterprise (DBE) Program:** The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA's Department of Transportation-assisted contracts in the Department's highway, transit and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.

*In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a new 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2018. RTA's DBE program will remain in effect through September 30, 2021. The new three-year DBE Goal is in progress and will be submitted prior to October 1, 2021. It will be in effect from October 1, 2021 through September 30, 2024.*

**Equal Employment Opportunity (EEO):** The Federal Transit Laws, 49 U.S.C. § 5332 (b), provide that "no person in the United States shall on the grounds of race, color, religion, national origin, sex, or age be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act." This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964.

*The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was on March 2, 2018.*

**Drug and Alcohol Testing:** Per the Code of Federal Regulations (Title 49, Part 40 and 655), RTA established a Drug and Alcohol testing policy in an effort to deter drug and alcohol use in the workplace. The policy establishes the circumstances in which applicants and employees are tested for drugs and alcohol in the workplace and the consequences when they test positive. The purpose of the policy is to prevent accidents, injuries, and fatalities resulting from the misuse of alcohol and prohibited drugs by employees who perform safety-sensitive functions.

*The Drug and Alcohol Report is in compliance with FTA and was last updated on January 1, 2018.*

**Title VI of the Civil Rights Act of 1964:** Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d).

*RTA submits Title VI Program to FTA every three years. The last report was submitted in October 2019.*

**Limited English Proficiency (LEP):** FTA issued regulations based on the Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments.

*RTA's updated LEP policy and plan was submitted with the Title VI Program in October 2019.*

**Public Hearing Policy:** U.S. Code Title 49 § 5307 under the Urbanized Area Formula Grant Program requires that transit systems maintain a process to solicit and consider public comments before raising fares or implementing major reductions in service.

*RTA's Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.*

**Alternative Fueled Vehicles:** RCTC Resolution No. 00-018 established an emissions standards requirement for the acquisition of urban transit buses with federal, state, or local funds. All full-sized urban public transit buses purchased or leased with federal, state or local funds granted or programmed by RCTC shall meet the urban bus optional, reduced-emissions standards set by the California Air Resources Board for oxides of nitrogen and non-methane hydrocarbons.

*RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state or local funds.*

**Southern California Air Quality Management District – Rule 1192:** This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD’s jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.

**National Transit Database (NTD):** The NTD is the primary source for information and statistics on U.S. transit systems. Congress requires agencies to report NTD data on an annual basis if they receive or benefit from §5307 or §5311 formula grants. NTD also requires monthly operating and safety statistics reports from agencies that file as a “Full Reporter.” FTA submits annual NTD reports that summarize transit service and safety data to Congress for review and use.

*RTA submits monthly and annual NTD reports. The last annual report was submitted in October 2020.*

## 4.5 OPEN PROJECTS

Listed below are a few of RTA’s current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. Detailed information on all open capital projects can be found in Table 4.4.

### Planned Passenger Transit Facilities

**Canyon Crest Bus Stops:** Currently, 31 percent of UCR’s population use RTA’s services. UCR is one of the busiest transit destinations in the Agency’s transit network, with over 1,700 boardings and alightings reported on an average weekday pre-pandemic. Planned service improvements, the popular U-Pass Program, parking price increases, increased congestion and resulting environmental and sustainability challenges are projected to contribute toward positive ridership gains in the future.

The current on-street bus stops at UCR located on Canyon Crest Drive are utilized by routes 1, 16 and 204. Route 51 will start service in September 2021, as UCR prepares to reopen with in-person sessions. This stop currently does not have the space, bus shelters or other amenities essential to effectively accommodate the current and planned service levels. The proposed upgrades to the Canyon Crest Bus Stops will include six bus bays with shelters, benches, trash cans and bus pads. Also included in the plan is a bidirectional bicycle track across the street, further enhancing safety by moving bicyclists out of bus traffic. The track is funded by the City of Riverside.

The upgrades to the Canyon Crest Bus Stops were originally envisioned as a state of the art UCR Mobility Hub. However, due to funding constraints related to construction bids, the UCR Mobility Hub is no longer moving forward. The Canyon Crest upgrades will be completed in partnership with the City of Riverside and are scheduled to begin in June 2021 and is estimated to be completed by September 2021.

**Hemet Mobility Hub:** Today, about 150,000 people reside in the Hemet – San Jacinto Valley, a rapidly growing area in western Riverside County. The City of Hemet has a projected population of 126,500 in 2040<sup>1</sup>, a 58 percent increase from 80,070 in 2016<sup>2</sup>. Population growth will result in an increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The city's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and transportation network companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and electric vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto (currently being studied by RCTC in their rail feasibility study) could also benefit from the intermodal mobility hub.

The plan identifies a city owned 14.5-acre site as the Transit Oriented District (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through a PPP. The plan envisions a transit-oriented development that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center. The vision for the project creates an opportunity to use cap-and-trade funding.

The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 74, 79 and 217 that currently serve the Hemet – San Jacinto Valley. Moreover, with the launch of the Microtransit Pilot Program in FY22, pending Board approval, the mobility hub will become a key destination for riders to get picked up and dropped off.

RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a MOU with the City of Hemet to prepare a conceptual plan. A contract was awarded for A&E in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In FY19, RTA had the project modeled by SCAG during the Federal Transportation Improvement Program

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<sup>1</sup> SCAG 2016-2040 RTP / SCS, Demographics and Growth Forecast

<sup>2</sup> California Department of Finance, Report E-1

(FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. In May 2019, the Hemet City Council approved moving forward with an RFP to develop all 14.5 acres of city-owned property. The City of Hemet received funding for an SB2 grant which includes funding for a Market Assessment and a Project Manager for the TOD portion. A Project Manager was hired in spring of 2020 and a MOU between RTA and the City of Hemet is being finalized. The City of Hemet is in the process of releasing a Market Analysis study to identify the mixed land use/development potential for the land surrounding the Hub, as well as completing an updated CEQA document for the project area

**Vine Street Mobility Hub:** The City of Riverside’s General Plan 2025 identified Vine Street as one of the preferred locations within downtown Riverside for a new mobility hub due to its proximity to major employment centers, county and city government centers, UCR, Riverside Community College, the Convention Center, multiple entertainment venues and urban housing complexes. Thus, the Vine Street Mobility Hub will function as a regional multi-modal transportation hub that supports connectivity between multiple transit agencies such as RTA and Omnitrans, the public transit provider in San Bernardino County; and Metrolink, the commuter rail service provider for Southern California.

The Vine Street Mobility Hub is to be located on land across from the Riverside-Downtown Metrolink Station on Vine Street. The mobility hub will be designed and developed with emerging technologies, renewable energy sources and mobility solutions in mind. RTA has constructed an interim on-street layover facility at Vine Street to accommodate the buses operating throughout downtown Riverside. RTA currently owns 4.5 acres on Vine Street and is currently working to acquire one additional parcel from Riverside Public Utilities (RPU), which currently has a vacated underground well. The well site, which is located in the center parcel, was originally not available. In partnership with RPU, RTA will relocate the well site and obtain ownership of the center parcel. With the additional parcel, RTA will be able to construct a larger, more contiguous mobility hub.

The conceptual design for the Vine Street Mobility Hub was completed and approved by the RTA Board of Directors in July 2020. Extensive community outreach and feedback was completed in early 2020 and was incorporated into the design. The design was shared with the community via a virtual meeting in June 2020 for additional feedback and approval. RTA is currently in the A&E phase which is estimated to be completed in October 2021 with construction beginning in February 2022.

### **Operations and Maintenance Facility**

RTA’s main facility, located in Riverside, was built in 1986 and a secondary facility, located in Hemet, was purchased in 1999. With the drastic decline in ridership due to the COVID-19 pandemic and uncertainty about how long it will take for riders to return to public transit, the Agency does not have an immediate need to construct a new Operations and Maintenance Facility. Furthermore, the ZEB Plan, which included a comprehensive operational and financial analysis on the impacts of transitioning to all FCEB fleet, confirmed that RTA has enough space

between the existing facilities even if service increases in the future. It is estimated to cost RTA an additional \$127 million dollars in operating and capital expenses over the next 20 years to transition, when comparing to RTA's current CNG fleet. Due to the COVID-19 pandemic and with the significant increase in costs over the next 20 years, RTA will be renovating and repurposing existing facilities and equipment to operate and maintain FCEBs. ZEB related renovations and construction are estimated to begin in 2024 at Division II and in 2026 at Division I.

### Equipment and Passenger Amenities

**Scheduling and Operations Software Project:** RTA began procurement of the Transit Scheduling and Operations software in May 2019. On February 27, 2020, the RTA Board of Directors approved the purchase of the Giro scheduling software. Once implemented, this software will allow RTA to create its own efficient schedules, vehicle blocking, run-cuts and rosters without relying on a vendor to provide such services. The procurement included a new customer comment database and the option of a new customer trip planner. It will also allow for improved operations management by integrating the daily crew and vehicle rostering and other operational functions into one system to improve the efficiency and administration of these processes. RTA staff will begin utilizing the software for the September 2021 service change with assistance from Giro through May 2022.

**Advanced Traveler Information System (ATIS):** RTA has also introduced the ATIS technology with LED signage, known as BusWatch, which relay real-time arrival information on display at major transfer points. As part of the ITS upgrade program, new BusWatch real-time displays were installed at mobility hubs in the cities of Perris, Corona and Temecula. Additional BusWatch real-time displays will be installed at the Hemet Mobility Hub and Vine Street Mobility Hub when these projects are constructed. Passengers may also lookup real-time arrival information via RTA's BusWatch website, mobile application and SMS.

The ATIS project included querying and alerting of bus arrivals via text messaging, which was recently completed with the upgraded ITS program. Mobile application development is also part of this project, which allows passengers to lookup real-time arrival information for all RTA fixed routes.

**EV Charging Stations:** RTA installed six electric chargers at the administrative offices to charge electric support vehicles in FY20-21. Due to the COVID-19 pandemic and resulting safety measures and decreased service levels, support vehicles have not been used as much as anticipated. As a result, installation of the remaining 8 electric chargers has been postponed until usage of non-revenue vehicles increases. This project is fully funded.

### Non-Revenue Vehicles

Non-revenue vehicles are used for coach operator shift change, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus

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stop amenities. RTA is purchasing electric support vehicles to minimize greenhouse gas emissions. In FY20-21, RTA purchased 12 electric support vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Due to the pandemic, support vehicles have not been used as much as anticipated. Procurement of the remaining 27 EVs has been postponed until service levels increase and support vehicles are needed. This project is fully funded.

Additional open projects can be found in Table in 4.4.



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024  
SUMMARY

Comparative Statistics: FY2021 Budget vs. Proposed FY2022 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022
<b>Direct Operated Routes</b>										
1	864,077	1,098,260	58,404	65,155	675,189	692,223	\$ -	\$ 680,679	\$ 9,947,938	\$ 11,618,906
1 RL	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
3	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
10	38,398	58,652	8,635	8,533	98,141	96,528	\$ -	\$ 36,300	\$ 1,470,731	\$ 1,521,654
11	34,770	38,101	6,759	6,707	79,674	78,394	\$ -	\$ 23,581	\$ 1,151,194	\$ 1,196,088
12	97,005	136,961	14,174	14,052	170,010	164,041	\$ -	\$ 84,765	\$ 2,414,295	\$ 2,505,760
13	122,133	139,221	11,510	12,548	142,897	145,890	\$ -	\$ 86,164	\$ 1,960,500	\$ 2,237,590
14	77,625	98,490	10,330	10,405	144,590	142,213	\$ -	\$ 60,955	\$ 1,759,553	\$ 1,855,513
15	157,899	203,086	18,139	20,394	231,554	220,497	\$ -	\$ 125,689	\$ 3,089,597	\$ 3,636,713
16	264,044	346,241	22,636	24,253	263,917	270,629	\$ -	\$ 214,287	\$ 3,855,525	\$ 4,324,908
18	28,787	17,274	8,707	4,295	118,481	42,939	\$ -	\$ 10,691	\$ 1,483,066	\$ 765,859
19	359,143	443,217	38,748	41,418	522,671	529,860	\$ -	\$ 274,306	\$ 6,599,938	\$ 7,385,969
20	88,571	117,041	13,809	14,314	213,733	214,626	\$ -	\$ 72,436	\$ 2,352,125	\$ 2,552,522
21	53,240	32,087	7,930	4,089	118,167	41,552	\$ -	\$ 19,858	\$ 1,350,665	\$ 729,219
22	121,740	131,598	15,278	15,235	249,299	238,509	\$ -	\$ 81,445	\$ 2,602,391	\$ 2,716,713
27	69,574	76,946	11,730	11,150	236,827	226,414	\$ -	\$ 47,622	\$ 1,998,043	\$ 1,988,390
28	204,967	197,630	21,795	25,230	379,100	429,706	\$ -	\$ 122,313	\$ 3,712,287	\$ 4,499,135
29	80,791	81,352	10,498	10,298	155,479	152,923	\$ -	\$ 50,348	\$ 1,788,120	\$ 1,836,310
41D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
49	92,404	157,715	9,506	9,887	123,231	123,783	\$ -	\$ 97,609	\$ 1,619,223	\$ 1,763,149
54F	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
200	63,073	67,765	14,588	13,873	374,162	363,714	\$ 181,807	\$ 41,940	\$ 2,484,755	\$ 2,473,945
202D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
204	19,321	20,222	6,208	5,691	134,640	124,013	\$ 37,608	\$ 12,515	\$ 1,057,413	\$ 1,014,888
205	8,822	10,898	4,352	2,064	111,812	67,317	\$ 21,311	\$ 6,744	\$ 741,279	\$ 368,065
206	5,571	10,116	5,107	2,567	139,002	53,878	\$ 16,701	\$ 6,261	\$ 869,913	\$ 457,780
208D	12,861	14,436	6,938	2,857	178,530	66,012	\$ 17,878	\$ 8,934	\$ 1,181,686	\$ 509,406
210D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
217D	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
<b>Total Directly Operated Routes</b>	<b>2,864,817</b>	<b>3,497,309</b>	<b>325,780</b>	<b>325,015</b>	<b>4,861,106</b>	<b>4,485,662</b>	<b>\$ 275,304</b>	<b>\$ 2,165,442</b>	<b>\$ 55,490,238</b>	<b>\$ 57,958,482</b>
% Change - FY21 vs. FY20		22.08%		-0.23%		-7.72%		686.6%		4.4%
<b>Contracted Fixed Routes</b>										
3	30,172	50,951	4,976	4,894	64,023	62,611	\$ -	\$ 31,533	\$ 594,728	\$ 612,498
4	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
8	51,209	72,690	12,885	12,673	203,676	198,519	\$ -	\$ 44,988	\$ 1,539,895	\$ 1,585,906
9	20,146	31,844	4,904	4,847	96,306	95,285	\$ -	\$ 19,708	\$ 586,103	\$ 606,508
19A	265	335	392	356	3,580	2,454	\$ -	\$ 207	\$ 46,872	\$ 44,556
23	22,361	38,455	11,510	11,478	160,717	160,213	\$ -	\$ 23,800	\$ 1,375,651	\$ 1,436,339
24	18,643	33,555	8,949	8,797	116,012	113,893	\$ -	\$ 20,767	\$ 1,069,493	\$ 1,100,911
26	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
30	8,102	17,424	4,009	4,093	56,143	55,220	\$ -	\$ 10,784	\$ 479,127	\$ 512,162
31	49,638	55,343	17,228	13,543	340,240	275,307	\$ -	\$ 34,251	\$ 2,059,010	\$ 1,694,765
32	30,806	30,561	8,419	4,289	96,492	49,436	\$ -	\$ 18,914	\$ 1,006,239	\$ 536,770
33	9,302	7,873	3,906	2,001	49,566	25,394	\$ -	\$ 4,873	\$ 466,767	\$ 250,400
40	10,053	-	7,308	-	128,872	-	\$ -	\$ -	\$ 873,369	\$ -
41C	10,914	16,970	4,392	4,337	82,769	81,416	\$ -	\$ 10,503	\$ 524,931	\$ 542,722
42	5,357	12,087	3,766	1,931	51,857	26,568	\$ -	\$ 7,481	\$ 450,045	\$ 241,711
44 (Circulator)	-	60,605	-	5,406	-	64,707	\$ -	\$ 37,508	\$ -	\$ 676,526
50	1,773	995	2,231	2,338	14,734	14,734	\$ 110,000	\$ 150,000	\$ 266,641	\$ 292,623
51	-	20,417	-	1,761	-	18,580	\$ -	\$ 187,925	\$ -	\$ 220,415
52	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
54	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
55	-	15,179	-	813	-	10,018	\$ -	\$ 17,362	\$ -	\$ 101,742
61	35,450	50,273	12,343	12,205	214,620	210,862	\$ -	\$ 31,113	\$ 1,475,187	\$ 1,527,431
74	57,019	63,630	13,316	11,445	233,333	202,238	\$ -	\$ 39,380	\$ 1,591,515	\$ 1,432,270
79	39,792	50,083	12,921	11,125	212,645	178,877	\$ -	\$ 30,996	\$ 1,544,257	\$ 1,392,280
202	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
204	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
208	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
210	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
217	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
<b>Total Contracted Fixed Routes</b>	<b>401,001</b>	<b>629,270</b>	<b>133,454</b>	<b>118,332</b>	<b>2,125,585</b>	<b>1,846,333</b>	<b>\$ 110,000</b>	<b>\$ 722,094</b>	<b>\$ 15,949,830</b>	<b>\$ 14,808,535</b>
% Change - FY21 vs. FY20		56.92%		-11.33%		-13.14%		556.4%		-7.2%
<b>TOTAL FIXED ROUTES</b>	<b>3,265,819</b>	<b>4,126,579</b>	<b>459,234</b>	<b>443,347</b>	<b>6,986,691</b>	<b>6,331,995</b>	<b>\$ 385,304</b>	<b>\$ 2,887,536</b>	<b>\$ 71,440,069</b>	<b>\$ 72,767,017</b>
% Change - FY21 vs. FY20		26.36%		-3.46%		-9.37%		649.4%		1.9%



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024  
SUMMARY

**Comparative Statistics: FY2021 Budget vs. Proposed FY2022 SRTP**

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022	FY2021	FY2022
<b>Dial-a-ride Routes</b>										
Riv-San UZA	93,422	83,742	49,914	57,782	776,886	1,035,324	\$ 422,477	\$ 51,827	\$ 6,927,904	\$ 7,852,541
Murr-Tem-Men UZA	30,235	27,102	16,154	18,700	244,575	325,935	\$ 137,521	\$ 16,773	\$ 2,322,027	\$ 2,541,389
Hemet UZA	21,114	18,927	11,281	13,059	179,283	238,924	\$ 95,448	\$ 11,714	\$ 1,515,301	\$ 1,774,759
Non-UZA	2,487	2,230	1,329	1,538	24,505	32,657	\$ 11,327	\$ 1,380	\$ 186,899	\$ 209,077
<b>Total Dial-a-ride Routes</b>	<b>147,258</b>	<b>132,000</b>	<b>78,679</b>	<b>91,080</b>	<b>1,225,249</b>	<b>1,632,840</b>	<b>\$ 666,774</b>	<b>\$ 81,694</b>	<b>\$ 10,952,130</b>	<b>\$ 12,377,766</b>
% Change - FY21 vs. FY20		-10.36%		15.76%		33.27%		-87.7%		13.0%
<b>Taxi Service</b>										
Riv-San UZA	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
Murr-Tem-Men UZA	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
Hemet UZA	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
Non-UZA	-	-	-	-	-	-	\$ -	\$ -	\$ -	\$ -
<b>Total Taxi Routes</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
% Change - FY21 vs. FY20										
<b>TOTAL DAR and TAXI SERVICE</b>	<b>147,258</b>	<b>132,000</b>	<b>78,679</b>	<b>91,080</b>	<b>1,225,249</b>	<b>1,632,840</b>	<b>\$ 666,774</b>	<b>\$ 81,694</b>	<b>\$ 10,952,130</b>	<b>\$ 12,377,766</b>
% Change - FY21 vs. FY20		-10.36%		15.76%		33.27%		-87.7%		13.0%
<b>Microtransit</b>										
Microtransit	0	51,284	0	4,128	0	45,470	\$ -	\$ 30,770	\$ -	\$ 543,102
<b>Total Microtransit</b>	<b>-</b>	<b>51,284</b>	<b>-</b>	<b>4,128</b>	<b>-</b>	<b>45,470</b>	<b>\$ -</b>	<b>\$ 30,770</b>	<b>\$ -</b>	<b>\$ 543,102</b>
% Change - FY21 vs. FY20										
<b>GRAND TOTAL</b>	<b>3,413,077</b>	<b>4,309,863</b>	<b>537,913</b>	<b>538,555</b>	<b>8,211,940</b>	<b>8,010,305</b>	<b>\$ 1,052,078</b>	<b>\$ 3,000,000</b>	<b>\$ 82,392,199</b>	<b>\$ 85,687,886</b>
% Change - FY21 vs. FY20		26.28%		0.12%		-2.46%		185.2%		4.0%

<sup>(1)</sup> Total Passenger Fare Revenue consists of cash fares, tickets, passes, subsidy agreements and Measure A. It does not include other local revenues.





RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 1: FY2021/22 Individual Route Descriptions as of July 1, 2021**

Route #	Route Class	Route Description	Cities/Communities Served	Connections
<b>Directly Operated Fixed Routes</b>				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
10	Local	From Big Springs St. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Corona Hills Plaza via Jurupa Ave., Magnolia Ave., California Ave., Collett Ave. and Promenade Ave.	Riverside, Corona, Highgrove	Omnitrans, Corona Cruiser
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Colorado Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans, Beaumont Transit
15	Local	From downtown Riverside to Galleria at Tyler via Magnolia Ave., Arlington Ave., La Sierra Ave., Tyler St. and Indiana Ave.	Riverside	Metrolink, Omnitrans
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Sycamore Canyon Blvd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Blaine St.	Moreno Valley, Riverside	
18	Local	From Moreno Valley Mall to Heacock and Manzanita via Pigeon Pass Rd., Sunnymead Ranch Pkwy. and Perris Blvd.	Moreno Valley	
19	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd., Perris Blvd. and Moreno Valley College with service to distribution centers at Indian St. and Morgan St.	Moreno Valley, Perris	Metrolink
20	Regional	From Magnolia Ave. and Elizabeth Ln. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris St. with selected trips serving Moreno Valley March Field Metrolink Station weekdays	Riverside, March Joint Powers Authority, Moreno Valley	
21	Local	From Galleria at Tyler in Riverside to Pedley Metrolink Station via Magnolia Ave. and Van Buren Blvd.	Jurupa Valley, Pedley, Riverside	Metrolink
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clarke St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, Orange Crest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Rubidoux Blvd. and Limonite Ave. Selected trips deviate via Jurupa Valley/Pedley station weekdays.	Eastvale, Jurupa Valley, Pedley, Rubidoux, Mira Loma, Riverside	Metrolink, Omnitrans
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Country Village, Glen Avon, Jurupa Valley, Rubidoux, Riverside, Fontana	Metrolink, Omnitrans
200	Express	From San Bernardino Transit Center to Anaheim via SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	San Bernardino, Riverside, Orange, Anaheim	Omnitrans, Metrolink, OCTA, SunLine, Beaumont Transit, Mountain Transit, ATN, LA Metro
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Country Village, Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
205	Express	From the Promenade Mall in Temecula to Corona via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser
206	Express	From Promenade Mall Temecula to Corona Transit Center via I-15 Freeway with stops in Murrieta, Lake Elsinore, Temescal Valley and Dos Lagos	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 1: FY2021/22 Individual Route Descriptions as of July 1, 2021**

Route #	Route Class	Route Description	Cities/Communities Served	Connections
<b>Contracted Fixed Routes</b>				
3	Local	10th St. and Belle Ave. in Corona via Main St. and Grand Ave. to the Corona Transit Center, Jurupa Valley and Eastvale via Hamner Ave. and Limonite Ave. to Amazon Eastvale	Corona, Norco, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser, Omnitrans
8	Local	Serving Lake Elsinore Outlet Center, Walmart on Railroad Canyon Rd. and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore Outlet Center to Perris Station Transit Center via Hwy 74, Theda St. and Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
23	Local	From Central & Palomar St. in Wildomar through Murrieta to County Center Dr. in Temecula	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at County Center Dr., Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart and May Ranch	Perris	Metrolink
31	Regional	Service from Hemet Valley Mall to Moreno Valley Mall via Banning and Beaumont with stops at Mt. San Jacinto Community College, Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto, Hemet	Beaumont Transit, Banning Connect, SunLine
32	Local	From Hemet Valley Mall to Mt. San Jacinto College via downtown San Jacinto and San Jacinto Ave.	San Jacinto, Hemet	
33	Local	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	Hemet, East Hemet, Valle Vista	
41	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
42	Local	From the Hemet Valley Mall to Soboba Casino in San Jacinto via Kirby St., Cottonwood Ave., Santa Fe Ave. and East Main St.	Hemet, San Jacinto	
50	Trolley	Riverside downtown Jury Trolley service	Riverside	
51*	Trolley	Circulator traveling between UCR and Canyon Crest Towne Center via Canyon Crest Dr., Central Ave., Chicago Ave., University Ave., Iowa Ave., Spruce St. and Watkins Dr.	Riverside	
55**	Trolley	Temecula Trolley traveling between Promenade Mall and Harveston.	Temecula	
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd. and Bradley Rd. in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta and County Center Dr.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From San Jacinto and Hemet to Menifee and Perris, serving MSJC San Jacinto campus, Hemet Valley Mall, Winchester, MSJC Menifee campus and Perris Station Transit Center	San Jacinto, Hemet, Winchester, Menifee, Perris	Metrolink
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves County Center Dr., Promenade Mall, Temecula City Hall, French Valley and Southwest Justice Center	San Jacinto, Hemet, Winchester, French Valley, Temecula	
<b>Contracted Paratransit Routes</b>				
Riverside-San Bernardino UZA	Origin-to-Destination		Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA	Origin-to-Destination		East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA	Origin-to-Destination		Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA	Origin-to-Destination		March Joint Powers Authority	

\*Route 51 will be reinstated in September 2021.

\*\*Route 55 will be reinstated in August 2021.

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
Riverside Transit Agency

**Bus (Motorbus) / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2013	GIL	G27D102N4	38	71	42	CN	71		31,904,860	30,116,570	424,177
2014	GIL	G27D102N4	38	20	42	CN	20		2,797,710	7,555,045	377,752
2016	GIL	G27D102N4	38	30	42	CN	30		4,472,547	5,568,143	185,604
<b>Totals:</b>			114	121			121		39,175,117	43,239,758	357,353

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
Riverside Transit Agency

**Bus (Motorbus) / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2018	GLV	Entourage	28	29	33	CN	29		245,197	3,455,166	119,143
2019	GLV	Entourage	28	4	33	CN	4		2,013,509	181,634	45,408
2020	GLV	Entourage	28	30	33	CN	30			917,122	30,570
2018	SPC	Senator II	12	4	32	CN	4		467,738	557,460	139,365
2017	ZZZ	Villager	28	3	32	CN	3			131,303	43,767
2018	ZZZ	Villager	28	2	32	CN	2		181,859	75,713	37,856
<b>Totals:</b>			152	72			72		2,908,303	5,318,398	73,867

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
Riverside Transit Agency

**Commuter Bus / Directly Operated**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2013	GIL	G27D102N4	38	15	42	CN	15		5,135,291	5,737,049	382,469
2014	GIL	G27D102N4	38	2	42	CN	2		485,390	543,432	271,716
2016	GIL	G27D102N4	38	7	42	CN	7		1,211,834	1,515,617	216,516
<b>Totals:</b>			114	24			24		6,832,515	7,796,098	324,837

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
Riverside Transit Agency

**Commuter Rail / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2018	GLV	Entourage	28	7	33	CN	7		468,806	519,233	74,176
<b>Totals:</b>			28	7			7		468,806	519,233	74,176

**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
Riverside Transit Agency

**Demand Response / Purchased Transportation**

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2015	EDN	AeroTch220	12	4	23	GA	4		5,836,732	608,235	152,058
2017	GLV	Universal	12	30	24	GA	30		3,237,512	3,657,683	121,922
2018	SPC	Senator II	12	39	22	GA	39		2,110,313	2,492,669	63,914
2020	SPC	Senator II	12	37	23	GA	37		111	353,842	9,563
<b>Totals:</b>			48	110			110		11,184,668	7,112,429	64,658

**Table 2.0 -- Service Provider Performance Targets Report**

FY 2020/21 Short Range Transit Plan Review  
Riverside Transit Agency

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	3,413,076			
Passenger Miles	23,753,074			
Total Actual Vehicle Revenue Hours	537,914.0			
Total Actual Vehicle Revenue Miles	8,211,940.0			
Total Actual Vehicle Miles	10,345,926.0			
Total Operating Expenses	\$82,392,199			
Total Passenger Fare Revenue	\$2,570,042			
Net Operating Expenses	\$79,822,157			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	7.20%	>= 16.81%	8.24%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	\$153.17	<= \$91.33	\$148.63	Fails to Meet Target
2. Subsidy Per Passenger	\$23.39	>= \$6.19 and <= \$8.37	\$24.21	Better Than Target
2. Subsidy Per Passenger	\$23.39	>= \$6.19 and <= \$8.37	\$24.21	Fails to Meet Target
3. Subsidy Per Passenger Mile	\$3.36	>= \$0.72 and <= \$0.98	\$2.89	Better Than Target
3. Subsidy Per Passenger Mile	\$3.36	>= \$0.72 and <= \$0.98	\$2.89	Fails to Meet Target
4. Subsidy Per Hour	\$148.39	>= \$58.20 and <= \$78.74	\$136.38	Better Than Target
4. Subsidy Per Hour	\$148.39	>= \$58.20 and <= \$78.74	\$136.38	Fails to Meet Target
5. Subsidy Per Mile	\$9.72	>= \$3.86 and <= \$5.22	\$8.77	Better Than Target
5. Subsidy Per Mile	\$9.72	>= \$3.86 and <= \$5.22	\$8.77	Fails to Meet Target
6. Passengers Per Revenue Hour	6.35	>= 7.99 and <= 10.81	5.63	Fails to Meet Target
7. Passengers Per Revenue Mile	0.42	>= 0.53 and <= 0.71	0.36	Fails to Meet Target

**Note:** Must meet at least 4 out of 7 Discretionary Performance Indicators

<b>Productivity Performance Summary:</b>
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<b>Service Provider Comments:</b>
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**FY 2021/22 - Table 2.1 -- SRTP Performance Report**
*Service Provider: Riverside Transit Agency*
**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	6,976,842	2,247,859	4,309,864	None	
Passenger Miles	59,686,088	18,842,377	32,949,819	None	
Revenue Hours	793,803.9	399,025.3	538,554.0	None	
Total Hours	902,170.7	471,346.7	619,466.0	None	
Revenue Miles	12,007,333.0	6,205,242.1	8,010,303.0	None	
Total Miles	14,839,623.5	8,070,047.9	10,154,716.0	None	
Operating Costs	\$78,761,939	\$59,306,287	\$85,687,885	None	
Passenger Revenue	\$15,809,566	\$4,888,370	\$4,299,999	None	
Measure-A Revenue			\$4,000,000	None	
LCTOP Revenue			\$2,998,000	None	
Operating Subsidy	\$62,952,373	\$54,417,917	\$81,387,886	None	
Operating Costs Per Revenue Hour	\$99.22	\$148.63	\$159.11	<= \$152.27	Fails to Meet Target
Operating Cost Per Revenue Mile	\$6.56	\$9.56	\$10.70	None	Fails to Meet Target
Operating Costs Per Passenger	\$11.29	\$26.38	\$19.88	None	
Farebox Recovery Ratio	20.07%	8.24%	13.18%	>= 0.2	
Subsidy Per Passenger	\$9.02	\$24.21	\$18.88	>= \$20.58 and <= \$27.84	
Subsidy Per Passenger Mile	\$1.05	\$2.89	\$2.47	>= \$2.46 and <= \$3.32	
Subsidy Per Revenue Hour	\$79.30	\$136.38	\$151.12	>= \$115.92 and <= \$156.84	
Subsidy Per Revenue Mile	\$5.24	\$8.77	\$10.16	>= \$7.45 and <= \$10.09	
Passengers Per Revenue Hour	8.79	5.63	8.00	>= 4.79 and <= 6.47	
Passengers Per Revenue Mile	0.58	0.36	0.54	>= 0.31 and <= 0.41	

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.

**Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	63	63	142	62	143
<b>Financial Data</b>					
Total Operating Expenses	\$73,902,008	\$78,761,939	\$82,392,199	\$59,306,287	\$85,687,885
Total Passenger Fare Revenue	\$18,302,160	\$15,809,566	\$5,935,497	\$4,888,370	\$11,297,999
Net Operating Expenses (Subsidies)	\$55,599,848	\$62,952,373	\$79,822,157	\$54,417,917	\$81,387,886
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	8,697,652	6,976,842	3,413,076	2,247,859	4,309,864
Passenger Miles	60,974,297	59,686,088	23,753,074	18,842,377	32,949,819
Total Actual Vehicle Revenue Hours (a)	880,029.4	793,803.9	537,914.0	399,025.3	538,554.0
Total Actual Vehicle Revenue Miles (b)	13,376,948.5	12,007,333.0	8,211,940.0	6,205,242.1	8,010,303.0
Total Actual Vehicle Miles	16,559,181.1	14,839,623.5	10,345,926.0	8,070,047.9	10,154,716.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$83.98	\$99.22	\$153.17	\$148.63	\$159.11
Farebox Recovery Ratio	24.77%	20.07%	7.20%	8.24%	13.18%
Subsidy per Passenger	\$6.39	\$9.02	\$23.39	\$24.21	\$18.88
Subsidy per Passenger Mile	\$0.91	\$1.05	\$3.36	\$2.89	\$2.47
Subsidy per Revenue Hour (a)	\$63.18	\$79.30	\$148.39	\$136.38	\$151.12
Subsidy per Revenue Mile (b)	\$4.16	\$5.24	\$9.72	\$8.77	\$10.16
Passenger per Revenue Hour (a)	9.9	8.8	6.4	5.6	8.0
Passenger per Revenue Mile (b)	0.65	0.58	0.42	0.36	0.54

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan  
Excluded Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	21	12	31	13	49
<b>Financial Data</b>					
Total Operating Expenses	\$17,341,511	\$12,109,153	\$15,368,025	\$10,993,643	\$28,241,423
Total Passenger Fare Revenue	\$2,919,347	\$1,291,272	\$812,372	\$1,293,349	\$1,385,772
Net Operating Expenses (Subsidies)	\$14,422,164	\$10,817,881	\$15,295,838	\$9,700,294	\$26,855,651
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	2,411,134	1,576,888	568,589	398,325	1,941,430
Passenger Miles	19,261,465	15,724,038	6,069,244	3,299,405	13,699,903
Total Actual Vehicle Revenue Hours (a)	251,382.6	157,965.0	94,049.0	71,654.8	162,568.0
Total Actual Vehicle Revenue Miles (b)	4,179,317.8	2,641,470.3	1,689,423.0	1,285,525.5	2,070,179.0
Total Actual Vehicle Miles	5,211,672.7	3,227,840.6	2,232,587.0	1,723,955.5	2,574,279.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$68.98	\$76.66	\$163.40	\$153.43	\$173.72
Farebox Recovery Ratio	16.83%	10.66%	5.28%	11.76%	4.90%
Subsidy per Passenger	\$5.98	\$6.86	\$26.90	\$24.35	\$13.83
Subsidy per Passenger Mile	\$0.75	\$0.69	\$2.52	\$2.94	\$1.96
Subsidy per Revenue Hour (a)	\$57.37	\$68.48	\$162.64	\$135.38	\$165.20
Subsidy per Revenue Mile (b)	\$3.45	\$4.10	\$9.05	\$7.55	\$12.97
Passenger per Revenue Hour (a)	9.6	10.0	6.1	5.6	11.9
Passenger per Revenue Mile (b)	0.58	0.60	0.34	0.31	0.94

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan**
**Non-Excluded Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	52	57	111	49	94
<b>Financial Data</b>					
Total Operating Expenses	\$56,560,497	\$66,652,786	\$67,024,174	\$48,312,644	\$57,446,462
Total Passenger Fare Revenue	\$15,382,813	\$14,518,294	\$5,123,125	\$3,595,021	\$9,912,227
Net Operating Expenses (Subsidies)	\$41,177,684	\$52,134,492	\$64,526,319	\$44,717,623	\$54,532,235
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	6,286,518	5,399,954	2,844,487	1,849,534	2,368,434
Passenger Miles	41,712,832	43,962,050	17,683,830	15,542,973	19,249,916
Total Actual Vehicle Revenue Hours (a)	628,646.7	635,838.9	443,865.0	327,370.5	375,986.0
Total Actual Vehicle Revenue Miles (b)	9,197,630.7	9,365,862.8	6,522,517.0	4,919,716.6	5,940,124.0
Total Actual Vehicle Miles	11,347,508.3	11,611,782.9	8,113,339.0	6,346,092.4	7,580,437.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$89.97	\$104.83	\$151.00	\$147.58	\$152.79
Farebox Recovery Ratio	27.20%	21.78%	7.64%	7.44%	17.25%
Subsidy per Passenger	\$6.55	\$9.65	\$22.68	\$24.18	\$23.02
Subsidy per Passenger Mile	\$0.99	\$1.19	\$3.65	\$2.88	\$2.83
Subsidy per Revenue Hour (a)	\$65.50	\$81.99	\$145.37	\$136.60	\$145.04
Subsidy per Revenue Mile (b)	\$4.48	\$5.57	\$9.89	\$9.09	\$9.18
Passenger per Revenue Hour (a)	10.0	8.5	6.4	5.7	6.3
Passenger per Revenue Mile (b)	0.68	0.58	0.44	0.38	0.40

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- RTA-BUS -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan**
**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	29	29	104	29	98
<b>Financial Data</b>					
Total Operating Expenses	\$43,633,672	\$47,320,120	\$55,490,238	\$40,777,631	\$57,958,482
Total Passenger Fare Revenue	\$14,126,671	\$12,645,582	\$5,158,723	\$3,796,215	\$10,463,442
Net Operating Expenses (Subsidies)	\$29,507,001	\$34,674,538	\$53,696,970	\$36,981,416	\$54,493,040
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	6,825,680	5,506,023	2,864,816	1,850,324	3,497,309
Passenger Miles	45,497,976	43,379,731	19,588,964	14,400,308	25,132,468
Total Actual Vehicle Revenue Hours (a)	477,158.4	455,049.0	325,781.0	256,185.3	325,015.0
Total Actual Vehicle Revenue Miles (b)	6,634,855.0	6,398,547.3	4,861,106.0	3,833,335.9	4,485,661.0
Total Actual Vehicle Miles	7,755,931.7	7,506,116.9	6,116,386.0	4,947,732.1	5,602,818.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$91.44	\$103.99	\$170.33	\$159.17	\$178.33
Farebox Recovery Ratio	32.38%	26.72%	9.29%	9.31%	18.05%
Subsidy per Passenger	\$4.32	\$6.30	\$18.74	\$19.99	\$15.58
Subsidy per Passenger Mile	\$0.65	\$0.80	\$2.74	\$2.57	\$2.17
Subsidy per Revenue Hour (a)	\$61.84	\$76.20	\$164.83	\$144.35	\$167.66
Subsidy per Revenue Mile (b)	\$4.45	\$5.42	\$11.05	\$9.65	\$12.15
Passenger per Revenue Hour (a)	14.3	12.1	8.8	7.2	10.8
Passenger per Revenue Mile (b)	1.03	0.86	0.59	0.48	0.78

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- RTA Bus (Contract) -- SRTP Service Summary**  
**FY 2021/22 Short Range Transit Plan**  
**All Routes**

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	27	26	38	25	45
<b>Financial Data</b>					
Total Operating Expenses	\$15,278,960	\$17,017,262	\$15,949,830	\$11,292,386	\$15,351,637
Total Passenger Fare Revenue	\$2,696,440	\$1,760,615	\$110,000	\$480,047	\$752,863
Net Operating Expenses (Subsidies)	\$12,582,520	\$15,256,647	\$15,839,830	\$10,812,339	\$14,598,774
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	1,465,889	1,187,470	401,002	329,968	680,554
Passenger Miles	10,477,439	12,818,332	2,351,365	3,610,319	6,192,419
Total Actual Vehicle Revenue Hours (a)	209,163.3	193,169.6	133,455.0	96,879.2	122,460.0
Total Actual Vehicle Revenue Miles (b)	3,424,493.8	3,118,952.1	2,125,585.0	1,527,996.6	1,891,802.0
Total Actual Vehicle Miles	4,725,227.7	4,233,057.4	2,707,607.0	2,041,722.5	2,503,183.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$73.05	\$88.09	\$119.51	\$116.56	\$125.36
Farebox Recovery Ratio	17.65%	10.35%	0.68%	4.25%	4.90%
Subsidy per Passenger	\$8.58	\$12.85	\$39.50	\$32.77	\$21.45
Subsidy per Passenger Mile	\$1.20	\$1.19	\$6.74	\$2.99	\$2.36
Subsidy per Revenue Hour (a)	\$60.16	\$78.98	\$118.69	\$111.61	\$119.21
Subsidy per Revenue Mile (b)	\$3.67	\$4.89	\$7.45	\$7.08	\$7.72
Passenger per Revenue Hour (a)	7.0	6.2	3.0	3.4	5.6
Passenger per Revenue Mile (b)	0.43	0.38	0.19	0.22	0.36

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- RTA-DAR -- SRTP Service Summary**

**FY 2021/22 Short Range Transit Plan**

**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	4	4		4	
<b>Financial Data</b>					
Total Operating Expenses	\$14,365,383	\$14,059,132	\$10,952,130	\$7,236,270	\$12,377,766
Total Passenger Fare Revenue	\$1,428,510	\$1,357,210	\$666,774	\$612,108	\$81,694
Net Operating Expenses (Subsidies)	\$12,936,873	\$12,701,922	\$10,285,357	\$6,624,162	\$12,296,072
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	393,713	275,078	147,258	65,502	132,001
Passenger Miles	4,846,607	3,386,210	1,812,745	806,330	1,624,932
Total Actual Vehicle Revenue Hours (a)	186,938.4	141,550.0	78,678.0	44,144.1	91,079.0
Total Actual Vehicle Revenue Miles (b)	3,140,400.5	2,391,238.1	1,225,249.0	814,305.6	1,632,840.0
Total Actual Vehicle Miles	3,900,822.5	3,001,853.7	1,521,933.0	1,050,989.3	2,048,715.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$76.85	\$99.32	\$139.20	\$163.92	\$135.90
Farebox Recovery Ratio	9.94%	9.65%	6.08%	8.46%	0.66%
Subsidy per Passenger	\$32.86	\$46.18	\$69.85	\$101.13	\$93.15
Subsidy per Passenger Mile	\$2.67	\$3.75	\$5.67	\$8.22	\$7.57
Subsidy per Revenue Hour (a)	\$69.20	\$89.73	\$130.73	\$150.06	\$135.00
Subsidy per Revenue Mile (b)	\$4.12	\$5.31	\$8.39	\$8.13	\$7.53
Passenger per Revenue Hour (a)	2.1	1.9	1.9	1.5	1.5
Passenger per Revenue Mile (b)	0.13	0.12	0.12	0.08	0.08

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 -- RTA Taxi -- SRTP Service Summary**
**FY 2021/22 Short Range Transit Plan**
**All Routes**

	<b>FY 2018/19 Audited</b>	<b>FY 2019/20 Audited</b>	<b>FY 2020/21 Plan</b>	<b>FY 2020/21 3rd Qtr Actual</b>	<b>FY 2021/22 Plan</b>
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	4	4			
<b>Financial Data</b>					
Total Operating Expenses	\$623,993	\$365,425	\$0		\$0
Total Passenger Fare Revenue	\$50,539	\$46,159	\$0		\$0
Net Operating Expenses (Subsidies)	\$573,454	\$319,266	\$0		\$0
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	12,370	8,271	0		0
Passenger Miles	152,275	101,816	0		0
Total Actual Vehicle Revenue Hours (a)	6,769.4	4,035.2	0.0		0.0
Total Actual Vehicle Revenue Miles (b)	177,199.3	98,595.5	0.0		0.0
Total Actual Vehicle Miles	177,199.3	98,595.5	0.0		0.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$92.18	\$90.56			
Farebox Recovery Ratio	8.10%	12.63%			
Subsidy per Passenger	\$46.36	\$38.60			
Subsidy per Passenger Mile	\$3.77	\$3.14			
Subsidy per Revenue Hour (a)	\$84.71	\$79.12			
Subsidy per Revenue Mile (b)	\$3.24	\$3.24			
Passenger per Revenue Hour (a)	1.8	2.1			
Passenger per Revenue Mile (b)	0.07	0.08			

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.





RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 2.2A Excluded Routes**

Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.

Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
1	FR	DO	University of California, Riverside (UCR) to downtown Riverside and Corona	9/12/2021	6/30/2024
4 <sup>1</sup>	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
12	FR	DO	Riverside (La Cadena & Stephens) to downtown Riverside, Galleria at Tyler Mall and Corona Hills Plaza	9/8/2019	6/30/2022
13	FR	DO	Hunter Park/UCR Metrolink Station to downtown Riverside and Galleria at Tyler Mall	1/9/2022	6/30/2024
15	FR	DO	Downtown Riverside to Merced and Magnolia via Arlington Ave.	9/12/2021	6/30/2024
28	FR	DO	From Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	9/12/2021	6/30/2024
30	FR	CO	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch and Weston Rd. & Carter Dr.	4/5/2020	6/30/2022
33	FR	CO	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	4/5/2020	6/30/2022
44	FR	CO	New circulator that connects Hemet Valley Mall with Mount San Jacinto College	1/9/2022	6/30/2024
51	FR	CO	UCR Crest Cruiser to Canyon Crest Towne Center	8/1/2021	6/30/2024
55	FR	CO	From Promenade Mall to Harveston	9/12/2021	6/30/2024
204 <sup>2</sup>	FR	DO	From UCR, downtown Riverside and Jurupa Valley to Ontario Mills Mall and Montclair Transit Center	4/5/2020	6/30/2022
206 <sup>2</sup>	FR	DO	From the Promenade Mall in Temecula to Corona Transit Center via 15 Fwy with stops at Murrieta, Lake Elsinore Outlet Center and Temescal Valley	4/5/2020	6/30/2022
208 <sup>2</sup>	FR	CO/DO	Serves the Promenade Mall in Temecula to the Riverside Downtown Metrolink Station and downtown area via 1-215 with stops in Murrieta, Menifee, Perris and Moreno Valley	4/5/2020	6/30/2022
217 <sup>3</sup>	FR	CO/DO	Serves Hemet and San Jacinto to Temecula and Escondido	1/12/2020	6/30/2022

<sup>1</sup> Route 4 implementation has been postponed due to the COVID-19 pandemic.

<sup>2</sup> Additional mid-day service began on 1/12/2020. Service was suspended as of 4/5/20 when the Agency went to 7-day Sunday service levels due to the COVID-19 pandemic. Select weekday trips were implemented using Low Carbon Transit Operations Program (LCTOP) funding.

<sup>3</sup> As of 4/5/20, Route 217 is no longer running due to the COVID-19 pandemic.

**Table 2.3 - SRTP Route Statistics**
**Riverside Transit Agency -- 7**
**FY 2021/22**
**All Routes**
**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-0	All Days									\$1,300,000	\$4,000,000	\$2,998,000
RTA-1	All Days	16	1,098,260	6,983,092	65,155	70,926	692,223	869,734	\$11,618,906	\$680,679		
RTA-10	All Days	2	58,652	371,498	8,533	9,029	96,528	133,957	\$1,521,654	\$36,300		
RTA-101	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-11	All Days	2	38,101	241,789	6,707	7,210	78,394	93,507	\$1,196,088	\$23,581		
RTA-12	All Days	4	136,961	872,074	14,052	15,104	164,041	189,545	\$2,505,760	\$84,765		
RTA-13	All Days	3	139,221	883,023	12,548	13,143	145,890	159,449	\$2,237,590	\$86,164		
RTA-14	All Days	4	98,490	624,183	10,405	11,409	142,213	169,063	\$1,855,513	\$60,955		
RTA-15	All Days	6	203,086	1,288,453	20,394	21,444	220,497	251,187	\$3,636,713	\$125,689		
RTA-16/16E	All Days	11	346,241	2,189,929	24,253	25,733	270,629	308,639	\$4,324,908	\$214,287		
RTA-18	All Days	2	17,274	109,445	4,295	4,758	42,939	57,192	\$765,859	\$10,691		
RTA-19	All Days	8	443,217	2,817,186	41,418	44,839	529,860	644,250	\$7,385,969	\$274,306		
RTA-19C	All Days	1	335	2,972	356	550	2,454	8,981	\$44,556	\$207		
RTA-20	All Days	6	117,041	740,810	14,314	15,482	214,626	243,690	\$2,552,522	\$72,436		
RTA-200	All Days	5	67,765	2,045,102	13,873	18,193	363,714	484,029	\$2,473,945	\$41,940		
RTA-202	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-202D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-204D	All Days	1	20,222	602,482	5,691	6,336	124,013	135,402	\$1,014,888	\$12,515		
RTA-205	All Days	1	10,898	324,688	2,064	4,541	67,317	148,748	\$368,065	\$6,744		
RTA-206D	All Days	2	10,116	301,390	2,567	5,186	53,878	141,411	\$457,780	\$6,261		
RTA-208	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-208D	All Days	2	14,436	430,097	2,857	3,478	66,012	87,989	\$509,406	\$8,934		
RTA-21	All Days	2	32,087	204,656	4,089	4,851	41,552	68,068	\$729,219	\$19,858		
RTA-217	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-217D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-22	All Days	3	131,598	836,316	15,235	17,234	238,509	300,905	\$2,716,713	\$81,445		
RTA-23	All Days	5	38,455	348,811	11,478	13,267	160,213	214,027	\$1,436,339	\$23,800		
RTA-24	All Days	1	33,555	306,677	8,797	10,371	113,893	158,157	\$1,100,911	\$20,767		
RTA-27	All Days	3	76,946	490,086	11,150	12,826	226,414	285,668	\$1,988,390	\$47,622		
RTA-28	All Days	7	197,630	1,257,829	25,230	27,988	429,706	494,750	\$4,499,135	\$122,313		
RTA-29	All Days	4	81,352	517,400	10,298	11,494	152,923	178,707	\$1,836,310	\$50,348		
RTA-3	All Days	2	50,951	515,708	4,894	6,755	62,611	113,374	\$612,498	\$31,533		
RTA-30	All Days	1	17,424	155,094	4,093	4,482	55,220	63,585	\$512,162	\$10,784		
RTA-31	All Days	4	55,343	499,851	13,543	15,888	275,307	330,039	\$1,694,765	\$34,251		
RTA-32	All Days	3	30,561	277,469	4,289	5,279	49,436	73,201	\$536,770	\$18,914		
RTA-33	All Days	1	7,873	70,368	2,001	2,328	25,394	33,230	\$250,400	\$4,873		

**Table 2.3 - SRTP Route Statistics**

Riverside Transit Agency -- 7

FY 2021/22

All Routes

**Data Elements**

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-3D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-40	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-41C	All Days	1	16,970	151,769	4,337	5,231	81,416	98,384	\$542,722	\$10,503		
RTA-41D	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-42	All Days	2	12,087	109,771	1,931	2,240	26,568	32,945	\$241,711	\$7,481		
RTA-44	All Days	2	60,605	546,591	5,406	5,893	64,707	74,838	\$676,526	\$37,508		
RTA-49	All Days	4	157,715	1,000,940	9,887	11,016	123,783	156,928	\$1,763,149	\$97,609		
RTA-50	All Days	2	995	8,649	2,338	3,541	14,734	45,145	\$292,623	\$150,000		
RTA-51	All Days	1	20,417	177,470	1,761	2,457	18,580	33,765	\$220,415	\$187,925		
RTA-52	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-54	All Days	0	0	0	0	0	0	0	\$0	\$0		
RTA-55	All Days	3	15,179	131,940	813	1,833	10,018	39,394	\$101,742	\$17,362		
RTA-61	All Days	3	50,273	451,694	12,205	13,452	210,862	243,587	\$1,527,431	\$31,113		
RTA-74	All Days	3	63,630	572,652	11,445	13,448	202,238	250,210	\$1,432,270	\$39,380		
RTA-79	All Days	4	50,083	452,005	11,125	14,040	178,877	254,409	\$1,392,280	\$30,996		
RTA-8	All Days	3	72,690	660,547	12,673	13,792	198,519	230,901	\$1,585,906	\$44,988		
RTA-9	All Days	1	31,844	289,136	4,847	6,522	95,285	135,099	\$606,508	\$19,708		
RTA-HEMDAR	All Days		18,927	232,991	13,059	15,844	238,924	301,158	\$1,774,759	\$11,714		
RTA-HemTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-MICRO	All Days	2	51,284	463,245	4,128	5,140	45,470	69,912	\$543,102	\$30,770		
RTA-MTMDAR	All Days		27,102	333,626	18,700	23,373	325,935	423,595	\$2,541,389	\$16,773		
RTA-MTMTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-NonDAR	All Days		2,230	27,451	1,538	1,575	32,657	33,585	\$209,077	\$1,380		
RTA-NonTax	All Days		0	0	0	0	0	0	\$0	\$0		
RTA-RSBDAR	All Days		83,742	1,030,864	57,782	69,945	1,035,324	1,290,377	\$7,852,541	\$51,827		
RTA-RSBTax	All Days		0	0	0	0	0	0	\$0	\$0		
		143	4,309,864	32,949,819	538,554	619,466	8,010,303	10,154,716	\$85,687,885	\$4,299,999	\$4,000,000	\$2,998,000

**Table 2.3 - SRTP Route Statistics**

Riverside Transit Agency -- 7

FY 2021/22

All Routes

Performance Indicators												
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-0	All Days	(\$1,300,000)										
RTA-1	All Days	\$10,938,227	\$178.33	\$16.78	\$10.58	5.85%	\$9.96	\$1.57	\$167.88	\$15.80	16.86	1.59
RTA-10	All Days	\$1,485,354	\$178.33	\$15.76	\$25.94	2.38%	\$25.32	\$4.00	\$174.07	\$15.39	6.87	0.61
RTA-101	All Days	\$0										
RTA-11	All Days	\$1,172,507	\$178.33	\$15.26	\$31.39	1.97%	\$30.77	\$4.85	\$174.82	\$14.96	5.68	0.49
RTA-12	All Days	\$2,420,995	\$178.32	\$15.28	\$18.30	3.38%	\$17.68	\$2.78	\$172.29	\$14.76	9.75	0.83
RTA-13	All Days	\$2,151,426	\$178.32	\$15.34	\$16.07	3.85%	\$15.45	\$2.44	\$171.46	\$14.75	11.10	0.95
RTA-14	All Days	\$1,794,558	\$178.33	\$13.05	\$18.84	3.28%	\$18.22	\$2.88	\$172.47	\$12.62	9.47	0.69
RTA-15	All Days	\$3,511,024	\$178.32	\$16.49	\$17.91	3.45%	\$17.29	\$2.72	\$172.16	\$15.92	9.96	0.92
RTA-16/16E	All Days	\$4,110,621	\$178.32	\$15.98	\$12.49	4.95%	\$11.87	\$1.88	\$169.49	\$15.19	14.28	1.28
RTA-18	All Days	\$755,168	\$178.31	\$17.84	\$44.34	1.39%	\$43.72	\$6.90	\$175.82	\$17.59	4.02	0.40
RTA-19	All Days	\$7,111,663	\$178.33	\$13.94	\$16.66	3.71%	\$16.05	\$2.52	\$171.70	\$13.42	10.70	0.84
RTA-19C	All Days	\$44,349	\$125.16	\$18.16	\$133.00	0.46%	\$132.39	\$14.92	\$124.58	\$18.07	0.94	0.14
RTA-20	All Days	\$2,480,086	\$178.32	\$11.89	\$21.81	2.83%	\$21.19	\$3.35	\$173.26	\$11.56	8.18	0.55
RTA-200	All Days	\$2,432,005	\$178.33	\$6.80	\$36.51	1.69%	\$35.89	\$1.19	\$175.30	\$6.69	4.88	0.19
RTA-202	All Days	\$0										
RTA-202D	All Days	\$0										
RTA-204D	All Days	\$1,002,373	\$178.33	\$8.18	\$50.19	1.23%	\$49.57	\$1.66	\$176.13	\$8.08	3.55	0.16
RTA-205	All Days	\$361,321	\$178.33	\$5.47	\$33.77	1.83%	\$33.15	\$1.11	\$175.06	\$5.37	5.28	0.16
RTA-206D	All Days	\$451,519	\$178.33	\$8.50	\$45.25	1.36%	\$44.63	\$1.50	\$175.89	\$8.38	3.94	0.19
RTA-208	All Days	\$0										
RTA-208D	All Days	\$500,472	\$178.30	\$7.72	\$35.29	1.75%	\$34.67	\$1.16	\$175.17	\$7.58	5.05	0.22
RTA-21	All Days	\$709,361	\$178.34	\$17.55	\$22.73	2.72%	\$22.11	\$3.47	\$173.48	\$17.07	7.85	0.77
RTA-217	All Days	\$0										
RTA-217D	All Days	\$0										
RTA-22	All Days	\$2,635,268	\$178.32	\$11.39	\$20.64	2.99%	\$20.03	\$3.15	\$172.97	\$11.05	8.64	0.55
RTA-23	All Days	\$1,412,539	\$125.14	\$8.97	\$37.35	1.65%	\$36.73	\$4.05	\$123.06	\$8.82	3.35	0.24
RTA-24	All Days	\$1,080,144	\$125.15	\$9.67	\$32.81	1.88%	\$32.19	\$3.52	\$122.79	\$9.48	3.81	0.29
RTA-27	All Days	\$1,940,768	\$178.33	\$8.78	\$25.84	2.39%	\$25.22	\$3.96	\$174.06	\$8.57	6.90	0.34
RTA-28	All Days	\$4,376,822	\$178.32	\$10.47	\$22.77	2.71%	\$22.15	\$3.48	\$173.48	\$10.19	7.83	0.46
RTA-29	All Days	\$1,785,962	\$178.32	\$12.01	\$22.57	2.74%	\$21.95	\$3.45	\$173.43	\$11.68	7.90	0.53
RTA-3	All Days	\$580,965	\$125.15	\$9.78	\$12.02	5.14%	\$11.40	\$1.13	\$118.71	\$9.28	10.41	0.81
RTA-30	All Days	\$501,378	\$125.13	\$9.27	\$29.39	2.10%	\$28.78	\$3.23	\$122.50	\$9.08	4.26	0.32
RTA-31	All Days	\$1,660,514	\$125.14	\$6.16	\$30.62	2.02%	\$30.00	\$3.32	\$122.61	\$6.03	4.09	0.20
RTA-32	All Days	\$517,856	\$125.15	\$10.86	\$17.56	3.52%	\$16.94	\$1.87	\$120.74	\$10.48	7.13	0.62
RTA-33	All Days	\$245,527	\$125.14	\$9.86	\$31.80	1.94%	\$31.19	\$3.49	\$122.70	\$9.67	3.93	0.31

**Table 2.3 - SRTP Route Statistics**

Riverside Transit Agency -- 7

FY 2021/22

All Routes

Performance Indicators												
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-3D	All Days	\$0										
RTA-40	All Days	\$0										
RTA-41C	All Days	\$532,219	\$125.14	\$6.67	\$31.98	1.93%	\$31.36	\$3.51	\$122.72	\$6.54	3.91	0.21
RTA-41D	All Days	\$0										
RTA-42	All Days	\$234,230	\$125.17	\$9.10	\$20.00	3.09%	\$19.38	\$2.13	\$121.30	\$8.82	6.26	0.45
RTA-44	All Days	\$639,018	\$125.14	\$10.46	\$11.16	5.54%	\$10.54	\$1.17	\$118.21	\$9.88	11.21	0.94
RTA-49	All Days	\$1,665,540	\$178.33	\$14.24	\$11.18	5.53%	\$10.56	\$1.66	\$168.46	\$13.46	15.95	1.27
RTA-50	All Days	\$142,623	\$125.16	\$19.86	\$294.09	51.26%	\$143.34	\$16.49	\$61.00	\$9.68	0.43	0.07
RTA-51	All Days	\$32,490	\$125.16	\$11.86	\$10.80	85.25%	\$1.59	\$0.18	\$18.45	\$1.75	11.59	1.10
RTA-52	All Days	\$0										
RTA-54	All Days	\$0										
RTA-55	All Days	\$84,380	\$125.14	\$10.16	\$6.70	17.06%	\$5.56	\$0.64	\$103.79	\$8.42	18.67	1.52
RTA-61	All Days	\$1,496,318	\$125.15	\$7.24	\$30.38	2.03%	\$29.76	\$3.31	\$122.60	\$7.10	4.12	0.24
RTA-74	All Days	\$1,392,890	\$125.14	\$7.08	\$22.51	2.74%	\$21.89	\$2.43	\$121.70	\$6.89	5.56	0.31
RTA-79	All Days	\$1,361,284	\$125.15	\$7.78	\$27.80	2.22%	\$27.18	\$3.01	\$122.36	\$7.61	4.50	0.28
RTA-8	All Days	\$1,540,918	\$125.14	\$7.99	\$21.82	2.83%	\$21.20	\$2.33	\$121.59	\$7.76	5.74	0.37
RTA-9	All Days	\$586,800	\$125.13	\$6.37	\$19.05	3.24%	\$18.43	\$2.03	\$121.06	\$6.16	6.57	0.33
RTA-HEMDAR	All Days	\$1,763,045	\$135.90	\$7.43	\$93.77	0.66%	\$93.15	\$7.57	\$135.01	\$7.38	1.45	0.08
RTA-HemTax	All Days	\$0										
RTA-MICRO	All Days	\$512,332	\$131.57	\$11.94	\$10.59	5.66%	\$9.99	\$1.11	\$124.11	\$11.27	12.42	1.13
RTA-MTMDAR	All Days	\$2,524,616	\$135.90	\$7.80	\$93.77	0.65%	\$93.15	\$7.57	\$135.01	\$7.75	1.45	0.08
RTA-MTMTax	All Days	\$0										
RTA-NonDAR	All Days	\$207,697	\$135.94	\$6.40	\$93.76	0.66%	\$93.14	\$7.57	\$135.04	\$6.36	1.45	0.07
RTA-NonTax	All Days	\$0										
RTA-RSBDAR	All Days	\$7,800,714	\$135.90	\$7.58	\$93.77	0.66%	\$93.15	\$7.57	\$135.00	\$7.53	1.45	0.08
RTA-RSBTax	All Days	\$0										
		\$81,387,886	\$159.11	\$10.70	\$19.88	13.18%	\$18.88	\$2.47	\$151.12	\$10.16	8.00	0.54



**RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024**

**Table 3 Highlights**

Type	FY2017/2018 Audited	FY2018/2019 Audited	FY2019/2020 Audited	FY2020/21 Estimated (Based on 3rd Qtr actuals and annualized)	FY2021/22 Planned
System-Wide Ridership	8,583,410	8,702,284	6,977,955	2,997,476	4,309,863
Operating cost per revenue hours	\$90.94	\$97.25	\$110.31	\$148.49	\$159.11

**Recent Trends:**

When the COVID-19 pandemic started in 2020, RTA had to quickly adjust to respond to drastic changes in ridership, revenues and requirements to ensure the safety of employees and riders. RTA focused on adjusting service levels to ensure long-term sustainability for the Agency while meeting the limited demand for essential trips. On April 5, 2020, RTA reduced service levels to seven-day Sunday service, plus additional peak CommuterLink service for all FY21. In October 2020, RTA contracted with Transportation Management & Design (TMD) to complete a Service Reduction Plan which evaluated RTA's transit network and created a more efficient and sustainable system by modifying underperforming and/or duplicative routes and trips.

FY21 saw the following service changes:

- No service on major holidays – New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
- Route 24: Alternate routing that serves the Temecula Library was discontinued.
- Route 26: Discontinued service due to low ridership.
- Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler were discontinued.
- Route 28: Discontinued the 5:05 a.m. weekend westbound trip departing Hemet Valley Mall.
- Route 30: West loop was discontinued.
- Route 32: Discontinued the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street.
- Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley were discontinued.
- Route 50: Reinstatement of service on March 1, 2021.
- Route 210: Discontinued service due to low ridership.
- Implementation of sweeper bus service on directly operated routes 1, 15, 16, 19, 28 and 200 and as needed on contract operated routes 8, 32, 42, 74 and 79.

The following changes were made in May 2021 as part of the Service Reduction Plan:

- Route 1: The portion of this route in Corona between the Smith and 6th timepoint and West Corona Metrolink Station was discontinued.
- Route 15: A portion of this route on Indiana Avenue from La Sierra Avenue to Merced Drive and Magnolia Avenue was discontinued along with the portion on Magnolia Avenue from La Sierra Avenue to Galleria at Tyler Mall.
- Route 18: The portion of this route between the Moreno Valley Mall and Moreno Valley College was discontinued.
- Route 21: The portion of this route between the Pedley Metrolink Station and Banana and Cherry timepoint in Fontana was discontinued.
- Route 40: This route, which serves Canyon Lake and Menifee, is temporarily discontinued until demand returns.
- Route 204: Northbound trips departing the Market and University timepoint at 4:20 a.m., 5:55 a.m. and the UCR at Bannockburn timepoint at 2:55 p.m., 3:45 p.m. and 6:13 p.m. were discontinued. The southbound trips departing the Montclair TransCenter at 5:25 a.m., 7:04 a.m., 4:17 p.m., 5:12 p.m. and 7:36 p.m. were discontinued. Service frequency was reduced to match ridership levels.
- Route 205: The portion of this route between the Corona Transit Center and Village at Orange was discontinued.
- Route 206: Service frequency was reduced to match ridership levels. Northbound trips departing the Promenade Mall timepoint at 4:17 a.m., 5:09 a.m., 5:48 a.m., 4:41 p.m. and 6:30 p.m. trips were discontinued. Southbound trips departing the Corona Transit Center timepoint at 6:25 a.m., 7:12 a.m., 5:09 p.m. and 5:50 p.m. were discontinued.
- Route 208: This route, which connects Temecula and Riverside, is temporarily discontinued.

**Proposed Service Changes for FY 2022:**

With ridership levels down by 70 percent, RTA plans to continue seven-day Sunday service with select CommuterLink service into FY22. As businesses reopen and schools return to in-person sessions, RTA plans to incrementally increase service on its top 10 performing routes and reinstate subsidized routes 51 and 55. Additional changes will be made in the Hemet – San Jacinto area as part of the Service Reduction Plan that was approved in January 2021. These include the discontinuation/adjustment of six routes and the planning of a new circulator and Microtransit Pilot Program. The Microtransit Pilot Program is being studied and staff aims to release a Request for Proposals (RFP) in FY22, with contract award and service delivery plan subject to Board approval. Other service improvements could occur should demand return during FY22.



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 3 Highlights**

The following service changes listed below are planned for FY22. Actual implementation of these adjustments is dependent on COVID-19 pandemic developments and ridership.

- September 2021 service changes:
  - Increase service on routes 1, 15, 16, 19 and 28 to 80 percent of January 2020 (pre-COVID) service levels.
  - Route 51: Reinstate service.
  - Route 55: Reinstate service.
- January 2022 service changes:
  - Increase service on routes 12, 13, 20, 22 and 49 to 65 percent of January 2020 (pre-COVID) service levels.
  - Implementation of the Microtransit Pilot Program: New pilot program allowing customers traveling within the Hemet and San Jacinto microtransit zone to request a ride using an app or by calling RTA. Customers can be picked and dropped off at existing bus stops within the two cities. Implementation of the Microtransit Pilot Program is contingent upon RTA Board approval.
  - Route 31: Portion of this route between Mt. San Jacinto College (MSJC) and the Hemet Valley mall will be serviced by the new Route 44 circulator.
  - Route 32: This route, which currently serves Hemet and San Jacinto, will be replaced by the microtransit program pending Board approval.
  - Route 33: This route, which currently serves Hemet, will be replaced by the microtransit program pending Board approval.
  - Route 42: This route, which currently serves Hemet and San Jacinto, will be replaced by the microtransit program pending Board approval.
  - Route 44: New circulator that connects Hemet Valley Mall with MSJC with stops along State Street, San Jacinto Avenue, Oakland Avenue and Ramona Boulevard. Stops will be served every 30 minutes.
  - Route 74: The section of this route between MSJC and Hemet Valley Mall will be serviced by the new Route 44 circulator.
  - Route 79: The section of this route between MSJC and Hemet Valley Mall will be serviced by the new Route 44 circulator.

**Operating Budget (\$85,687,886):**

- Increase of 4% over FY21 budget. Variance analysis by major cost element is provided below:
  - Salaries and Benefits - flat as cost increases were offset by attrition.
  - Purchased Transportation - 1% increase due to increase in DAR demand.
  - Services - 15% increase due to increased security services.
  - Insurance - 51% increase due to large increases in insurance premiums.
  - Materials & Supplies - 3% increase due to increased inventory parts and fuel expenses.

**Capital Budget (\$20,698,210):**

- Increase of 690% over FY21 budget. Capital projects included in this year's budget are provided below:
  - Additional funding for 70 new CNG buses - \$10.1 million
  - Central Operations & Maintenance Facility re-programming to CNG bus purchase - \$0.0 million
  - Additional funding to replace Agency fareboxes - \$3.0 million
  - Additional funding for Vine Street Mobility Hub - \$3.3 million
  - Tire Lease - \$0.3 million
  - Bus Stop Improvements - \$0.7 million
  - Facility Maintenance - \$3.0
  - Sustainability Study - \$0.2 million



Table 4.0 - Summary of Funding Requests - FY 2021/22

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 HS ARPA	5307 LALB ARPA	5307 LALB CRRSAA	5307 MTM ARPA	5307 RS	5307 RS ARPA	5310 OB	5311	5311 CARES OB	5311 CRRSAA	5339 HS	5339 LALB	5339 MTM	5339 RS
ADA Complementary Paratransit Service	\$2,250,000						\$1,800,000									
Advertising Revenue																
Call Center	\$285,000								\$285,000							
Capital Cost of Contracting	\$5,000,000						\$4,000,000									
Capitalized Preventive Maintenance	\$5,625,000						\$4,500,000									
CNG Sales	\$100,000															
CommuterLink	\$2,000,000															
General Farebox Revenue	\$3,000,000															
Investment Income	\$100,000															
LCFS Credits	\$500,000															
Mobile Ticketing	\$48,000															
Operating Assistance	\$62,963,219	\$3,487,814	\$253,166	\$452,439	\$277,242	\$900,366		\$27,283,482		\$524,716	\$113,781	\$1,387,218				
RINs Credits	\$600,000															
Route 1 Weekend Improvements	\$266,667															
Welcome Back Riders Promotion	\$1,200,000															
Youth Fare Promotion	\$1,750,000															
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total Operating	\$85,687,886	\$3,487,814	\$253,166	\$452,439	\$277,242	\$900,366	\$10,300,000	\$27,283,482	\$285,000	\$524,716	\$113,781	\$1,387,218	\$0	\$0	\$0	\$0

Capital																
Project	Total Amount of Funds	5307 HS	5307 HS ARPA	5307 LALB ARPA	5307 LALB CRRSAA	5307 MTM ARPA	5307 RS	5307 RS ARPA	5310 OB	5311	5311 CARES OB	5311 CRRSAA	5339 HS	5339 LALB	5339 MTM	5339 RS
FY16-5 Central O&M Facility	<del>\$-12,302,658</del>															
FY22-1 Capitalized Tire Lease - FY22-1	\$300,000						\$240,000									
FY22-2 Associated Transit Improvements - FY22-2	\$520,000						\$416,000									
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY22-3	\$2,999,195															
FY22-4 CNG Bus Replacement - FY22-4	\$22,454,702												\$485,973	\$15,339	\$618,429	\$1,732,303
FY22-5 AHSC Bus Stop Improvements - FY22-5	\$175,000															
FY22-6 Vine Street Mobility Hub - FY22-6	\$3,335,471															
FY22-7 Sustainability and ZEB Route Plan - FY22-7	\$216,500															
FY22-8 Fareboxes - FY22-8	\$3,000,000															
Sub-total Capital	\$20,698,210	\$0	\$0	\$0	\$0	\$0	\$656,000	\$0	\$0	\$0	\$0	\$0	\$485,973	\$15,339	\$618,429	\$1,732,303
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$106,386,096	\$3,487,814	\$253,166	\$452,439	\$277,242	\$900,366	\$10,956,000	\$27,283,482	\$285,000	\$524,716	\$113,781	\$1,387,218	\$485,973	\$15,339	\$618,429	\$1,732,303





Table 4.0 - Summary of Funding Requests - FY 2021/22  
Riverside Transit Agency  
Original

Operating																
Project	Total Amount of Funds	AHSC	CMAQ OB	FARE	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	OTHR ST	PTMISEA	SGR PUC99313	SGR PUC99314
ADA Complementary Paratransit Service	\$2,250,000								\$450,000							
Advertising Revenue																
Call Center	\$285,000															
Capital Cost of Contracting	\$5,000,000								\$1,000,000							
Capitalized Preventive Maintenance	\$5,625,000								\$1,125,000							
CNG Sales	\$100,000											\$100,000				
CommuterLink	\$2,000,000										\$2,000,000					
General Farebox Revenue	\$3,000,000			\$3,000,000												
Investment Income	\$100,000				\$100,000											
LCFS Credits	\$500,000											\$500,000				
Mobile Ticketing	\$48,000					\$48,000										
Operating Assistance	\$62,963,219								\$26,282,995	\$2,000,000						
RINs Credits	\$600,000											\$600,000				
Route 1 Weekend Improvements	\$266,667		\$200,000						\$66,667							
Welcome Back Riders Promotion	\$1,200,000						\$975,113	\$224,887								
Youth Fare Promotion	\$1,750,000					\$1,750,000										
Sub-total Operating	\$85,687,886	\$0	\$200,000	\$3,000,000	\$100,000	\$1,798,000	\$975,113	\$224,887	\$28,924,662	\$2,000,000	\$2,000,000	\$1,200,000	\$0	\$0	\$0	\$0
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Capital																
Project	Total Amount of Funds	AHSC	CMAQ OB	FARE	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	MA IB	OTHR LCL	OTHR ST	PTMISEA	SGR PUC99313	SGR PUC99314
FY16-5 Central O&M Facility	<del>\$-12,302,658</del>													<del>\$-12,302,658</del>		
FY22-1 Capitalized Tire Lease - FY22-1	\$300,000															
FY22-2 Associated Transit Improvements - FY22-2	\$520,000															
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY22-3	\$2,999,195														\$1,934,712	\$189,322
FY22-4 CNG Bus Replacement - FY22-4	\$22,454,702													\$12,302,658		
FY22-5 AHSC Bus Stop Improvements - FY22-5	\$175,000	\$175,000														
FY22-6 Vine Street Mobility Hub - FY22-6	\$3,335,471	\$3,335,471														
FY22-7 Sustainability and ZEB Route Plan - FY22-7	\$216,500								\$32,475				\$184,025			
FY22-8 Fareboxes - FY22-8	\$3,000,000															
Sub-total Capital	\$20,698,210	\$3,510,471	\$0	\$0	\$0	\$0	\$0	\$0	\$32,475	\$0	\$0	\$0	\$184,025	\$0	\$1,934,712	\$189,322
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$106,386,096	\$3,510,471	\$200,000	\$3,000,000	\$100,000	\$1,798,000	\$975,113	\$224,887	\$28,957,137	\$2,000,000	\$2,000,000	\$1,200,000	\$184,025	\$0	\$1,934,712	\$189,322

FY 2021/22 Projected Funding Details																
Total Estimated Operating Funding Request	\$85,687,886															



Table 4.0 - Summary of Funding Requests - FY 2021/22

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	STA PUC99313	STA PUC99314													
ADA Complementary Paratransit Service	\$2,250,000															
Advertising Revenue																
Call Center	\$285,000															
Capital Cost of Contracting	\$5,000,000															
Capitalized Preventive Maintenance	\$5,625,000															
CNG Sales	\$100,000															
CommuterLink	\$2,000,000															
General Farebox Revenue	\$3,000,000															
Investment Income	\$100,000															
LCFS Credits	\$500,000															
Mobile Ticketing	\$48,000															
Operating Assistance	\$62,963,219															
RINs Credits	\$600,000															
Route 1 Weekend Improvements	\$266,667															
Welcome Back Riders Promotion	\$1,200,000															
Youth Fare Promotion	\$1,750,000															
Sub-total Operating	\$0	\$0	\$0													
Sub-total Operating	\$85,687,886	\$0	\$0													

Capital																
Project	Total Amount of Funds	STA PUC99313	STA PUC99314													
FY16-5 Central O&M Facility	<del>\$-12,302,658</del>															
FY22-1 Capitalized Tire Lease - FY22-1	\$300,000	\$60,000														
FY22-2 Associated Transit Improvements - FY22-2	\$520,000	\$104,000														
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY22-3	\$2,999,195	\$875,161														
FY22-4 CNG Bus Replacement - FY22-4	\$22,454,702	\$5,750,643	\$1,549,357													
FY22-5 AHSC Bus Stop Improvements - FY22-5	\$175,000															
FY22-6 Vine Street Mobility Hub - FY22-6	\$3,335,471															
FY22-7 Sustainability and ZEB Route Plan - FY22-7	\$216,500															
FY22-8 Fareboxes - FY22-8	\$3,000,000	\$3,000,000														
Sub-total Capital	\$20,698,210	\$9,789,804	\$1,549,357													
Total Operating & Capital	\$0	\$0	\$0													
Total Operating & Capital	\$106,386,096	\$9,789,804	\$1,549,357													



Table 4.0 - Summary of Funding Requests - FY 2021/22

Riverside Transit Agency

Original

FY 2021/22 Projected Funding Details		
5307 HS	\$3,487,814	
5307 HS ARPA	\$253,166	
5307 LALB ARPA	\$452,439	
5307 LALB CRRSAA	\$277,242	
5307 MTM ARPA	\$900,366	
5307 RS	\$10,300,000	
5307 RS ARPA	\$27,283,482	
5310 OB	\$285,000	
5311	\$524,716	
5311 CARES OB	\$113,781	
5311 CRRSAA	\$1,387,218	
CMAQ OB	\$200,000	
FARE	\$3,000,000	
INT	\$100,000	
LCTOP OB	\$1,798,000	
LCTOP PUC99313	\$975,113	
LCTOP PUC99314	\$224,887	
LTF	\$28,924,662	
MA CTSA	\$2,000,000	
MA IB	\$2,000,000	
OTHR LCL	\$1,200,000	
5307 RS	\$656,000	
5339 HS	\$485,973	
5339 LALB	\$15,339	
5339 MTM	\$618,429	
5339 RS	\$1,732,303	
AHSC	\$3,510,471	
LTF	\$32,475	
OTHR ST	\$184,025	
PTMISEA	\$0	
SGR PUC99313	\$1,934,712	
SGR PUC99314	\$189,322	
STA PUC99313	\$9,789,804	
STA PUC99314	\$1,549,357	
Total Estimated Capital Funding Request	\$20,698,210	
Total Funding Request	\$106,386,096	



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-1

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-1 Capitalized Tire Lease

**Category:** Bus

**Sub-Category:** Parts

**Fuel Type:** CNG

**Project Description:** Funds for bus tires.

**Project Justification:** Tires are a critical part of providing safe, reliable transportation.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2024

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2021/22	\$240,000
STA PUC99313	FY 2021/22	\$60,000
Total		\$300,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-2

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-2 Associated Transit Improvements

**Category:** Bus Stop

**Sub-Category:** Rehabilitation/Improvement

**Project Description:** Associated Transit Improvements, Bus Stops, Shelters

**Project Justification:** These funds will continue to ensure bus stops and amenities are kept in a state of good repair.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2021/22	\$416,000
STA PUC99313	FY 2021/22	\$104,000
Total		\$520,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-3

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Project Description:** Funds to be used for replacement/enhancements of facilities and/or equipment.

**Project Justification:** Funds are necessary to ensure RTA facilities and equipment are kept in good working order .

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2024

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$1,934,712
SGR PUC99314	FY 2021/22	\$189,322
STA PUC99313	FY 2021/22	\$875,161
Total		\$2,999,195

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-4

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-4 CNG Bus Replacement

**Category:** Bus

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Funding to replace a portion (70) of the 40 foot bus fleet as part of the Agency's Zero Emission Bus (ZEB) rollout plan.

**Project Justification:** Replacing a portion (70) of the Agency's CNG 40 foot bus fleet is a critical step towards ensuring the Agency can follow its ZEB Rollout Plan and ultimately comply with CARB requirements.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2024

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 HS	FY 2021/22	\$485,973
5339 LALB	FY 2021/22	\$15,339
5339 MTM	FY 2021/22	\$618,429
5339 RS	FY 2021/22	\$1,732,303
PTMISEA	FY 2021/22	\$12,302,658
STA PUC99313	FY 2021/22	\$5,750,643
STA PUC99314	FY 2021/22	\$1,549,357
Total		\$22,454,702

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-5

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-5 AHSC Bus Stop Improvements

**Category:** Bus Stop

**Sub-Category:** Rehabilitation/Improvement

**Project Description:** Funding to provide improved amenities for certain identified bus stop locations.

**Project Justification:** Improved bus stop amenities enhance the experience for our customers.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
AHSC	FY 2021/22	\$175,000
Total		\$175,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description





**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-6

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-6 Vine Street Mobility Hub

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Project Description:** Funds necessary to continue to develop and ultimately build the Vine Street Mobility Hub .

**Project Justification:** The Vine Street Mobility Hub will be a critical transfer point and key piece to the Agency's service plan in the Downtown Riverside area for years to come.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
AHSC	FY 2021/22	\$3,335,471
Total		\$3,335,471

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-7

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-7 Sustainability and ZEB Route Plan

**Category:** Planning/Feasibility

**Sub-Category:** Study

**Project Description:** Plan will help structure routes in a way that aligns with sustainability at various service levels as well as in the ZEB landscape.

**Project Justification:** Planning for sustainability and ZEB as we come out of the post-COVID era will be key to RTA's success long-term.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LTF	FY 2021/22	\$32,475
OTHR ST	FY 2021/22	\$184,025
Total		\$216,500

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**FY 2021/22 SRTP**  
**Riverside Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** FY22-8

**FTIP No:** Not Assigned - New Project

**Project Name:** FY22-8 Fareboxes

**Category:** Equipment

**Sub-Category:** Replacement

**Fuel Type:** CNG

**Project Description:** Additional funds to fully fund replacing the current fixed-route fareboxes. These funds plus funds already programmed will be needed to replace all of the fareboxes.

**Project Justification:** The fareboxes have not been replaced in well over a decade. Technology has improved greatly and we are searching for a complete solution that improves upon contactless technology.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2024

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$3,000,000
Total		\$3,000,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 4B Fare Revenue Calculation**

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2019/20 Audit	FY2020/21 Estimated	FY2021/22 Plan
1	Passenger Fares	9,320,568	2,750,000	3,000,000
2	Measure A	3,263,300	175,000	4,000,000
3	LCTOP	1,489,114	1,300,000	2,998,000
4	Sale of CNG	103,765	150,000	100,000
5	RINs/LCFS Revenue	1,201,930	1,380,000	1,100,000
6	Shelter Advertising Rev	12,150	2,000	0
7	Gain/(Loss) on Assets	2,021	0	0
8	Investment Income	1,084,037	140,000	100,000
9	Lease Revenue	67,868	62,000	0
10	Bridge Service, Other	26,887	88,000	0
11	Exempt Routes	(762,073)		
	<b>Total Revenue (1-11)</b>	<b>\$15,809,567</b>	<b>\$6,047,000</b>	<b>\$11,298,000</b>
	<b>Total Operating Expense</b>	<b>\$78,761,943</b>	<b>\$82,392,199</b>	<b>\$85,687,886</b>
	<b>Farebox Recovery Ratio</b>	<b>20.07%</b>	<b>7.34%</b>	<b>13.19%</b>



Table 4.1 - Summary of Funding Requests - FY 2022/23

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SGR PUC99313
ADA Complementary Paratransit Service	\$2,000,000		\$2,000,000													
Advertising Revenue	\$5,000														\$5,000	
Call Center																
Capital Cost of Contracting	\$7,000,000			\$7,000,000												
Capitalized Preventive Maintenance	\$7,000,000			\$7,000,000												
CNG Sales	\$250,000														\$250,000	
CommuterLink	\$2,000,000													\$2,000,000		
General Farebox Revenue	\$8,000,000							\$8,000,000								
Investment Income	\$250,000								\$250,000							
LCFS Credits	\$500,000														\$500,000	
LCTOP Project	\$1,200,000										\$1,200,000					
Mobile Ticketing	\$100,000									\$100,000						
Operating Assistance	\$60,310,401	\$3,000,000			\$250,000	\$500,000						\$55,560,401	\$1,000,000			
RINs Credits	\$500,000														\$500,000	
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total Operating	\$89,115,401	\$3,000,000	\$2,000,000	\$14,000,000	\$250,000	\$500,000	\$0	\$8,000,000	\$250,000	\$100,000	\$1,200,000	\$55,560,401	\$1,000,000	\$2,000,000	\$1,255,000	\$0

Capital																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SGR PUC99313
Associated Transit Improvements	\$500,000		\$400,000													
COFR Bus Purchase																
DAR Bus Purchase																
DOFR Bus Purchase	\$20,000,000															
Facility Maintenance	\$2,250,000		\$200,000													\$2,000,000
FY16-5 Central O&M Facility																
FY22-1 Capitalized Tire Lease																
FY22-2 Associated Transit Improvements																
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades																
FY22-4 CNG Bus Replacement																
FY22-5 AHSC Bus Stop Improvements																
FY22-6 Vine Street Mobility Hub																
FY22-7 Sustainability and ZEB Route Plan																
FY22-8 Fareboxes																
IT Equipment																
Relief Vehicles	\$500,000		\$400,000													
Tire Lease	\$250,000		\$200,000													
ZEB Infrastructure	\$5,000,000						\$5,000,000									
Sub-total Capital	\$28,500,000	\$0	\$1,200,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$117,615,401	\$3,000,000	\$3,200,000	\$14,000,000	\$250,000	\$500,000	\$5,000,000	\$8,000,000	\$250,000	\$100,000	\$1,200,000	\$55,560,401	\$1,000,000	\$2,000,000	\$1,255,000	\$2,000,000

FY 2022/23 Projected Funding Details																
Total Estimated Operating Funding Request	\$89,115,401															



Table 4.1 - Summary of Funding Requests - FY 2022/23  
Riverside Transit Agency  
Original

Operating																
Project	Total Amount of Funds	STA PUC99313														
ADA Complementary Paratransit Service	\$2,000,000															
Advertising Revenue	\$5,000															
Call Center																
Capital Cost of Contracting	\$7,000,000															
Capitalized Preventive Maintenance	\$7,000,000															
CNG Sales	\$250,000															
CommuterLink	\$2,000,000															
General Farebox Revenue	\$8,000,000															
Investment Income	\$250,000															
LCFS Credits	\$500,000															
LCTOP Project	\$1,200,000															
Mobile Ticketing	\$100,000															
Operating Assistance	\$60,310,401															
RINs Credits	\$500,000															
Sub-total Operating	\$0	\$0														
Sub-total Operating	\$89,115,401	\$0														

Capital																
Project	Total Amount of Funds	STA PUC99313														
Associated Transit Improvements	\$500,000	\$100,000														
COFR Bus Purchase																
DAR Bus Purchase																
DOFR Bus Purchase	\$20,000,000	\$20,000,000														
Facility Maintenance	\$2,250,000	\$50,000														
FY16-5 Central O&M Facility																
FY22-1 Capitalized Tire Lease																
FY22-2 Associated Transit Improvements																
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades																
FY22-4 CNG Bus Replacement																
FY22-5 AHSC Bus Stop Improvements																
FY22-6 Vine Street Mobility Hub																
FY22-7 Sustainability and ZEB Route Plan																
FY22-8 Fareboxes																
IT Equipment																
Relief Vehicles	\$500,000	\$100,000														
Tire Lease	\$250,000	\$50,000														
ZEB Infrastructure	\$5,000,000															
Sub-total Capital	\$28,500,000	\$20,300,000														
Sub-total Capital	\$0	\$0														
Total Operating & Capital	\$117,615,401	\$20,300,000														
Total Operating & Capital	\$0	\$0														



Table 4.1 - Summary of Funding Requests - FY 2022/23  
Riverside Transit Agency  
Original

FY 2022/23 Projected Funding Details		
5307 HS	\$3,000,000	
5307 MTM	\$2,000,000	
5307 RS	\$14,000,000	
5310 OB	\$250,000	
5311	\$500,000	
FARE	\$8,000,000	
INT	\$250,000	
LCTOP OB	\$100,000	
LCTOP PUC99313	\$1,200,000	
LTF	\$55,560,401	
MA CTSA	\$1,000,000	
MA IB	\$2,000,000	
OTHR LCL	\$1,255,000	
5307 MTM	\$1,200,000	
5339 RS	\$5,000,000	
SGR PUC99313	\$2,000,000	
STA PUC99313	\$20,300,000	
Total Estimated Capital Funding Request	\$28,500,000	
Total Funding Request	\$117,615,401	



Table 4.2 - Summary of Funding Requests - FY 2023/24

Riverside Transit Agency

Original

Operating																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5311	5339 RS	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SGR PUC99313	STA PUC99313
ADA Complementary Paratransit Service	\$2,000,000		\$2,000,000													
Advertising Revenue	\$5,000													\$5,000		
Call Center																
Capital Cost of Contracting	\$7,000,000			\$7,000,000												
Capitalized Preventive Maintenance	\$7,000,000			\$7,000,000												
CNG Sales	\$250,000													\$250,000		
CommuterLink	\$2,000,000												\$2,000,000			
General Farebox Revenue	\$10,500,000						\$10,500,000									
Investment Income	\$250,000							\$250,000								
LCFS Credits	\$600,000													\$600,000		
LCTOP Project	\$1,500,000									\$1,500,000						
Mobile Ticketing	\$200,000								\$200,000							
Operating Assistance	\$60,775,017	\$3,500,000			\$550,000						\$54,725,017	\$2,000,000				
RINs Credits	\$600,000													\$600,000		
Sub-total Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total Operating	\$92,680,017	\$3,500,000	\$2,000,000	\$14,000,000	\$550,000	\$0	\$10,500,000	\$250,000	\$200,000	\$1,500,000	\$54,725,017	\$2,000,000	\$2,000,000	\$1,455,000	\$0	\$0

Capital																
Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5311	5339 RS	FARE	INT	LCTOP OB	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SGR PUC99313	STA PUC99313
Associated Transit Improvements	\$500,000		\$400,000													\$100,000
COFR Bus Purchase	\$5,000,000															\$5,000,000
DAR Bus Purchase	\$5,000,000															\$5,000,000
DOFR Bus Purchase	\$20,000,000										\$20,000,000					
Facility Maintenance	\$2,250,000			\$200,000											\$2,000,000	\$50,000
FY16-5 Central O&M Facility																
FY22-1 Capitalized Tire Lease																
FY22-3 Facility, Fuel Stn, Vehicle Enhance/Upgrades																
FY22-4 CNG Bus Replacement																
FY22-6 Vine Street Mobility Hub																
FY22-8 Fareboxes																
IT Equipment	\$500,000		\$400,000													\$100,000
Relief Vehicles																
Tire Lease	\$250,000		\$200,000													\$50,000
ZEB Infrastructure	\$5,000,000					\$5,000,000										
Sub-total Capital	\$38,500,000	\$0	\$1,000,000	\$200,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$2,000,000	\$10,300,000
Sub-total Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating & Capital	\$131,180,017	\$3,500,000	\$3,000,000	\$14,200,000	\$550,000	\$5,000,000	\$10,500,000	\$250,000	\$200,000	\$1,500,000	\$74,725,017	\$2,000,000	\$2,000,000	\$1,455,000	\$2,000,000	\$10,300,000





Table 4.2 - Summary of Funding Requests - FY 2023/24  
Riverside Transit Agency  
Original

FY 2023/24 Projected Funding Details		
5307 HS	\$3,500,000	
5307 MTM	\$2,000,000	
5307 RS	\$14,000,000	
5311	\$550,000	
FARE	\$10,500,000	
INT	\$250,000	
LCTOP OB	\$200,000	
LCTOP PUC99313	\$1,500,000	
LTF	\$54,725,017	
MA CTSA	\$2,000,000	
MA IB	\$2,000,000	
OTHR LCL	\$1,455,000	
Total Estimated Operating Funding Request	\$92,680,017	
5307 MTM	\$1,000,000	
5307 RS	\$200,000	
5339 RS	\$5,000,000	
LTF	\$20,000,000	
SGR PUC99313	\$2,000,000	
STA PUC99313	\$10,300,000	
Total Estimated Capital Funding Request	\$38,500,000	
Total Funding Request	\$131,180,017	



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 4.3 FY16-18 FTA Triennial Review and TDA Triennial Audit**

Agency	Audit Recommendations	Action Taken and Results
FTA	RTA was found compliant across the 21 sections of review. No deficiencies were found in any of the areas of review.	N/A
TDA	Focus efforts on evaluating the commuter ridership market.	<p>-In October 2018, the Agency completed a Market Assessment and Strategic Directions Study that evaluated ridership and identified strategies that can be implemented to encourage additional ridership, including an evaluation of CommuterLink service.</p> <p>-In January 2020, the Agency secured grant funding to add off peak CommuterLink service in response to new residential developments, increasing nontraditional work hours and high travel demand on the main corridors linking south and north of western Riverside County.</p> <p>-The Agency will continue to market the additional service on billboards, Rider Alerts, Rider News, RTA Reader, Ride Guide, RTA website and via social media.</p> <p>-In April 2021, the Agency surveyed Route 200 riders at major transit centers to identify their needs and ensure that service levels meet demand given the current capacity limits of 10 people per 40 foot bus.</p>
TDA	Evaluate plans for RTA facility growth that align with increased transit services in the southern section of the service area.	<p>-The ZEB Rollout Plan was completed and an all-hydrogen fuel cell electric bus (FCEB) fleet was approved by the RTA Board of Directors in November 2020.</p> <p>-With a drastic decrease in ridership due to the pandemic, all facility growth and service increases are on-hold until demand returns.</p> <p>-RTA will continue to evaluate service needs and is completing a study in FY22 to assess whether or not routes need to be modified due to the range limitations associated with current FCEBs when compared to CNG fleets.</p>



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

**Table 4.4 Open Projects Prior to FY2021/2022**

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds	FY22 Programmed Funds	Unfunded Balance
Vine St. Mobility Hub	12-9, 15-11, 16-12	4	1	08/2019 - 05/2023	8,113,422	8,113,422	0	0
Hemet Mobility Hub	16-11, 18-9, 19-8	4	1	01/2017- 12/2030	7,774,612	7,774,612	0	0
Ops&Maint Facility	16-15, 17-9, 19-9	4	2	05/2019 - 09/2045	50,000,000	24,656,289	(12,302,658)	37,646,369
Maint Spare Components	12-7, 13-4, 17-4	7	1	06/2012- 06/2022	1,323,522	1,323,522	0	0
Scheduling Software	13-4, 19-7	5	1	05/2020 - 12/2021	1,800,000	1,800,000	0	0
Associated Transit Improvements	14-5, 16-11, 17-3, 18-4, 19-5, 20-7, 21-7	8	1	09/2018 - 09/2021	3,223,949	3,223,949	0	0
Fareboxes	15-5	3	1	03/2019 - 07/2022	5,598,533	2,598,533	3,000,000	0
Facility Improvements	16-8, 17-7, 18-7, 19-6	4	1	04/2019 - 06/2022	3,105,780	3,105,780	0	0
Information System	16-9, 18-8, 19-7	5	1	02/2019 - 06/2021	1,130,014	1,130,014	0	0
Misc Support Equipment	17-6, 18-6	7	1	07/2019 - 06/2021	48,985	48,985	0	0
Tire Lease	20-6, 21-5	7	1	07/2019 - 06/2023	672,232	672,232	0	0
DAR Vehicles	17-2, 18-2, 20-3	1	1	08/2019 - 12/2023	4,868,687	4,868,687	0	0
COFR Vehicles	19-1, 20-2	1	1	08/2019 - 12/2023	9,137,139	9,137,139	0	0
DO Revenue Vehicles 40ft Bus	19-11, 20-1	1	1	10/2019 - 06/2022	59,647,382	37,192,680	22,454,702	0
Support Vehicles	18-3, 19-3, 20-4, 21-1	2	1	01/2020 - 12/2021	1,455,409	1,455,409	0	0
SGR	19-10, 20-8, 21-8	4	1	Unknown	4,935,976	4,935,976	0	0
<b>16</b>					<b>162,835,642</b>	<b>112,037,229</b>		<b>37,646,369</b>

**Legend**

**Project Elements:**

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY
- 8 Associated Transit Improvements - FY

**Funding Category:**

- 1 Fully Funded
- 2 Partially Funded



RIVERSIDE TRANSIT AGENCY  
SHORT RANGE TRANSIT PLAN  
FY2021/2022 - FY2023/2024

Table 5 Riverside Transit Agency FY 2022 - 2026 TUMF Expenditure Plan

Fiscal Year		Prior Years Expenditures	FY 20-21 Expenditures through 6/30 (estimate)	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost
Forecast Revenues <sup>1</sup>			\$ 1,670,905	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 28,568,048	\$ 1,977,674	\$ 54,354,222
Estimated Carryover (as of 6/30)			\$ 19,418,891	\$ 21,068,048	\$ 19,084,023	\$ 17,480,355	\$ 13,039,462	\$ 4,689,462	TIP Amended June 2017		
									5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Delta
Available Revenues			\$ 21,089,796	\$ 22,568,048	\$ 20,584,023	\$ 18,980,355	\$ 14,539,462	\$ 6,189,462	\$ 28,568,048	\$ 28,568,048	\$ (0)
Funded Expenditures											
	Phase	Project									
RTA-0001	Hemet Mobility Hub	ALL	\$4,275,988	\$184,955	\$ 140	\$ 500,000	\$ 1,500,000	\$ 1,590,893	\$ 500,000	\$ -	\$ 4,275,988
RTA-0003	Promenade Mobility Hub	ALL	\$1,692,797	\$1,423,752	\$ (496,134)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 927,618
RTA-0004	Associated Transit Enhancements Program	ENH	\$1,940,437	\$172,654	\$ -	\$ 300,000	\$ 300,000	\$ 350,000	\$ 350,000	\$ 467,783	\$ 1,940,437
RTA-0005	Long Range Planning	ENH	\$600,000	\$174,565	\$ 13,470	\$ 184,025	\$ 227,940	\$ -	\$ -	\$ 411,965	\$ 600,000
RTA-0007	Vine Street Mobility Hub	ALL	\$3,630,000	\$0	\$ 504,272	\$ 2,500,000	\$ 625,728	\$ -	\$ -	\$ 3,125,728	\$ 3,630,000
RTA-0009	HQTC Improvements (former RapidLink Blue Line)	ENH	\$1,500,000	\$0	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ 1,500,000	\$ 1,500,000
RTA-0010	Regional Operations & Maintenance Facility	ALL	\$30,251,000	\$0	\$ -	\$ 250,000	\$ 500,000	\$ 5,000,000	\$ 1,457,679	\$ 7,207,679	\$ 7,207,679
RTA-0011	San Jacinto Mobility Hub	ALL	\$200,000	\$0	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
RTA-0012	Revenue Vehicle Purchase - ZEBs	ALL	\$10,264,000	\$0	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 4,264,000	\$ 10,264,000	\$ 10,264,000
Total Programmed Capital Improvements									\$ 28,568,048	\$ (1,977,674)	\$ 30,545,722
Annual Capital Funded Expenditure			\$54,354,222	\$1,955,926	\$ 21,748	\$ 3,484,025	\$ 3,103,668	\$ 5,940,893	\$ 9,850,000	\$ 6,189,462	
Projected Funded Balance carryover				\$ 21,068,048	\$ 19,084,023	\$ 17,480,355	\$ 13,039,462	\$ 4,689,462	\$ (0)		

Summary Table										
Fiscal Year	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	5-Year Avail Forecast/Cash	5-Year Programmed	5-Year Balance	
Available Revenue	\$ 21,089,796	\$ 22,568,048	\$ 20,584,023	\$ 18,980,355	\$ 14,539,462	\$ 6,189,462				
Programmed Phases	\$ 21,748	\$ 3,484,025	\$ 3,103,668	\$ 5,940,893	\$ 9,850,000	\$ 6,189,462	\$28,568,048	\$28,568,048	\$0	
Carryover Balance	\$ 21,068,048	\$ 19,084,023	\$ 17,480,355	\$ 13,039,462	\$ 4,689,462	\$ (0)				

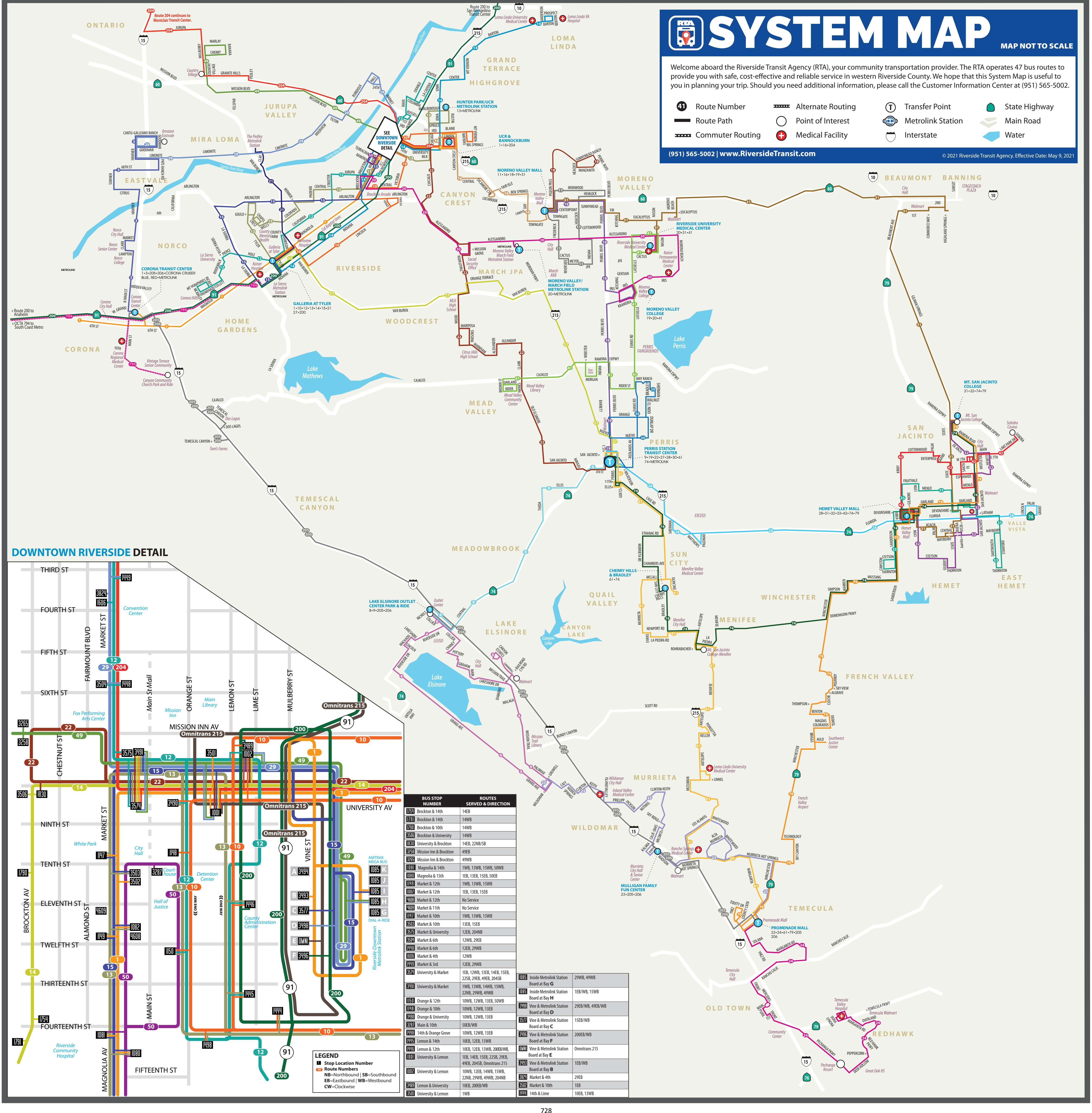
Notes:


1) Revenue increase to 3% for RTA due to Nexus Study, flat revenues for FY22 through FY26.

## **Appendix A:**

### **RTA SYSTEM MAP AND FIXED-ROUTE MAPS**







# SYSTEM MAP

MAP NOT TO SCALE

Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at (951) 565-5002.

41

Route Number

Route Path

Commuter Routing

Alternate Routing

Point of Interest

Medical Facility

Transfer Point

Metrolink Station

Interstate

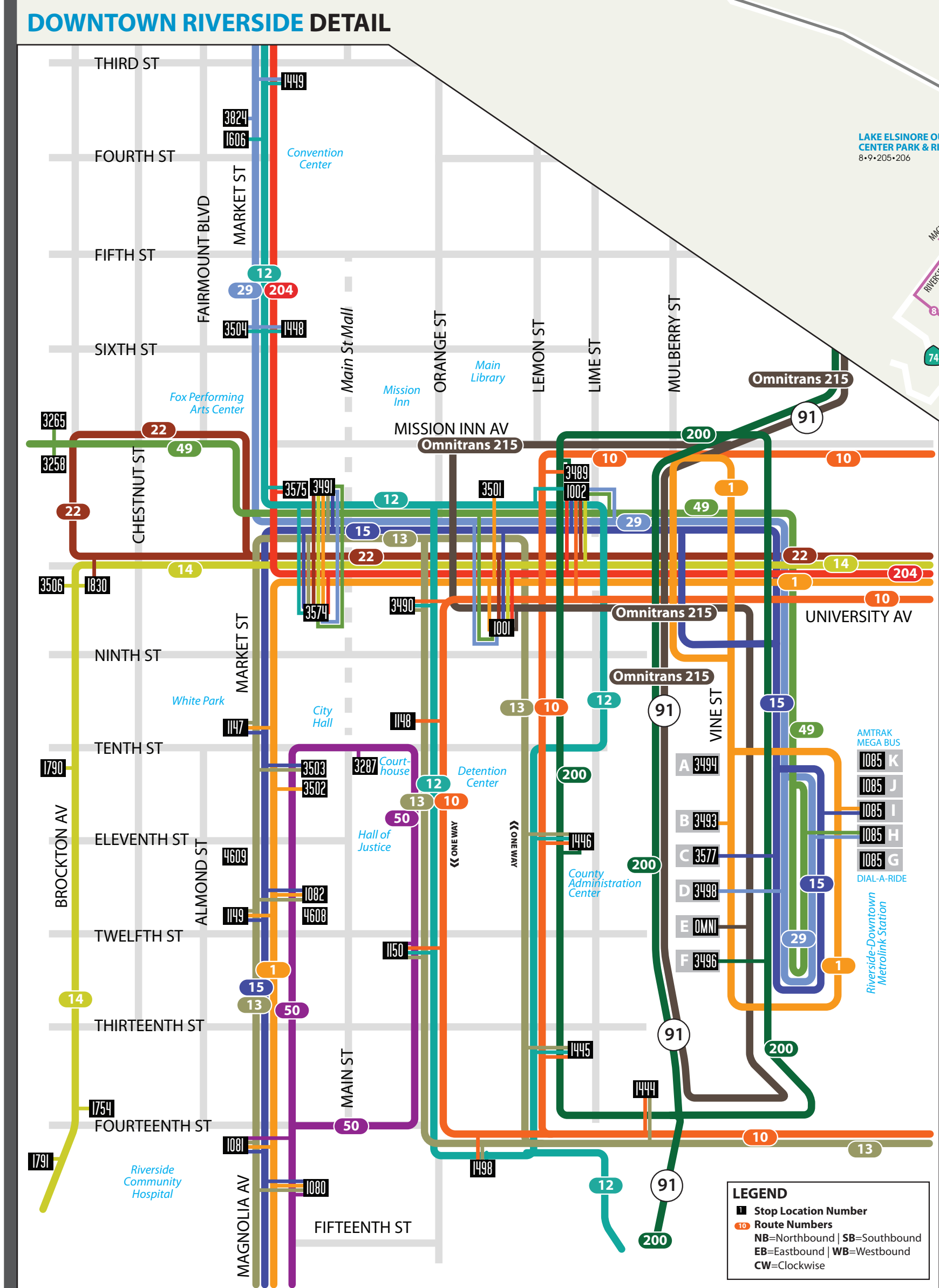
State Highway

Main Road

Water

(951) 565-5002 | [www.RiversideTransit.com](http://www.RiversideTransit.com)

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BUS STOP NUMBER		ROUTES SERVED & DIRECTION	
1751	Brocton & 14th	14EB	
1751	Brocton & 14th	14WB	
1751	Brocton & 10th	14WB	
5505	Brocton & University	14WB	
1021	University & Brocton	14EB, 22NB/SB	
2559	Mission Inn & Brocton	49EB	
2559	Mission Inn & Brocton	49WB	
1101	Magnolia & 14th	1WB, 13WB, 15WB, 50WB	
1101	Magnolia & 15th	1EB, 13EB, 15EB, 50EB	
1149	Market & 12th	1WB, 13WB, 15WB	
1102	Market & 12th	1EB, 13EB, 15EB	
1409	Market & 12th	No Service	
1409	Market & 11th	No Service	
1117	Market & 10th	1WB, 13WB, 15WB	
5503	Market & 10th	13EB, 15EB	
2575	Market & University	12EB, 204NB	
2574	Market & 6th	12WB, 29EB	
1439	Market & 6th	12EB, 29WB	
1439	Market & 4th	12WB	
1439	Market & 3rd	12EB, 29WB	
5526	University & Market	1EB, 12WB, 13EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB	
5520	University & Market	1WB, 13WB, 14WB, 15WB, 22WB, 29WB, 49WB	
1159	Orange & 12th	10WB, 12WB, 13EB, 50WB	
1118	Orange & 10th	10WB, 12WB, 13EB	
2509	Orange & University	10WB, 12WB, 13EB	
2227	Main & 10th	50EB/WB	
1433	14th & Orange Grove	10WB, 12WB, 13EB	
1435	Lemon & 14th	10EB, 12EB, 13WB	
1435	Lemon & 12th	10EB, 12EB, 13WB, 200EB/WB	
1110	University & Lemon	1EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB, Omnitrans 215	
1112	University & Lemon	10WB, 12EB, 14WB, 15WB, 22WB, 29WB, 49WB, 204NB	
5539	Lemon & University	10EB, 200EB/WB	
5530	University & Lemon	1WB	
1085	Inside Metrolink Station Board at Bay G	29WB, 49WB	
1085	Inside Metrolink Station Board at Bay H	1EB/WB, 15WB	
2450	Vine & Metrolink Station Board at Bay D	29EB/WB, 49EB/WB	
2577	Vine & Metrolink Station Board at Bay C	15EB/WB	
2453	Vine & Metrolink Station Board at Bay F	200EB/WB	
OMN	Vine & Metrolink Station Board at Bay E	Omnitrans 215	
2458	Vine & Metrolink Station Board at Bay B	1EB/WB	
3524	Market & 4th	29EB	
3524	Market & 10th	1EB	
1441	14th & Lime	10EB, 13WB	





# RIDE GUIDE

EFFECTIVE MAY 9, 2021 – SEPTEMBER 11, 2021 | EFECTIVO A PARTIR 9 DE MAYO, 2021 – 11 DE SEPTIEMBRE, 2021



LIFE  
IS A  
BUS  
RIDE  
AWAY



(951) 565-5002 | [RiversideTransit.com](https://www.RiversideTransit.com)



729

all buses are accessible to persons with disabilities.  
Todos los autobuses son accesibles a las personas incapacitadas.



## STEPS FOR SAFE TRAVEL

Safety is our number-one priority so please continue to do your part by following these simple steps:



Keep at least six feet away from others. If that's not possible, avoid directly facing each other.



Face masks that cover the mouth and nose are required for all customers and coach operators at transit centers and on board the bus.



Go touch-free. Buy your bus pass using the Token Transit app.



You may verbally request a stop instead of pushing the stop request signal.



Practice frequent handwashing and use hand sanitizer.



Say goodbye to paper. Download the contact-free digital Ride Guide at [RiversideTransit.com](https://www.RiversideTransit.com).





## PASOS PARA UN VIAJE SEGURO

La seguridad es nuestra prioridad número uno, así que continúe haciendo su parte siguiendo estos simples pasos:



Mantener al menos seis pies de distancia de los demás. Si eso no es posible, evite enfrentarse directamente.



Se requieren máscaras faciales que cubran la boca y la nariz para todos los clientes y operadores de autobuses en los centros de tránsito y a bordo del autobús.



Vaya sin tocar. Compre su próximo pase de autobús usando la aplicación Token Transit.



Puede solicitar verbalmente su parada cuando se acerque en lugar de presionar la señal de solicitud de parada.



Practique lavarse las manos con frecuencia y use desinfectante para manos.



Dile adiós al papel. Descargue la guía de viaje digital sin contacto en [RiversideTransit.com](https://www.RiversideTransit.com).



## YOUTH AND COLLEGE STUDENTS RIDE RTA BUSES FOR FREE

Come on and take a free ride. Students at participating colleges simply download a free mobile ticketing app. Youth 18 and under just need to flash a valid ID. With friendly drivers, free Wi-Fi and a safe environment, RTA is a great option for young travelers headed to destinations near and far. Learn more at [RiversideTransit.com](https://RiversideTransit.com) or call us at (951) 565-5002.

**NOW THROUGH SUMMER 2022.**

Toma un paseo gratis. Los estudiantes de las universidades participantes simplemente descargan una aplicación gratis de venta de boletos móvil. Los jóvenes de 18 años o menores solamente necesitan mostrar una identificación válida. Con operadores amistosos, Wi-Fi gratis y un ambiente seguro, RTA es una excelente opción para jóvenes que viajen a destinos cercanos y lejanos. Obtenga más información en [RiversideTransit.com](https://RiversideTransit.com) o llámenos al (951) 565-5002.

**DESDE AHORA HASTA EL VERANO DEL 2022.**

# WELCOME ABOARD!

## BIENVENIDOS ABORDO!

### STAY INFORMED | MANTENTE INFORMADO



[RiversideTransit.com](http://RiversideTransit.com) - We recommend checking our website for service updates as your travel plans could be affected by temporary route and trip suspensions.

[RiversideTransit.com](http://RiversideTransit.com) - Recomendamos que visite nuestro sitio web para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.



[iAlerts](#) - Get email rider alerts and news delivered directly to your mobile device or computer. Sign up free under the Newsroom section on our website.

[iAlerts](#) - Reciba alertas y noticias por correo electrónico directamente en su dispositivo móvil o computadora. Regístrese gratis en la sección de Noticias en nuestro sitio web.



BusWatch & Transit App - Track your bus and get real-time bus information by downloading the BusWatch or Transit apps or by visiting [RTABus.com](http://RTABus.com).

Aplicación BusWatch & Transit - Rastrea tu autobús y obtén información en tiempo real descargando las aplicaciones BusWatch o Transit o visitando [RTABus.com](http://RTABus.com).



[Facebook](#), [Twitter](#), [Instagram](#), [YouTube](#) - Join us on social media. | Únete a nosotros en las redes sociales.



Customer Information Center - [\(951\) 565-5002](tel:9515655002). The information center is open from 6 a.m. to 10 p.m. weekdays, and 8 a.m. to 10 p.m. weekends.

Centro de información al cliente - [\(951\) 565-5002](tel:9515655002). El centro de información está abierto de 6 a.m. a 10 p.m. de lunes a viernes y de 8 a.m. a 10 p.m. fines de semana.

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**CUSTOMER INFORMATION CENTER**.....(951) 565-5002  
Information about bus routes, schedules, fares and to make a comment.  
Hours: weekdays 6 a.m. - 10 p.m., weekends 8 a.m. - 10 p.m.

Deaf and Hard of Hearing TTY Bus Information.....1-800-800-7825  
California Relay.....1-800-735-2929

**LOST AND FOUND:** RTA Lost and Found/Business Office, 1825 Third St.,  
Riverside 92507.....(951) 565-5000

**RTA DIAL-A-RIDE SERVICES**.....1-800-795-7887  
Type of Dial-A-Ride service varies by city. Please call or visit our website at  
RiversideTransit.com for availability of service in your city.  
Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m.

Deaf and Hard of Hearing TTY Dial-A-Ride.....1-800-369-3610  
California Relay.....1-800-735-2929

Trip Cancellations.....(866) 543-4782  
After Hours ETA Hotline (Toll free).....(866) 543-4782  
Cancel by e-mail.....cancel@RiversideTransit.com

## OTHER DIAL-A-RIDE SERVICES

Banning Dial-A-Ride.....(951) 922-3252  
Beaumont Dial-A-Ride.....(951) 769-8532  
Care-A-Van (Hemet, San Jacinto).....(951) 791-3572  
Corona Dial-A-Ride (Seniors & the disabled only).....(951) 734-7220  
MoVan (Seniors & the disabled only).....(800) 351-6571  
Norco Senior Bus.....(951) 270-5647  
Riverside Special Transportation (Seniors & the disabled only).....(951) 687-8080

## OTHER FIXED-ROUTE SERVICES

Amtrak (Nationwide Rail Passenger Service).....1-800-872-7245  
Coaster (Rail service in San Diego County).....1-800-COASTER or (619) 233-3004  
Corona Cruiser (City of Corona bus service).....(951) 734-9418  
Foothill Transit (Service throughout San Gabriel Valley).....1-800-743-3463  
Greyhound (Nationwide service).....1-800-231-2222  
Metrolink (Rail Passenger Service).....1-800-371-5465  
Los Angeles Metro (Red Line, Blue Line, MTA, etc.).....(323) GO METRO  
Moreno Valley free neighborhood shuttle.....(877) 665-4623  
MTS (San Diego County bus service).....(619) 557-4555  
North County Transit District  
(Service in North San Diego County).....(760) 966-6500  
OCTA (Service throughout Orange County).....1-800-636-7433  
Omnitrans  
(Service throughout western San Bernardino County).....1-800-966-6428  
Palo Verde Valley Transit (Service in the city of Blythe).....(760) 922-1140  
Beaumont Pass Transit  
(Service in Beaumont, Cherry Valley, Calimesa and Banning).....(951) 769-8530

Banning Pass Transit - Banning Connect  
(Service in Banning, Cabazon and small portions of Beaumont).....[\(951\) 922-3243](tel:9519223243)  
SunLine Transit Agency  
(Service throughout Palm Springs and Coachella Valley)..... [\(800\) 347-8628](tel:8003478628)

**NOTE:** RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

## RTA INFORMATION

### CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, [RiversideTransit.com](http://RiversideTransit.com). The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends. Call the Customer Information Center at [\(951\) 565-5002](tel:9515655002).

If you need help planning a trip, please be prepared to provide the following information to the customer information clerk:

1. The nearest street and main cross street of your starting point and destination, or address, not business name.
2. The time of day (a.m. or p.m.) you need to arrive.
3. Specify weekday or weekend schedule.

The RTA Customer Information Center can only assist you with RTA information. For information on other transportation services, please refer to the phone number index on Page 4.

### RTA BUSINESS OFFICE

RTA's business office is located at 1825 Third Street in Riverside and is accessible by using routes 10 and 13. Office hours are 8 a.m. to 5 p.m. Monday through Friday, and closed Saturdays, Sundays and holidays. Hours are subject to change so call to confirm at [\(951\) 565-5000](tel:9515655000).

Passes may be obtained from our Riverside office during business hours. You may pay using cash, check, MasterCard, Visa, Discover, or ATM card with a Visa or MasterCard logo. There is a \$25 fee charged for all returned checks. You can also order passes securely at [RiversideTransit.com](http://RiversideTransit.com) or through the Token Transit app.

### LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call [\(951\) 565-5000](tel:9515655000) Monday to Friday between 8 a.m. to 5 p.m. Lost and Found items will be held for five business days.

# HOW TO USE YOUR RIDE GUIDE

The RTA Ride Guide contains route maps and timetables for all its fixed routes. Understanding how to use the route maps and timetables will allow you to use the Ride Guide to plan your trip.

## GETTING STARTED

The first steps in planning your trip is to decide the starting point, where you want to go, and what day and time you want to travel. The RTA system map will help you determine which route or routes you will take.

Once you have determined the route(s) you need, follow these simple steps to plan your trip using the Ride Guide:

1. On the route map, locate the beginning and ending point of your bus trip.
2. Locate the time point closest to your beginning and ending bus trip location. Time points are indicated on the route maps by a number inside a circle.

**NOTE:** Each time point on the route map has a corresponding column on the timetable. Not all bus stops are indicated on the map and there are many bus stops between each time point.

3. Find the column on the correct timetable that corresponds with your selected time point. Be sure you are using the timetable for the correct day of the week and direction of travel. Read down the column below the time point to find the time closest to your desired departure. Time for stops between time points can be estimated by adding the amount of time it will take the bus to get from the previous time point to your stop.

## SERVICE ANIMALS AND PETS

### *Service Animals*

The ADA defines a service animal as any guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability. Service animals perform some of the functions and tasks that the individual with a disability cannot perform for him or herself. Some examples include:

- Service animals can be guide dogs for the blind or visually impaired, signal dogs for the hearing impaired, or other types of animals that can be individually trained to work or perform tasks for an individual with a disability.
- Service animals perform some of the functions and tasks that the individual with a disability cannot perform in their day-to-day activities.
- A service animal must always be under the control of the owner or handler.
- Service animals require no special tag, identification, certification, papers, harness, vest, cape, or pass.

### *What is not a service animal?*

- Pets are not service animals.
- Emotional support, therapy, comfort, and companion animals are not service animals, as they have not been trained to perform a specific job or task. These animals would not be afforded access rights under the ADA.



## **Pets**

Small pets and non-service or guide animals are allowed only if owners comply with the following rules:

- Small animals such as birds and cats must be secured in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
- Glass, breakable or homemade carriers are not permitted.
- The animal must be completely enclosed within the pet carrier or cage at all times.
- The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger or of escape.
- The pet carrier or cage must be constructed so that no bedding material or pet waste can exit.
- The animal must not interfere with, disrupt or disturb any service or guide animals on the vehicle.

## **SAFETY TIPS**

- For safety reasons, RTA buses cannot stop at locations under construction or non-designated bus stops.
- When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.

## **TRAVEL TIPS**

- Arrive to your bus stop at least 10 minutes early.
- No eating, drinking, smoking (including e-cigarettes), loud music or changing of clothes or diapers.
- Carry-on bags limited to three, must fit in lap not in aisle.
- Please refrain from shouting, using profanity, offensive language or talking to the operator while the bus is in motion.
- No graffiti, alcohol, drugs or weapons

of any kind permitted on the bus.

- All customers should remain seated until the bus comes to a complete stop.
- Please exit through the rear doors, if possible, to speed boarding of customers.
- Fold-up seats and seats directly behind the operator are intended for seniors and customers with disabilities.
- Keep your buses and bus stops clean by using trash receptacles.
- Please keep your feet off the seats.
- Shirts and shoes must be worn at all times.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.

## **WHEELCHAIRS**

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please

turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible.

## TRANSPORTATION NOW

Since its inception in 1992, Transportation NOW has been a proud advocate and enthusiastic ally of public transportation in Riverside County. Members of the public are invited to attend any of the group's six chapters: Greater Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Northwest, San Geronimo Pass and Southwest. For more information or to join a chapter, call RTA at [\(951\) 565-5170](tel:9515655170) or email at [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## BIKE AND RIDE

Every RTA bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

When loading your bicycle in the bike rack:

**NOTE:** For your safety, loading and unloading of bicycles should be done from the curbside of the bus.

- Wait for the bus to come to a complete stop before loading your bicycle.
- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.

- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. (Must also meet the bicycle requirements listed above.)
- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles, or objects too large to fit under passenger seats.
- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

## **SURFBOARDS/BOOGIE BOARDS**

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

## **JURY/GRAND JURORS DUTY**

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

## **METROLINK PASSES**

RTA will accept valid Metrolink passes or tickets for the full fare on routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink's service hours. The Metrolink pass or tickets must be valid on the day of travel and pass-holders must disembark at the Metrolink Station.

## **WI-FI SERVICE**

Free wireless Internet access (Wi-Fi) is available to RTA customers on all buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

## **NO SMOKING OF ANY KIND ABOARD RTA BUSES**

All Riverside Transit Agency buses and stations are entirely non-smoking. This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of

marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are required for the transportation of any cannabis-related product.

## **REASONABLE MODIFICATION POLICY**

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by calling RTA at [\(951\) 565-5002](tel:9515655002) or emailing [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## **NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact [\(951\) 565-5002](tel:9515655002), email [comments@riversidetransit.com](mailto:comments@riversidetransit.com), or visit our administrative office at 1825 Third Street, Riverside, CA 92507. If information is needed in another language, contact [\(951\) 565-5002](tel:9515655002).

# FARES, PASSES, TICKETS and IDS

## DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

### **General**

All customers except those who meet the qualifications for youth, senior, disabled or child fare categories. No identification is required for General fares.

### **Youth**

Age 18 or younger ride free. Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards. A Youth ID card costs \$2. Call [\(951\) 565-5002](tel:951-565-5002) for more information on how to obtain one.

### **Senior / Disabled / Medicare**

Any person who meets RTA disability requirements, presents a valid Medicare card, Veteran ID or seniors age 60 or above are eligible for a discounted fare on all RTA fixed-route services. Medi-Cal cards will not be accepted. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA issued photo ID cards are available for senior and disabled customers.

To receive a Disabled ID card, individuals must present a disabled application form completed by a doctor or licensed health care professional or one of the following as proof of disability: Medicare Identification Card, Department of Motor Vehicles Disabled Person Placard Identification Card receipt, Braille Institute Identification Card, Disabled Veteran Service-Connected Identification Card, or a Social Security Disability Income Award Letter with proof of disability. There will be a cost of \$2 for the card. Applications are available at the RTA

business office, on our website at [RiversideTransit.com](http://RiversideTransit.com) or by calling our Customer Information Center at [\(951\) 565-5002](tel:951-565-5002).

### **Veteran**

Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for veteran customers. Please call [\(951\) 565-5002](tel:951-565-5002) for the location and time to obtain your ID card. There is a \$2 fee for the ID card. To receive a Veteran ID card, individuals must present a Department of Defense Form 214 and a picture ID. RTA also recognizes the Omnitrans Military Veteran Identification (issued by County of San Bernardino Department of Veteran Affairs).

### **Active Duty Military, Police and Fire Personnel**

Any person who meets RTA active duty military, police or fire personnel requirements rides free on RTA fixed-route buses. Active duty military personnel must wear the appropriate uniform at the time of boarding or present to the driver a valid U.S. Uniformed Services ID card indicating active service or a Common Access card indicating uniformed services or active duty. Police and fire personnel must be in full uniform at the time of boarding. Customers must wear the appropriate uniform or show appropriate ID each time they board a bus to receive the discounted fare.

### **Child**

Height-based: 46" tall or under. Must be accompanied by a full-fare paying customer.

## **ADA**

The RTA Americans with Disabilities Act (ADA) ID card is for persons who have been specially certified through the RTA ADA Certification process. This ID may qualify you for priority service on any RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Special Transportation and Beaumont Dial-A-Ride. If your ADA card indicates that you require the assistance of a personal care attendant, the attendant may ride for free. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call [\(951\) 565-5002](tel:951-565-5002).

## **Commuter Routes**

Routes 200, 204, 205 and 206 are commuter routes with fares of \$3.50 for general and \$2.75 for senior/disabled. Persons may also buy a Plus+Pass which may be used on both local fixed routes and CommuterLink express routes.

## **TYPES OF PASSES**

RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper tickets and passes, as well as mobile tickets and passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will dip your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins.

1-Day, 7-Day and 30-Day passes are available through the mail, at RTA headquarters, at Token Transit app, at some pass outlets or at

RiversideTransit.com. 1-Day passes may also be purchased on the bus.

### **1-Day Pass**

1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes only, or a Local+CommuterLink 1-Day Pass valid on all local and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed.

1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

### **7-Day Pass**

The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

### **30-Day Pass**

30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes, or a Local+CommuterLink 30-Day Pass valid on all local and commuter routes. The 30-Day Pass must be used over a consecutive 30-day period beginning after first use. The 30-Day Pass is not sold on the bus and is only available by presale.

## **Dial-A-Ride Tickets**

Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

## **BUYING AND ACTIVATING YOUR PASS**

7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail or securely at [RiversideTransit.com](https://www.RiversideTransit.com). For the location of a pass sales outlet near you call [\(951\) 565-5002](tel:9515655002) or visit [RiversideTransit.com](https://www.RiversideTransit.com). Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is use your pass on all other buses you board and ride.

## **MOBILE TICKETING: BUS PASS ON YOUR PHONE**

Now you can buy RTA passes on your smartphone. The Token Transit app makes paying your fare a breeze! There's no need to carry cash. No need to wait in line to buy a pass. And no need to search for your bus pass buried in your wallet. Simply board the bus, tap your phone and go! Customers can purchase RTA 1-Ride, 1-Day, 7-Day and 30-Day passes from anywhere! Passes can be purchased for immediate use, or if you're planning ahead, they can be stored on Token Transit app for future trips on all RTA fixed-route buses. Three simple steps to paying with your smartphone.

1. Get the Token Transit app at [TokenTransit.com/app](https://TokenTransit.com/app).
2. Buy your RTA bus pass.
3. When you board the bus, make sure the app is open and the pass is visible, place the phone over the validator and wait for the beep.

LOCAL FIXED-ROUTE FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	\$1.75	\$5	\$20	\$60
Youth (age 18 and younger)**	FREE***	N/A	N/A	N/A
Senior/Disabled**	75¢	\$2.50	\$20	\$30
Medicare Card Holder**	75¢	\$2.50	\$20	\$30
Veteran**	75¢	\$2.50	\$20	\$30
Child (46" tall or under)	50¢	N/A	N/A	N/A
COMMUTERLINK FARES		COMMUTERLINK + LOCAL		
Fare Categories	Base Fares	Day Passes	30-Day Pass	
General	\$3.50	\$10	\$95	
Youth (age 18 and younger)**	FREE***	N/A	N/A	
Senior/Disabled**	\$2.75	\$7	\$70	
Medicare Card Holder**	\$2.75	\$7	\$70	
Veteran**	\$2.75	\$7	\$70	
Child (46" tall or under)	\$2.75	N/A	N/A	
U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel and City Pass   RIDE FREE				
U-Pass: UC Riverside, Cal Baptist University, La Sierra University				
Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College				
DIAL-A-RIDE FARES   Not accepted on fixed-route buses				
Fare Categories	Base Fares	10-Ticket Books		
Senior/Disabled	\$3.50 - \$10.50	\$35		
Medicare Card Holder	\$3.50 - \$10.50	\$35		
Child (46" tall or under)	75¢	N/A		

\* Accepted as base fare. CommuterLink trips require an additional \$2 (senior/disabled) or \$1.75 (general) per trip.  
 \*\* If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 10.  
 \*\*\* Until June 30, 2022. Dates subject to change.

# INFORMACIÓN SOBRE RTA

## CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amables que están listos para ayudarlo con información sobre los horarios de autobús, rutas, tarifas y ubicaciones de centros de venta de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los pasajeros. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, [RiversideTransit.com](http://RiversideTransit.com). El centro está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana. Llame al Centro de Información al Cliente al [\(951\) 565-5002](tel:951-565-5002).

Si necesita asistencia para planear su viaje, por favor esté listo para proveer la siguiente información al personal del Centro de Información al Cliente:

1. La calle más cercana e intersección principal de su punto de partida y destino o su domicilio. No necesitamos el nombre del negocio.
2. La hora del día (a.m. o p.m.) que debe llegar a su destino.
3. Especifique el horario de entre semana o fin de semana.

El Centro de Información al Cliente de RTA le puede ayudar únicamente con información relacionada con RTA. Para obtener información sobre otros servicios de transportación, por favor mire la lista telefónica que empieza en la página 4.

## OFICINA ADMINISTRATIVA DE RTA

La oficina administrativa de RTA está ubicada en 1825 Third Street en Riverside y es accesible usando las rutas 10 y 13. Las horas de oficina son de 8 a.m. a 5 p.m., de lunes a viernes y está cerrada los sábados, domingos y los días festivos. Los horarios están sujetos a cambios, así que llame para confirmar al [\(951\) 565-5000](tel:951-565-5000).

Los pases se pueden obtener en nuestra oficina en Riverside durante las horas laborales. Usted puede pagar con dinero en efectivo, cheques, tarjetas de crédito MasterCard, Visa, Discover o tarjeta de débito con el logo de Visa o MasterCard. Habrá un cargo de \$25 por todos los cheques devueltos por el banco. Los pases también se pueden ordenar de forma segura en [RiversideTransit.com](http://RiversideTransit.com) o a través de la aplicación Token Transit.

## OBJETOS PERDIDOS/ ENCONTRADOS

El Departamento de Objetos Perdidos/ Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al [\(951\) 565-5002](tel:951-565-5002) de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/ encontrados se guardarán por cinco días laborales



# CÓMO USAR SU GUÍA DE VIAJES

La Guía de Viajes de RTA contiene mapas y horarios de todas las rutas fijas. Entender cómo usar los mapas de las rutas y los horarios le permitirá usar la Guía de Viajes para planear su viaje.

## CÓMO COMENZAR

El primer paso en planear su viaje es decidir el punto de partida, adónde quiere ir, y qué día y hora desea viajar. El mapa del sistema de RTA le ayudará a determinar qué ruta o rutas necesitará tomar.

Una vez que haya determinado la(s) ruta(s) que necesita, siga estos simples pasos para planear su viaje usando la Guía de Viajes:

1. En el mapa de rutas, localice el punto de partida y de llegada de su viaje en autobús.
2. Localice el punto de tiempo con horario más cercano a su ubicación de partida y llegada de su viaje en autobús. Los puntos de tiempo se indican en los mapas de rutas con un número dentro de un círculo.

**NOTA:** Cada punto de horario en el mapa de ruta tiene una columna correspondiente en la tabla de horarios. No todas las paradas de autobús están indicadas en el mapa y hay varias paradas entre cada punto de tiempo.

3. En la tabla de horarios, encuentre la columna que corresponda con su punto de tiempo seleccionado. Asegúrese de usar la tabla de horarios que corresponda al día de la semana correcta y la dirección de su viaje. Lea la columna debajo del punto de tiempo para encontrar la hora más cercana que usted desea partir. Las horas de las paradas entre los puntos de tiempo se pueden calcular sumando el

tiempo que tardará el autobús en llegar desde el punto de tiempo anterior hasta su parada.

## ANIMALES DE SERVICIO Y MASCOTAS

### *Animales de servicio*

ADA define un animal de servicio como cualquier perro guía, perro de señal u otro animal entrenado individualmente para dar asistencia a una persona con discapacidad. Los animales de servicio realizan algunas de las funciones y tareas que el individuo con discapacidad no puede realizar por sí mismo. Algunos ejemplos incluyen:

- Los animales de servicio pueden ser perros guía para personas ciegas o con discapacidad visual, perros de señalización para personas con discapacidad auditiva u otros tipos de animales que pueden ser entrenados individualmente para trabajar o realizar tareas para una persona con discapacidad.
- Los animales de servicio realizan algunas de las funciones y tareas que la persona con discapacidad no puede realizar en sus actividades diarias.
- Un animal de servicio siempre debe estar bajo el control del dueño o del manejador.
- Los animales de servicio no requieren una etiqueta especial, identificación, certificación, papeles, arnés, chaleco, capa o pase.

### *¿Qué no es un animal de servicio?*

- Las mascotas no son animales de servicio.
- Apoyo emocional, terapia,

comodidad y los animales de compañía no son animales de servicio, ya que no han sido entrenados para realizar un trabajo o tarea específica. Estos animales no tendrían derechos de acceso bajo la ADA.

### **Mascotas**

Se admiten mascotas pequeñas y animales que no sean de servicio o guía solo si los dueños cumplen con las siguientes reglas:

- Los animales pequeños, como pájaros y gatos deben estar asegurados en una jaula de mascotas fabricada comercialmente o una jaula que pueda colocarse de manera segura en las piernas del pasajero y que no requiera un asiento separado.
- No se permiten portadores de vidrio, frágiles o caseros.
- El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
- El portador o la jaula de la mascota debe evitar por completo que el animal se escape o que tenga contacto físico con los pasajeros.
- El portador de mascotas o la jaula deben estar contruidos de manera que no se pueda salir el material de cama o desechos de mascotas.
- El animal no debe interferir, interrumpir o perturbar ningún animal de servicio o guía en el vehículo.

### **CONSEJOS DE SEGURIDAD**

- Por razones de seguridad, los autobuses de RTA no pueden parar en paradas bajo construcción o paradas de autobús que no estén designadas.
- Al salir del autobús, utilice la banqueta y el paso de peatones siempre que sea posible. Nunca cruce la calle directamente enfrente del autobús.

### **DATOS PARA SU VIAJE**

- Llegue a su parada de autobús al menos 10 minutos antes.
- No se permite comer, beber, fumar (incluyendo e-cigarrillos), escuchar música con volumen alto o cambiarse de ropa o pañales.
- Límite el número de bolsas a tres y deben de caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el Operador mientras el autobús este en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Todos los pasajeros deben permanecer sentados hasta que el autobús pare completamente.
- Si es posible, por favor salga por la puerta de atrás para acelerar el abordaje de los pasajeros.
- Los asientos plegables y los asientos directamente detrás del Operador están destinados para personas de tercera edad y los pasajeros con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Se deben de usar camisas y zapatos en todo momento.
- Los carritos de compras y las carrolas deben doblarse antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los pasajeros sentados en la parte de enfrente del autobús que no pueden doblar sus carritos plegables de compras se les puede pedir que se muevan a otra área del autobús para mantener los pasillos, puertas y los escalones despejados para facilitar los abordajes y los amarres de sillas de ruedas.

## SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tal como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/elevador de silla de ruedas para facilitar que suba o baje del autobús. Cuando se despliega la rampa/elevador de silla de ruedas, el autobús emitirá un sonido. Al salir por la puerta de atrás, escuche el sonido y observe la rampa/elevador de silla de ruedas para evitar lesiones. Las sillas de ruedas y scooters eléctricos de movilidad se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Para su seguridad, apague el dispositivo móvil mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta que llegue a su destino y el autobús pare completamente. Por favor use los asientos del autobús siempre que sea posible.

## TRANSPORTE NOW

Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos: Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Geronio Pass y Suroeste. Para más información o para unirse a un capítulo, llame a RTA al [\(951\) 565-5170](tel:9515655170) o al correo electrónico [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## BICICLETA Y PASEO

Cada autobús de RTA tiene un estante de bicicletas con la capacidad de transportar al menos dos bicicletas con llantas de bicicleta estándar. Las bicicletas son aceptadas en orden de llegada. Los pasajeros que deseen transportar bicicletas deben notificar primero al Operador del autobús que van a cargar o descargar la bicicleta antes de acercarse al estante de bicicleta.

**NOTA:** Para su seguridad, cuando cargue y descargue bicicletas debe realizarse desde la acera del autobús.

Cuando suba su bicicleta en el estante de bicicletas:

- Espere a que el autobús pare completamente antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Debe de quitar los artículos flojos de la bicicleta antes de colocarla en el estante de bicicleta.
- Los manillares o las canastas de bicicleta no deben obstruir la vista del conductor.
- Se permiten abordo las bicicletas plegables (no motorizadas) que no pasen de 28 "x 20" x 11" debajo del asiento.
- El Operador tiene la discreción de negar bicicletas plegables y artículos que no se puedan guardar bajo del asiento o asegurarse en el estante de bicicletas exterior.
- No se permiten triciclos y bicicletas tándem.
- Por favor recuerde que usted es responsable de cargar y descargar su bicicleta.
- Cuando salga del autobús, salga por la puerta de enfrente y avísele al Operador del autobús que quitara la bicicleta del estante.

Se permiten bicicletas y scooters con pilas en los autobuses de RTA:

- Se permite que los pasajeros coloquen bicicletas eléctricas con gel sellado, baterías de iones de litio o NiCad en el estante de bicicletas, siempre y cuando quepan con seguridad en el estante de bicicletas y tengan llantas estándar. También debe cumplir con los requisitos de bicicletas en la lista de arriba.
- Se permite que los pasajeros suban al autobús las scooters eléctricas con el gel sellado, baterías de iones de litio o NiCad mientras que pueden ser dobladas y que quepan debajo de su asiento o en sus piernas.

### TABLAS DE “SURF”/“BOOGIE”

Tablas de surf y de boogie que no sean más largas de seis pies y con un máximo de cuatro pulgadas son permitidas en los autobuses siempre y cuando se transporten adentro de una bolsa y que se pueda colocar en frente del pasajero mientras el autobús este en movimiento y no deben ocupar un asiento adicional.

### SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales del Condado de Riverside pueden viajar gratis en todos los autobuses de RTA mientras estén en servicio del jurado activo mostrando su identificación actual y válida del jurado al Operador del autobús.

### PASES DE METROLINK

RTA acepta pases o boletos validos de Metrolink como pago de tarifa completa en las rutas que sirven las estaciones de Metrolink durante el periodo de una hora antes y una hora después de las horas de operación

de Metrolink. Los pases o boletos de Metrolink tienen que estar vigentes con el día del viaje y los pasajeros deben bajarse en la estación de Metrolink.

### SERVICIO INALÁMBRICO (WI-FI)

Acceso gratis a Internet Inalámbrico (Wi-Fi) está disponible para los pasajeros de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

### NO SE FUMA DE NINGÚN TIPO A BORDO DE AUTOBUSES DE RTA

Todos los autobuses y estaciones de RTA son totalmente libres de humo. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar. Fumar marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados para transportar cualquier producto relacionado con el cannabis.

### PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fácil de usar para sus pasajeros. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al [\(951\) 565-5002](tel:9515655002) o enviando un correo electrónico a [comments@riversidetransit.com](mailto:comments@riversidetransit.com).

## NOTIFICACIÓN DE LOS DERECHOS PÚBLICOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES DEL ACTO DE 1964

Riverside Transit Agency opera sus programas y servicios sin distinción de raza, color, y origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles del Acto de 1964. Las personas que creen que han sido perjudicadas por una práctica discriminatoria ilegal bajo el Título

VI, pueden presentar una queja. Para más información sobre el programa de derechos civiles de Riverside Transit Agency y los procedimientos para presentar una queja, llame al [\(951\) 565-5002](tel:951-565-5002), o mande un email a [comments@riversidetransit.com](mailto:comments@riversidetransit.com) o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92057. Si necesita la información en otro idioma, llame al [\(951\) 565-5002](tel:951-565-5002).

## TARIFAS, PASES, BOLETOS Y TARJETAS DE IDENTIFICACIÓN

### DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

#### **General**

Todos los pasajeros excepto aquellos que califican para las tarifas de jóvenes, personas de tercera edad, discapacitados o niños. No se necesita identificación para las tarifas generales.

#### **Jóvenes**

18 años o menos. Se requiere identificación apropiada al abordar el autobús para recibir la tarifa con descuento. Identificaciones escolares con fotografía se consideran apropiadas. El costo de la identificación es de \$2. Llame al [\(951\) 565-5002](tel:951-565-5002) para más información de cómo obtener una identificación.

#### **Personas de Tercera Edad/ Discapacitadas/Medicare**

Personas que cumplan con los requisitos de discapacidad de RTA, personas que presenten una tarjeta valida de Medicare, identificación de Veteranos o personas de 60 años o mayores, son elegibles para una tarifa con descuento en todos los servicios de rutas fijas de RTA. No se aceptan

tarjetas de Medi-Cal para recibir la tarifa con descuentos. Los pasajeros deben mostrar identificación apropiada cada vez que suban al autobús.

RTA ofrece identificaciones con fotografía a personas de tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los pasajeros deben presentar una aplicación completada por su médico o profesional de salud autorizado o una de las siguientes pruebas de discapacidad: Tarjeta de Identificación de Medicare, recibo del Departamento de Motores Vehículos comprobando la compra del cartel de discapacidad, tarjeta de identificación del Instituto Braille, identificación de discapacidad de Veterano del ejército o carta de otorgación de beneficios de la Oficina del Seguro Social. Habrá un costo de \$2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al [\(951\) 565-5002](tel:951-565-5002). Las aplicaciones están disponibles en la oficina administrativa de RTA, en nuestro sitio web en [RiversideTransit.com](http://RiversideTransit.com) o llamando al Centro de Información al Cliente al [\(951\) 565-5002](tel:951-565-5002).

**Veterano**

Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presente una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indique el estado retirado. Los pasajeros deben mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento. Las tarjetas de identificación con fotografía de RTA están disponibles para los pasajeros veteranos. Por favor llame al [\(951\) 565-5002](tel:9515655002) para la ubicación y el tiempo que pueda obtener su tarjeta de identificación. Hay un costo de \$2 para la tarjeta de identificación. Para recibir una tarjeta de identificación de veterano, las personas deben presentar un Formulario 214 del Departamento de Defensa y una identificación con fotografía. RTA también reconoce la identificación de Veterano Militar de Omnitrans (emitido por el Departamento de Asuntos de Veteranos del Condado de San Bernardino).

**Personal en Servicio Militar Activo, Policía y Bomberos**

Cualquier persona en servicio militar activo, policial o bomberos que cumpla con los requisitos de RTA viaja gratis en los autobuses de ruta fija de RTA. El personal militar en servicio activo debe llevar puesto el uniforme adecuado en el momento de subir al autobús o presentar al Operador una tarjeta de identificación válida de Servicios Uniformados de EE.UU. que indique servicio activo o una tarjeta de Acceso Común que indique servicios uniformados o servicio activo. El personal de policía y bomberos deben estar en uniforme completo en el momento de subir al autobús. Los

pasajeros deben llevar el uniforme apropiado o mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento.

**Niños**

Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

**ADA**

La tarjeta de identificación de RTA de La Ley de Americanos con Discapacidades (ADA) es para personas que han sido especialmente certificadas por el proceso de Certificación de ADA de RTA. Esta identificación puede calificarlo para servicio de prioridad en cualquier servicio Dial-A-Ride de RTA, servicio Dial-A-Ride de Corona, Servicios Especiales de Transportación de Riverside y servicio Dial-A-Ride de Beaumont. Si su tarjeta de ADA indica que necesita la asistencia de un asistente de cuidado personal, el asistente puede viajar gratis. Para ser certificado bajo ADA, tiene que llenar una aplicación y proveer una forma de verificación de un profesional de salud. Esta identificación debe renovarse cada cuatro años. Para más información, llame al [\(951\) 565-5002](tel:9515655002).

**COMMUTERS “RUTAS EXPRÉS”**

Las rutas 200, 204, 205 y 206 son rutas exprés con tarifas de \$3.50 para general y \$2.75 para personas de tercera edad/discapacitados. Las personas también pueden comprar un “Plus+Pass” que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

## TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas aceptan monedas, dinero efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética en la parte de atrás. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta de ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja de tarifas no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación. Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en Token Transit app, en nuestro sitio web en [RiversideTransit.com](https://www.RiversideTransit.com) o en algunos centros de venta de pases. Pases de 1-día también se pueden comprar en el autobús.

### Pases de 1-Día

Los pases de 1-Día están diseñados para el cliente ocasional que necesita hacer varias conexiones en un día. Los pasajeros pueden comprar el pase Local de 1-Día, válido únicamente en las rutas fijas locales o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales y rutas Exprés. El pase de 1-Día es válido para viajes ilimitado el día que el pase se use por primera vez. Su pase de 1-Día será validado por la caja de tarifas con la fecha actual impresa al reverso. Por favor verifique que la fecha esté correcta. Los pases de 1-Día no son transferibles a otro día y no hay devoluciones o cambios por pases extraviados o robados. El uso del pase de 1-Día para personas de tercera edad/discapacitados/Veteranos

requiere identificación apropiada cada vez que suba al autobús. Los pases de 1-Día no se aceptan en Dial-A-Ride.

### Pases de 7-Días

El pase de 7-Días está diseñado para proveer una alternativa económica al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales solamente. El pase de 7-Días se debe usar durante un periodo consecutivo de siete días comenzando con el primer día de uso. El pase de 7-Días no se vende en el autobús y solo está disponible por adelantado. Los pases de 7-Días no son válidos en Dial-A-Ride.

### Pase de 30-Días

Los pases de 30-Días son ideales para clientes que usan el sistema de autobús de RTA con frecuencia. Los clientes pueden comprar un pase Local de 30-Días, válido en rutas fijas locales y o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales y rutas Exprés. El pase de 30-Días debe usarse durante un periodo consecutivo de 30-días comenzando con el primer día de uso. El pase de 30-Días no se vende en el autobús y solo está disponible por adelantado.

### Boletos de Dial-A-Ride

Los boletos de Dial-A-Ride solo se venden en libros de diez boletos. Es necesario presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes pueden requerir más de un boleto. Los boletos de Dial-A-Ride solo son válidos en autobuses de Dial-A-Ride de RTA y no son válidos en rutas fijas locales, CommuterLink u otros autobuses de agencia de tránsito.

## COMPRA Y ACTIVACIÓN DE SU PASE

Los pases de 7-Días y 30-Días no se venden en el autobús. Se pueden comprar en varios centros de distribución de pases a través del condado, por correo o de forma seguro en nuestro sitio Web en [RiversideTransit.com](http://RiversideTransit.com). Para la ubicación del centro de distribución de pases más cercano a usted llame al [\(951\) 565-5002](tel:9515655002). Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja de tarifas. La caja de tarifas imprimirá las fechas de vigencias al reverso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

## PASE DE AUTOBÚS EN SU TELÉFONO

Ahora puede comprar pases de RTA en su teléfono inteligente. ¡La aplicación Token Transit permite que la compra de su tarifa sea muy fácil! No hay necesidad de llevar dinero en efectivo. No es necesario esperar en la fila para comprar un pase. Y no es necesario buscar su pase de autobús enterrado en su billetera. Simplemente suba al autobús, toque su teléfono y listo. Los pasajeros pueden comprar pases de RTA de 1 viaje, 1 día, 7 días y 30 días desde cualquier lugar. Los pases se pueden comprar para uso inmediato, se pueden almacenar en la aplicación Token Transit para futuros viajes en todos los autobuses de ruta fija de RTA. Tres pasos simples para pagar con su teléfono inteligente.

1. Obtenga la aplicación Token Transit en [Token.transit.com/app](http://Token.transit.com/app).
2. Compre su pase de autobús RTA.
3. Cuando aborde el autobús, asegúrese de que la aplicación esté abierta y que el pase sea visible, coloque el teléfono sobre el validador y espere el pitido.



## TARIFAS DE RUTA FIJA

Categorías de Tarifas	Tarifa Básica	Pase Diario*	Pase de 7-días*	Pase de 30-Días*
General	\$1.75	\$5	\$20	\$60
Jóvenes (18 años o menos)**	GRATIS***	N/A	N/A	N/A
Personas de Tercera Edad**	75¢	\$2.50	\$20	\$30
Personas Discapacitadas**	75¢	\$2.50	\$20	\$30
Personas con Tarjeta de Medicare**	75¢	\$2.50	\$20	\$30
Veterano**	75¢	\$2.50	\$20	\$30
Niños (46 pulgadas de altura o menos)	50¢	N/A	N/A	N/A

TARIFAS DE COMMUTERLINK		TARIFAS DE COMMUTERLINK + LOCAL	
Categorías de Tarifas	Tarifa Básica	Pase Diario	Pase de 30-Días
General	\$3.50	\$10	\$95
Jóvenes (18 años o menos)**	GRATIS***	N/A	N/A
Personas de Tercera Edad**	\$2.75	\$7	\$70
Personas Discapacitadas**	\$2.75	\$7	\$70
Personas con Tarjeta de Medicare**	\$2.75	\$7	\$70
Veterano**	\$2.75	\$7	\$70
Niños (46 pulgadas de altura o menos)	\$2.75	N/A	N/A

## Jurados activos, servicio militar activo, policía, bomberos y City Pass | VIAJEN GRATIS

U-Pass: UC Riverside, Cal Baptist University, La Sierra University

Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College

## TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.

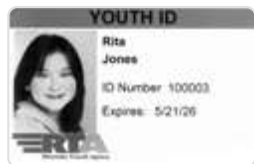
Categorías de Tarifas	Tarifa Básica	Talonarios de Boletos se venden en libros de 10 boletos
Personas de Tercera Edad	\$3.50 - \$10.50	\$35
Personas Discapacitadas	\$3.50 - \$10.50	\$35
Personas con Tarjeta de Medicare	\$3.50 - \$10.50	\$35
Niños (46 pulgadas de altura o menos)	75¢	N/A

\* Se acepta como tarifa básica en servicio de rutas fijas. Para usar el servicio de CommuterLink, se requerirá \$2 adicional (Personas de Tercera Edad/Discapacitadas) o \$1.75 (general) por viaje.

\*\* Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 19.

\*\*\* Hasta junio de 2022. Fechas sujetas a cambios.

# Identificación para tarifas reducidas



¿Es usted elegible para la tarifa de descuentos para personas de la tercera edad, discapacitadas, Medicare, Veteranos o Jóvenes? De ser así, deberá mostrar identificación adecuada cada vez que aborde el autobús. También deberá mostrar identificación adecuada para comprar boletos o pases de descuento en todos los centros de distribución de pases, en nuestra oficina en Riverside, en nuestro sitio Web o por correo. Si no tiene la identificación adecuada, tendrá que pagar la tarifa total general, aunque tenga un boleto o pase de descuento. A continuación se muestran las formas de identificación que se aceptan en el autobús para las tarifas de descuento:

**Personas de la Tercera Edad:** Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.

**Jóvenes:** Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (18 años o menos ) con validación actual del año escolar.

**Personas Discapacitadas:** Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

**Veterano:** Cualquier persona que cumpla con los requisitos de RTA referente a Veteranos Militares, presenta una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado. Las tarjetas de identificación con fotografía emitida por RTA están disponibles para clientes veteranos.

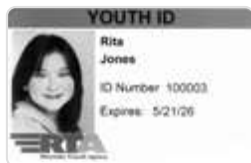
**Personas con Tarjeta de Medicare:** Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA. Para recibir las tarifas de descuento, los clientes deben mostrar su tarjeta de Medicare cada vez que aborden el autobús.

**IDENTIFICACIÓN NO ACEPTADA EN EL AUTOBÚS:** La tarjeta Medi-Cal, carta de beneficios del Seguro Social, una nota de su doctor, u otros documentos que no se hayan nombrado NO serán aceptados como medio de identificación para comprar o usar un boleto o pase descontado.

# Reduced Fare Identification



Do you qualify for a Senior, Disabled, Medicare, Veteran or Youth discounted fare? If so, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at all retail outlets, at RTA office, on our website, or through the mail. If you do not have proper ID with you, you will be required to pay the full general fare even if you have a discounted pass. Below are forms of ID accepted on the bus for discounted fares:



**Senior:** RTA issued Senior ID card, CA Driver License or ID card or Medicare card.



**Youth:** RTA issued Youth ID card or school issued (age 18 and younger) picture ID with current school year validation.



**Disabled:** RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.



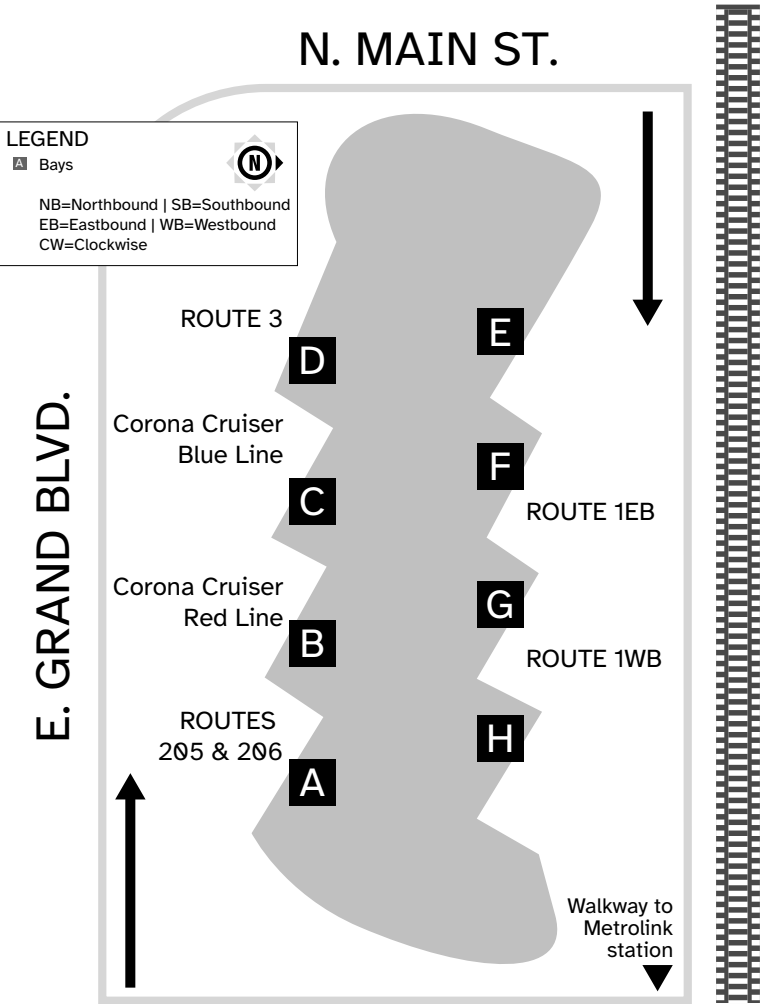
**Veteran:** Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. RTA issued photo ID cards are available for veteran customers.



**Medicare Card:** Any person who displays their valid Medicare Card is eligible for a discounted fare on all RTA fixed-route services. Customers must show their Medicare Card each time they board a bus to receive the discounted fare.

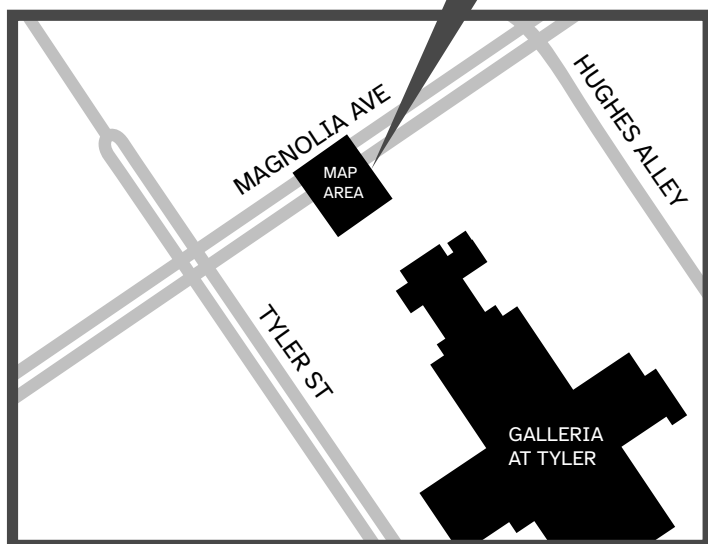
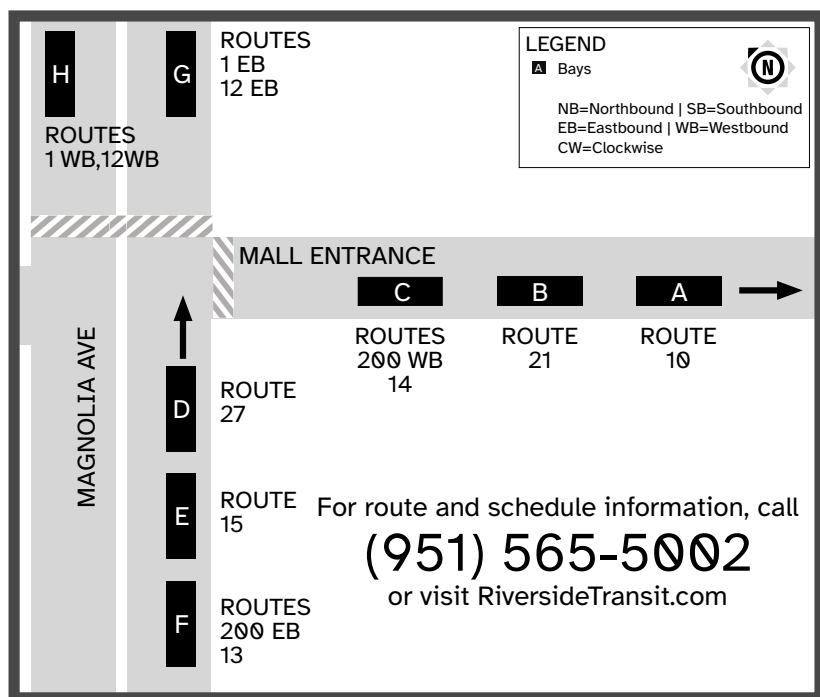
**IDENTIFICATION NOT ACCEPTED ON THE BUS:** Medi-Cal cards, Social Security Award letter, a note from a doctor, or other items not listed above will NOT be accepted as identification to purchase or use a reduced fare ticket or pass.

# BOARDING DIAGRAM

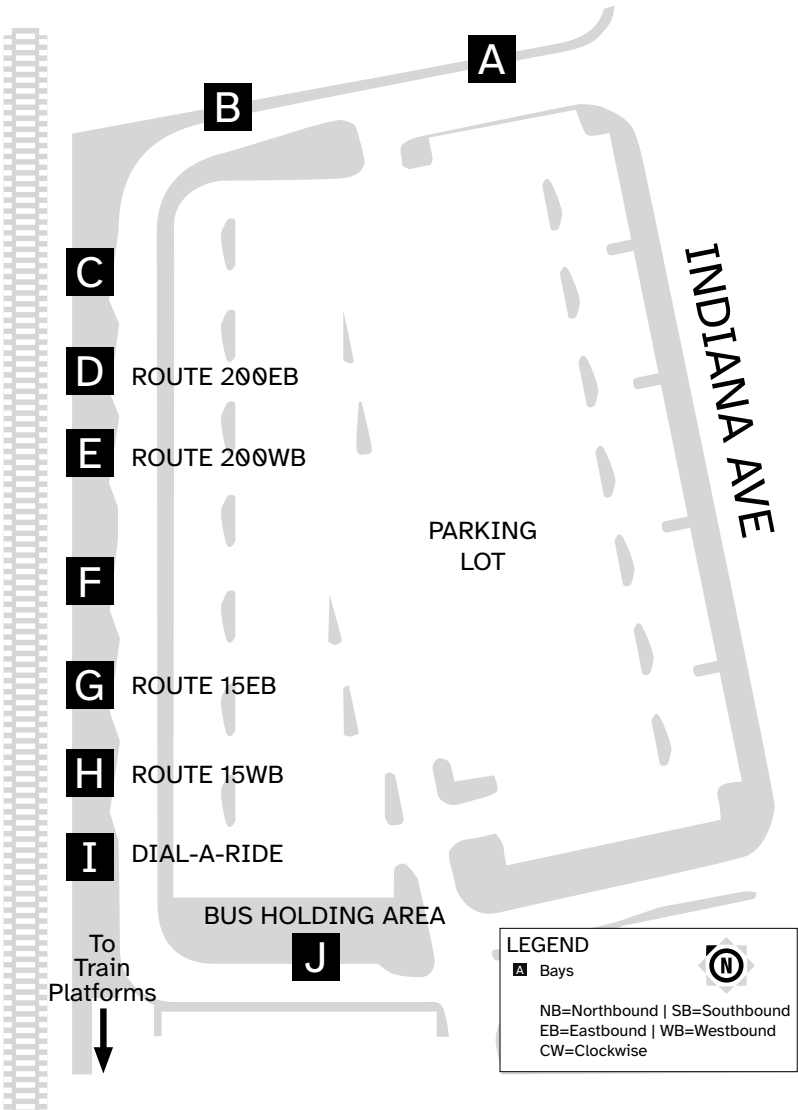


For route and schedule information call  
**(951) 565-5002**  
or visit [RiversideTransit.com](http://RiversideTransit.com)

# BOARDING DIAGRAM



# BOARDING DIAGRAM



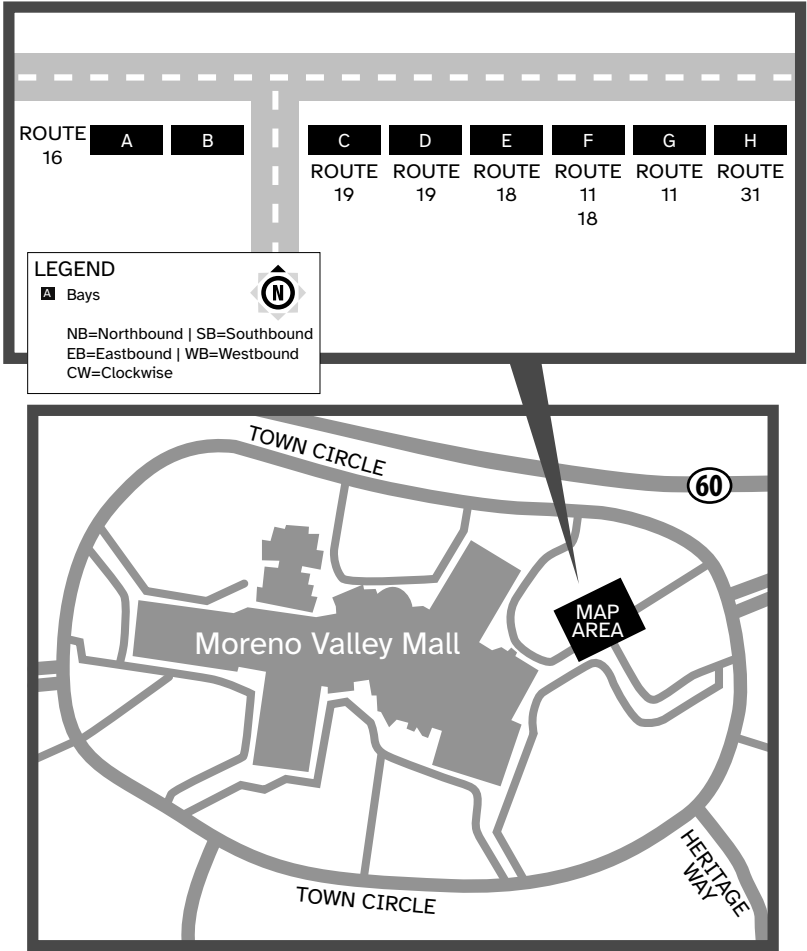
For route and schedule information call

**(951) 565-5002**

or visit [RiversideTransit.com](http://RiversideTransit.com)

Moreno Valley Mall Transit Center

BOARDING DIAGRAM

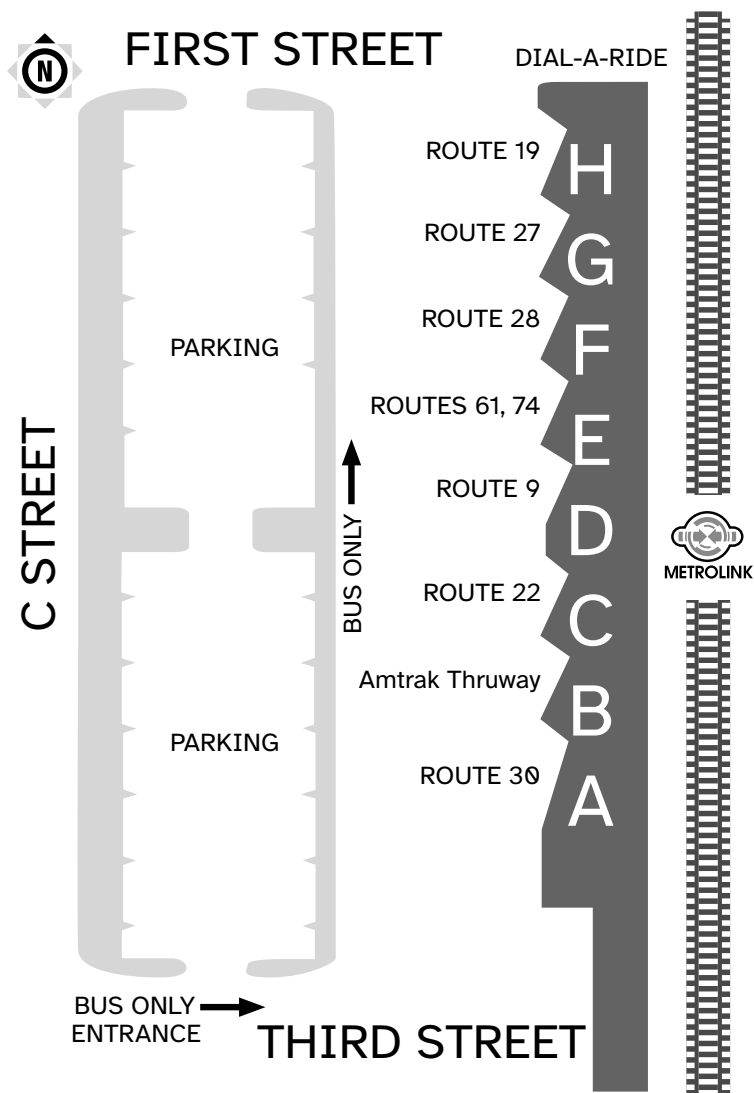


For route and schedule information call

(951) 565-5002

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# BOARDING DIAGRAM



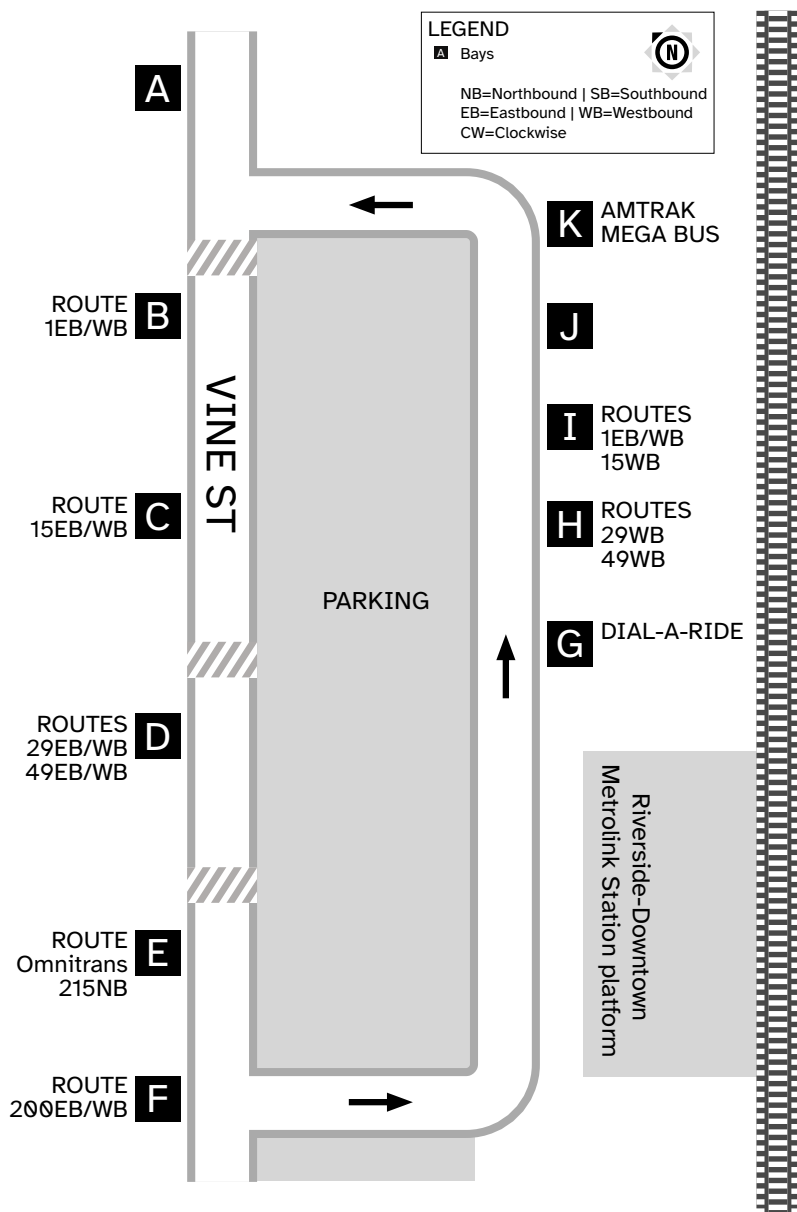
For route and schedule information call

**(951) 565-5002**

or visit [RiversideTransit.com](http://RiversideTransit.com)



# BOARDING DIAGRAM



SERVICE GUIDE	
CITY/COMMUNITY	RTA SERVICE & OTHER CONNECTING SERVICES
Anaheim	RTA 200, OCTA
Banning	RTA 31, Pass Transit, Greyhound
Beaumont	RTA 31, Pass Transit, Amtrak Thruway
Corona	RTA 1, 3, 12, 205, 206, Corona Cruiser, Metrolink
Country Village	RTA 49, 204, Omnitrans
Eastvale	RTA 3, 29, Omnitrans
French Valley	RTA 79
Glen Avon	RTA 49
Hemet	RTA 28, 31, 32, 33, 42, 74, 79, Amtrak Thruway
Highgrove	RTA 12, 14, Omnitrans
Homeland/Romoland	RTA 28
Home Gardens	RTA 1, Corona Cruiser
Jurupa Valley	RTA 3, 21, 29, 49, 204
Lake Elsinore	RTA 8, 9, 205, 206
Loma Linda	RTA 14, Omnitrans
Mead Valley	RTA 22, 41
Menifee/Sun City	RTA 61, 74, Amtrak Thruway
Mira Loma	RTA 29
Moreno Valley	RTA 11, 16, 18, 19, 20, 31, 41, Amtrak Thruway
Montclair	RTA 204, Metrolink, Omnitrans, Foothill Transit
Murrieta	RTA 23, 61, 205, 206
Norco	RTA 3
Ontario	RTA 204, Omnitrans, Metrolink
Orange	RTA 200, OCTA
Orange Crest	RTA 27
Pedley	RTA 21, 29, Metrolink
Perris	RTA 9, 19, 22, 27, 28, 30, 41, 61, 74, Amtrak Thruway, Greyhound
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 20, 21, 22, 27, 29, 49, 50, 200, 204, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans
San Jacinto	RTA 31, 32, 42, 74, 79
Temecula	RTA 23, 24, 61, 79, 205, 206, Greyhound
Temescal Valley	RTA 205, 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27

# PUEDES VIAJAR CON CONFIANZA

En cada viaje que realice con RTA, su seguridad es nuestra prioridad número uno. Nos comprometemos a brindarle tranquilidad cuando viaje con nosotros. Esto es lo que está haciendo RTA para que su viaje con nosotros sea seguro.



## REVESTIMIENTOS FACIALES

Todos los clientes y operadores requieren cubrimientos faciales que cubran la boca y la nariz. Asegúrese de que su cubierta facial esté puesta antes de abordar y úsela durante todo el viaje. Si se niega a usar uno, no podrá montar.

## CAPACIDAD MÁXIMA

RTA está practicando el distanciamiento social al limitar el número de clientes en todos nuestros autobuses para que haya suficiente espacio para esparcirse.

## VAYA SIN TOCAR

Ahora puede escanear su pase móvil para limitar las interacciones físicas. Descargue la aplicación gratuita de Token Transit para pagos sin contacto.

## MANTENIENDO A TODOS SEGUROS

En un esfuerzo por mantener un ambiente seguro a bordo del autobús, todos los empleados de RTA deben pasar un control de salud antes de comenzar a trabajar todos los días. En nuestras instalaciones, estamos desinfectando las 24 horas.

## NO VIAJE SI ESTÁ ENFERMO

Quedarse en casa es la mejor manera de protegerse y proteger a los demás de enfermarse.

## LIMPIEZA FRECUENTE

Para su tranquilidad, RTA limpia y desinfecta los autobuses con nebulizadores electrostáticos todos los días. También hemos actualizado nuestro sistema de ventilación y filtros a bordo para brindarle un aire más fresco y limpio mientras viaja.

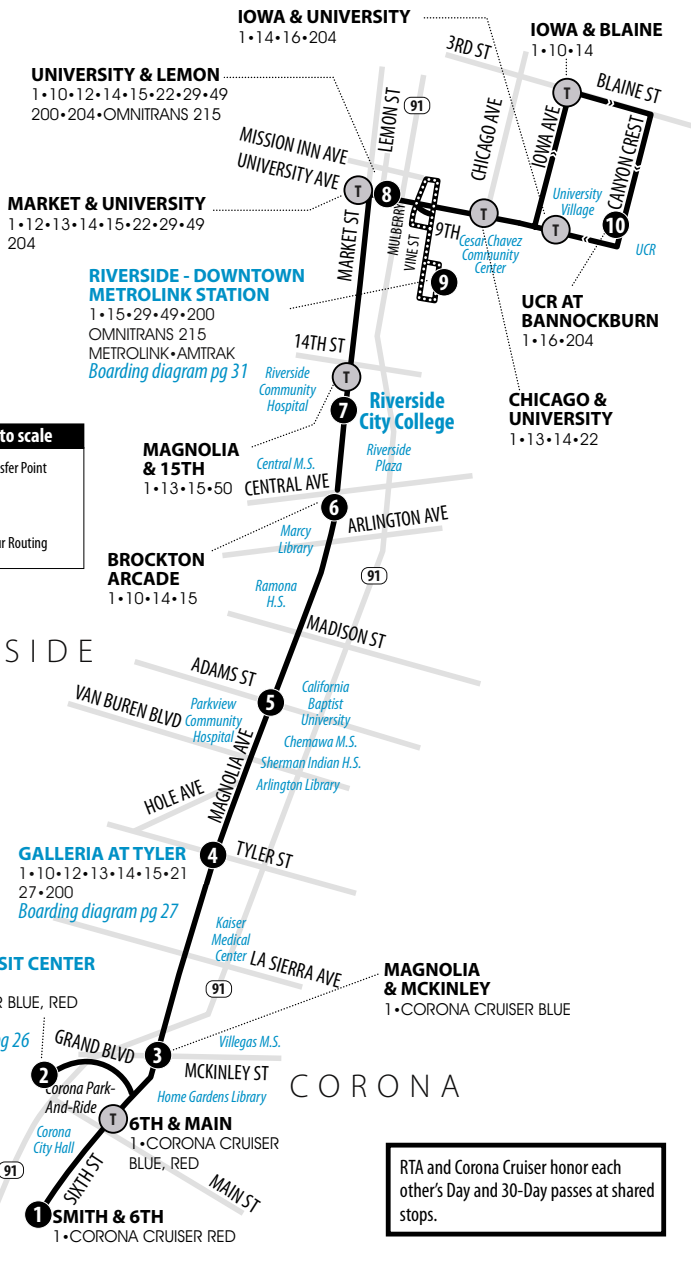
## BARRERAS DE SEGURIDAD

Para mantener un ambiente saludable durante el abordaje, RTA ha instalado barreras de seguridad en todos los autobuses para minimizar el contacto entre los conductores y los clientes.

## MANTÉNGASE CONECTADO

Planifique su próximo viaje visitando [RiversideTransit.com](https://www.riversidetransit.com) o llamando a nuestro Centro de información al cliente al (951) 565-5002. La información de llegada del autobús en tiempo real está disponible en las aplicaciones BusWatch y Transit. También puede obtener actualizaciones instantáneas de rutas y horarios registrándose en iAlerts, BusWatch o visítenos en las redes sociales para mantenerse informado.

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	UNIVERSITY & LEMON	RIVERSIDE - DOWNTOWN METROLINK STA.	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8	9	10
5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:54
6:14	6:26	6:36	6:46	6:55	7:01	7:06	7:12	7:16	7:29
6:51	7:06	7:17	7:28	7:37	7:43	7:48	7:54	—	8:07
7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:33	8:47
7:55	8:10	8:21	8:32	8:41	8:47	8:53	8:59	9:03	9:17
8:25	8:40	8:51	9:02	9:11	9:17	9:24	9:31	—	9:47
8:49	9:07	9:20	9:32	9:44	9:50	9:57	10:04	—	10:20
9:11	9:29	9:42	9:54	10:06	10:13	10:20	10:28	—	10:46
9:41	9:59	10:12	10:24	10:36	10:43	10:50	10:58	—	11:16
10:00	10:18	10:31	10:43	10:55	11:02	11:09	11:17	—	11:35
10:15	10:33	10:46	10:58	11:10	11:17	11:24	11:32	—	11:50
10:27	10:45	10:58	11:13	11:25	11:32	11:39	11:47	—	12:05
10:42	11:00	11:13	11:28	11:40	11:47	11:54	12:02	—	12:20
10:57	11:15	11:28	11:43	11:55	12:02	12:09	12:17	—	12:35
11:12	11:30	11:43	11:58	12:10	12:17	12:24	12:32	—	12:50
11:27	11:45	11:58	12:13	12:25	12:32	12:39	12:47	—	1:05
11:42	12:00	12:13	12:28	12:40	12:47	12:54	1:02	—	1:20
11:57	12:15	12:28	12:43	12:55	1:02	1:09	1:17	—	1:35
12:12	12:30	12:43	12:58	1:10	1:17	1:24	1:32	—	1:50
12:28	12:46	12:59	1:14	1:26	1:33	1:40	1:48	—	2:06
12:43	1:01	1:14	1:29	1:41	1:48	1:55	2:03	—	2:21
12:58	1:16	1:29	1:44	1:56	2:03	2:10	2:18	—	2:38
1:13	1:31	1:44	1:59	2:11	2:18	2:25	2:33	—	2:53
1:30	1:48	2:01	2:16	2:28	2:35	2:42	2:50	—	3:10
1:45	2:03	2:16	2:31	2:43	2:50	2:57	3:05	—	3:25
2:00	2:18	2:31	2:46	2:58	3:05	3:12	3:20	—	3:40
2:15	2:33	2:46	3:01	3:13	3:20	3:27	3:35	—	3:55
2:33	2:51	3:04	3:19	3:31	3:38	3:45	3:53	—	4:13
2:48	3:06	3:19	3:34	3:46	3:53	4:00	4:08	—	4:28
3:05	3:23	3:36	3:51	4:03	4:10	4:17	4:25	—	4:45
3:18	3:36	3:49	4:03	4:15	4:22	4:29	4:37	—	4:57
3:32	3:50	4:03	4:17	4:29	4:36	4:43	4:51	4:56	5:14
3:47	4:05	4:18	4:32	4:44	4:51	4:58	5:06	5:11	5:29
4:03	4:21	4:34	4:48	5:00	5:07	5:14	5:22	—	5:40
4:19	4:37	4:50	5:04	5:16	5:23	5:30	5:38	—	5:56
4:39	4:57	5:09	5:22	5:33	5:39	5:46	5:54	—	6:12
4:55	5:13	5:25	5:38	5:49	5:55	6:02	6:10	—	6:28
5:26	5:44	5:56	6:09	6:20	6:26	6:33	6:41	6:46	7:04
5:58	6:16	6:28	6:41	6:52	6:58	7:05	7:13	—	7:31
6:30	6:46	6:58	7:10	7:21	7:27	7:34	7:41	—	7:59
6:52	7:08	7:20	7:32	7:43	7:49	7:56	8:03	—	8:21
7:23	7:39	7:51	8:03	8:14	8:20	8:27	8:34	—	8:52
7:46	8:02	8:14	8:26	8:37	8:43	8:49	8:55	9:00	9:15
8:46	9:01	9:13	9:25	9:36	9:42	9:48	9:54	—	10:07

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UCR AT BANNOCKBURN	RIVERSIDE - DOWNTOWN METROLINK STA.	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8	7	6	5	4	3	2	1
5:48	—	5:56	6:02	6:08	6:14	6:23	6:35	6:45	6:56
6:18	—	6:26	6:33	6:39	6:45	6:54	7:06	7:16	7:27
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47
7:54	—	8:07	8:14	8:20	8:27	8:39	8:54	9:06	9:17
8:22	8:36	8:40	8:47	8:54	9:02	9:14	9:29	9:41	9:52
8:45	8:59	9:03	9:10	9:17	9:25	9:37	9:52	10:04	10:17
9:07	—	9:20	9:28	9:35	9:43	9:55	10:10	10:22	10:35
9:37	—	9:50	9:58	10:05	10:13	10:27	10:42	10:54	11:07
10:02	—	10:15	10:23	10:30	10:39	10:53	11:09	11:23	11:36
10:17	—	10:30	10:38	10:45	10:54	11:08	11:24	11:38	11:51
10:32	—	10:45	10:53	11:00	11:09	11:25	11:41	11:55	<b>12:08</b>
10:47	—	11:00	11:08	11:15	11:24	11:40	11:56	<b>12:10</b>	<b>12:23</b>
11:02	—	11:15	11:23	11:30	11:39	11:55	<b>12:11</b>	<b>12:25</b>	<b>12:38</b>
11:17	—	11:30	11:38	11:45	11:54	<b>12:10</b>	<b>12:26</b>	<b>12:40</b>	<b>12:53</b>
11:32	—	11:47	11:55	<b>12:02</b>	<b>12:11</b>	<b>12:27</b>	<b>12:43</b>	<b>12:57</b>	<b>1:10</b>
11:47	—	<b>12:02</b>	<b>12:10</b>	<b>12:17</b>	<b>12:26</b>	<b>12:42</b>	<b>12:58</b>	<b>1:12</b>	<b>1:25</b>
<b>12:02</b>	—	<b>12:17</b>	<b>12:25</b>	<b>12:32</b>	<b>12:41</b>	<b>12:57</b>	<b>1:13</b>	<b>1:27</b>	<b>1:40</b>
<b>12:17</b>	—	<b>12:32</b>	<b>12:40</b>	<b>12:47</b>	<b>12:56</b>	<b>1:12</b>	<b>1:28</b>	<b>1:42</b>	<b>1:55</b>
<b>12:32</b>	—	<b>12:47</b>	<b>12:55</b>	<b>1:03</b>	<b>1:12</b>	<b>1:28</b>	<b>1:46</b>	<b>2:00</b>	<b>2:13</b>
<b>12:47</b>	—	<b>1:02</b>	<b>1:10</b>	<b>1:18</b>	<b>1:27</b>	<b>1:43</b>	<b>2:01</b>	<b>2:15</b>	<b>2:28</b>
<b>1:02</b>	—	<b>1:17</b>	<b>1:25</b>	<b>1:33</b>	<b>1:42</b>	<b>1:58</b>	<b>2:16</b>	<b>2:30</b>	<b>2:43</b>
<b>1:17</b>	—	<b>1:32</b>	<b>1:40</b>	<b>1:48</b>	<b>1:57</b>	<b>2:13</b>	<b>2:31</b>	<b>2:45</b>	<b>2:58</b>
<b>1:32</b>	—	<b>1:47</b>	<b>1:55</b>	<b>2:03</b>	<b>2:12</b>	<b>2:27</b>	<b>2:45</b>	<b>2:59</b>	<b>3:12</b>
<b>1:47</b>	—	<b>2:02</b>	<b>2:10</b>	<b>2:18</b>	<b>2:27</b>	<b>2:42</b>	<b>3:00</b>	<b>3:14</b>	<b>3:27</b>
<b>2:02</b>	—	<b>2:17</b>	<b>2:26</b>	<b>2:34</b>	<b>2:43</b>	<b>2:58</b>	<b>3:16</b>	<b>3:30</b>	<b>3:43</b>
<b>2:18</b>	—	<b>2:33</b>	<b>2:42</b>	<b>2:50</b>	<b>2:59</b>	<b>3:14</b>	<b>3:32</b>	<b>3:46</b>	<b>3:59</b>
<b>2:33</b>	—	<b>2:48</b>	<b>2:57</b>	<b>3:05</b>	<b>3:14</b>	<b>3:29</b>	<b>3:47</b>	<b>4:01</b>	<b>4:14</b>
<b>2:50</b>	—	<b>3:05</b>	<b>3:14</b>	<b>3:22</b>	<b>3:31</b>	<b>3:46</b>	<b>4:04</b>	<b>4:18</b>	<b>4:31</b>
<b>3:05</b>	—	<b>3:20</b>	<b>3:29</b>	<b>3:37</b>	<b>3:46</b>	<b>4:01</b>	<b>4:19</b>	<b>4:33</b>	<b>4:46</b>
<b>3:22</b>	—	<b>3:37</b>	<b>3:46</b>	<b>3:54</b>	<b>4:03</b>	<b>4:18</b>	<b>4:36</b>	<b>4:50</b>	<b>5:03</b>
<b>3:37</b>	—	<b>3:52</b>	<b>4:01</b>	<b>4:09</b>	<b>4:18</b>	<b>4:33</b>	<b>4:51</b>	<b>5:05</b>	<b>5:18</b>
<b>3:52</b>	—	<b>4:07</b>	<b>4:16</b>	<b>4:24</b>	<b>4:33</b>	<b>4:48</b>	<b>5:06</b>	<b>5:20</b>	<b>5:33</b>
<b>4:07</b>	—	<b>4:22</b>	<b>4:31</b>	<b>4:39</b>	<b>4:48</b>	<b>5:03</b>	<b>5:21</b>	<b>5:35</b>	<b>5:48</b>
<b>4:25</b>	—	<b>4:40</b>	<b>4:49</b>	<b>4:57</b>	<b>5:06</b>	<b>5:21</b>	<b>5:39</b>	<b>5:53</b>	<b>6:06</b>
<b>4:43</b>	<b>4:59</b>	<b>5:03</b>	<b>5:12</b>	<b>5:20</b>	<b>5:29</b>	<b>5:44</b>	<b>6:02</b>	<b>6:16</b>	<b>6:29</b>
<b>5:09</b>	<b>5:25</b>	<b>5:29</b>	<b>5:38</b>	<b>5:46</b>	<b>5:55</b>	<b>6:09</b>	<b>6:25</b>	<b>6:37</b>	<b>6:49</b>
<b>5:26</b>	—	<b>5:41</b>	<b>5:49</b>	<b>5:56</b>	<b>6:04</b>	<b>6:18</b>	<b>6:34</b>	<b>6:46</b>	<b>6:58</b>
<b>5:52</b>	—	<b>6:05</b>	<b>6:13</b>	<b>6:20</b>	<b>6:28</b>	<b>6:41</b>	<b>6:56</b>	<b>7:07</b>	<b>7:19</b>
<b>6:15</b>	—	<b>6:28</b>	<b>6:36</b>	<b>6:43</b>	<b>6:50</b>	<b>7:03</b>	<b>7:18</b>	<b>7:29</b>	<b>7:41</b>
<b>6:51</b>	<b>7:05</b>	<b>7:09</b>	<b>7:17</b>	<b>7:24</b>	<b>7:31</b>	<b>7:44</b>	<b>7:59</b>	<b>8:10</b>	<b>8:22</b>
<b>7:43</b>	—	<b>7:56</b>	<b>8:04</b>	<b>8:11</b>	<b>8:18</b>	<b>8:30</b>	<b>8:45</b>	<b>8:56</b>	<b>9:08</b>
<b>8:25</b>	—	<b>8:38</b>	<b>8:46</b>	<b>8:53</b>	<b>9:00</b>	<b>9:12</b>	<b>9:27</b>	<b>9:38</b>	<b>9:50</b>
<b>9:04</b>	<b>9:18</b>	<b>9:22</b>	<b>9:30</b>	<b>9:37</b>	<b>9:44</b>	<b>9:56</b>	<b>10:11</b>	<b>10:22</b>	<b>10:34</b>

# TRAVEL WITH CONFIDENCE

On every trip you take with RTA, your safety and well-being is our number-one priority. We're committed to giving you peace of mind when you travel with us. Here's what RTA is doing to make your journey with us safe.



## FACE COVERINGS

Face masks that cover the mouth and nose are required for all customers and coach operators at transit centers and on board the bus.

## MAXIMUM CAPACITY

RTA is practicing social distancing by limiting the number of customers on all our buses so there is plenty of room to spread out.

## GO TOUCH-FREE

You can now scan your mobile pass to limit physical interactions. Download the free Token Transit app for contactless payment.

## KEEPING EVERYONE SAFE

In an effort to maintain a safe environment onboard the bus, all RTA employees are required to pass a health check before starting work every day. At our facilities, we are doing around-the-clock disinfecting.

## DON'T TRAVEL IF YOU'RE SICK

Staying home is the best way to protect yourself and others from getting sick.

## FREQUENT CLEANING

For your peace of mind, RTA is cleaning and sanitizing buses with electrostatic foggers every day. We've also upgraded our on-board ventilation system and filters to give you fresher, cleaner air while you ride.

## SAFETY BARRIERS

To maintain a healthy environment while boarding, RTA has installed safety barriers on all buses to minimize contact between the drivers and customers.

## STAY CONNECTED

Plan your next trip by visiting [RiversideTransit.com](https://www.riversidetransit.com) or calling our Customer Information Center at (951) 565-5002. Real-time bus arrival information is available on the BusWatch and Transit apps. You can also get instant route and schedule updates by signing up for iAlerts, BusWatch or visit us on social media to stay in the loop.



# 3

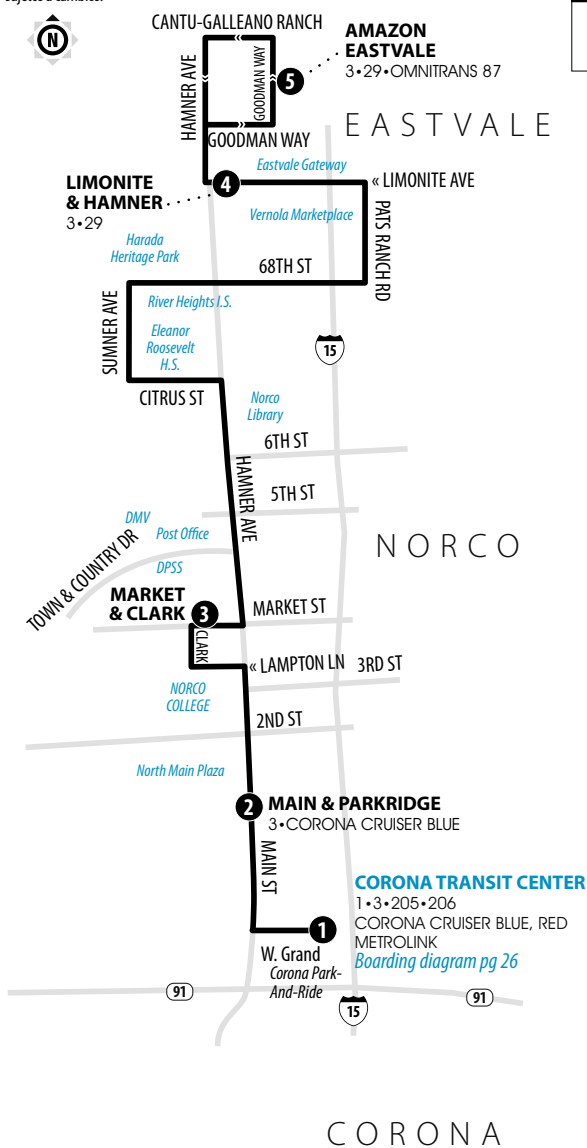
## EASTVALE - NORCO - CORONA

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.



## 3

## NORTHBOUND TO EASTVALE | WEEKDAYS &amp; WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	MARKET & CLARK	LIMONITE & HAMNER	AMAZON EASTVALE
1	2	3	4	5
7:28	7:32	7:40	8:04	8:12
9:25	9:30	9:39	10:02	10:10
11:21	11:26	11:35	<b>12:02</b>	<b>12:10</b>
<b>1:29</b>	<b>1:33</b>	<b>1:42</b>	<b>2:09</b>	<b>2:17</b>
<b>3:27</b>	<b>3:31</b>	<b>3:40</b>	<b>4:07</b>	<b>4:15</b>
<b>5:42</b>	<b>5:46</b>	<b>5:54</b>	<b>6:21</b>	<b>6:29</b>
<b>7:39</b>	<b>7:43</b>	<b>7:51</b>	<b>8:15</b>	<b>8:23</b>

## 3

## SOUTHBOUND TO CORONA | WEEKDAYS &amp; WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	MARKET & CLARK	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
5	4	3	2	1
6:35	6:44	7:06	7:12	7:20
8:20	8:30	8:55	9:03	9:11
10:20	10:30	10:55	11:03	11:11
<b>12:27</b>	<b>12:37</b>	<b>1:03</b>	<b>1:11</b>	<b>1:19</b>
<b>2:27</b>	<b>2:37</b>	<b>3:03</b>	<b>3:11</b>	<b>3:19</b>
<b>4:25</b>	<b>4:35</b>	<b>4:57</b>	<b>5:05</b>	<b>5:13</b>
<b>6:44</b>	<b>6:53</b>	<b>7:13</b>	<b>7:21</b>	<b>7:29</b>

## LAKE ELSINORE - WILDOMAR LOOP

Rutas designadas y horarios son sujetos a cambios.



**Legend | Map not to scale**

**1** Time and/or Transfer Point



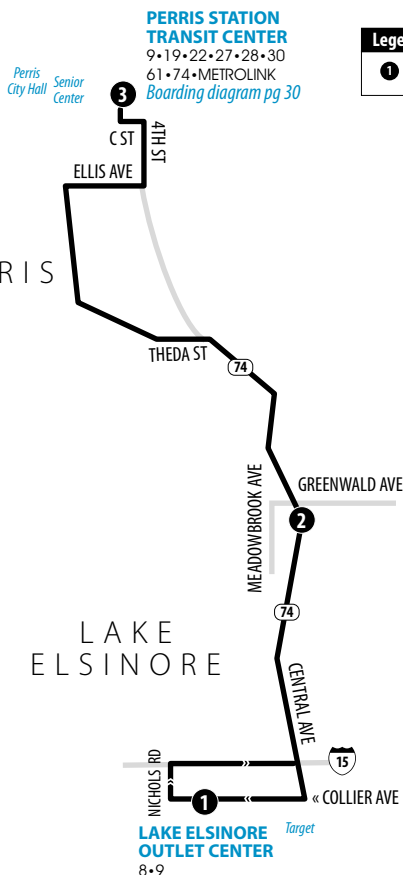
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	LAKE ELSINORE WALMART	GRAHAM & LANGSTAFF	LAKE ELSINORE OUTLET CENTER
1	2	3	4	5	6	7	8	1
6:30	6:38	6:45	6:52	7:08	7:18	7:24	7:35	7:47
7:52	8:00	8:08	8:15	8:31	8:41	8:47	8:59	9:12
9:00	9:08	9:16	9:23	9:39	9:49	9:55	10:08	10:21
10:03	10:11	10:21	10:29	10:45	10:55	11:04	11:18	11:31
11:06	11:15	11:25	11:33	11:49	11:59	<b>12:08</b>	<b>12:22</b>	<b>12:36</b>
<b>12:20</b>	<b>12:29</b>	<b>12:38</b>	<b>12:46</b>	<b>1:02</b>	<b>1:12</b>	<b>1:21</b>	<b>1:35</b>	<b>1:49</b>
<b>1:31</b>	<b>1:40</b>	<b>1:49</b>	<b>1:57</b>	<b>2:14</b>	<b>2:24</b>	<b>2:33</b>	<b>2:47</b>	<b>3:01</b>
<b>2:46</b>	<b>2:55</b>	<b>3:04</b>	<b>3:12</b>	<b>3:29</b>	<b>3:39</b>	<b>3:47</b>	<b>4:01</b>	<b>4:15</b>
<b>4:01</b>	<b>4:10</b>	<b>4:18</b>	<b>4:26</b>	<b>4:43</b>	<b>4:53</b>	<b>5:01</b>	<b>5:15</b>	<b>5:29</b>
<b>5:03</b>	<b>5:12</b>	<b>5:20</b>	<b>5:28</b>	<b>5:45</b>	<b>5:55</b>	<b>6:02</b>	<b>6:15</b>	<b>6:29</b>
<b>6:18</b>	<b>6:27</b>	<b>6:35</b>	<b>6:43</b>	<b>7:00</b>	—	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LAKE ELSINORE OUTLET CENTER	GRAHAM & LANGSTAFF	LAKE ELSINORE WALMART	MISSION TRAIL & MALAGA	PALOMAR & WILDOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER
1	8	7	6	5	4	3	2	1
6:20	6:32	6:42	6:49	7:06	7:17	7:24	7:34	7:41
7:18	7:31	7:42	7:50	8:07	8:18	8:25	8:35	8:43
8:23	8:38	8:51	9:00	9:17	9:28	9:35	9:45	9:53
9:27	9:42	9:55	10:04	10:20	10:31	10:38	10:48	10:56
10:37	10:52	11:05	11:16	11:32	11:43	11:51	<b>12:02</b>	<b>12:10</b>
11:48	<b>12:03</b>	<b>12:16</b>	<b>12:27</b>	<b>12:43</b>	<b>12:54</b>	<b>1:02</b>	<b>1:13</b>	<b>1:21</b>
<b>1:03</b>	<b>1:18</b>	<b>1:31</b>	<b>1:42</b>	<b>1:58</b>	<b>2:09</b>	<b>2:17</b>	<b>2:28</b>	<b>2:36</b>
<b>2:18</b>	<b>2:33</b>	<b>2:46</b>	<b>2:57</b>	<b>3:13</b>	<b>3:24</b>	<b>3:32</b>	<b>3:43</b>	<b>3:51</b>
<b>3:21</b>	<b>3:37</b>	<b>3:50</b>	<b>4:00</b>	<b>4:16</b>	<b>4:27</b>	<b>4:35</b>	<b>4:45</b>	<b>4:53</b>
<b>4:37</b>	<b>4:53</b>	<b>5:05</b>	<b>5:15</b>	<b>5:31</b>	<b>5:42</b>	<b>5:50</b>	<b>6:00</b>	<b>6:08</b>
<b>5:37</b>	<b>5:52</b>	<b>6:04</b>	<b>6:14</b>	<b>6:30</b>	<b>6:41</b>	<b>6:49</b>	<b>6:59</b>	<b>7:07</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



**Legend | Map not to scale**

1 Time and/or Transfer Point

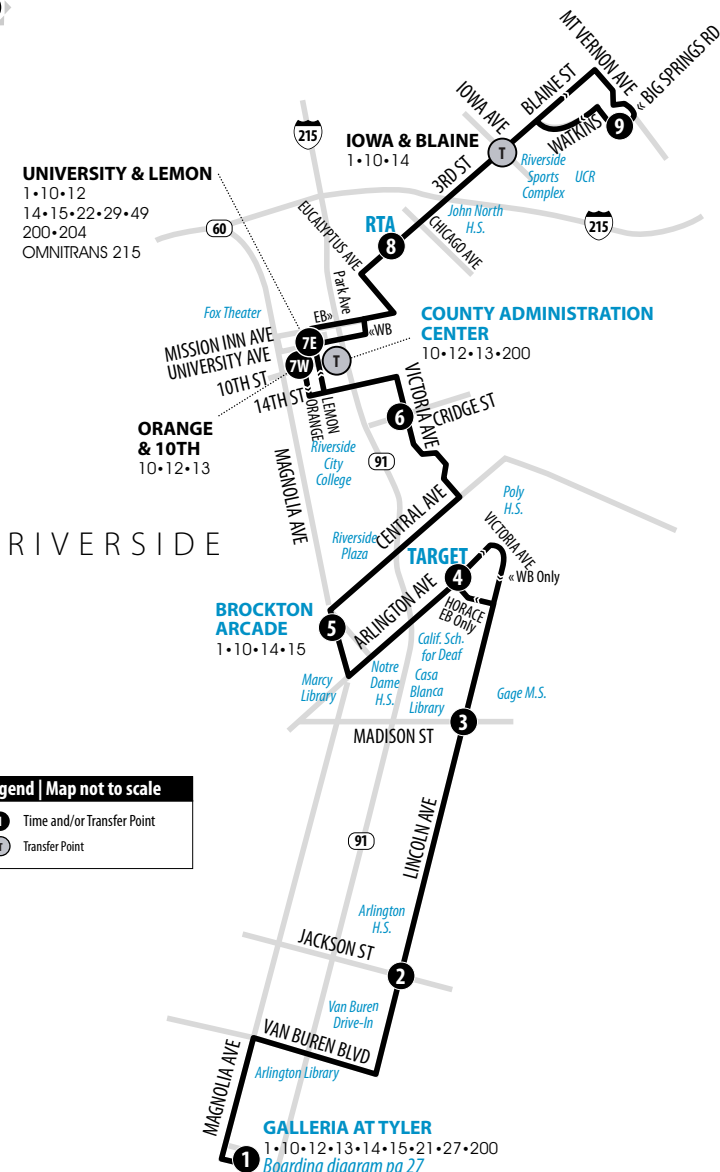
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LAKE ELSINORE OUTLET CENTER	HWY. 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
6:38	6:48	7:03
7:50	8:00	8:15
9:26	9:37	9:52
10:36	10:47	11:02
11:45	11:56	<b>12:13</b>
<b>12:46</b>	<b>12:59</b>	<b>1:16</b>
<b>1:59</b>	<b>2:12</b>	<b>2:29</b>
<b>3:11</b>	<b>3:24</b>	<b>3:41</b>
<b>4:21</b>	<b>4:34</b>	<b>4:51</b>
<b>5:36</b>	<b>5:48</b>	<b>6:05</b>
<b>6:37</b>	<b>6:49</b>	<b>7:04</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	HWY. 74 & MEADOWBROOK	LAKE ELSINORE OUTLET CENTER
3	2	1
6:50	7:02	7:13
7:50	8:02	8:13
8:45	8:57	9:08
10:07	10:19	10:31
11:15	11:28	11:40
<b>12:25</b>	<b>12:38</b>	<b>12:50</b>
<b>1:34</b>	<b>1:47</b>	<b>1:59</b>
<b>2:37</b>	<b>2:50</b>	<b>3:02</b>
<b>3:59</b>	<b>4:12</b>	<b>4:24</b>
<b>5:02</b>	<b>5:15</b>	<b>5:27</b>
<b>6:14</b>	<b>6:27</b>	<b>6:39</b>

Routing and timetables  
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A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & MADISON	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3	4	5	6	7E	8	9
8:03	8:14	8:21	8:28	8:34	8:44	8:52	9:01	9:14
9:34	9:47	9:54	10:02	10:08	10:20	10:28	10:38	10:51
10:56	11:11	11:18	11:26	11:32	11:44	11:52	<b>12:02</b>	<b>12:15</b>
<b>12:29</b>	<b>12:44</b>	<b>12:51</b>	<b>12:59</b>	<b>1:05</b>	<b>1:17</b>	<b>1:25</b>	<b>1:35</b>	<b>1:48</b>
<b>1:55</b>	<b>2:10</b>	<b>2:17</b>	<b>2:24</b>	<b>2:30</b>	<b>2:42</b>	<b>2:50</b>	<b>3:00</b>	<b>3:13</b>
<b>3:26</b>	<b>3:41</b>	<b>3:48</b>	<b>3:55</b>	<b>4:01</b>	<b>4:13</b>	<b>4:21</b>	<b>4:31</b>	<b>4:44</b>
<b>4:51</b>	<b>5:06</b>	<b>5:13</b>	<b>5:20</b>	<b>5:26</b>	<b>5:38</b>	<b>5:46</b>	<b>5:56</b>	<b>6:09</b>
<b>6:26</b>	<b>6:39</b>	<b>6:46</b>	<b>6:53</b>	<b>6:59</b>	<b>7:11</b>	<b>7:19</b>	<b>7:28</b>	<b>7:41</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	ORANGE & 10TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
9	8	7W	6	5	4	3	2	1
8:04	8:13	8:22	8:32	8:43	8:50	8:59	9:05	9:19
9:28	9:37	9:46	9:56	10:08	10:15	10:24	10:31	10:46
11:01	11:10	11:19	11:29	11:41	11:48	11:57	<b>12:04</b>	<b>12:19</b>
<b>12:25</b>	<b>12:34</b>	<b>12:43</b>	<b>12:53</b>	<b>1:05</b>	<b>1:12</b>	<b>1:21</b>	<b>1:28</b>	<b>1:43</b>
<b>1:58</b>	<b>2:07</b>	<b>2:16</b>	<b>2:26</b>	<b>2:38</b>	<b>2:45</b>	<b>2:54</b>	<b>3:01</b>	<b>3:16</b>
<b>3:23</b>	<b>3:32</b>	<b>3:41</b>	<b>3:51</b>	<b>4:03</b>	<b>4:10</b>	<b>4:19</b>	<b>4:26</b>	<b>4:41</b>
<b>4:54</b>	<b>5:03</b>	<b>5:12</b>	<b>5:22</b>	<b>5:34</b>	<b>5:41</b>	<b>5:50</b>	<b>5:56</b>	<b>6:11</b>
<b>6:24</b>	<b>6:33</b>	<b>6:42</b>	<b>6:52</b>	<b>7:02</b>	<b>7:08</b>	<b>7:16</b>	<b>7:22</b>	<b>7:36</b>



**DID YOU KNOW?** Every \$1 invested in public transportation generates approximately \$4 in economic returns.

# 11

## MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

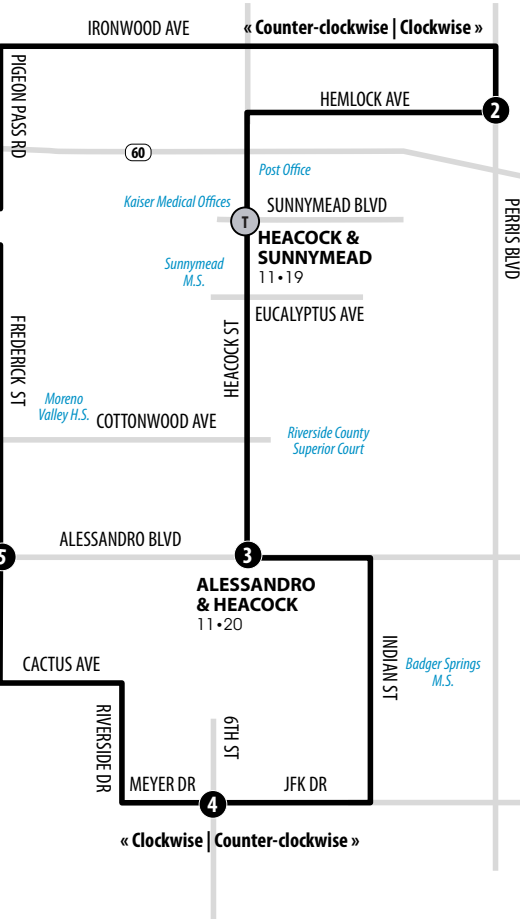


**MORENO VALLEY MALL**  
11•16•18•19•31  
*Boarding diagram pg 29*

**1** CENTERPOINT  
TOWN CIR  
HERITAGE  
TOWNGATE BLVD

MORENO  
VALLEY

**FREDERICK &  
ALESSANDRO**  
11•20  
*City Hall*



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	PERRIS & HEMLOCK	ALESSANDRO & HEACOCK	MEYER & 6TH ST	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	2	3	4	5	1
9:29	9:42	9:54	10:03	10:09	10:21
10:31	10:44	10:56	11:06	11:12	11:24
11:34	11:47	11:59	<b>12:09</b>	<b>12:15</b>	<b>12:27</b>
<b>12:37</b>	<b>12:50</b>	<b>1:02</b>	<b>1:12</b>	<b>1:18</b>	<b>1:30</b>
<b>1:40</b>	<b>1:53</b>	<b>2:05</b>	<b>2:15</b>	<b>2:21</b>	<b>2:33</b>
<b>2:43</b>	<b>2:56</b>	<b>3:08</b>	<b>3:18</b>	<b>3:24</b>	<b>3:36</b>
<b>3:46</b>	<b>3:59</b>	<b>4:11</b>	<b>4:21</b>	<b>4:27</b>	<b>4:39</b>
<b>4:49</b>	<b>5:02</b>	<b>5:14</b>	<b>5:24</b>	<b>5:30</b>	<b>5:42</b>
<b>5:52</b>	<b>6:05</b>	<b>6:17</b>	<b>6:27</b>	<b>6:33</b>	<b>6:45</b>

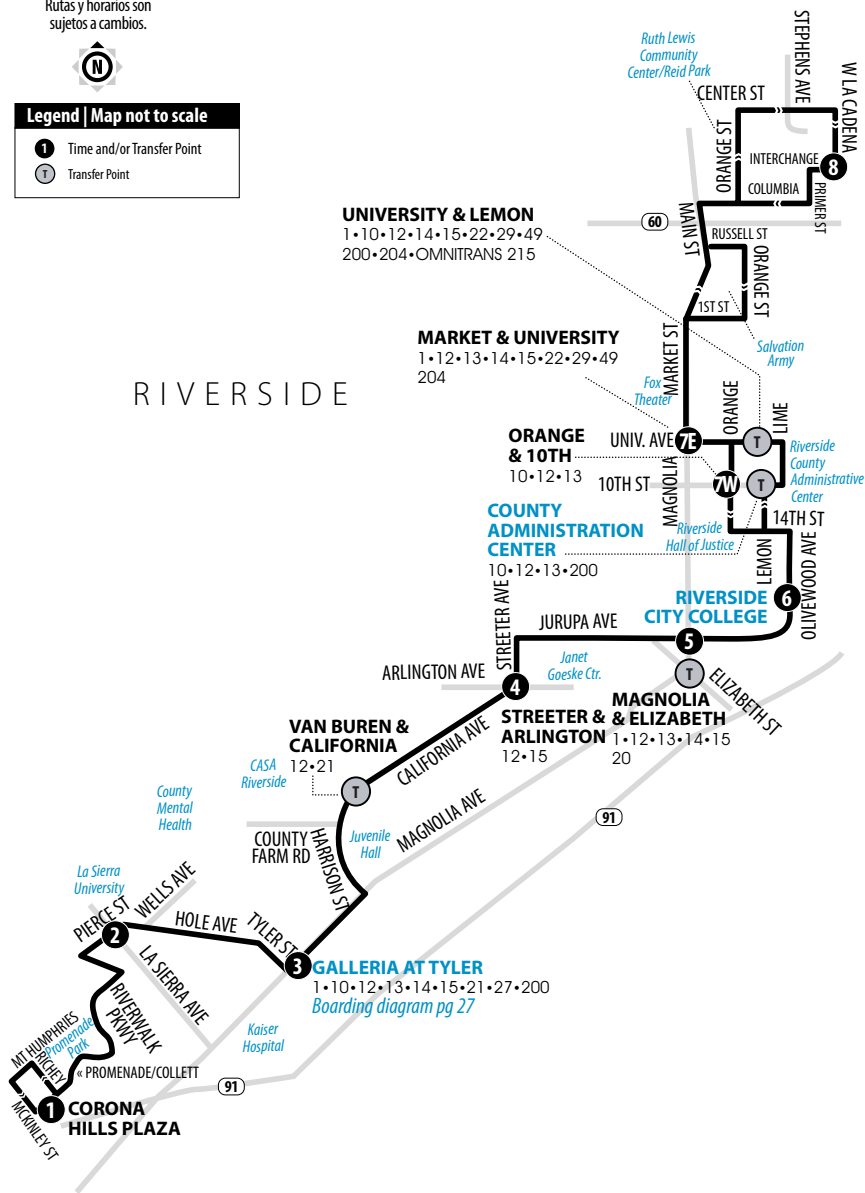
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	MEYER & 6TH ST	ALESSANDRO & HEACOCK	PERRIS & HEMLOCK	MORENO VALLEY MALL
1	5	4	3	2	1
10:00	10:09	10:15	10:27	10:40	10:55
11:05	11:14	11:20	11:32	11:45	<b>12:00</b>
<b>12:10</b>	<b>12:19</b>	<b>12:25</b>	<b>12:37</b>	<b>12:50</b>	<b>1:05</b>
<b>1:15</b>	<b>1:24</b>	<b>1:30</b>	<b>1:42</b>	<b>1:55</b>	<b>2:10</b>
<b>2:20</b>	<b>2:29</b>	<b>2:35</b>	<b>2:47</b>	<b>3:00</b>	<b>3:15</b>
<b>3:25</b>	<b>3:34</b>	<b>3:40</b>	<b>3:52</b>	<b>4:05</b>	<b>4:20</b>
<b>4:30</b>	<b>4:39</b>	<b>4:45</b>	<b>4:57</b>	<b>5:10</b>	<b>5:25</b>
<b>5:35</b>	<b>5:44</b>	<b>5:50</b>	<b>6:02</b>	<b>6:15</b>	<b>6:30</b>
<b>6:40</b>	<b>6:49</b>	<b>6:55</b>	<b>7:07</b>	<b>7:20</b>	<b>7:35</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.


**Legend | Map not to scale**

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	STREETER & ARLINGTON	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	MARKET & UNIVERSITY	LA CADENA & INTERCHANGE
1	2	3	4	5	6	7E	8
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:43
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:40
8:22	8:36	8:43	8:57	9:07	9:11	9:21	9:40
9:21	9:35	9:42	9:56	10:06	10:10	10:20	10:39
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:42
11:20	11:35	11:43	11:57	<b>12:07</b>	<b>12:11</b>	<b>12:21</b>	<b>12:42</b>
<b>12:22</b>	<b>12:37</b>	<b>12:46</b>	<b>1:02</b>	<b>1:13</b>	<b>1:17</b>	<b>1:27</b>	<b>1:48</b>
<b>1:25</b>	<b>1:40</b>	<b>1:49</b>	<b>2:05</b>	<b>2:16</b>	<b>2:20</b>	<b>2:30</b>	<b>2:51</b>
<b>2:25</b>	<b>2:40</b>	<b>2:49</b>	<b>3:05</b>	<b>3:16</b>	<b>3:20</b>	<b>3:30</b>	<b>3:51</b>
<b>3:29</b>	<b>3:44</b>	<b>3:53</b>	<b>4:09</b>	<b>4:20</b>	<b>4:24</b>	<b>4:34</b>	<b>4:55</b>
<b>4:32</b>	<b>4:47</b>	<b>4:56</b>	<b>5:12</b>	<b>5:23</b>	<b>5:27</b>	<b>5:37</b>	<b>5:58</b>
<b>5:33</b>	<b>5:48</b>	<b>5:56</b>	<b>6:12</b>	<b>6:23</b>	<b>6:27</b>	<b>6:37</b>	<b>6:58</b>
<b>6:37</b>	<b>6:52</b>	<b>7:00</b>	<b>7:16</b>	<b>7:25</b>	<b>7:29</b>	<b>7:39</b>	<b>8:00*</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

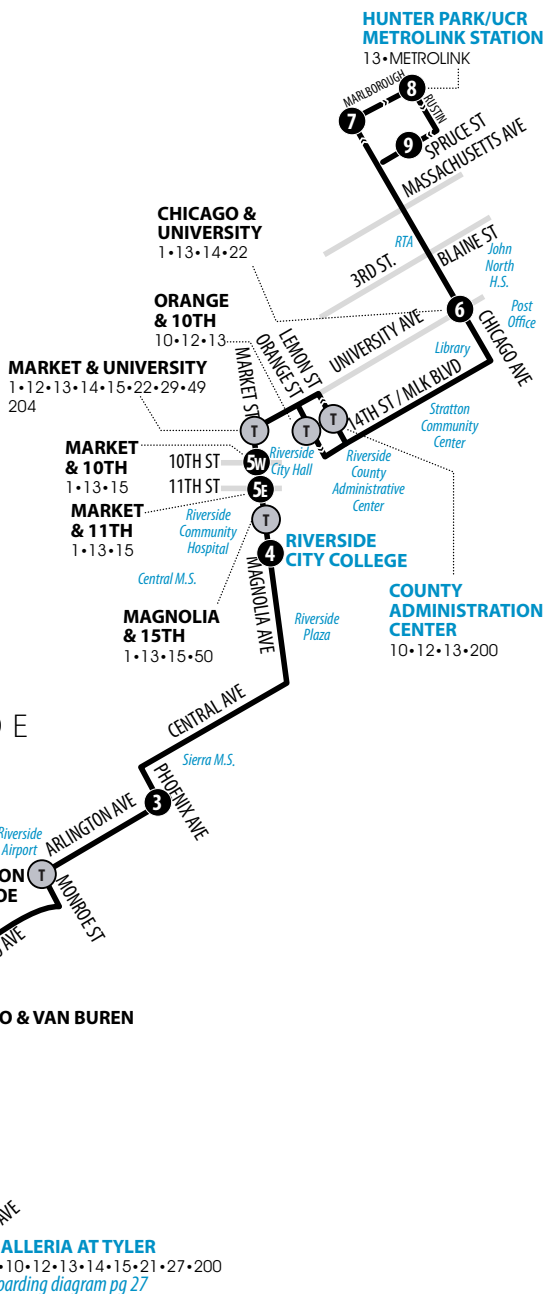
LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & MAGNOLIA	STREETER & ARLINGTON	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
8	7W	6	5	4	3	2	1
7:04	7:17	7:22	7:26	7:34	7:49	7:55	8:12
The 7:04 a.m. trip will start service at the first stop on Orange St north of Columbia Ave at approximately 6:55 a.m.							
7:58	8:13	8:18	8:22	8:32	8:47	8:54	9:11
8:50	9:10	9:15	9:19	9:29	9:46	9:53	10:10
9:50	10:10	10:15	10:19	10:29	10:46	10:53	11:10
10:49	11:08	11:13	11:17	11:29	11:47	11:54	<b>12:12</b>
11:52	<b>12:11</b>	<b>12:16</b>	<b>12:20</b>	<b>12:32</b>	<b>12:50</b>	<b>12:57</b>	<b>1:15</b>
<b>12:52</b>	<b>1:11</b>	<b>1:16</b>	<b>1:20</b>	<b>1:32</b>	<b>1:50</b>	<b>1:57</b>	<b>2:15</b>
<b>1:58</b>	<b>2:15</b>	<b>2:20</b>	<b>2:24</b>	<b>2:36</b>	<b>2:54</b>	<b>3:01</b>	<b>3:19</b>
<b>3:01</b>	<b>3:18</b>	<b>3:23</b>	<b>3:27</b>	<b>3:39</b>	<b>3:57</b>	<b>4:04</b>	<b>4:22</b>
<b>4:01</b>	<b>4:18</b>	<b>4:23</b>	<b>4:27</b>	<b>4:39</b>	<b>4:57</b>	<b>5:05</b>	<b>5:23</b>
<b>5:05</b>	<b>5:22</b>	<b>5:27</b>	<b>5:31</b>	<b>5:43</b>	<b>6:01</b>	<b>6:09</b>	<b>6:27</b>
<b>6:13</b>	<b>6:30</b>	<b>6:35</b>	<b>6:39</b>	<b>6:51</b>	<b>7:09</b>	<b>7:17</b>	<b>7:35</b>
<b>7:13</b>	<b>7:28</b>	<b>7:33</b>	<b>7:37</b>	<b>7:49</b>	<b>8:04</b>	<b>8:12</b>	<b>8:30</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



## Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



RIVERSIDE

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* If required, bus will take passengers to the bus stop on Market St far side University Ave.

GALLERIA AT TYLER	COLORADO & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	CHICAGO & MARLBOROUGH	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	5E	6	7	8
6:28	6:47	6:55	7:06	7:08	7:21	7:25	7:33
7:37	7:56	8:05	8:16	8:18	8:31	8:35	8:43
8:40	8:59	9:09	9:22	9:26	9:41	9:45	9:52
9:35	9:56	10:06	10:19	10:23	10:39	10:43	10:50
10:40	11:01	11:11	11:25	11:29	11:45	11:49	11:56
11:41	<b>12:02</b>	<b>12:12</b>	<b>12:26</b>	<b>12:30</b>	<b>12:46</b>	<b>12:50</b>	<b>12:57</b>
<b>12:50</b>	<b>1:11</b>	<b>1:21</b>	<b>1:35</b>	<b>1:39</b>	<b>1:55</b>	<b>1:59</b>	<b>2:06</b>
<b>1:50</b>	<b>2:11</b>	<b>2:21</b>	<b>2:35</b>	<b>2:39</b>	<b>2:55</b>	<b>2:59</b>	<b>3:06</b>
<b>3:02</b>	<b>3:23</b>	<b>3:33</b>	<b>3:47</b>	<b>3:51</b>	<b>4:07</b>	<b>4:11</b>	<b>4:18</b>
<b>3:53</b>	<b>4:14</b>	<b>4:24</b>	<b>4:37</b>	<b>4:41</b>	<b>4:57</b>	<b>5:01</b>	<b>5:08</b>
<b>5:08</b>	<b>5:29</b>	<b>5:37</b>	<b>5:49</b>	<b>5:53</b>	<b>6:08</b>	<b>6:12</b>	<b>6:19</b>
<b>6:00</b>	<b>6:21</b>	<b>6:29</b>	<b>6:40</b>	<b>6:42*</b>	—	—	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	COLORADO & VAN BUREN	GALLERIA AT TYLER
8	9	6	5W	4	3	2	1
7:10	7:14	7:20	7:31	7:34	7:44	7:52	8:12
7:58	8:04	8:11	8:23	8:26	8:36	8:45	9:06
9:02	9:08	9:15	9:30	9:33	9:47	9:56	10:18
10:02	10:08	10:15	10:30	10:34	10:48	10:57	11:21
11:03	11:09	11:16	11:31	11:35	11:49	11:58	<b>12:22</b>
<b>12:06</b>	<b>12:12</b>	<b>12:19</b>	<b>12:34</b>	<b>12:38</b>	<b>12:52</b>	<b>1:01</b>	<b>1:25</b>
<b>1:07</b>	<b>1:13</b>	<b>1:20</b>	<b>1:35</b>	<b>1:38</b>	<b>1:52</b>	<b>2:01</b>	<b>2:25</b>
<b>2:16</b>	<b>2:22</b>	<b>2:29</b>	<b>2:44</b>	<b>2:47</b>	<b>3:01</b>	<b>3:11</b>	<b>3:35</b>
<b>3:20</b>	<b>3:25</b>	<b>3:32</b>	<b>3:47</b>	<b>3:50</b>	<b>4:03</b>	<b>4:13</b>	<b>4:37</b>
<b>4:32</b>	<b>4:37</b>	<b>4:44</b>	<b>4:59</b>	<b>5:02</b>	<b>5:15</b>	<b>5:24</b>	<b>5:47</b>
<b>5:22</b>	<b>5:27</b>	<b>5:34</b>	<b>5:48</b>	<b>5:51</b>	<b>6:04</b>	<b>6:13</b>	<b>6:36</b>

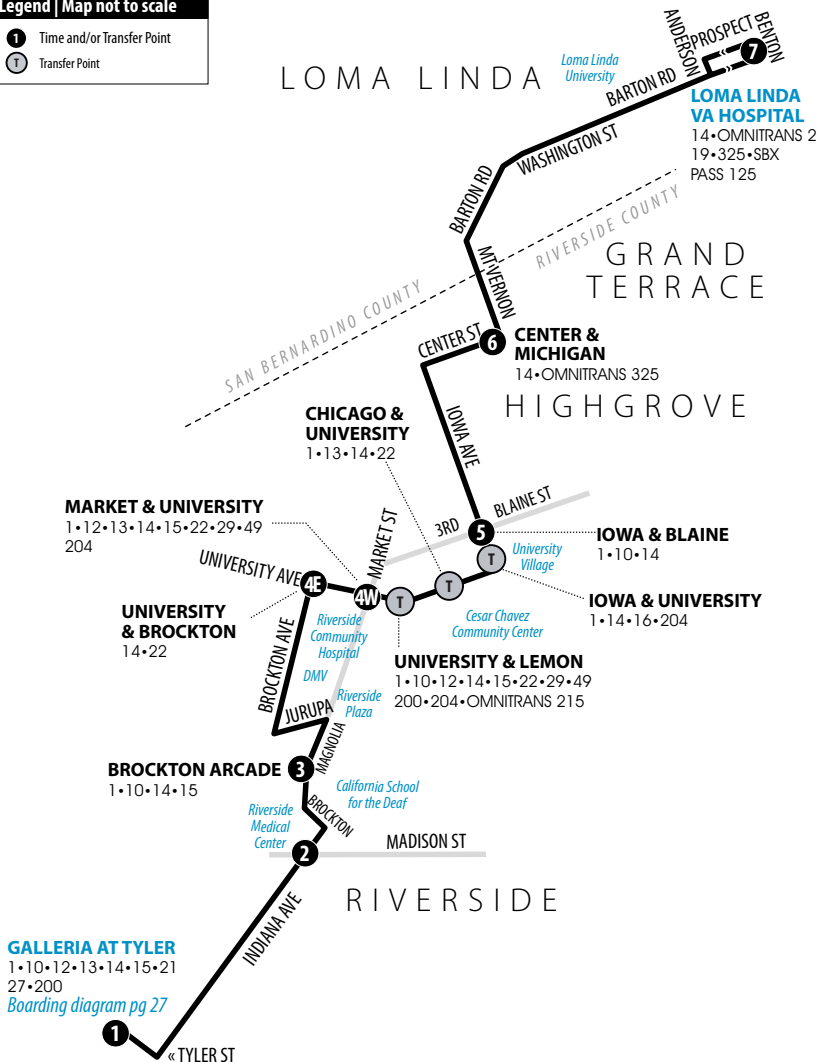
Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



RTA does not serve Mt Vernon Ave or Barton Rd except at Loma Linda hospitals.  
Omnitrans Route 325 serves Michigan Ave and Barton Rd.

### Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



## 14

## EASTBOUND TO VA HOSPITAL | WEEKDAYS &amp; WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* If required, bus will take passengers to the bus stop on Market St far side University Ave.

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
—	—	—	7:58	8:11	8:21	8:39
—	—	—	8:54	9:11	9:21	9:39
9:24	9:39	9:44	9:55	10:12	10:22	10:40
10:26	10:41	10:46	10:57	11:14	11:24	11:42
11:26	11:42	11:47	11:58	<b>12:15</b>	<b>12:25</b>	<b>12:43</b>
<b>12:29</b>	<b>12:45</b>	<b>12:50</b>	<b>1:01</b>	<b>1:18</b>	<b>1:28</b>	<b>1:46</b>
<b>1:31</b>	<b>1:48</b>	<b>1:53</b>	<b>2:04</b>	<b>2:21</b>	<b>2:31</b>	<b>2:49</b>
<b>2:36</b>	<b>2:53</b>	<b>2:58</b>	<b>3:09</b>	<b>3:26</b>	<b>3:36</b>	<b>3:54</b>
<b>3:40</b>	<b>3:57</b>	<b>4:02</b>	<b>4:13</b>	<b>4:30</b>	<b>4:40</b>	<b>4:58</b>
<b>4:43</b>	<b>4:58</b>	<b>5:03</b>	<b>5:14</b>	<b>5:31</b>	<b>5:41</b>	<b>5:59</b>
<b>5:46</b>	<b>6:01</b>	<b>6:06</b>	<b>6:17*</b>	—	—	—

## 14

## WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS &amp; WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
—	—	—	8:41	8:53	8:59	9:14
8:58	9:16	9:29	9:40	9:53	9:59	10:16
9:56	10:14	10:27	10:40	10:53	10:59	11:16
10:59	11:17	11:30	11:43	11:56	<b>12:02</b>	<b>12:19</b>
<b>12:01</b>	<b>12:19</b>	<b>12:32</b>	<b>12:45</b>	<b>12:58</b>	<b>1:04</b>	<b>1:21</b>
<b>1:06</b>	<b>1:24</b>	<b>1:37</b>	<b>1:50</b>	<b>2:03</b>	<b>2:09</b>	<b>2:26</b>
<b>2:10</b>	<b>2:28</b>	<b>2:41</b>	<b>2:54</b>	<b>3:07</b>	<b>3:13</b>	<b>3:30</b>
<b>3:13</b>	<b>3:31</b>	<b>3:44</b>	<b>3:57</b>	<b>4:10</b>	<b>4:16</b>	<b>4:33</b>
<b>4:16</b>	<b>4:34</b>	<b>4:47</b>	<b>5:00</b>	<b>5:13</b>	<b>5:19</b>	<b>5:36</b>
<b>5:11</b>	<b>5:29</b>	<b>5:42</b>	<b>5:55</b>	<b>6:08</b>	<b>6:14</b>	<b>6:31</b>





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	RIVERSIDE-DOWNTOWN METROLINK STATION (VINE ST - BAY C)
1	2	3	4	5	6	7	8	9
6:50	6:57	7:07	7:12	7:21	7:28	7:32	7:37	7:46
7:25	7:34	7:44	7:49	7:58	8:05	8:10	8:16	8:26
8:16	—	8:32	8:37	8:46	8:53	8:58	9:04	9:14
9:08	—	9:24	9:29	9:39	9:46	9:51	9:57	10:07
9:48	—	10:04	10:09	10:19	10:26	10:31	10:37	10:47
10:38	—	10:54	10:59	11:09	11:16	11:21	11:27	11:37
11:31	—	11:47	11:52	<b>12:02</b>	<b>12:09</b>	<b>12:14</b>	<b>12:20</b>	<b>12:30</b>
<b>12:12</b>	—	<b>12:28</b>	<b>12:34</b>	<b>12:44</b>	<b>12:51</b>	<b>12:56</b>	<b>1:02</b>	<b>1:12</b>
<b>1:03</b>	—	<b>1:19</b>	<b>1:25</b>	<b>1:36</b>	<b>1:43</b>	<b>1:48</b>	<b>1:54</b>	<b>2:04</b>
<b>1:56</b>	—	<b>2:12</b>	<b>2:18</b>	<b>2:29</b>	<b>2:36</b>	<b>2:41</b>	<b>2:47</b>	<b>2:57</b>
<b>2:38</b>	—	<b>2:54</b>	<b>3:00</b>	<b>3:11</b>	<b>3:18</b>	<b>3:23</b>	<b>3:29</b>	<b>3:39</b>
<b>3:30</b>	—	<b>3:46</b>	<b>3:52</b>	<b>4:02</b>	<b>4:09</b>	<b>4:14</b>	<b>4:20</b>	<b>4:30</b>
<b>4:24</b>	—	<b>4:40</b>	<b>4:46</b>	<b>4:56</b>	<b>5:03</b>	<b>5:08</b>	<b>5:14</b>	<b>5:24</b>
<b>5:06</b>	<b>5:15</b>	<b>5:25</b>	<b>5:31</b>	<b>5:41</b>	<b>5:48</b>	<b>5:53</b>	<b>5:59</b>	<b>6:09</b>
<b>6:00</b>	<b>6:09</b>	<b>6:19</b>	<b>6:25</b>	<b>6:34</b>	<b>6:41</b>	<b>6:46</b>	<b>6:52</b>	<b>7:02</b>
<b>6:53</b>	<b>7:02</b>	<b>7:12</b>	<b>7:18</b>	<b>7:27</b>	<b>7:34</b>	<b>7:39</b>	<b>7:45</b>	<b>7:55</b>
<b>7:36</b>	—	<b>7:52</b>	<b>7:58</b>	<b>8:07</b>	<b>8:14</b>	<b>8:19</b>	<b>8:25</b>	<b>8:35</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE-DOWNTOWN METROLINK STATION (VINE ST - BAY C)	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
6:14	6:24	6:30	6:34	6:42	6:49	6:55	7:05	7:15
7:05	7:15	7:21	7:25	7:34	7:41	7:48	—	8:06
7:56	8:06	8:12	8:16	8:25	8:33	8:40	—	8:58
8:36	8:46	8:52	8:56	9:05	9:13	9:20	—	9:38
9:24	9:35	9:41	9:45	9:54	10:02	10:10	—	10:28
10:17	10:28	10:34	10:38	10:47	10:55	11:03	—	11:21
10:57	11:08	11:14	11:19	11:28	11:36	11:44	—	<b>12:02</b>
11:47	11:58	<b>12:05</b>	<b>12:10</b>	<b>12:19</b>	<b>12:27</b>	<b>12:35</b>	—	<b>12:53</b>
<b>12:40</b>	<b>12:51</b>	<b>12:58</b>	<b>1:03</b>	<b>1:12</b>	<b>1:20</b>	<b>1:28</b>	—	<b>1:46</b>
<b>1:22</b>	<b>1:33</b>	<b>1:40</b>	<b>1:45</b>	<b>1:54</b>	<b>2:02</b>	<b>2:10</b>	—	<b>2:28</b>
<b>2:14</b>	<b>2:25</b>	<b>2:32</b>	<b>2:37</b>	<b>2:46</b>	<b>2:54</b>	<b>3:02</b>	—	<b>3:20</b>
<b>3:07</b>	<b>3:19</b>	<b>3:26</b>	<b>3:31</b>	<b>3:40</b>	<b>3:48</b>	<b>3:56</b>	—	<b>4:14</b>
<b>3:49</b>	<b>4:01</b>	<b>4:08</b>	<b>4:13</b>	<b>4:22</b>	<b>4:30</b>	<b>4:38</b>	—	<b>4:56</b>
<b>4:40</b>	<b>4:52</b>	<b>4:59</b>	<b>5:04</b>	<b>5:13</b>	<b>5:22</b>	<b>5:30</b>	<b>5:40</b>	<b>5:50</b>
<b>5:34</b>	<b>5:46</b>	<b>5:53</b>	<b>5:58</b>	<b>6:06</b>	<b>6:15</b>	<b>6:23</b>	<b>6:33</b>	<b>6:43</b>
<b>6:19</b>	<b>6:31</b>	<b>6:38</b>	<b>6:43</b>	<b>6:51</b>	<b>6:59</b>	<b>7:06</b>	<b>7:16</b>	<b>7:26</b>
<b>7:14</b>	<b>7:25</b>	<b>7:31</b>	<b>7:35</b>	<b>7:43</b>	<b>7:51</b>	<b>7:58</b>	<b>8:08</b>	<b>8:18</b>

# PUEDES VIAJAR CON CONFIANZA

En cada viaje que realice con RTA, su seguridad es nuestra prioridad número uno. Nos comprometemos a brindarle tranquilidad cuando viaje con nosotros. Esto es lo que está haciendo RTA para que su viaje con nosotros sea seguro.



## REVESTIMIENTOS FACIALES

Se requieren máscaras faciales que cubran la boca y la nariz para todos los clientes y operadores de autobuses en los centros de tránsito y a bordo del autobús.

## CAPACIDAD MÁXIMA

RTA está practicando el distanciamiento social al limitar el número de clientes en todos nuestros autobuses para que haya suficiente espacio para esparcirse.

## VAYA SIN TOCAR

Ahora puede escanear su pase móvil para limitar las interacciones físicas. Descargue la aplicación gratuita de Token Transit para pagos sin contacto.

## MANTENIENDO A TODOS SEGUROS

En un esfuerzo por mantener un ambiente seguro a bordo del autobús, todos los empleados de RTA deben pasar un control de salud antes de comenzar a trabajar todos los días. En nuestras instalaciones, estamos desinfectando las 24 horas.

## NO VIAJE SI ESTÁ ENFERMO

Quedarse en casa es la mejor manera de protegerse y proteger a los demás de enfermarse.

## LIMPIEZA FRECUENTE

Para su tranquilidad, RTA limpia y desinfecta los autobuses con nebulizadores electrostáticos todos los días. También hemos actualizado nuestro sistema de ventilación y filtros a bordo para brindarle un aire más fresco y limpio mientras viaja.

## BARRERAS DE SEGURIDAD

Para mantener un ambiente saludable durante el abordaje, RTA ha instalado barreras de seguridad en todos los autobuses para minimizar el contacto entre los conductores y los clientes.

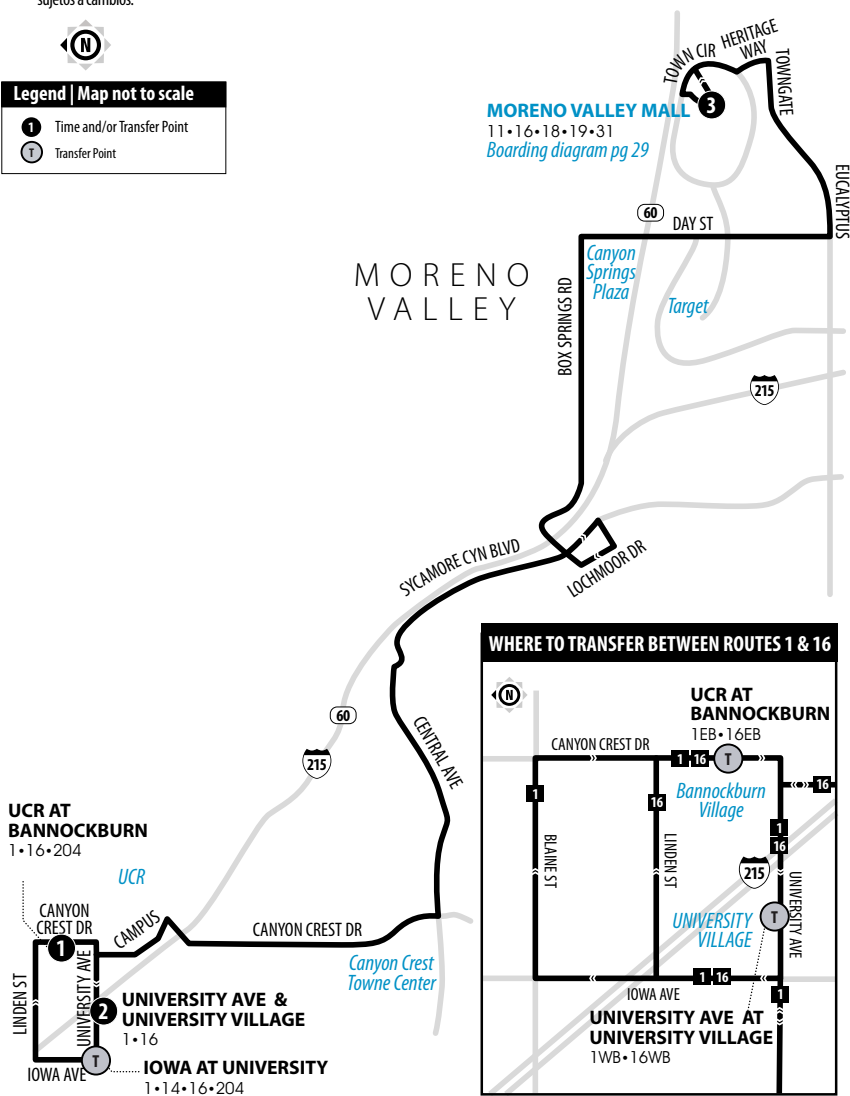
## MANTÉNGASE CONECTADO

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Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.


**Legend | Map not to scale**

- 1** Time and/or Transfer Point
- T** Transfer Point



RIVERSIDE

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
7:33	7:59
8:15	8:42
8:58	9:27
9:26	9:57
9:56	10:27
10:11	10:42
10:26	10:57
10:40	11:11
10:55	11:26
11:09	11:40
11:25	11:56
11:41	<b>12:13</b>
11:56	<b>12:28</b>
<b>12:11</b>	<b>12:43</b>
<b>12:25</b>	<b>12:57</b>
<b>12:41</b>	<b>1:13</b>
<b>12:56</b>	<b>1:28</b>
<b>1:11</b>	<b>1:43</b>
<b>1:26</b>	<b>1:58</b>
<b>1:41</b>	<b>2:13</b>
<b>1:56</b>	<b>2:28</b>
<b>2:11</b>	<b>2:43</b>
<b>2:26</b>	<b>2:58</b>
<b>2:42</b>	<b>3:14</b>
<b>2:57</b>	<b>3:29</b>
<b>3:12</b>	<b>3:44</b>
<b>3:27</b>	<b>3:59</b>
<b>3:44</b>	<b>4:16</b>
<b>4:01</b>	<b>4:33</b>
<b>4:16</b>	<b>4:48</b>
<b>4:31</b>	<b>5:03</b>
<b>4:46</b>	<b>5:18</b>
<b>5:01</b>	<b>5:33</b>
<b>5:18</b>	<b>5:50</b>
<b>5:33</b>	<b>6:05</b>
<b>6:03</b>	<b>6:35</b>
<b>6:29</b>	<b>7:01</b>
<b>7:34</b>	<b>8:06</b>
<b>8:37</b>	<b>9:07</b>
<b>10:13</b>	<b>10:39</b>

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MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
7:11	7:36	7:44
7:55	8:20	8:28
8:38	9:06	9:14
9:07	9:35	9:43
9:36	10:04	10:12
10:04	10:32	10:40
10:19	10:47	10:55
10:34	11:02	11:10
10:49	11:17	11:25
11:04	11:32	11:40
11:19	11:47	11:55
11:34	<b>12:02</b>	<b>12:10</b>
11:48	<b>12:17</b>	<b>12:25</b>
<b>12:02</b>	<b>12:32</b>	<b>12:40</b>
<b>12:17</b>	<b>12:47</b>	<b>12:55</b>
<b>12:32</b>	<b>1:02</b>	<b>1:10</b>
<b>12:47</b>	<b>1:17</b>	<b>1:25</b>
<b>1:02</b>	<b>1:32</b>	<b>1:40</b>
<b>1:17</b>	<b>1:47</b>	<b>1:55</b>
<b>1:32</b>	<b>2:02</b>	<b>2:10</b>
<b>1:47</b>	<b>2:17</b>	<b>2:25</b>
<b>2:02</b>	<b>2:32</b>	<b>2:40</b>
<b>2:17</b>	<b>2:47</b>	<b>2:55</b>
<b>2:32</b>	<b>3:02</b>	<b>3:10</b>
<b>2:50</b>	<b>3:20</b>	<b>3:28</b>
<b>3:05</b>	<b>3:35</b>	<b>3:43</b>
<b>3:20</b>	<b>3:50</b>	<b>3:58</b>
<b>3:35</b>	<b>4:05</b>	<b>4:13</b>
<b>3:52</b>	<b>4:22</b>	<b>4:30</b>
<b>4:07</b>	<b>4:37</b>	<b>4:45</b>
<b>4:22</b>	<b>4:52</b>	<b>5:00</b>
<b>4:37</b>	<b>5:07</b>	<b>5:15</b>
<b>4:52</b>	<b>5:22</b>	<b>5:30</b>
<b>5:07</b>	<b>5:37</b>	<b>5:45</b>
<b>5:22</b>	<b>5:52</b>	<b>6:00</b>
<b>5:37</b>	<b>6:07</b>	<b>6:15</b>
<b>5:53</b>	<b>6:22</b>	<b>6:30</b>
<b>6:09</b>	<b>6:37</b>	<b>6:45</b>
<b>6:39</b>	<b>7:07</b>	<b>7:15</b>
<b>7:11</b>	<b>7:39</b>	<b>7:47</b>
<b>7:39</b>	<b>8:07</b>	<b>8:15</b>
<b>8:25</b>	<b>8:53</b>	<b>9:01</b>
<b>9:19</b>	<b>9:47</b>	<b>9:55</b>

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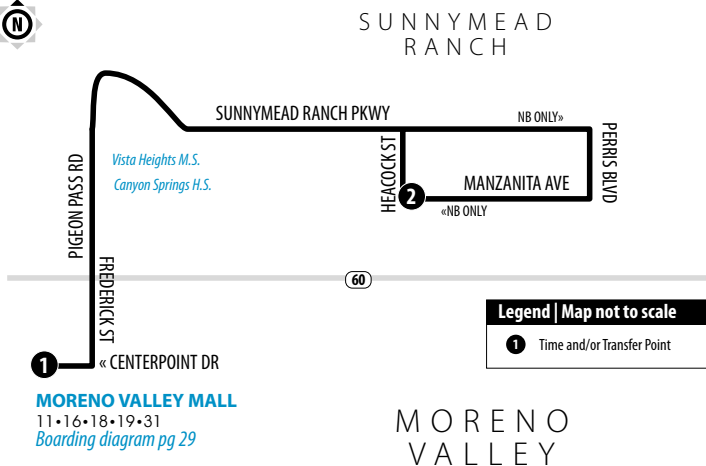
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# 18

## SUNNYMEAD RANCH - MORENO VALLEY MALL

Routing and timetables  
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sujetos a cambios.

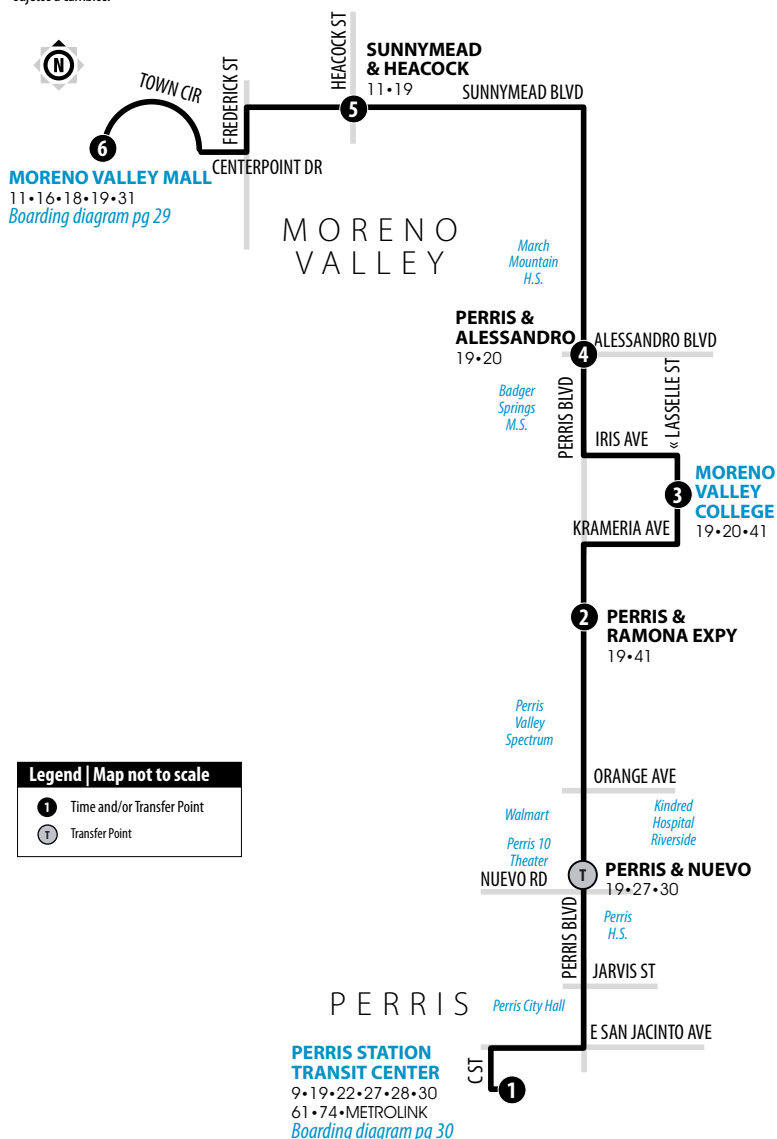




A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:40	7:02	7:19
7:30	7:52	8:09
8:20	8:42	8:59
9:10	9:32	9:50
10:00	10:22	10:40
10:50	11:12	11:30
11:40	<b>12:02</b>	<b>12:20</b>
<b>12:30</b>	<b>12:52</b>	<b>1:10</b>
<b>1:20</b>	<b>1:42</b>	<b>2:00</b>
<b>2:10</b>	<b>2:32</b>	<b>2:50</b>
<b>3:00</b>	<b>3:22</b>	<b>3:40</b>
<b>3:50</b>	<b>4:12</b>	<b>4:30</b>
<b>4:40</b>	<b>5:02</b>	<b>5:19</b>
<b>5:30</b>	<b>5:52</b>	<b>6:09</b>
<b>6:20</b>	<b>6:42</b>	<b>6:59</b>
<b>7:10</b>	<b>7:32</b>	<b>7:49</b>
<b>8:00</b>	<b>8:22</b>	<b>8:39</b>

Routing and timetables  
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A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	PERRIS & RAMONA EXPY	MORENO VALLEY COLLEGE	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	2	3	4	5	6
5:11	5:29	5:39	5:51	6:00	6:09
6:00	6:18	6:28	6:40	6:49	6:59
6:44	7:02	7:12	7:24	7:35	7:45
7:27	7:45	7:55	8:07	8:18	8:28
7:55	8:13	8:23	8:36	8:47	8:57
8:22	8:40	8:50	9:04	9:16	9:26
8:50	9:08	9:18	9:32	9:44	9:54
9:20	9:38	9:48	10:02	10:14	10:24
9:35	9:53	10:03	10:17	10:29	10:39
9:50	10:08	10:18	10:32	10:44	10:54
10:04	10:22	10:32	10:47	10:59	11:09
10:19	10:37	10:47	11:02	11:14	11:24
10:32	10:50	11:00	11:15	11:28	11:38
10:46	11:04	11:14	11:29	11:42	11:52
11:00	11:18	11:28	11:43	11:56	12:07
11:15	11:33	11:43	11:58	12:11	12:22
11:30	11:48	11:58	12:13	12:26	12:37
11:45	12:03	12:13	12:28	12:41	12:52
12:00	12:18	12:28	12:43	12:56	1:07
12:15	12:33	12:43	12:58	1:11	1:22
12:30	12:48	12:58	1:13	1:26	1:37
12:45	1:03	1:13	1:28	1:41	1:52
1:00	1:18	1:28	1:43	1:56	2:07
1:16	1:34	1:44	1:59	2:11	2:22
1:34	1:52	2:02	2:17	2:29	2:40
1:50	2:08	2:18	2:32	2:44	2:55
2:05	2:23	2:33	2:47	2:59	3:10
2:20	2:38	2:48	3:02	3:14	3:25
2:37	2:55	3:05	3:19	3:31	3:42
2:53	3:11	3:21	3:35	3:47	3:57
3:08	3:26	3:36	3:50	4:02	4:12
3:23	3:41	3:51	4:05	4:17	4:27
3:38	3:56	4:06	4:20	4:32	4:42
3:53	4:11	4:21	4:35	4:47	4:57
4:08	4:26	4:36	4:50	5:02	5:12
4:23	4:41	4:51	5:05	5:17	5:27
4:39	4:57	5:07	5:21	5:33	5:43
4:54	5:12	5:22	5:36	5:48	5:58
5:25	5:42	5:52	6:06	6:17	6:27
5:59	6:16	6:26	6:40	6:51	7:01
6:27	6:44	6:54	7:08	7:19	7:29
7:13	7:30	7:40	7:54	8:05	8:15
8:10	8:27	8:37	8:50	9:00	9:09
9:34	9:51	10:01	10:13	10:22	10:31

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	MORENO VALLEY COLLEGE	PERRIS & RAMONA EXPY	PERRIS STATION TRANSIT CENTER
6	5	4	3	2	1
6:19	6:25	6:33	6:42	6:52	7:08
6:46	6:53	7:03	7:13	7:23	7:40
7:17	7:24	7:34	7:44	7:54	8:11
8:09	8:16	8:26	8:36	8:46	9:03
8:57	9:04	9:15	9:26	9:36	9:54
9:37	9:45	9:56	10:07	10:17	10:35
9:52	10:00	10:11	10:22	10:32	10:50
10:07	10:15	10:26	10:37	10:47	11:05
10:22	10:30	10:41	10:52	11:02	11:20
10:37	10:45	10:56	11:07	11:17	11:35
10:52	11:00	11:11	11:22	11:32	11:50
11:07	11:15	11:26	11:37	11:47	12:05
11:21	11:29	11:40	11:52	12:02	12:20
11:36	11:44	11:55	12:07	12:17	12:35
11:50	11:58	12:09	12:21	12:32	12:50
12:06	12:14	12:25	12:37	12:48	1:06
12:23	12:32	12:43	12:55	1:06	1:24
12:38	12:47	12:58	1:10	1:21	1:39
12:53	1:02	1:14	1:26	1:37	1:55
1:07	1:16	1:29	1:41	1:52	2:10
1:23	1:32	1:45	1:57	2:08	2:26
1:38	1:47	2:00	2:12	2:23	2:41
1:53	2:02	2:15	2:27	2:38	2:56
2:08	2:17	2:30	2:42	2:53	3:11
2:23	2:32	2:45	2:57	3:08	3:26
2:38	2:47	3:00	3:12	3:23	3:41
2:53	3:02	3:15	3:27	3:38	3:56
3:08	3:17	3:30	3:42	3:53	4:11
3:24	3:33	3:46	3:58	4:09	4:27
3:39	3:48	4:01	4:13	4:24	4:42
3:54	4:03	4:16	4:28	4:40	4:58
4:09	4:18	4:31	4:43	4:55	5:13
4:26	4:35	4:48	5:00	5:12	5:30
4:43	4:52	5:05	5:17	5:29	5:47
4:58	5:07	5:20	5:32	5:44	6:02
5:13	5:22	5:34	5:46	5:58	6:16
5:28	5:37	5:49	6:01	6:13	6:31
5:43	5:52	6:04	6:16	6:28	6:46
6:00	6:09	6:21	6:33	6:45	7:03
6:15	6:24	6:36	6:48	7:00	7:17
6:45	6:54	7:06	7:17	7:28	7:44
7:11	7:19	7:30	7:41	7:52	8:08
8:16	8:24	8:35	8:46	8:57	9:13
9:19	9:25	9:33	9:42	9:52	10:07
10:41	10:47	10:55	11:04	11:14	11:27

# TRAVEL WITH CONFIDENCE

On every trip you take with RTA, your safety and well-being is our number-one priority. We're committed to giving you peace of mind when you travel with us. Here's what RTA is doing to make your journey with us safe.



## FACE COVERINGS

Face masks that cover the mouth and nose are required for all customers and coach operators at transit centers and on board the bus.

## MAXIMUM CAPACITY

RTA is practicing social distancing by limiting the number of customers on all our buses so there is plenty of room to spread out.

## GO TOUCH-FREE

You can now scan your mobile pass to limit physical interactions. Download the free Token Transit app for contactless payment.

## KEEPING EVERYONE SAFE

In an effort to maintain a safe environment onboard the bus, all RTA employees are required to pass a health check before starting work every day. At our facilities, we are doing around-the-clock disinfecting.

## DON'T TRAVEL IF YOU'RE SICK

Staying home is the best way to protect yourself and others from getting sick.

## FREQUENT CLEANING

For your peace of mind, RTA is cleaning and sanitizing buses with electrostatic foggers every day. We've also upgraded our on-board ventilation system and filters to give you fresher, cleaner air while you ride.

## SAFETY BARRIERS

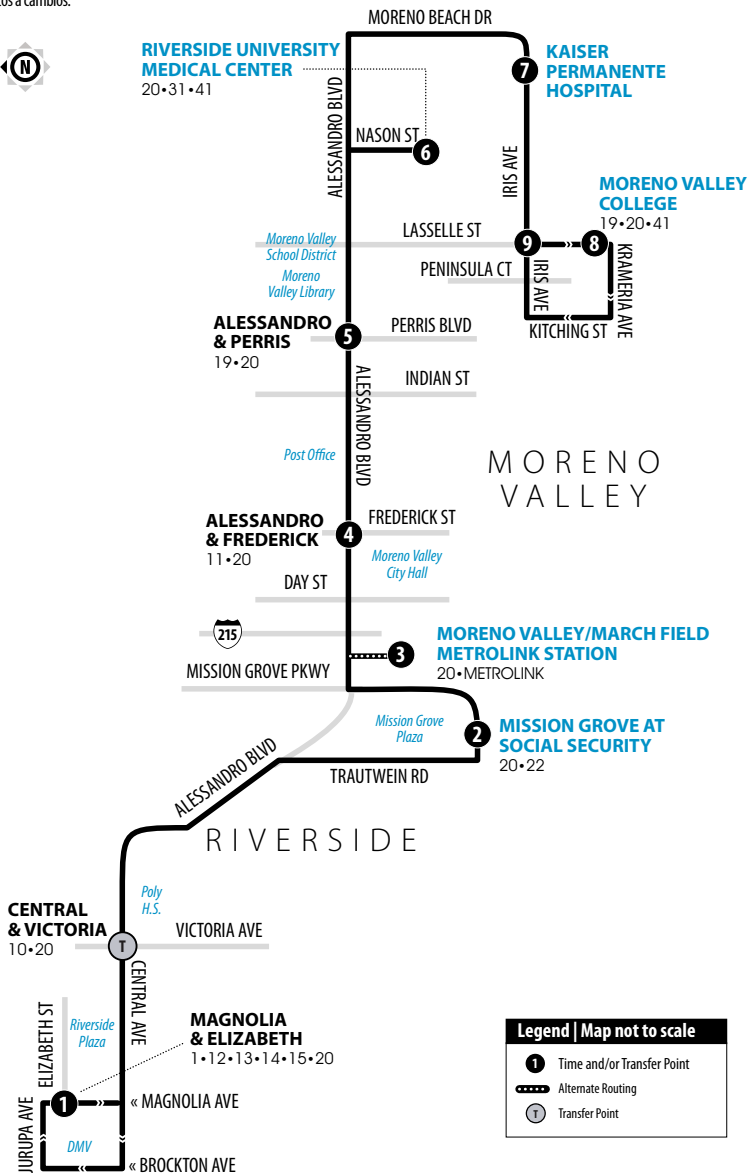
To maintain a healthy environment while boarding, RTA has installed safety barriers on all buses to minimize contact between the drivers and customers.

## STAY CONNECTED

Plan your next trip by visiting [RiversideTransit.com](https://www.riversidetransit.com) or calling our Customer Information Center at (951) 565-5002. Real-time bus arrival information is available on the BusWatch and Transit apps. You can also get instant route and schedule updates by signing up for iAlerts, BusWatch or visit us on social media to stay in the loop.



Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE AT SOCIAL SECURITY	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	MORENO VALLEY COLLEGE	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
6:49	7:06	7:16	7:24	7:32	7:39	7:49	7:54	8:03
7:40	7:57	8:07	8:15	8:23	8:31	8:41	8:46	8:55
8:28	8:45	—	8:57	9:07	9:15	9:25	9:30	9:39
9:31	9:48	—	10:01	10:11	10:19	10:29	10:34	10:43
10:31	10:50	—	11:03	11:13	11:21	11:31	11:36	11:45
11:31	11:50	—	<b>12:03</b>	<b>12:13</b>	<b>12:21</b>	<b>12:31</b>	<b>12:36</b>	<b>12:45</b>
<b>12:31</b>	<b>12:50</b>	—	<b>1:03</b>	<b>1:13</b>	<b>1:21</b>	<b>1:31</b>	<b>1:36</b>	<b>1:45</b>
<b>1:34</b>	<b>1:53</b>	—	<b>2:06</b>	<b>2:16</b>	<b>2:24</b>	<b>2:34</b>	<b>2:39</b>	<b>2:48</b>
<b>2:36</b>	<b>2:55</b>	—	<b>3:08</b>	<b>3:18</b>	<b>3:26</b>	<b>3:36</b>	<b>3:41</b>	<b>3:50</b>
<b>3:36</b>	<b>3:55</b>	—	<b>4:08</b>	<b>4:18</b>	<b>4:26</b>	<b>4:36</b>	<b>4:41</b>	<b>4:50</b>
<b>4:31</b>	<b>4:50</b>	—	<b>5:03</b>	<b>5:13</b>	<b>5:21</b>	<b>5:31</b>	<b>5:36</b>	<b>5:45</b>
<b>5:22</b>	<b>5:41</b>	<b>5:51</b>	<b>5:59</b>	<b>6:09</b>	<b>6:17</b>	<b>6:27</b>	<b>6:32</b>	<b>6:41</b>
<b>6:28</b>	<b>6:47</b>	—	<b>6:59</b>	<b>7:07</b>	<b>7:15</b>	<b>7:25</b>	<b>7:30</b>	<b>7:39</b>
<b>7:26</b>	<b>7:44</b>	—	<b>7:56</b>	<b>8:04</b>	<b>8:11</b>	<b>8:21</b>	<b>8:26</b>	<b>8:35</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE AT SOCIAL SECURITY	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
10:53	10:57	11:08	11:20	11:28	—	11:42	<b>12:05</b>
11:55	11:59	<b>12:10</b>	<b>12:22</b>	<b>12:30</b>	—	<b>12:44</b>	<b>1:07</b>
<b>12:55</b>	<b>12:59</b>	<b>1:10</b>	<b>1:22</b>	<b>1:30</b>	—	<b>1:44</b>	<b>2:07</b>
<b>1:55</b>	<b>1:59</b>	<b>2:10</b>	<b>2:22</b>	<b>2:30</b>	—	<b>2:44</b>	<b>3:07</b>
<b>2:58</b>	<b>3:02</b>	<b>3:13</b>	<b>3:25</b>	<b>3:33</b>	—	<b>3:47</b>	<b>4:10</b>
<b>4:00</b>	<b>4:04</b>	<b>4:15</b>	<b>4:27</b>	<b>4:35</b>	—	<b>4:49</b>	<b>5:12</b>
<b>5:00</b>	<b>5:04</b>	<b>5:15</b>	<b>5:27</b>	<b>5:35</b>	<b>5:45</b>	<b>5:55</b>	<b>6:18</b>
<b>6:05</b>	<b>6:09</b>	<b>6:20</b>	<b>6:32</b>	<b>6:39</b>	—	<b>6:53</b>	<b>7:16</b>
<b>7:00</b>	<b>7:04</b>	<b>7:15</b>	<b>7:27</b>	<b>7:34</b>	—	<b>7:45</b>	<b>8:06</b>

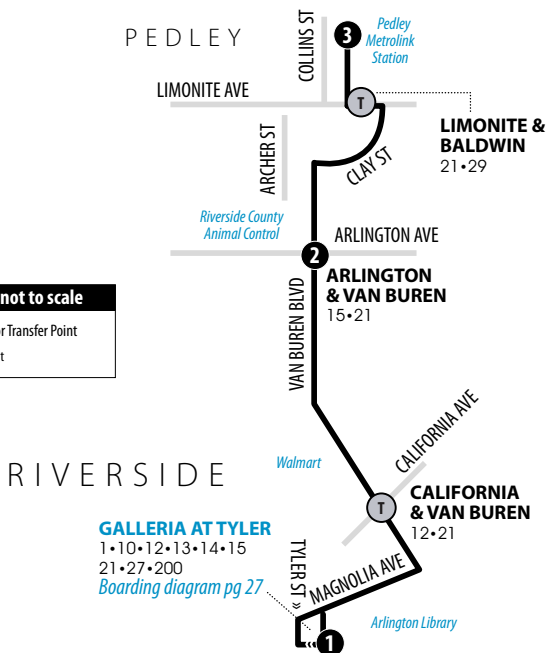
Routing and timetables  
subject to change.

Rutas y horarios son  
sujetos a cambios.



#### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/PEDLEY METROLINK STATION
1	2	3
7:41	7:54	8:03
8:43	8:57	9:07
9:49	10:04	10:14
10:56	11:14	11:24
<b>12:08</b>	<b>12:27</b>	<b>12:38</b>
<b>1:22</b>	<b>1:41</b>	<b>1:52</b>
<b>2:37</b>	<b>2:56</b>	<b>3:07</b>
<b>3:52</b>	<b>4:11</b>	<b>4:22</b>
<b>5:07</b>	<b>5:25</b>	<b>5:36</b>
<b>6:19</b>	<b>6:35</b>	<b>6:45</b>

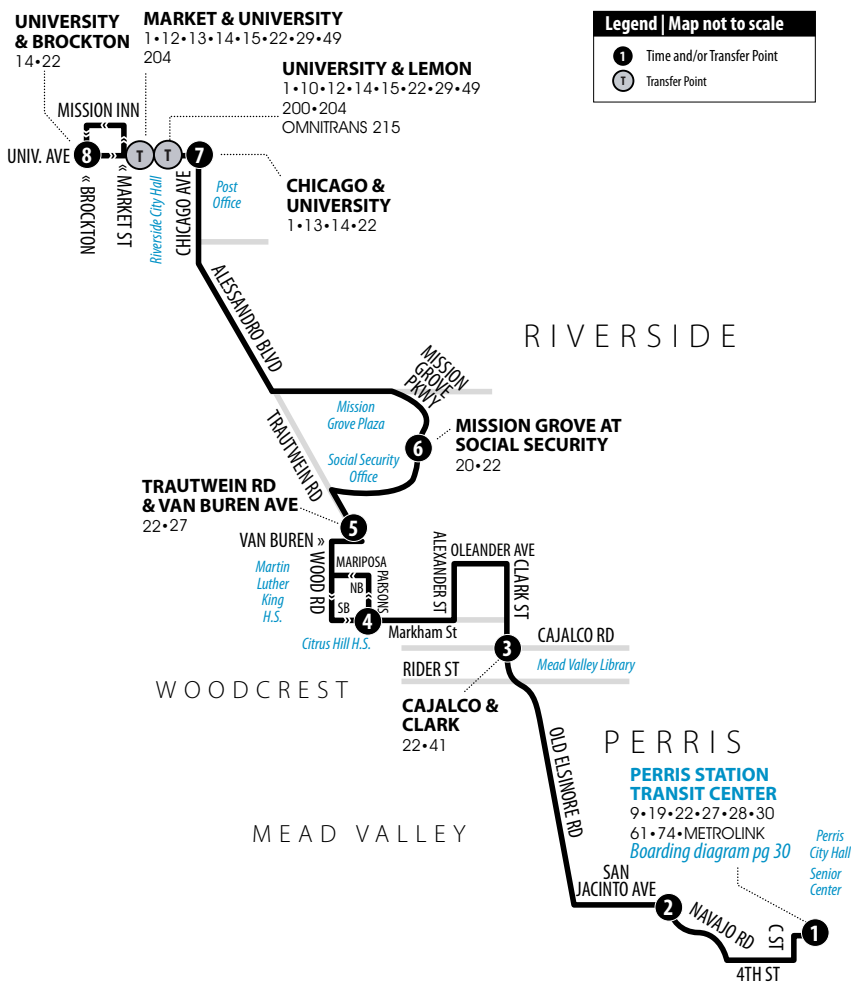
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

JURUPA VALLEY/PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
8:13	8:23	8:38
9:17	9:27	9:44
10:24	10:34	10:51
11:34	11:45	<b>12:03</b>
<b>12:48</b>	<b>12:59</b>	<b>1:17</b>
<b>2:02</b>	<b>2:14</b>	<b>2:32</b>
<b>3:17</b>	<b>3:29</b>	<b>3:47</b>
<b>4:32</b>	<b>4:44</b>	<b>5:02</b>
<b>5:46</b>	<b>5:57</b>	<b>6:14</b>
<b>6:55</b>	<b>7:06</b>	<b>7:23</b>

# 22

## DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE AT SOCIAL SECURITY	CHICAGO & UNIVERSITY	UNIVERSITY & BROCKTON
1	2	3	4	5	6	7	8
5:46	5:52	6:03	6:15	6:21	6:27	6:41	6:53
6:50	6:56	7:07	7:19	7:25	7:31	7:45	7:57
7:31	7:37	7:48	8:00	8:06	8:12	8:28	8:40
8:38	8:44	8:55	9:07	9:13	9:19	9:35	9:47
9:42	9:48	9:59	10:11	10:17	10:23	10:39	10:51
10:12	10:18	10:29	10:41	10:47	10:53	11:09	11:21
10:42	10:48	10:59	11:11	11:17	11:23	11:39	11:51
11:24	11:30	11:41	11:53	11:59	<b>12:05</b>	<b>12:21</b>	<b>12:34</b>
<b>12:32</b>	<b>12:38</b>	<b>12:49</b>	<b>1:01</b>	<b>1:07</b>	<b>1:13</b>	<b>1:29</b>	<b>1:42</b>
<b>1:34</b>	<b>1:40</b>	<b>1:51</b>	<b>2:03</b>	<b>2:09</b>	<b>2:15</b>	<b>2:31</b>	<b>2:44</b>
<b>2:48</b>	<b>2:54</b>	<b>3:05</b>	<b>3:17</b>	<b>3:23</b>	<b>3:29</b>	<b>3:45</b>	<b>3:58</b>
<b>3:58</b>	<b>4:04</b>	<b>4:15</b>	<b>4:27</b>	<b>4:33</b>	<b>4:39</b>	<b>4:55</b>	<b>5:08</b>
<b>5:07</b>	<b>5:13</b>	<b>5:24</b>	<b>5:36</b>	<b>5:42</b>	<b>5:48</b>	<b>6:03</b>	<b>6:16</b>
<b>6:11</b>	<b>6:17</b>	<b>6:28</b>	<b>6:40</b>	<b>6:46</b>	<b>6:52</b>	<b>7:06</b>	<b>7:19</b>
<b>7:11</b>	<b>7:17</b>	<b>7:28</b>	<b>7:40</b>	<b>7:46</b>	<b>7:52</b>	<b>8:06</b>	<b>8:18</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UNIVERSITY & BROCKTON	CHICAGO & UNIVERSITY	MISSION GROVE AT SOCIAL SECURITY	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4	3	2	1
7:03	7:13	7:27	7:33	7:40	7:52	8:03	8:13
8:12	8:22	8:36	8:42	8:49	9:01	9:12	9:22
8:50	9:00	9:15	9:21	9:28	9:40	9:51	10:01
9:57	10:07	10:22	10:29	10:36	10:48	10:59	11:09
11:03	11:13	11:28	11:35	11:42	11:54	<b>12:05</b>	<b>12:15</b>
<b>12:12</b>	<b>12:22</b>	<b>12:37</b>	<b>12:44</b>	<b>12:51</b>	<b>1:03</b>	<b>1:14</b>	<b>1:24</b>
<b>1:11</b>	<b>1:21</b>	<b>1:36</b>	<b>1:43</b>	<b>1:50</b>	<b>2:02</b>	<b>2:13</b>	<b>2:23</b>
<b>2:01</b>	<b>2:11</b>	<b>2:27</b>	<b>2:34</b>	<b>2:41</b>	<b>2:53</b>	<b>3:04</b>	<b>3:14</b>
<b>2:29</b>	<b>2:39</b>	<b>2:55</b>	<b>3:02</b>	<b>3:09</b>	<b>3:21</b>	<b>3:32</b>	<b>3:42</b>
<b>2:56</b>	<b>3:06</b>	<b>3:22</b>	<b>3:29</b>	<b>3:36</b>	<b>3:48</b>	<b>3:59</b>	<b>4:09</b>
<b>3:31</b>	<b>3:41</b>	<b>3:57</b>	<b>4:04</b>	<b>4:11</b>	<b>4:23</b>	<b>4:34</b>	<b>4:44</b>
<b>4:16</b>	<b>4:26</b>	<b>4:42</b>	<b>4:49</b>	<b>4:56</b>	<b>5:08</b>	<b>5:18</b>	<b>5:28</b>
<b>4:49</b>	<b>4:59</b>	<b>5:15</b>	<b>5:22</b>	<b>5:29</b>	<b>5:41</b>	<b>5:51</b>	<b>6:01</b>
<b>5:37</b>	<b>5:47</b>	<b>6:02</b>	<b>6:08</b>	<b>6:15</b>	<b>6:27</b>	<b>6:37</b>	<b>6:47</b>
<b>6:40</b>	<b>6:50</b>	<b>7:05</b>	<b>7:11</b>	<b>7:18</b>	<b>7:30</b>	<b>7:40</b>	<b>7:50</b>

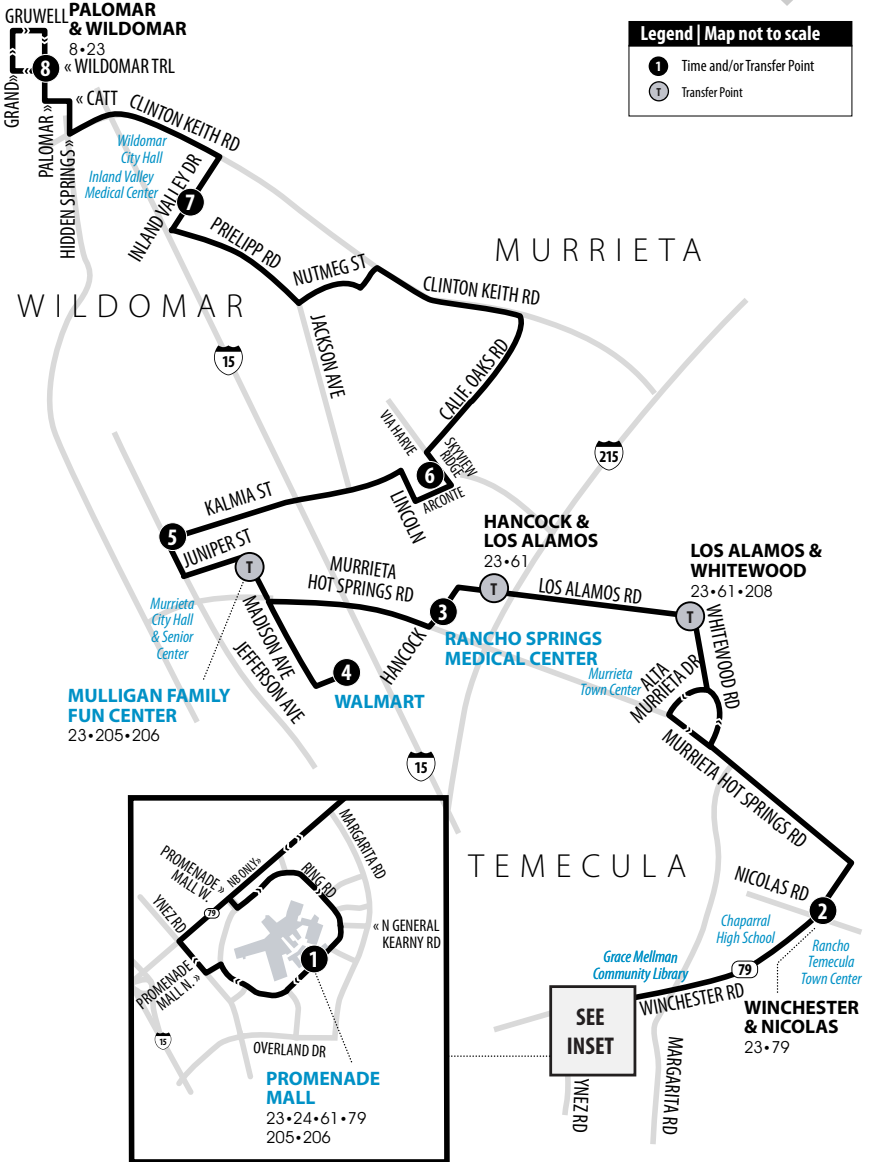
Routing and timetables  
subject to change.

Rutas designadas y horarios  
son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	KALMIA & JEFFERSON	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
1	2	3	4	5	6	7	8
7:56	8:05	8:27	8:33	8:41	8:48	8:57	9:12
8:56	9:05	9:27	9:33	9:43	9:50	10:00	10:15
10:06	10:17	10:39	10:45	10:55	11:02	11:12	11:27
11:11	11:23	11:49	11:55	<b>12:05</b>	<b>12:12</b>	<b>12:22</b>	<b>12:37</b>
<b>12:25</b>	<b>12:37</b>	<b>1:05</b>	<b>1:11</b>	<b>1:21</b>	<b>1:28</b>	<b>1:38</b>	<b>1:55</b>
<b>1:39</b>	<b>1:51</b>	<b>2:19</b>	<b>2:25</b>	<b>2:35</b>	<b>2:42</b>	<b>2:51</b>	<b>3:08</b>
<b>2:44</b>	<b>2:56</b>	<b>3:24</b>	<b>3:30</b>	<b>3:40</b>	<b>3:47</b>	<b>3:56</b>	<b>4:13</b>
<b>3:56</b>	<b>4:08</b>	<b>4:36</b>	<b>4:42</b>	<b>4:52</b>	<b>4:59</b>	<b>5:09</b>	<b>5:26</b>
<b>5:06</b>	<b>5:18</b>	<b>5:46</b>	<b>5:52</b>	<b>6:02</b>	<b>6:09</b>	<b>6:19</b>	<b>6:34</b>
<b>6:10</b>	<b>6:22</b>	<b>6:50</b>	<b>6:56</b>	<b>7:04</b>	<b>7:11</b>	<b>7:26</b>	—

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

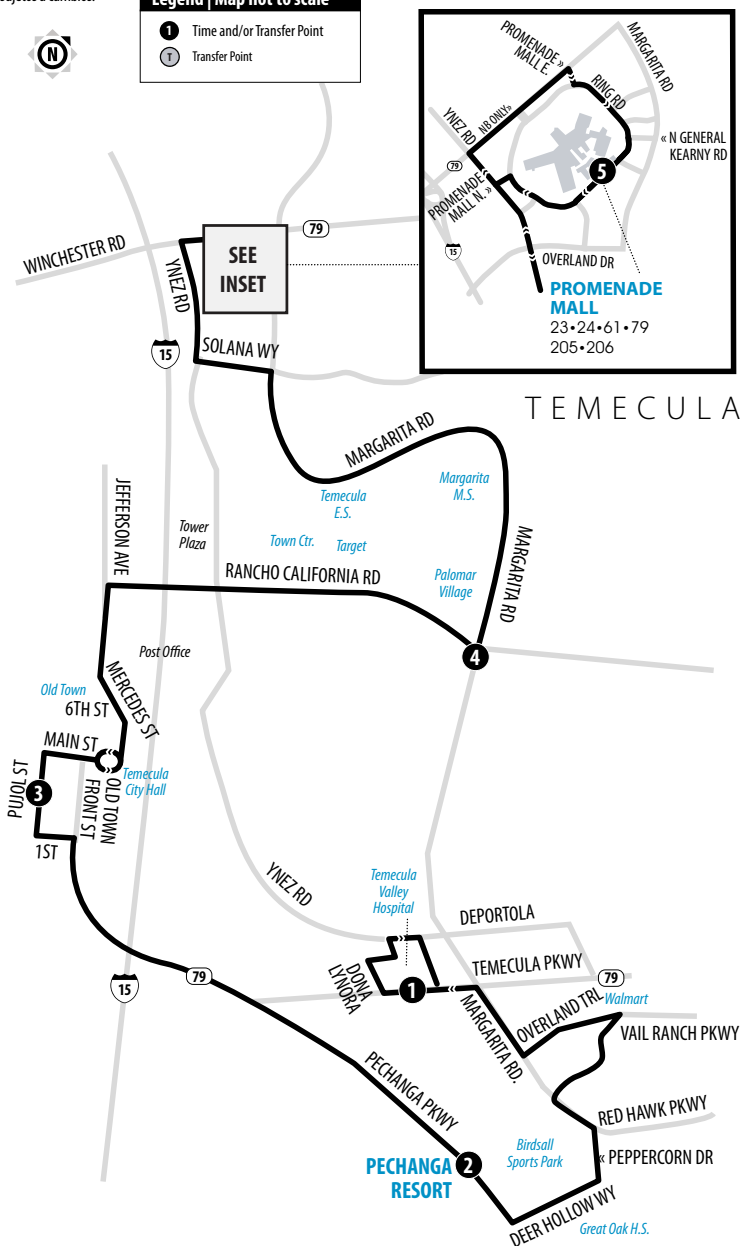
PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	KALMIA & JEFFERSON	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
8	7	6	5	4	3	2	1
7:19	7:31	7:41	7:49	7:57	8:02	8:22	8:31
8:33	8:45	8:55	9:04	9:12	9:17	9:37	9:46
9:42	9:54	10:04	10:13	10:23	10:28	10:48	10:57
10:48	11:00	11:10	11:19	11:29	11:35	11:55	<b>12:04</b>
11:52	<b>12:05</b>	<b>12:15</b>	<b>12:24</b>	<b>12:34</b>	<b>12:40</b>	<b>1:00</b>	<b>1:09</b>
<b>1:05</b>	<b>1:18</b>	<b>1:28</b>	<b>1:37</b>	<b>1:47</b>	<b>1:53</b>	<b>2:13</b>	<b>2:22</b>
<b>2:17</b>	<b>2:29</b>	<b>2:39</b>	<b>2:48</b>	<b>2:58</b>	<b>3:04</b>	<b>3:24</b>	<b>3:33</b>
<b>3:32</b>	<b>3:44</b>	<b>3:54</b>	<b>4:03</b>	<b>4:13</b>	<b>4:19</b>	<b>4:39</b>	<b>4:48</b>
<b>4:46</b>	<b>4:58</b>	<b>5:08</b>	<b>5:17</b>	<b>5:27</b>	<b>5:33</b>	<b>5:53</b>	<b>6:02</b>
<b>5:46</b>	<b>5:58</b>	<b>6:08</b>	<b>6:16</b>	<b>6:26</b>	<b>6:32</b>	<b>6:52</b>	<b>7:01</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



## Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

TEMECULA VALLEY HOSPITAL	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	2	3	4	5
7:40	8:06	8:18	8:33	8:46
8:48	9:14	9:28	9:43	9:56
9:52	10:18	10:31	10:46	11:01
11:05	11:34	11:47	<b>12:02</b>	<b>12:17</b>
<b>12:19</b>	<b>12:48</b>	<b>1:01</b>	<b>1:16</b>	<b>1:31</b>
<b>1:23</b>	<b>1:52</b>	<b>2:05</b>	<b>2:21</b>	<b>2:36</b>
<b>2:33</b>	<b>3:02</b>	<b>3:15</b>	<b>3:31</b>	<b>3:46</b>
<b>3:45</b>	<b>4:14</b>	<b>4:27</b>	<b>4:43</b>	<b>4:56</b>
<b>4:55</b>	<b>5:24</b>	<b>5:37</b>	<b>5:49</b>	<b>6:00</b>
<b>6:10</b>	<b>6:39</b>	<b>6:52</b>	<b>7:04</b>	<b>7:13</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL
5	4	3	2	1
7:49	8:00	8:11	8:21	8:38
8:41	8:56	9:11	9:24	9:42
9:54	10:09	10:26	10:39	10:57
11:05	11:21	11:40	11:53	<b>12:11</b>
<b>12:12</b>	<b>12:28</b>	<b>12:44</b>	<b>12:57</b>	<b>1:15</b>
<b>1:19</b>	<b>1:36</b>	<b>1:52</b>	<b>2:05</b>	<b>2:23</b>
<b>2:32</b>	<b>2:49</b>	<b>3:04</b>	<b>3:17</b>	<b>3:35</b>
<b>3:43</b>	<b>4:00</b>	<b>4:15</b>	<b>4:28</b>	<b>4:45</b>
<b>4:58</b>	<b>5:15</b>	<b>5:30</b>	<b>5:43</b>	<b>6:00</b>
<b>6:12</b>	<b>6:29</b>	<b>6:44</b>	<b>6:57</b>	<b>7:14</b>

Routing and timetables  
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Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point

### GALLERIA AT TYLER

1•10•12•13•14•15•21•27•200

Boarding diagram pg 27

RIVERSIDE

MOCKINGBIRD  
CANYON RD

WASHINGTON ST

WOOD RD

TRAUTWEIN RD

**TRAUTWEIN RD  
& VAN BUREN AVE**  
22•27

Orange Terrace  
Community Center

Riverside  
National  
Cemetery

PERRIS

215

### PERRIS STATION TRANSIT CENTER

9•19•22•27•28•30  
61•74•METROLINK

Boarding diagram pg 30

C ST  
SAN JACINTO AVE  
PERRIS BLVD

**PERRIS & NUEVO**  
19•27•30

Perris  
High School

TYLER ST  
MAGNOLIA AVE  
91

VAN BUREN AVE  
Van Buren  
Drive-In Theater  
California Citrus  
State Historic Park

ORANGE TERRACE PKWY  
VAN BUREN AVE



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
1	2	3	4
5:45	6:11	6:15	6:30
6:40	7:06	7:12	7:27
7:41	8:07	8:13	8:30
8:35	9:01	9:07	9:25
9:34	10:02	10:08	10:26
10:35	11:05	11:12	11:31
11:42	<b>12:12</b>	<b>12:19</b>	<b>12:40</b>
<b>12:41</b>	<b>1:11</b>	<b>1:17</b>	<b>1:38</b>
<b>1:55</b>	<b>2:25</b>	<b>2:31</b>	<b>2:52</b>
<b>2:46</b>	<b>3:16</b>	<b>3:22</b>	<b>3:43</b>
<b>4:01</b>	<b>4:31</b>	<b>4:37</b>	<b>4:58</b>
<b>4:56</b>	<b>5:26</b>	<b>5:32</b>	<b>5:50</b>
<b>6:09</b>	<b>6:39</b>	<b>6:44</b>	<b>7:02</b>
<b>7:10</b>	<b>7:36</b>	<b>7:41</b>	<b>7:58</b>
<b>7:51</b>	<b>8:17</b>	<b>8:22</b>	<b>8:39</b>

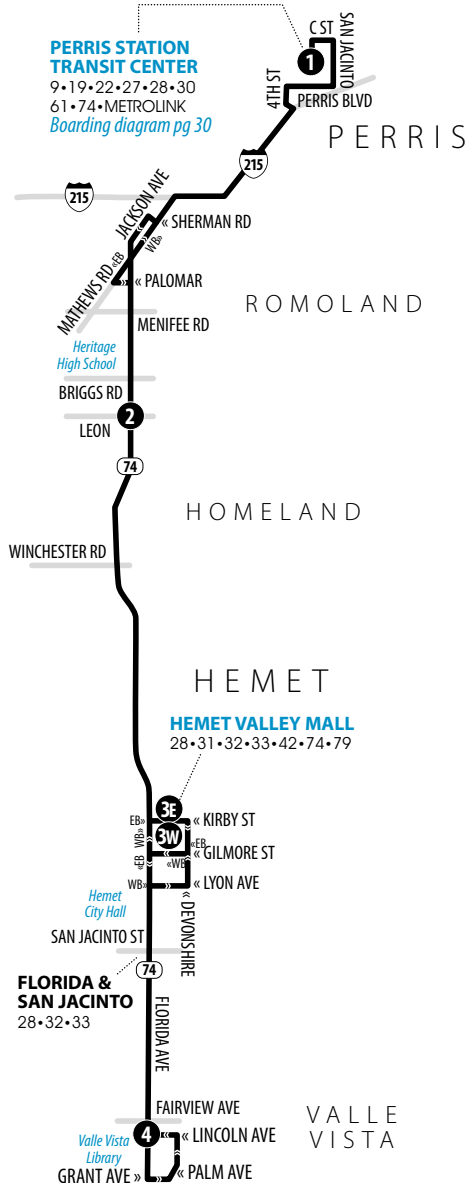
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GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
4	3	2	1
6:43	6:58	7:03	7:31
7:34	7:50	7:55	8:25
8:28	8:46	8:51	9:21
9:23	9:45	9:51	10:23
10:28	10:50	10:56	11:28
11:31	11:53	11:59	<b>12:31</b>
<b>12:36</b>	<b>12:58</b>	<b>1:04</b>	<b>1:36</b>
<b>1:36</b>	<b>1:58</b>	<b>2:04</b>	<b>2:36</b>
<b>2:45</b>	<b>3:07</b>	<b>3:13</b>	<b>3:45</b>
<b>3:45</b>	<b>4:07</b>	<b>4:14</b>	<b>4:46</b>
<b>4:57</b>	<b>5:19</b>	<b>5:26</b>	<b>5:58</b>
<b>6:03</b>	<b>6:23</b>	<b>6:28</b>	<b>7:00</b>
<b>6:46</b>	<b>7:06</b>	<b>7:11</b>	<b>7:41</b>
<b>8:08</b>	<b>8:26</b>	<b>8:31</b>	<b>8:59</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.


**Legend | Map not to scale**

**1** Time and/or Transfer Point



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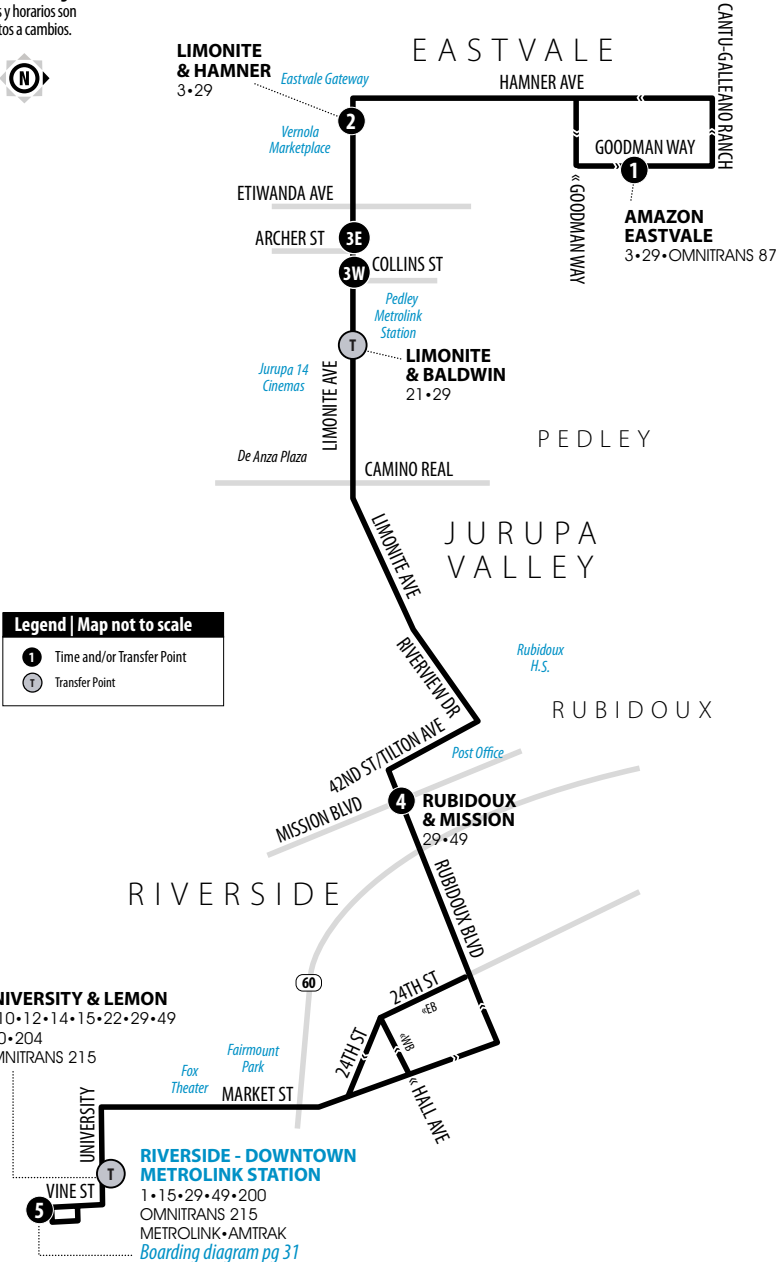
\* Trip will end at Florida Ave & State St bus stop at 12:13 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	KIRBY & LATHAM	LINCOLN & FLORIDA
1	2	3E	4
6:25	6:43	6:57	7:21
6:59	7:17	7:33	7:57
7:43	8:01	8:17	8:41
8:30	8:50	9:07	9:34
9:05	9:25	9:42	10:12
9:43	10:03	10:22	10:52
10:28	10:50	11:09	11:39
11:11	11:33	11:52	12:22
11:49	12:12	12:32	1:02
12:34	12:57	1:17	1:47
1:16	1:39	1:59	2:29
2:01	2:24	2:44	3:14
2:44	3:07	3:27	3:57
3:29	3:52	4:12	4:42
4:14	4:37	4:57	5:27
5:01	5:24	5:44	6:14
5:43	6:05	6:24	6:51
6:25	6:47	7:06	7:33
7:05	7:26	7:44	8:11
7:57	8:18	8:36	9:03
9:00	9:21	9:38	10:03
9:34	9:55	10:12	10:35
11:37	11:53	12:05*	—

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LINCOLN & FLORIDA	HEMET VALLEY MALL	HWY 74 & LEON	PERRIS STATION TRANSIT CENTER
4	3W	2	1
—	4:30	4:44	5:01
5:26	5:55	6:11	6:28
6:11	6:41	6:57	7:14
7:00	7:32	7:50	8:07
7:43	8:15	8:33	8:51
8:18	8:50	9:08	9:27
8:56	9:31	9:49	10:08
9:44	10:19	10:38	10:57
10:22	10:57	11:18	11:38
11:05	11:41	12:02	12:22
11:49	12:25	12:46	1:06
12:32	1:08	1:29	1:49
1:15	1:51	2:12	2:32
1:57	2:31	2:52	3:12
2:39	3:13	3:34	3:54
3:29	4:02	4:23	4:43
4:09	4:42	5:02	5:22
4:52	5:25	5:45	6:05
5:45	6:17	6:36	6:54
6:25	6:55	7:14	7:31
7:43	8:13	8:32	8:49
8:21	8:50	9:07	9:24

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A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & HAMNER	LIMONITE & ARCHER	RUBIDOUX & MISSION	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY D)
1	2	3E	4	5
5:57	6:06	6:17	6:31	6:50
6:56	7:05	7:16	7:30	7:49
8:04	8:13	8:25	8:39	9:00
9:09	9:19	9:31	9:47	10:10
10:21	10:31	10:43	10:59	11:22
11:33	11:43	11:55	<b>12:11</b>	<b>12:34</b>
<b>12:46</b>	<b>12:56</b>	<b>1:10</b>	<b>1:26</b>	<b>1:49</b>
<b>2:04</b>	<b>2:14</b>	<b>2:30</b>	<b>2:46</b>	<b>3:09</b>
<b>3:13</b>	<b>3:23</b>	<b>3:39</b>	<b>3:55</b>	<b>4:18</b>
<b>4:33</b>	<b>4:43</b>	<b>4:59</b>	<b>5:15</b>	<b>5:38</b>
<b>5:41</b>	<b>5:51</b>	<b>6:05</b>	<b>6:21</b>	<b>6:42</b>
<b>7:00</b>	<b>7:10</b>	<b>7:24</b>	<b>7:40</b>	<b>8:01</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

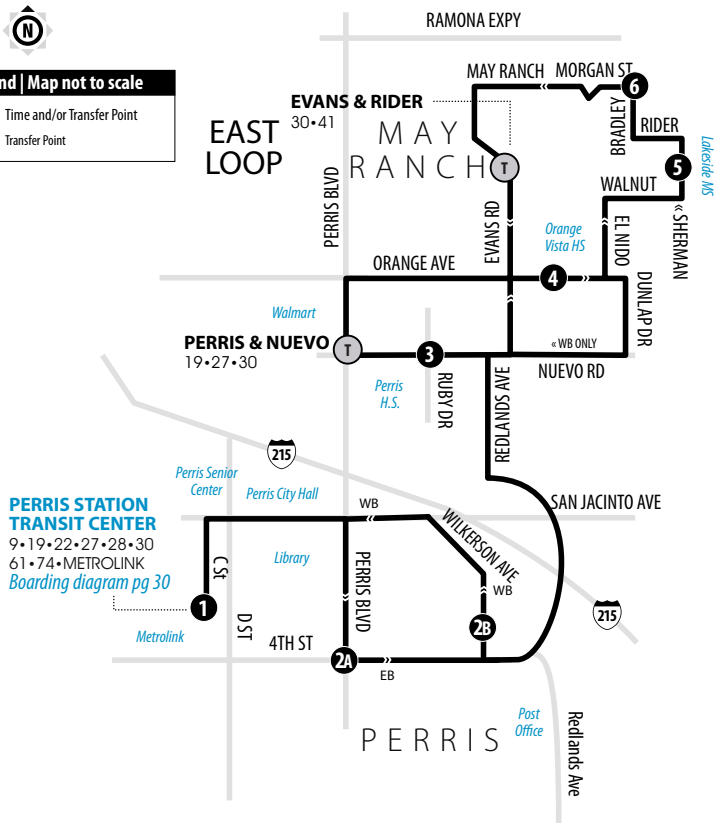
RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY D)	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & HAMNER	AMAZON EASTVALE
5	4	3W	2	1
5:55	6:16	6:28	6:38	6:46
7:00	7:21	7:35	7:46	7:54
7:59	8:24	8:40	8:51	8:59
9:10	9:35	9:51	10:03	10:11
10:20	10:45	11:01	11:15	11:23
11:32	11:58	<b>12:14</b>	<b>12:28</b>	<b>12:36</b>
<b>12:44</b>	<b>1:10</b>	<b>1:26</b>	<b>1:40</b>	<b>1:48</b>
<b>1:59</b>	<b>2:25</b>	<b>2:41</b>	<b>2:55</b>	<b>3:03</b>
<b>3:19</b>	<b>3:45</b>	<b>4:01</b>	<b>4:15</b>	<b>4:23</b>
<b>4:28</b>	<b>4:54</b>	<b>5:10</b>	<b>5:23</b>	<b>5:31</b>
<b>5:48</b>	<b>6:13</b>	<b>6:29</b>	<b>6:42</b>	<b>6:50</b>
<b>6:52</b>	<b>7:17</b>	<b>7:30</b>	<b>7:43</b>	<b>7:51</b>
<b>8:11</b>	<b>8:36</b>	<b>8:49</b>	<b>9:01</b>	<b>9:09</b>

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### Legend | Map not to scale

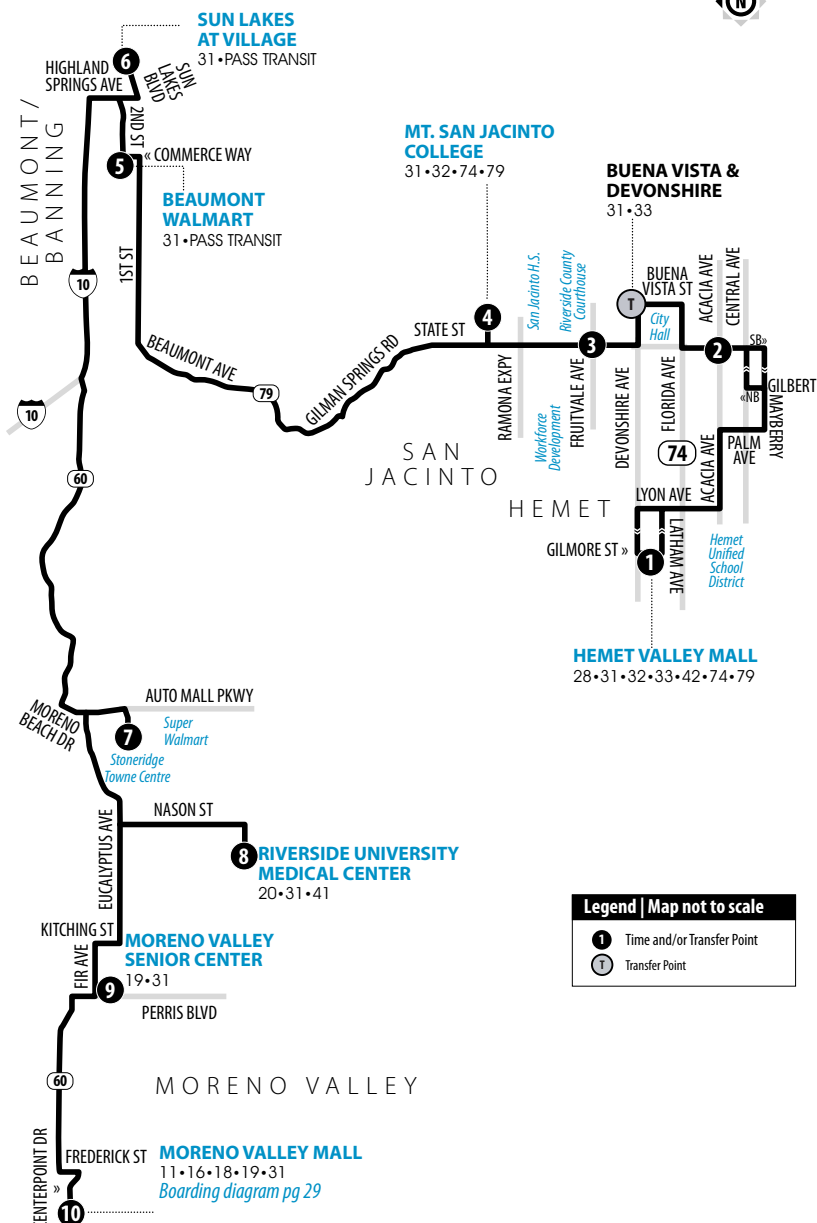
- 1** Time and/or Transfer Point
- T** Transfer Point



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PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	4TH & WILKERSON	PERRIS STATION TRANSIT CENTER
1	2A	3	4	5	6	4	3	2B	1
7:45	7:49	7:56	8:05	8:10	8:14	8:23	8:44	8:52	8:59
9:04	9:08	9:16	9:26	9:31	9:35	9:44	10:06	10:14	10:21
10:31	10:35	10:43	10:53	10:58	11:02	11:11	11:33	11:41	11:48
<b>12:13</b>	<b>12:17</b>	<b>12:25</b>	<b>12:35</b>	<b>12:40</b>	<b>12:44</b>	<b>12:53</b>	<b>1:15</b>	<b>1:23</b>	<b>1:30</b>
<b>1:40</b>	<b>1:44</b>	<b>1:52</b>	<b>2:02</b>	<b>2:07</b>	<b>2:11</b>	<b>2:20</b>	<b>2:42</b>	<b>2:50</b>	<b>2:57</b>
<b>3:05</b>	<b>3:09</b>	<b>3:17</b>	<b>3:27</b>	<b>3:32</b>	<b>3:36</b>	<b>3:45</b>	<b>4:07</b>	<b>4:15</b>	<b>4:22</b>
<b>4:29</b>	<b>4:33</b>	<b>4:41</b>	<b>4:51</b>	<b>4:56</b>	<b>5:00</b>	<b>5:09</b>	<b>5:30</b>	<b>5:38</b>	<b>5:45</b>
<b>5:53</b>	<b>5:57</b>	<b>6:05</b>	<b>6:15</b>	<b>6:20</b>	<b>6:24</b>	<b>6:33</b>	<b>6:54</b>	<b>7:02</b>	<b>7:09</b>

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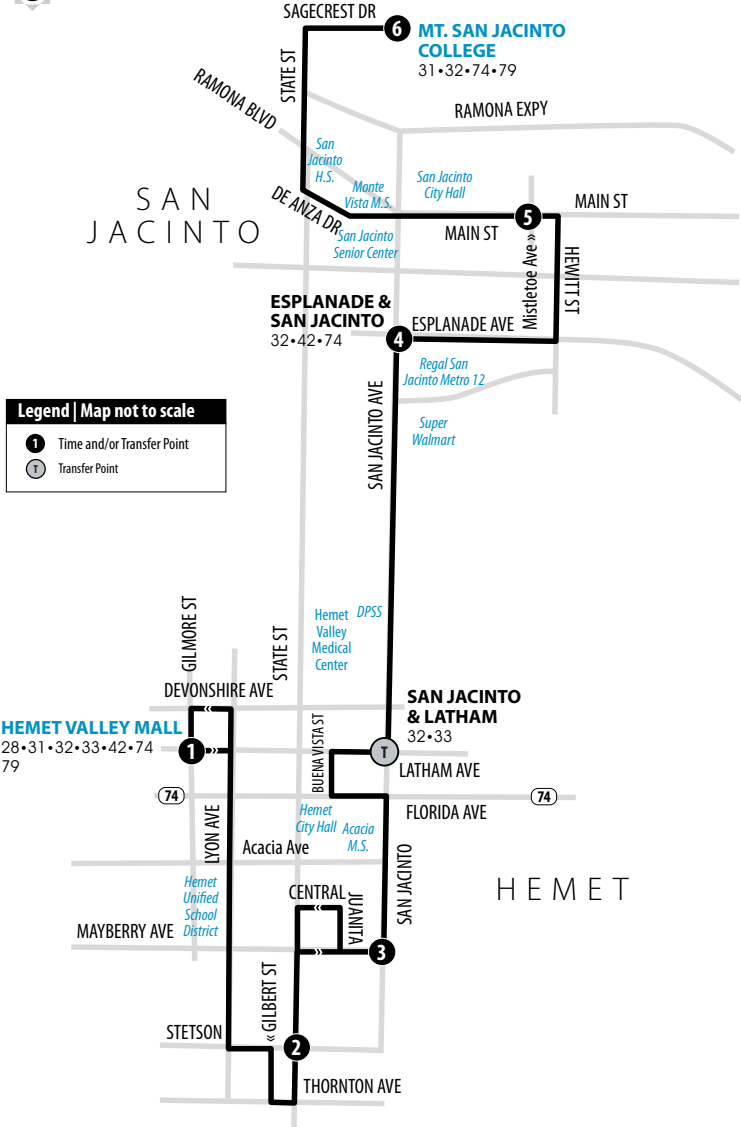
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ACACIA (POST OFFICE)	STATE & FRUITVALE	MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7	8	9	10
7:04	7:13	7:22	7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:12	8:21	8:30	8:41	8:59	9:02	9:32	9:44	9:56	10:16
9:25	9:34	9:43	9:54	10:12	10:15	10:45	10:57	11:09	11:29
10:35	10:44	10:53	11:04	11:22	11:25	11:55	<b>12:07</b>	<b>12:19</b>	<b>12:39</b>
11:46	11:55	<b>12:04</b>	<b>12:15</b>	<b>12:33</b>	<b>12:36</b>	<b>1:06</b>	<b>1:18</b>	<b>1:30</b>	<b>1:50</b>
<b>12:50</b>	<b>12:59</b>	<b>1:08</b>	<b>1:19</b>	<b>1:37</b>	<b>1:40</b>	<b>2:10</b>	<b>2:22</b>	<b>2:34</b>	<b>2:54</b>
<b>2:06</b>	<b>2:15</b>	<b>2:24</b>	<b>2:35</b>	<b>2:53</b>	<b>2:56</b>	<b>3:26</b>	<b>3:38</b>	<b>3:50</b>	<b>4:10</b>
<b>3:13</b>	<b>3:22</b>	<b>3:31</b>	<b>3:42</b>	<b>4:00</b>	<b>4:03</b>	<b>4:33</b>	<b>4:45</b>	<b>4:57</b>	<b>5:17</b>
<b>4:24</b>	<b>4:33</b>	<b>4:42</b>	<b>4:53</b>	<b>5:11</b>	<b>5:14</b>	<b>5:44</b>	<b>5:56</b>	<b>6:08</b>	<b>6:28</b>
<b>5:26</b>	<b>5:35</b>	<b>5:44</b>	<b>5:54</b>	<b>6:11</b>	<b>6:14</b>	<b>6:44</b>	<b>6:56</b>	<b>7:08</b>	<b>7:28</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & FRUITVALE	STATE & ACACIA (POST OFFICE)	HEMET VALLEY MALL
10	9	8	7	6	5	4	3	2	1
7:10	7:22	7:34	7:43	8:11	8:16	8:36	8:48	8:58	9:08
8:24	8:36	8:48	8:57	9:25	9:30	9:50	10:02	10:12	10:22
9:29	9:41	9:53	10:02	10:31	10:36	10:56	11:09	11:19	11:29
10:33	10:45	10:57	11:06	11:35	11:40	<b>12:00</b>	<b>12:13</b>	<b>12:23</b>	<b>12:33</b>
11:46	11:58	<b>12:10</b>	<b>12:19</b>	<b>12:48</b>	<b>12:53</b>	<b>1:13</b>	<b>1:26</b>	<b>1:36</b>	<b>1:46</b>
<b>12:56</b>	<b>1:08</b>	<b>1:20</b>	<b>1:29</b>	<b>1:58</b>	<b>2:03</b>	<b>2:23</b>	<b>2:36</b>	<b>2:46</b>	<b>2:56</b>
<b>2:07</b>	<b>2:19</b>	<b>2:31</b>	<b>2:40</b>	<b>3:09</b>	<b>3:14</b>	<b>3:34</b>	<b>3:47</b>	<b>3:57</b>	<b>4:07</b>
<b>3:11</b>	<b>3:23</b>	<b>3:35</b>	<b>3:44</b>	<b>4:13</b>	<b>4:18</b>	<b>4:38</b>	<b>4:50</b>	<b>4:59</b>	<b>5:09</b>
<b>4:24</b>	<b>4:36</b>	<b>4:48</b>	<b>4:57</b>	<b>5:26</b>	<b>5:31</b>	<b>5:51</b>	<b>6:02</b>	<b>6:10</b>	<b>6:20</b>
<b>5:34</b>	<b>5:46</b>	<b>5:58</b>	<b>6:07</b>	<b>6:35</b>	<b>6:39</b>	<b>6:58</b>	<b>7:09</b>	<b>7:17</b>	<b>7:27</b>
<b>6:52</b>	<b>7:04</b>	<b>7:16</b>	<b>7:25</b>	<b>7:53</b>	<b>7:57</b>	<b>8:16</b>	<b>8:27</b>	<b>8:35</b>	<b>8:45</b>

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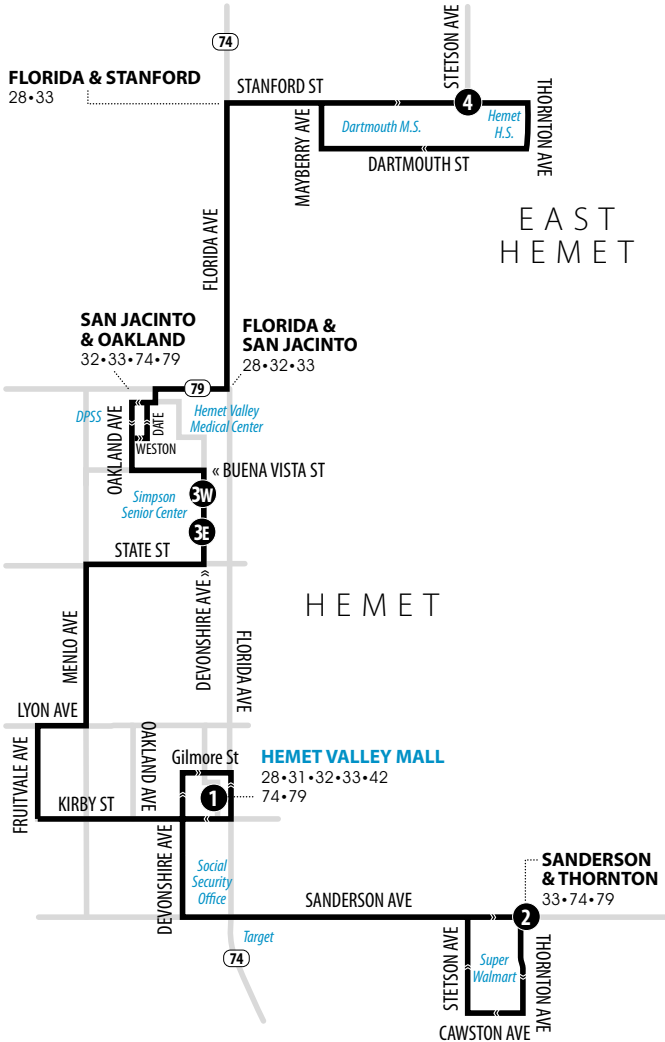
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & STETSON	SAN JACINTO & MAYBERRY	ESPLANADE & SAN JACINTO	MAIN & MISTLETOE	MT. SAN JACINTO COLLEGE SAN JACINTO
1	2	3	4	5	6
7:15	7:28	7:34	7:47	7:52	8:04
8:22	8:36	8:42	8:55	9:00	9:13
9:19	9:33	9:39	9:53	9:58	10:11
10:27	10:41	10:47	11:01	11:06	11:19
11:28	11:42	11:48	<b>12:02</b>	<b>12:08</b>	<b>12:21</b>
<b>12:37</b>	<b>12:51</b>	<b>12:57</b>	<b>1:11</b>	<b>1:17</b>	<b>1:29</b>
<b>1:38</b>	<b>1:52</b>	<b>1:58</b>	<b>2:14</b>	<b>2:20</b>	<b>2:32</b>
<b>2:49</b>	<b>3:03</b>	<b>3:09</b>	<b>3:25</b>	<b>3:31</b>	<b>3:43</b>
<b>3:44</b>	<b>3:58</b>	<b>4:04</b>	<b>4:20</b>	<b>4:26</b>	<b>4:38</b>
<b>5:02</b>	<b>5:14</b>	<b>5:19</b>	<b>5:33</b>	<b>5:38</b>	<b>5:50</b>
<b>5:56</b>	<b>6:08</b>	<b>6:13</b>	<b>6:27</b>	<b>6:32</b>	<b>6:44</b>

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MT. SAN JACINTO COLLEGE SAN JACINTO	MAIN & MISTLETOE	ESPLANADE & SAN JACINTO	SAN JACINTO & MAYBERRY	STATE & STETSON	HEMET VALLEY MALL
6	5	4	3	2	1
7:17	7:30	7:34	7:46	7:53	8:07
8:16	8:29	8:34	8:47	8:55	9:09
9:21	9:34	9:39	9:54	10:02	10:16
10:25	10:38	10:43	10:58	11:06	11:20
11:27	11:40	11:45	<b>12:00</b>	<b>12:08</b>	<b>12:22</b>
<b>12:33</b>	<b>12:46</b>	<b>12:51</b>	<b>1:06</b>	<b>1:14</b>	<b>1:28</b>
<b>1:37</b>	<b>1:49</b>	<b>1:54</b>	<b>2:08</b>	<b>2:16</b>	<b>2:30</b>
<b>2:42</b>	<b>2:54</b>	<b>2:58</b>	<b>3:12</b>	<b>3:20</b>	<b>3:34</b>
<b>3:48</b>	<b>4:00</b>	<b>4:04</b>	<b>4:18</b>	<b>4:26</b>	<b>4:40</b>
<b>4:54</b>	<b>5:06</b>	<b>5:10</b>	<b>5:24</b>	<b>5:32</b>	<b>5:46</b>
<b>6:00</b>	<b>6:12</b>	<b>6:16</b>	<b>6:28</b>	<b>6:36</b>	<b>6:50</b>

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Legend | Map not to scale

1 Time and/or Transfer Point

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HEMET VALLEY MALL	DEVONSHIRE & CARMALITA	STANFORD & STETSON
1	3E	4
9:12	9:24	9:39
11:16	11:28	11:44
<b>1:02</b>	<b>1:14</b>	<b>1:30</b>
<b>2:56</b>	<b>3:08</b>	<b>3:23</b>
<b>4:37</b>	<b>4:49</b>	<b>5:04</b>
<b>6:25</b>	<b>6:37</b>	<b>6:52</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

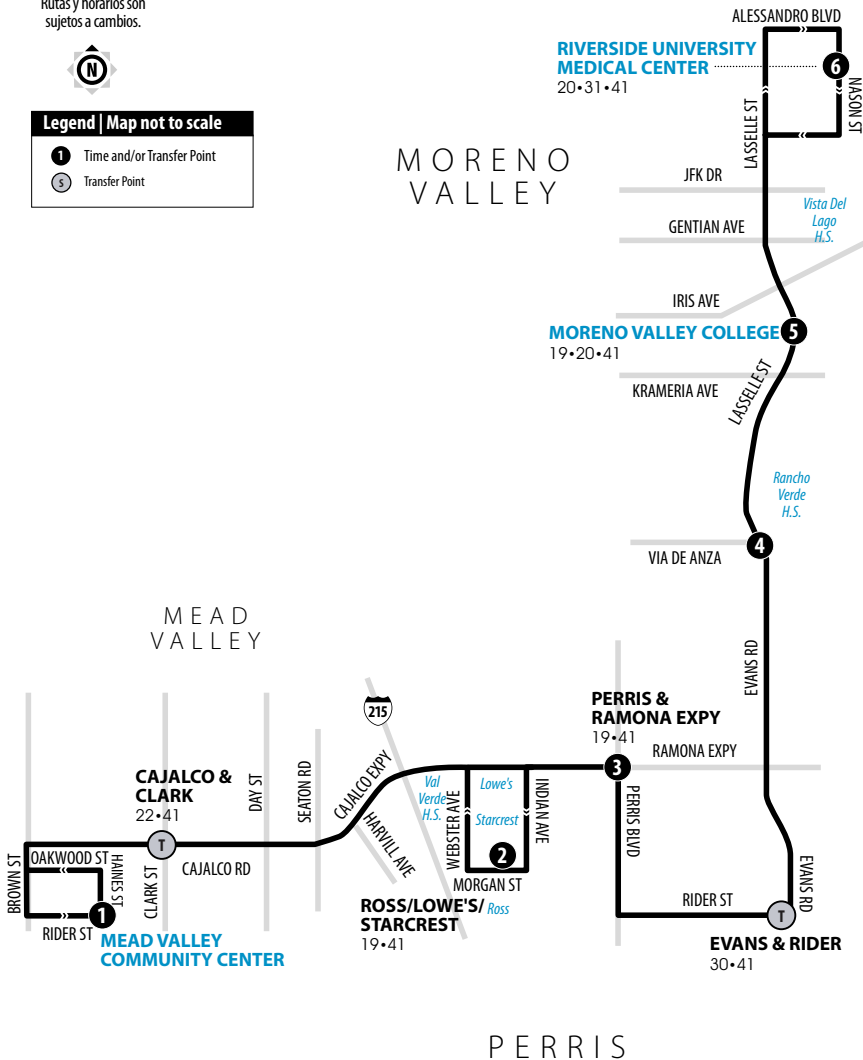
STANFORD & STETSON	DEVONSHIRE & JUANITA	HEMET VALLEY MALL	THORNTON & SANDERSON	HEMET VALLEY MALL
4	3W	1	2	1
8:10	8:26	8:39	8:51	9:05
9:44	10:02	10:15	10:29	10:46
11:50	<b>12:08</b>	<b>12:21</b>	<b>12:35</b>	<b>12:52</b>
<b>1:48</b>	<b>2:06</b>	<b>2:19</b>	<b>2:33</b>	<b>2:48</b>
<b>3:28</b>	<b>3:46</b>	<b>3:59</b>	<b>4:12</b>	<b>4:27</b>
<b>5:09</b>	<b>5:26</b>	<b>5:39</b>	<b>5:52</b>	<b>6:07</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- 5** Transfer Point



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MEAD VALLEY COMMUNITY CENTER	ROSS / LOWE'S / STARCREST	PERRIS & RAMONA EXPY	LASSELLE & VIA DE ANZA	MORENO VALLEY COLLEGE	RIVERSIDE UNIVERSITY MEDICAL CENTER
1	2	3	4	5	6
6:55	7:08	7:13	7:23	7:27	7:38
8:41	8:54	8:59	9:09	9:13	9:24
10:27	10:40	10:45	10:55	10:59	11:10
<b>12:13</b>	<b>12:26</b>	<b>12:31</b>	<b>12:41</b>	<b>12:45</b>	<b>12:56</b>
<b>1:59</b>	<b>2:12</b>	<b>2:17</b>	<b>2:27</b>	<b>2:31</b>	<b>2:42</b>
<b>3:45</b>	<b>3:58</b>	<b>4:03</b>	<b>4:13</b>	<b>4:17</b>	<b>4:28</b>
<b>5:31</b>	<b>5:44</b>	<b>5:49</b>	<b>5:59</b>	<b>6:03</b>	<b>6:14</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY COLLEGE	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPY	ROSS / LOWE'S / STARCREST	MEAD VALLEY COMMUNITY CENTER
6	5	4	3	2	1
7:48	7:57	8:02	8:15	8:18	8:31
9:34	9:43	9:48	10:01	10:04	10:17
11:20	11:29	11:34	11:47	11:50	<b>12:03</b>
<b>1:06</b>	<b>1:15</b>	<b>1:20</b>	<b>1:33</b>	<b>1:36</b>	<b>1:49</b>
<b>2:52</b>	<b>3:01</b>	<b>3:06</b>	<b>3:19</b>	<b>3:22</b>	<b>3:35</b>
<b>4:38</b>	<b>4:47</b>	<b>4:52</b>	<b>5:05</b>	<b>5:08</b>	<b>5:21</b>
<b>6:24</b>	<b>6:33</b>	<b>6:38</b>	<b>6:51</b>	<b>6:54</b>	<b>7:07</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.


**Legend | Map not to scale**

① Time and/or Transfer Point





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	PALM & COTTONWOOD	SAN JACINTO & ESPLANADE	SAN JACINTO COMMUNITY CENTER	SOBOBA CASINO
1	2E	3	4	5
8:25	8:37	8:50	8:55	9:07
10:04	10:17	10:31	10:37	10:49
<b>12:01</b>	<b>12:14</b>	<b>12:28</b>	<b>12:34</b>	<b>12:47</b>
<b>1:40</b>	<b>1:53</b>	<b>2:08</b>	<b>2:13</b>	<b>2:25</b>
<b>3:33</b>	<b>3:46</b>	<b>3:59</b>	<b>4:04</b>	<b>4:16</b>
<b>5:16</b>	<b>5:28</b>	<b>5:41</b>	<b>5:46</b>	<b>5:58</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SOBOBA CASINO	SAN JACINTO COMMUNITY CENTER	SAN JACINTO & ESPLANADE	PALM & BIRCH	HEMET VALLEY MALL
5	4	3	2W	1
9:17	9:25	9:35	9:43	9:56
10:56	11:04	11:14	11:22	11:35
<b>12:53</b>	<b>1:01</b>	<b>1:11</b>	<b>1:19</b>	<b>1:32</b>
<b>2:31</b>	<b>2:39</b>	<b>2:49</b>	<b>2:57</b>	<b>3:10</b>
<b>4:26</b>	<b>4:34</b>	<b>4:44</b>	<b>4:52</b>	<b>5:06</b>
<b>6:08</b>	<b>6:16</b>	<b>6:26</b>	<b>6:34</b>	<b>6:48</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.

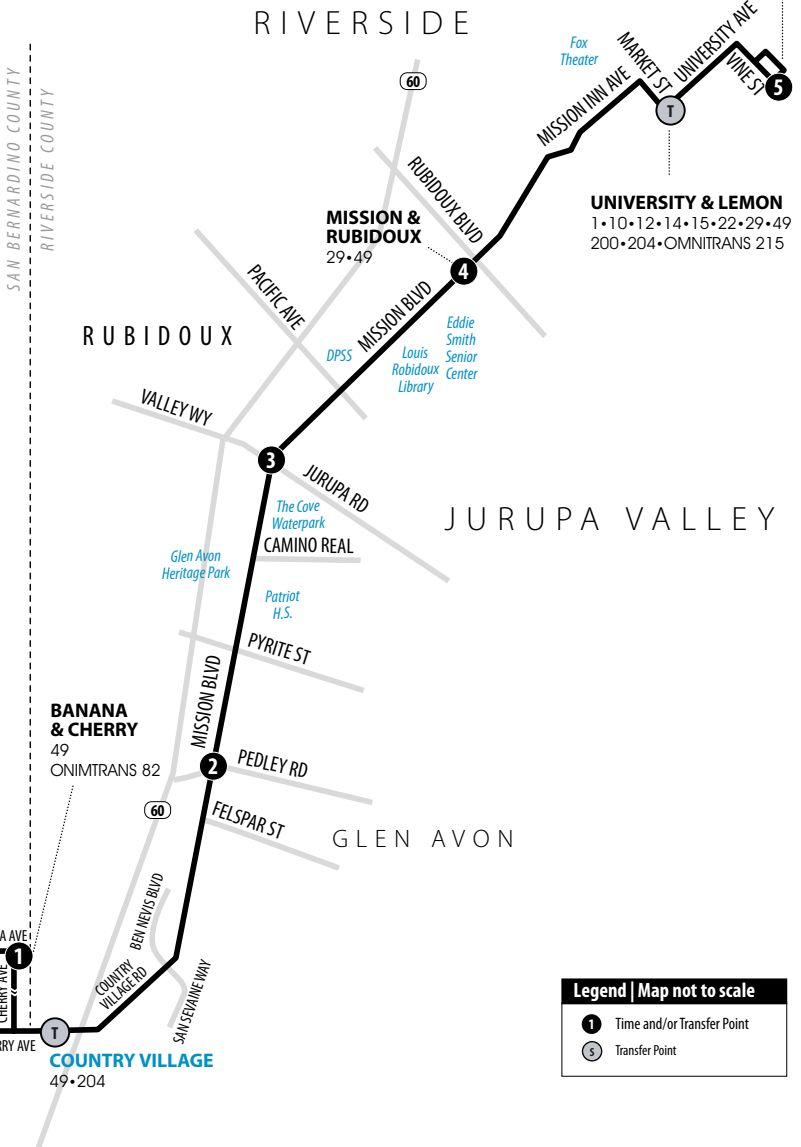


### RIVERSIDE - DOWNTOWN METROLINK STATION

1•15•29•49•200•OMNITRANS 215

METROLINK•AMTRAK

Boarding diagram pg 31



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	RIVERSIDE-DOWNTOWN METROLINK STATION (VINE ST BAY D)
1	2	3	4	5
6:22	6:33	6:40	6:48	7:00
7:19	7:31	7:38	7:46	7:58
7:57	8:09	8:17	8:27	8:40
8:47	8:59	9:07	9:17	9:30
9:41	9:53	10:01	10:11	10:24
10:32	10:45	10:53	11:04	11:19
11:27	11:40	11:48	11:59	<b>12:14</b>
<b>12:22</b>	<b>12:35</b>	<b>12:43</b>	<b>12:54</b>	<b>1:09</b>
<b>1:17</b>	<b>1:30</b>	<b>1:38</b>	<b>1:49</b>	<b>2:04</b>
<b>2:13</b>	<b>2:26</b>	<b>2:34</b>	<b>2:45</b>	<b>3:00</b>
<b>3:09</b>	<b>3:22</b>	<b>3:30</b>	<b>3:41</b>	<b>3:56</b>
<b>4:05</b>	<b>4:18</b>	<b>4:26</b>	<b>4:36</b>	<b>4:51</b>
<b>5:01</b>	<b>5:14</b>	<b>5:22</b>	<b>5:32</b>	<b>5:47</b>
<b>6:03</b>	<b>6:16</b>	<b>6:24</b>	<b>6:32</b>	<b>6:47</b>
<b>6:53</b>	<b>7:06</b>	<b>7:14</b>	<b>7:21</b>	<b>7:34</b>

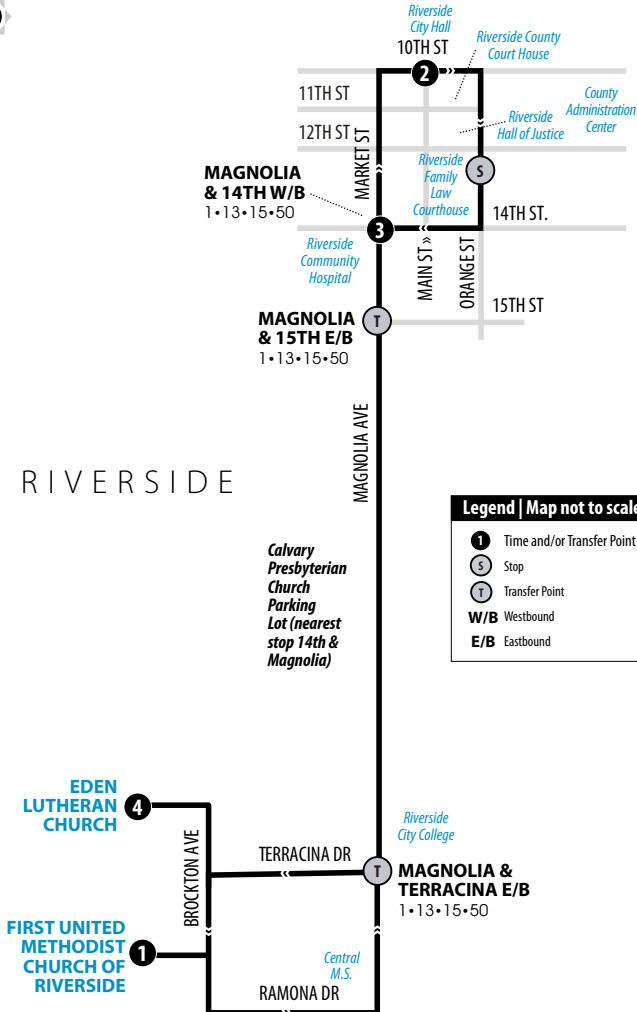
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE-DOWNTOWN METROLINK STATION (VINE ST BAY D)	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
7:10	7:23	7:30	7:35	7:47
8:08	8:23	8:30	8:35	8:47
8:50	9:05	9:13	9:18	9:31
9:40	9:55	10:03	10:09	10:22
10:34	10:50	10:58	11:04	11:17
11:29	11:45	11:54	11:59	<b>12:12</b>
<b>12:24</b>	<b>12:40</b>	<b>12:49</b>	<b>12:54</b>	<b>1:07</b>
<b>1:19</b>	<b>1:35</b>	<b>1:44</b>	<b>1:49</b>	<b>2:03</b>
<b>2:14</b>	<b>2:32</b>	<b>2:40</b>	<b>2:45</b>	<b>2:59</b>
<b>3:10</b>	<b>3:28</b>	<b>3:36</b>	<b>3:41</b>	<b>3:55</b>
<b>4:06</b>	<b>4:24</b>	<b>4:32</b>	<b>4:37</b>	<b>4:51</b>
<b>5:08</b>	<b>5:26</b>	<b>5:34</b>	<b>5:39</b>	<b>5:53</b>
<b>5:57</b>	<b>6:15</b>	<b>6:23</b>	<b>6:29</b>	<b>6:42</b>
<b>6:57</b>	<b>7:14</b>	<b>7:22</b>	<b>7:28</b>	<b>7:41</b>
<b>7:44</b>	<b>8:00</b>	<b>8:07</b>	<b>8:13</b>	<b>8:26</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



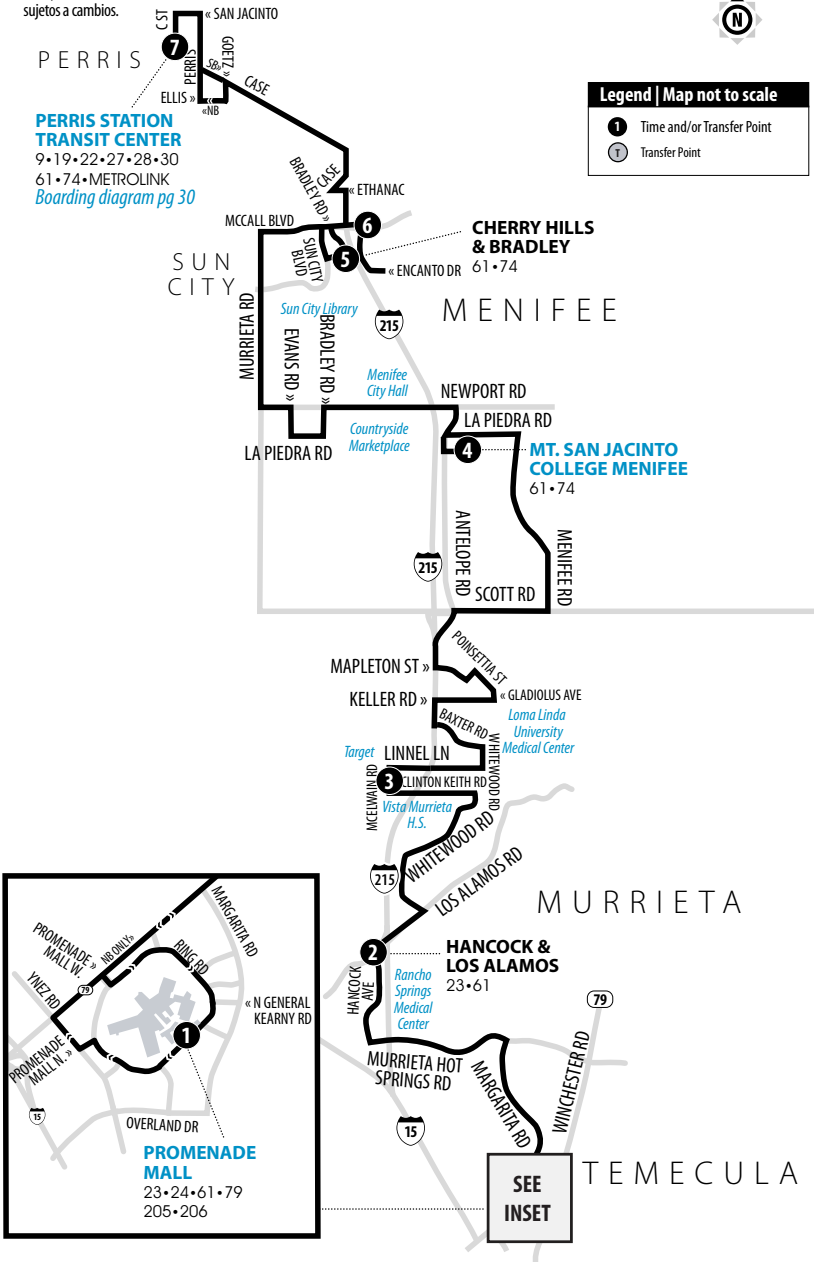
**Runs Monday – Thursday Only. No service on Fridays, weekends or:** New Year's Day, MLK Day, Lincoln's Birthday, President's Day, Washington's Birthday, Cesar Chavez Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, Christmas Day.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

FIRST UNITED METHODIST CHURCH OF RIVERSIDE	10TH & MAIN (COURT HOUSE)	MAGNOLIA & 14TH	EDEN LUTHERAN CHURCH	FIRST UNITED METHODIST CHURCH OF RIVERSIDE
1	2	3	4	1
—	—	7:20	7:27	7:30
—	—	7:33	7:40	7:43
7:35	7:44	7:47	7:54	7:57
7:48	7:57	8:00	8:07	8:10
8:02	8:11	8:14	8:21	8:24
8:15	8:24	8:27	8:34	8:37
8:29	8:38	8:41	8:48	8:51
8:42	8:51	—	—	—
8:56	9:05	9:08	9:15	9:18
9:26	9:35	9:38	9:45	9:48
9:55	10:04	10:07	10:14	10:17
10:26	10:35	10:38	10:45	10:48
10:56	11:05	11:08	11:15	11:18
11:26	11:35	11:38	11:45	11:48
11:56	<b>12:05</b>	<b>12:08</b>	<b>12:15</b>	<b>12:18</b>
<b>12:26</b>	<b>12:35</b>	<b>12:38</b>	<b>12:45</b>	<b>12:48</b>
<b>12:56</b>	<b>1:05</b>	<b>1:08</b>	<b>1:15</b>	<b>1:18</b>
<b>1:26</b>	<b>1:35</b>	<b>1:38</b>	<b>1:45</b>	<b>1:48</b>
<b>1:56</b>	<b>2:05</b>	<b>2:08</b>	<b>2:15</b>	<b>2:18</b>
<b>2:26</b>	<b>2:35</b>	<b>2:38</b>	<b>2:45</b>	<b>2:48</b>
<b>2:56</b>	<b>3:05</b>	<b>3:08</b>	<b>3:15</b>	<b>3:18</b>
<b>3:26</b>	<b>3:35</b>	<b>3:38</b>	<b>3:45</b>	<b>3:48</b>
<b>3:56</b>	<b>4:05</b>	<b>4:08</b>	<b>4:15</b>	<b>4:18</b>
<b>4:26</b>	<b>4:35</b>	<b>4:38</b>	<b>4:45</b>	<b>4:48</b>
<b>4:56</b>	<b>5:05</b>	<b>5:08</b>	<b>5:15</b>	<b>5:18</b>
<b>5:26</b>	<b>5:35</b>	<b>5:38</b>	<b>5:45</b>	<b>5:48</b>
<b>JURORS RIDE FREE</b>				

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



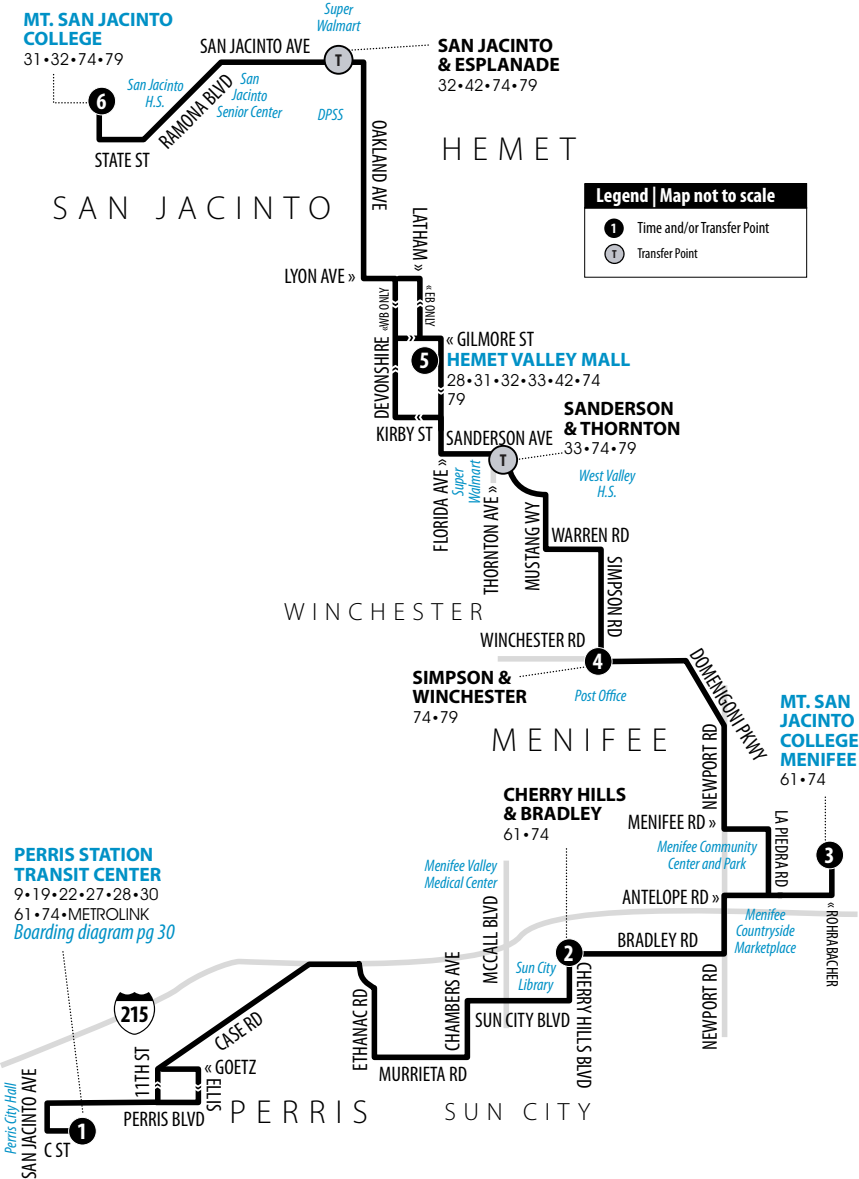
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	5	6	7
6:51	7:08	7:17	7:37	8:01	8:08	8:30
8:11	8:28	8:37	8:57	9:22	9:29	9:52
9:28	9:45	9:55	10:15	10:40	10:47	11:10
10:52	11:14	11:24	11:44	<b>12:09</b>	<b>12:16</b>	<b>12:39</b>
<b>12:05</b>	<b>12:27</b>	<b>12:37</b>	<b>12:57</b>	<b>1:22</b>	<b>1:29</b>	<b>1:51</b>
<b>1:21</b>	<b>1:45</b>	<b>1:56</b>	<b>2:18</b>	<b>2:43</b>	<b>2:50</b>	<b>3:12</b>
<b>2:50</b>	<b>3:14</b>	<b>3:25</b>	<b>3:47</b>	<b>4:12</b>	<b>4:19</b>	<b>4:41</b>
<b>4:06</b>	<b>4:30</b>	<b>4:41</b>	<b>5:02</b>	<b>5:27</b>	<b>5:34</b>	<b>5:56</b>
<b>5:39</b>	<b>6:02</b>	<b>6:13</b>	<b>6:34</b>	<b>6:59</b>	<b>7:05</b>	<b>7:26</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
7	6	5	4	3	2	1
7:34	7:52	8:00	8:25	8:47	8:58	9:16
8:52	9:11	9:19	9:45	10:07	10:19	10:40
10:07	10:26	10:34	11:00	11:22	11:34	11:55
11:24	11:43	11:51	<b>12:17</b>	<b>12:39</b>	<b>12:50</b>	<b>1:11</b>
<b>12:49</b>	<b>1:08</b>	<b>1:16</b>	<b>1:42</b>	<b>2:04</b>	<b>2:15</b>	<b>2:36</b>
<b>2:03</b>	<b>2:22</b>	<b>2:30</b>	<b>2:56</b>	<b>3:18</b>	<b>3:29</b>	<b>3:50</b>
<b>3:23</b>	<b>3:42</b>	<b>3:50</b>	<b>4:16</b>	<b>4:37</b>	<b>4:48</b>	<b>5:09</b>
<b>5:07</b>	<b>5:26</b>	<b>5:34</b>	<b>6:00</b>	<b>6:21</b>	<b>6:32</b>	<b>6:53</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.





A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL	MT. SAN JACINTO COLLEGE SAN JACINTO
1	2	3	4	5	6
6:56	7:19	7:31	7:45	8:07	8:31
8:03	8:26	8:40	8:56	9:18	9:44
9:26	9:49	10:03	10:19	10:41	11:09
10:41	11:04	11:18	11:34	11:59	<b>12:27</b>
<b>12:00</b>	<b>12:23</b>	<b>12:38</b>	<b>12:54</b>	<b>1:21</b>	<b>1:49</b>
<b>1:30</b>	<b>1:53</b>	<b>2:08</b>	<b>2:24</b>	<b>2:51</b>	<b>3:19</b>
<b>2:58</b>	<b>3:21</b>	<b>3:36</b>	<b>3:51</b>	<b>4:19</b>	<b>4:47</b>
<b>4:30</b>	<b>4:53</b>	<b>5:08</b>	<b>5:23</b>	<b>5:49</b>	<b>6:17</b>
<b>5:34</b>	<b>5:57</b>	<b>6:11</b>	<b>6:26</b>	<b>6:52</b>	<b>7:16</b>

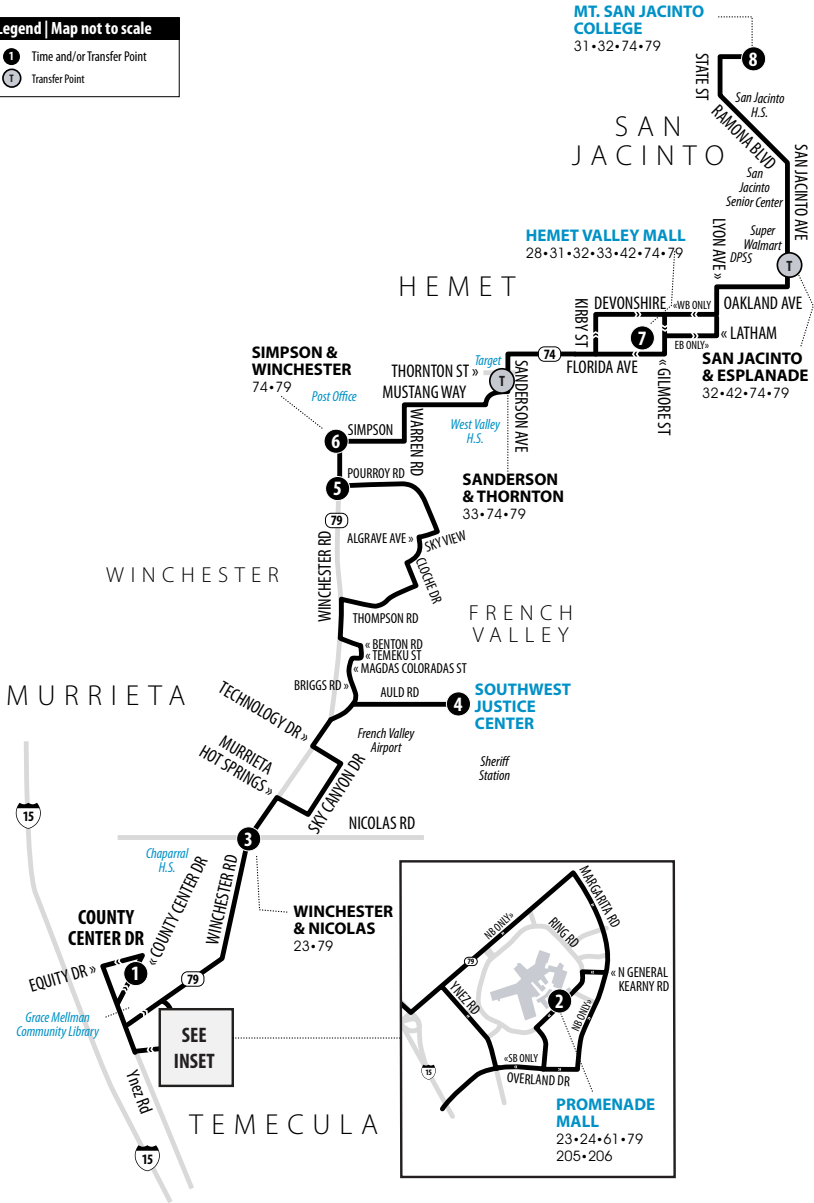
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	PERRIS STATION TRANSIT CENTER
6	5	4	3	2	1
6:08	6:31	6:49	7:02	7:14	7:38
7:30	7:56	8:14	8:27	8:41	9:08
8:50	9:16	9:36	9:49	10:04	10:31
10:02	10:30	10:53	11:07	11:23	11:50
11:29	11:57	<b>12:20</b>	<b>12:34</b>	<b>12:50</b>	<b>1:18</b>
<b>12:39</b>	<b>1:07</b>	<b>1:30</b>	<b>1:44</b>	<b>2:00</b>	<b>2:28</b>
<b>1:59</b>	<b>2:27</b>	<b>2:50</b>	<b>3:04</b>	<b>3:20</b>	<b>3:48</b>
<b>3:29</b>	<b>3:57</b>	<b>4:20</b>	<b>4:34</b>	<b>4:50</b>	<b>5:18</b>
<b>5:02</b>	<b>5:30</b>	<b>5:53</b>	<b>6:07</b>	<b>6:23</b>	<b>6:50</b>
<b>6:27</b>	<b>6:52</b>	<b>7:15</b>	<b>7:29</b>	<b>7:44</b>	<b>8:08</b>



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- T** Transfer Point



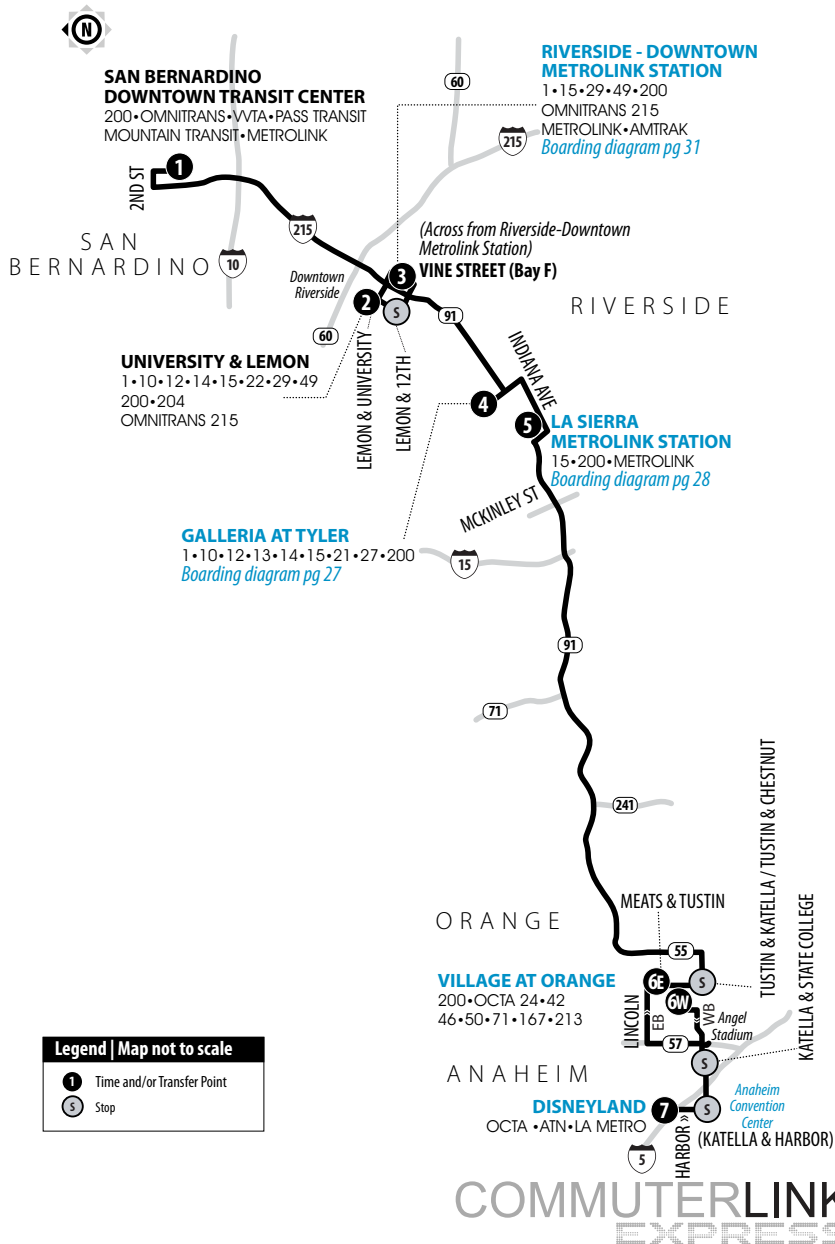
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

COUNTY CENTER	PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL	MT. SAN JACINTO COLLEGE SAN JACINTO
1	2	3	4	5	6	7	8
7:33	7:43	7:50	8:01	8:11	8:21	8:43	9:09
8:30	8:40	8:47	8:58	9:09	9:19	9:41	10:09
10:06	10:16	10:23	10:34	10:45	10:55	11:20	11:48
11:18	11:32	11:41	11:52	<b>12:04</b>	<b>12:14</b>	<b>12:41</b>	<b>1:09</b>
<b>12:41</b>	<b>12:55</b>	<b>1:04</b>	<b>1:15</b>	<b>1:27</b>	<b>1:37</b>	<b>2:04</b>	<b>2:32</b>
<b>2:08</b>	<b>2:22</b>	<b>2:31</b>	<b>2:43</b>	<b>2:55</b>	<b>3:05</b>	<b>3:33</b>	<b>4:01</b>
<b>3:37</b>	<b>3:51</b>	<b>4:00</b>	<b>4:12</b>	<b>4:24</b>	<b>4:34</b>	<b>5:02</b>	<b>5:30</b>
<b>4:49</b>	<b>5:03</b>	<b>5:13</b>	<b>5:25</b>	<b>5:37</b>	<b>5:47</b>	<b>6:13</b>	<b>6:37</b>
<b>6:08</b>	<b>6:20</b>	<b>6:30</b>	<b>6:42</b>	<b>6:54</b>	<b>7:04</b>	<b>7:30</b>	<b>7:54</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	HEMET VALLEY MALL	SIMPSON & WINCHESTER	POURROY & WINCHESTER	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL	COUNTY CENTER
8	7	6	5	4	3	2	1
6:28	6:54	7:12	7:22	7:34	7:47	7:52	8:00
8:14	8:40	9:00	9:10	9:23	9:36	9:43	9:51
9:22	9:50	10:13	10:25	10:38	10:51	11:00	11:08
10:40	11:08	11:31	11:41	11:54	<b>12:09</b>	<b>12:18</b>	<b>12:26</b>
<b>12:07</b>	<b>12:35</b>	<b>12:58</b>	<b>1:08</b>	<b>1:21</b>	<b>1:36</b>	<b>1:45</b>	<b>1:53</b>
<b>1:19</b>	<b>1:47</b>	<b>2:10</b>	<b>2:20</b>	<b>2:33</b>	<b>2:48</b>	<b>2:57</b>	<b>3:05</b>
<b>2:42</b>	<b>3:10</b>	<b>3:33</b>	<b>3:43</b>	<b>3:56</b>	<b>4:11</b>	<b>4:20</b>	<b>4:28</b>
<b>4:11</b>	<b>4:39</b>	<b>5:02</b>	<b>5:13</b>	<b>5:27</b>	<b>5:41</b>	<b>5:50</b>	<b>5:58</b>
<b>5:40</b>	<b>6:08</b>	<b>6:31</b>	<b>6:42</b>	<b>6:56</b>	<b>7:10</b>	<b>7:19</b>	<b>7:27</b>

Routing and timetables  
subject to change.  
Rutas y horarios son  
sujetos a cambios.



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5	6W	7
6:00	6:22	6:25	6:45	6:53	7:25	7:47
7:36	7:58	8:01	8:21	8:29	9:04	9:26
9:11	9:33	9:36	9:56	10:04	10:39	11:01
10:40	11:02	11:06	11:26	11:34	<b>12:12</b>	<b>12:36</b>
<b>12:20</b>	<b>12:42</b>	<b>12:46</b>	<b>1:06</b>	<b>1:14</b>	<b>1:52</b>	<b>2:16</b>
<b>2:15</b>	<b>2:37</b>	<b>2:41</b>	<b>3:01</b>	<b>3:09</b>	<b>3:47</b>	<b>4:11</b>
<b>3:30</b>	<b>3:52</b>	<b>3:55</b>	<b>4:15</b>	<b>4:23</b>	<b>4:59</b>	<b>5:23</b>
<b>5:30</b>	<b>5:52</b>	<b>5:55</b>	<b>6:15</b>	<b>6:23</b>	<b>6:57</b>	<b>7:21</b>
<b>7:30</b>	<b>7:52</b>	<b>7:55</b>	<b>8:13</b>	<b>8:21</b>	<b>8:53</b>	<b>9:15</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	LEMON & UNIVERSITY (DOWNTOWN RIVERSIDE)	RIVERSIDE- DOWNTOWN METROLINK STATION (VINE ST BAY F)	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
7	6E	5	4	2	3	1
8:28	8:56	9:32	9:39	9:59	10:02	10:20
10:07	10:35	11:11	11:19	11:39	11:42	<b>12:00</b>
11:42	<b>12:10</b>	<b>12:46</b>	<b>12:55</b>	<b>1:15</b>	<b>1:18</b>	<b>1:36</b>
<b>1:12</b>	<b>1:40</b>	<b>2:18</b>	<b>2:27</b>	<b>2:47</b>	<b>2:50</b>	<b>3:08</b>
<b>2:53</b>	<b>3:21</b>	<b>3:59</b>	<b>4:08</b>	<b>4:28</b>	<b>4:31</b>	<b>4:49</b>
<b>4:48</b>	<b>5:16</b>	<b>5:54</b>	<b>6:02</b>	<b>6:22</b>	<b>6:25</b>	<b>6:43</b>
<b>6:04</b>	<b>6:29</b>	<b>7:07</b>	<b>7:15</b>	<b>7:35</b>	<b>7:38</b>	<b>7:56</b>
<b>8:15</b>	<b>8:40</b>	<b>9:14</b>	<b>9:21</b>	<b>9:41</b>	<b>9:44</b>	<b>10:02</b>
<b>10:15</b>	<b>10:40</b>	<b>11:13</b>	<b>11:19</b>	<b>11:35</b>	<b>11:38</b>	<b>11:56</b>

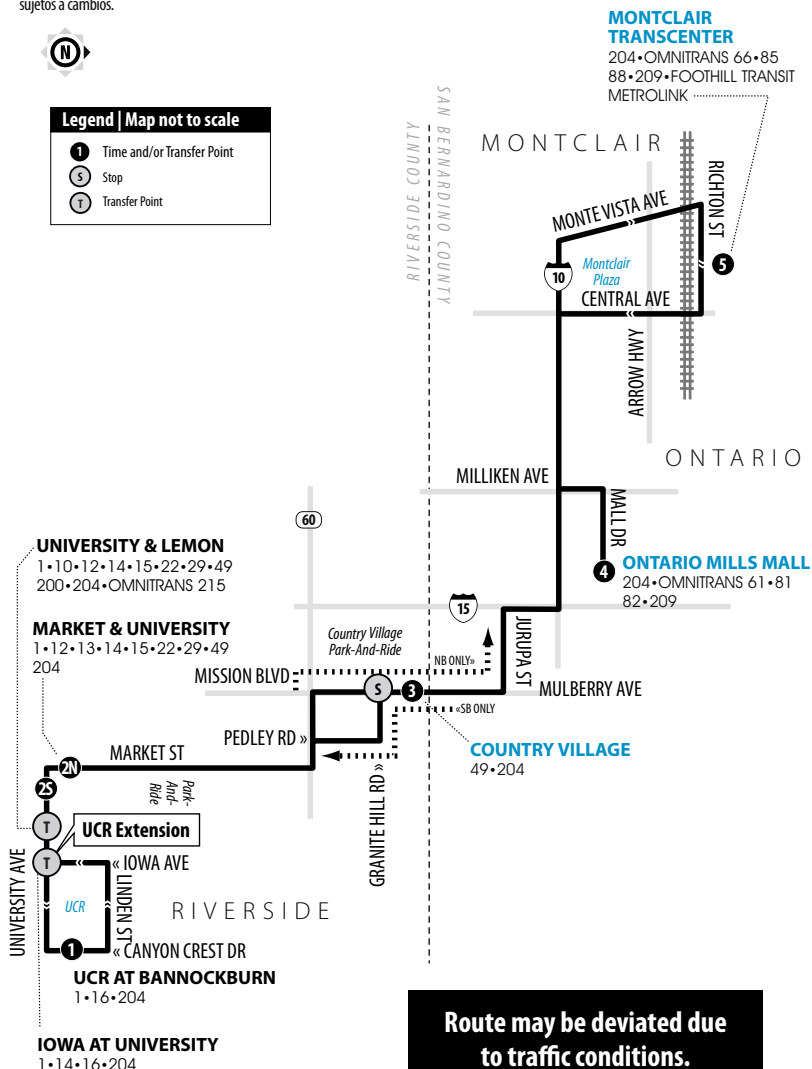
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sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



### Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop
- T** Transfer Point



COMMUTERLINK  
EXPRESS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

\* Trip starts two minutes earlier from University &amp; Lemon

UCR AT BANNOCKBURN	MARKET & UNIVERSITY	COUNTRY VILLAGE	ONTARIO MILLS MALL	MONTCLAIR TRANSCENTER
1	2N	3	4	5
—	5:15*	5:29	5:46	6:08
6:15	6:28	6:42	6:59	7:21
<b>2:30</b>	<b>2:47</b>	<b>3:01</b>	<b>3:20</b>	<b>3:42</b>
<b>5:40</b>	<b>5:57</b>	<b>6:14</b>	<b>6:33</b>	<b>6:55</b>

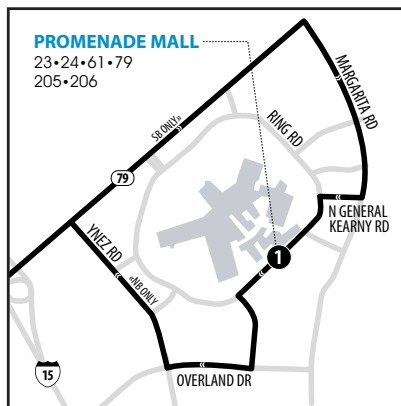
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MONTCLAIR TRANSCENTER	ONTARIO MILLS MALL	COUNTRY VILLAGE	UNIVERSITY & LEMON	UCR AT BANNOCKBURN
5	4	3	2S	1
6:23	6:42	7:01	7:18	7:34
7:31	7:50	8:12	8:35	8:53
<b>3:57</b>	<b>4:24</b>	<b>4:49</b>	<b>5:12</b>	<b>5:30</b>
<b>7:05</b>	<b>7:28</b>	<b>7:48</b>	<b>8:06</b>	<b>8:21</b>

For Metrolink information, go to [metrolinktrains.com](http://metrolinktrains.com) or call 800-371-5465.

**Routing and timetables  
subject to change.**  
Rutas y horarios son  
sujetos a cambios.

**No service on weekends or:** Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



## PROMENADE MALL

23•24•61•79  
205•206

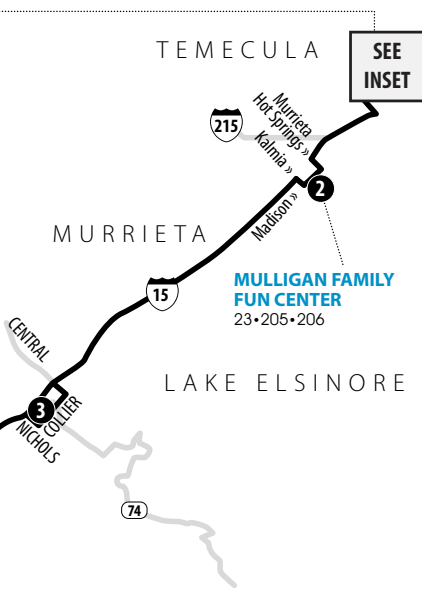
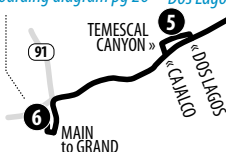
**LAKE ELSINORE OUTLET  
CENTER PARK & RIDE**  
8•9•205•206

## CORONA TRANSIT CENTER

1•3•205•206

CORONA CRUISER BLUE, RED  
METROLINK

*Boarding diagram pg 26 Dos Lagos*



TEMECULA

SEE  
INSET

MURRIETA

LAKE ELSINORE

## Legend | Map not to scale

- 1** Time and/or Transfer Point
- S** Stop

COMMUTERLINK  
EXPRESS



A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

	PROMENADE MALL	MULLIGANS MURRIETA	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	TOM'S FARM	DOS LAGOS	CORONA TRANSIT CENTER
	1	2	3	4	5	6
<b>205</b>	3:56	4:07	4:27	4:39	—	5:01
<b>206</b>	4:36	4:47	5:07	5:23	—	5:45
<b>205</b>	—	—	5:35	5:48	6:01	6:25
<b>205</b>	—	—	6:10	6:24	6:39	7:07
<b>206</b>	<b>3:45</b>	<b>4:00</b>	<b>4:25</b>	<b>4:40</b>	<b>4:49</b>	<b>5:09</b>

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

	CORONA TRANSIT CENTER	DOS LAGOS	TOM'S FARM	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	MULLIGANS MURRIETA	PROMENADE MALL
	6	5	4	3	2	1
<b>206</b>	<b>4:35</b>	—	<b>5:07</b>	<b>5:25</b>	<b>5:45</b>	<b>6:02</b>
	The 4:35 p.m. trip will wait for the 4:27 p.m. train, but no later than 4:45 p.m. before departing the Metrolink Station.					
<b>206</b>	<b>5:35</b>	<b>6:02</b>	<b>6:12</b>	<b>6:30</b>	<b>6:50</b>	<b>7:05</b>
	The 5:35 p.m. trip will wait for the 5:25 p.m. train, but no later than 5:45 p.m. before departing the Metrolink Station.					
<b>206</b>	<b>6:45</b>	—	<b>7:11</b>	<b>7:28</b>	<b>7:48</b>	<b>8:13</b>
	The 6:45 p.m. trip will wait for the 6:35 p.m. train, but no later than 6:55 p.m. before departing the Metrolink Station.					

## This image shows a single page of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## **Appendix B:**

### RTA Service Reduction Plan



# SERVICE REDUCTION PLAN

Riverside Transit Agency, January 2021



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## Introduction

On April 5, 2020 RTA reduced service levels across the network in response to the COVID-19 pandemic. All routes moved to a Sunday schedule, and service was suspended on low-performing Local and CommuterLink routes. State-mandated stay-at-home orders diminished student and commuter transit markets and social distancing guidelines limited maximum vehicle capacity. As a result, ridership declined by more than two-thirds year-over-year from 2019.

RTA's challenge moving forward is ensuring financial sustainability in the face of decreased revenue. While optimistic about the future, no one knows how travel patterns will change as Riverside County emerges from the pandemic. People may continue to work from home reducing commute travel demand, and they may make new decisions about where to live if commuting is not a consideration. It is impossible to tell how and when ridership will return to RTA's routes. In order to ensure financial sustainability, RTA must optimize its service, operating with greater efficiency and running all routes as effectively as possible.

This Service Reduction Plan, approved by the RTA Board of Directors on January 28, 2021 and illustrated in Table 1, outlines \$3.3 million in potential resource savings affecting routes across the network based on 2020 costs and service levels. This document includes the reasoning behind the Service Reduction Plan, rider impacts, alternative service options, and an assessment of Title VI implications.

*Table 1: Summary of Recommended Route Changes*

Route	Description of Change	Annual Revenue Hour Savings	Annual Cost Savings
1	Discontinue service west of Smith & 6 <sup>th</sup>	2,728	\$210,087
15	Discontinue service west of La Sierra Metrolink Station	0	\$0
18	Discontinue service south of Moreno Valley Mall	4,380	\$337,245
21	Discontinue service north of Pedley Metrolink Station	3,733	\$287,410
26	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
31	Tailor service to demand; discontinue south of Mount San Jacinto College and replace with Microtransit zone	7,324	\$679,484
32	Replace with Microtransit zone	8,293	\$769,415
33	Replace with Microtransit zone	3,841	\$356,396
40	Discontinue due to low performance	4,129	\$383,042
42	Replace with Microtransit zone	3,626	\$336,411
74	Discontinue north of Hemet Valley Mall and replace with Hemet Circulator	3,662	\$339,742
79	Discontinue north of Hemet Valley Mall and replace with Hemet Circulator	3,123	\$289,780
202	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
204	Tailor service levels to market demand	2,780	\$214,022
205/206	Tailor service levels to market demand; discontinue service to Orange County	4,947	\$380,919
208	Discontinue due to low performance	6,885	\$530,145
210	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
217	Do not restore service after April 2020 COVID-19 service cuts	-	\$0
Hemet Circulator	Introduce new circulator between Hemet Valley Mall and Mount San Jacinto College	-11,280	-\$1,046,558
Microtransit	Introduce new Microtransit zone in Hemet and San Jacinto	-8,616	-\$799,392
Total		39,554	\$3,268,146

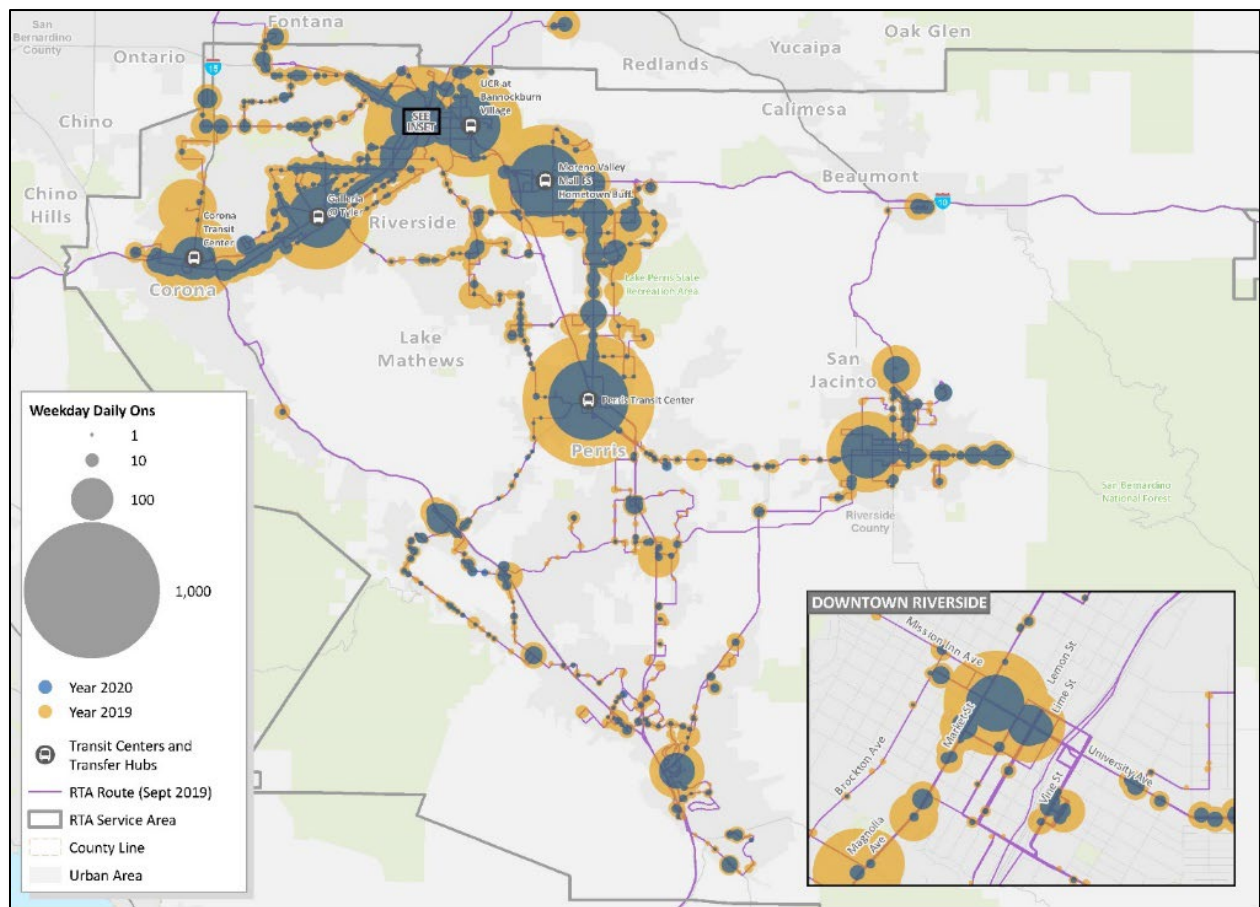
## Data Sources

Ridership and revenue hour data for this analysis was taken from September 2019 and September 2020 Ridecheck Plus Ridership by Route and Trip and Ridership by Route and Stop reports.

## COVID-19 Ridership Response

Between September 2019 and September 2020, ridership across RTA's system declined by 67 percent. As shown in the map below, the declines spanned the entire system and were especially pronounced at school sites where remote learning reduced travel demand. All routes saw at least a 46 percent ridership decline between September 2019 and September 2020.

Figure 1: Ridership Decline by Stop



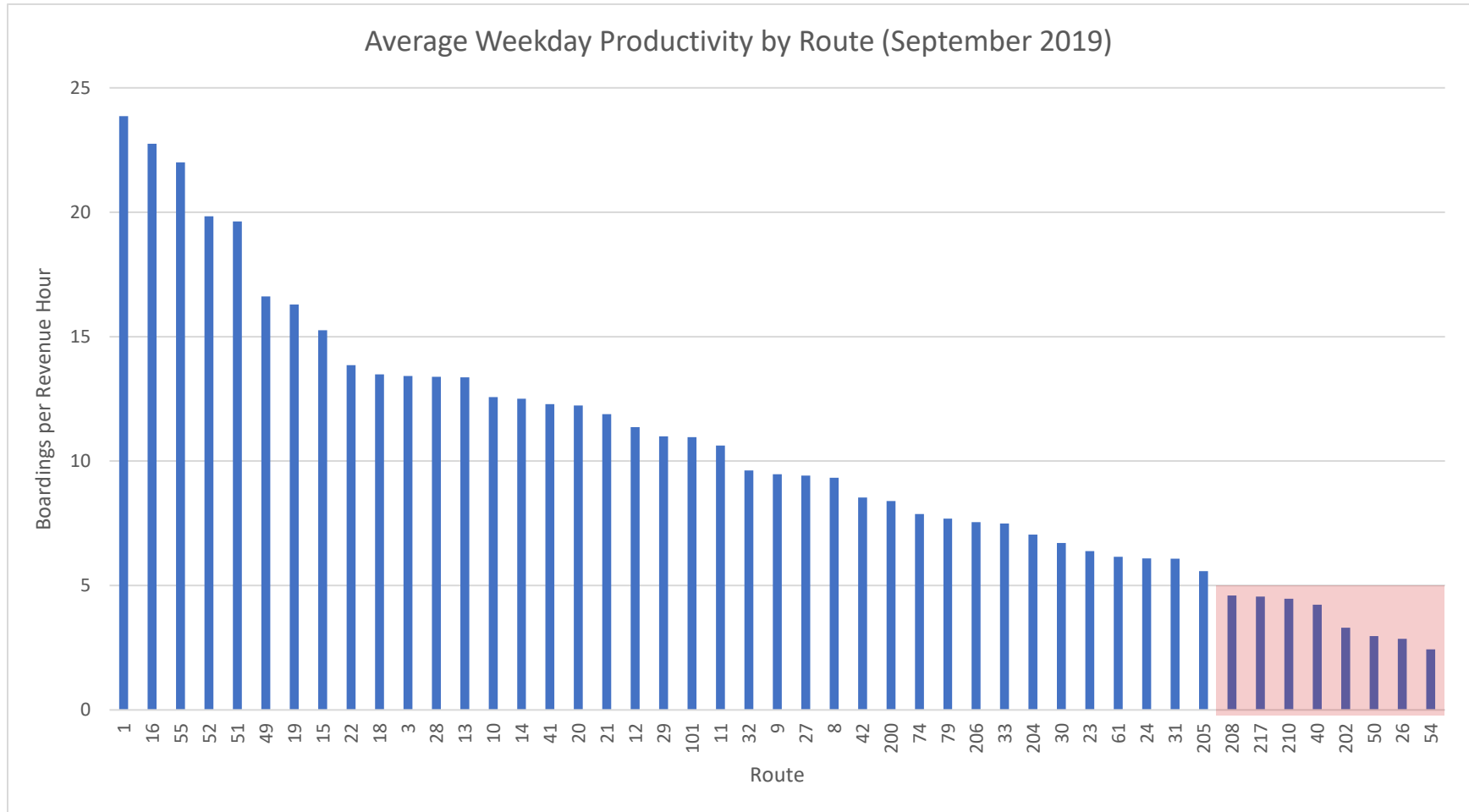
## Service Reduction Strategies

The approach to identifying service reduction opportunities was both data-driven and based on maintaining overall network integrity. With residents already facing significant hardships from the pandemic, the goal was to minimize the number of riders affected by these changes. RTA service is already streamlined on many routes with little “low-hanging fruit”. Many routes operate less than once an hour, so decreasing frequency would make the service virtually unusable. Many routes already only operate with one vehicle, so the only cost-saving opportunities without discontinuing the service altogether are to have the service start later in the day or end earlier at night. For these routes, traditional cost-cutting measures of streamlining to reduce running times will improve frequencies but will not actually realize any cost savings. The following guiding principles were applied in the process of identifying potential service changes:

- **Maintain the integrity of the core network.** Do not downgrade frequency on high-performing routes. Lowering service levels on high-performing routes will have spiraling network effects, as it reduces the ease of transferring and limits travel flexibility for higher volumes of riders. Furthermore, with new social distancing requirements limiting the number of people who can be on the bus at any one time to ten, downgrading frequencies on high-ridership routes would result in many riders being left behind.
- **Maintain lifeline transit coverage for those who rely on RTA for mobility.** Where possible, minimize creating new geographic gaps in coverage and identify alternative mobility solutions for those who rely on transit. Again, do not significantly reduce frequencies on routes already running lifeline service levels (less than once an hour).
- **Ensure each route serves a unique role in the network.** The RTA network has a lot of overlapping route segments with multiple routes providing connections between the same two destinations on similar or identical alignments. Splitting service between multiple routes is inefficient and leads to competition for riders. By eliminating overlapping segments, some riders may have to walk a little farther to access a different route, but this is better than losing access to service altogether.
- **Adhere to established service standards.** Routes that continuously fail to meet performance standards were some of the first candidates for review. For this analysis, the focus was on routes that fall below the five passenger per hour productivity threshold before the pandemic. Figure 2, Weekday Productivity by Route Chart, illustrates how performance compares across the system based on pre-pandemic (September 2019) service. Routes 26, 40, 50, 54, 202, 208, 210, and 217 all fall below the five passengers per hour threshold and are automatic candidates for review when there is a need to reduce service.



Figure 2: Weekday Productivity by Route

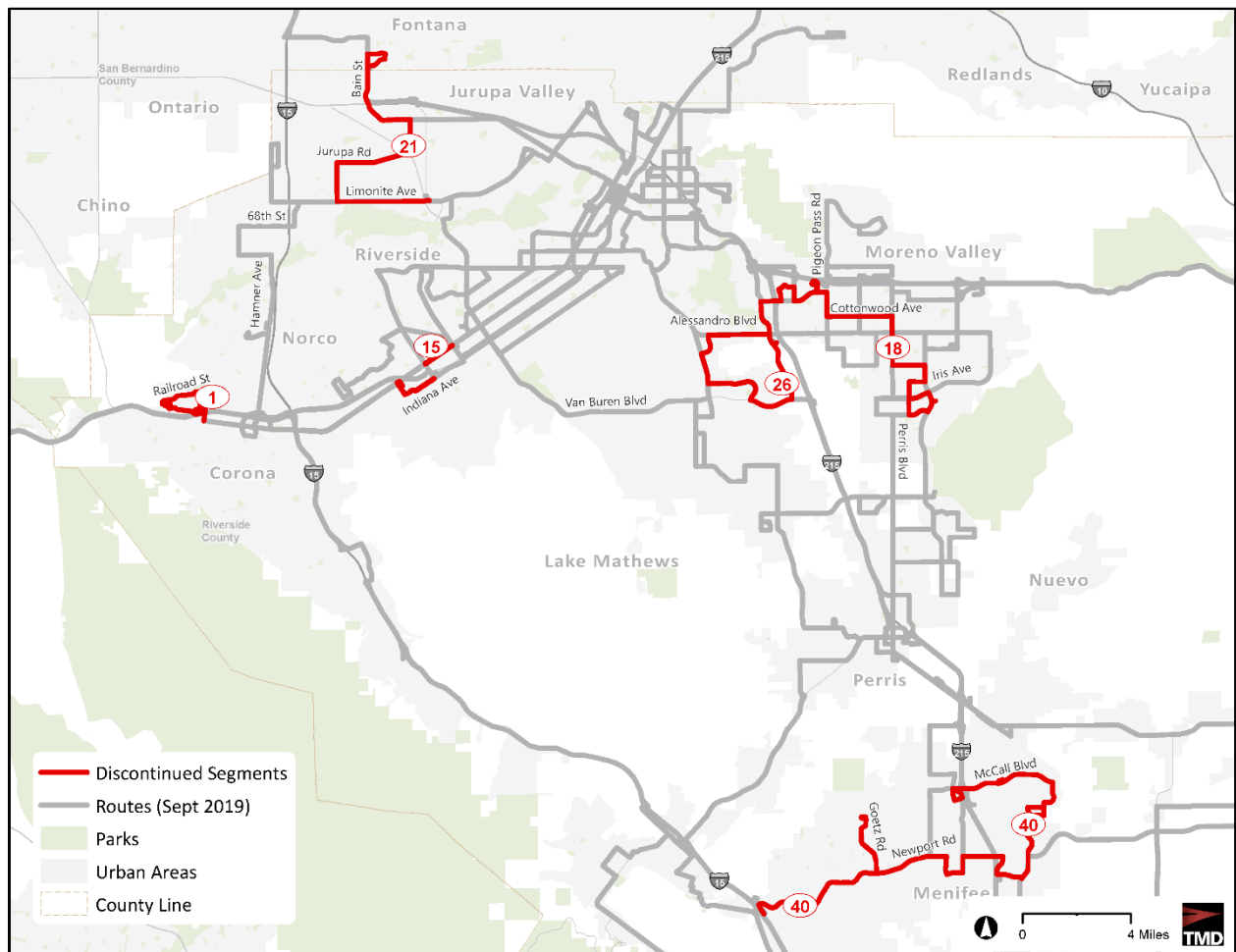


## Local Route Recommendations

Local route recommendations were proposed to maintain a strong core network and avoid the degradation of consistently utilized more productive routes. The map below highlights the recommended changes for the local route network. The recommendations fall into three categories:

- Discontinuing low-performing routes
- Discontinuing low-performing route tails
- Discontinuing segments to reduce overlap between routes

Figure 3: Map of Recommended Local Route Changes



## Discontinue Low-Performing Routes

The following recommendations are for discontinuing routes that fail to meet established performance standards.

### Route 26

*Recommendation: Discontinue Route 26 due to low performance.*

Route 26 is a shuttle circulator connecting Moreno Valley Mall and the Moreno Valley Metrolink Station. In September 2019, it carried 38 passengers and 2.9 passengers per revenue hour, failing to meet the 5 passengers per hour threshold. It also significantly overlaps with Routes 20, 22, and 27. Service was discontinued in April 2020 as part of the response to reduced demand from COVID-19.

### Route 40

*Recommendation: Discontinue Route 40 due to low performance.*

Route 40 connects Lake Elsinore and Menifee. In September 2019, it carried 99 passengers and 4.2 passengers per revenue hour, failing to meet the 5 passengers per hour threshold. It is consistently the lowest-performing non-CommuterLink non-Trolley route in the system.

## Discontinue Low-Performing Route Tails

The following recommendations discontinue low-performing route tails on select routes. These route tails have lower performance than the route as a whole and require RTA to invest additional resources into route operation. Discontinuing these segments will allow RTA to schedule the remainder of the route more efficiently, making better use of limited resources.

### Route 1

*Recommendation: Discontinue service west of Smith & 6<sup>th</sup>.*

Route 1 is the top ridership route in the RTA system, carrying 5,994 boardings in 2019. Select trips extend beyond Smith & 6<sup>th</sup> in Corona to serve the West Corona Metrolink Station. This extension takes 16 minutes of running time, requiring RTA to add at least two vehicles to the route to maintain 15-minute frequency. Since not all trips operate the extension, this results in inefficiencies in scheduling that add resources and costs to the route. Riders wishing to ride Metrolink can still access Metrolink at the Corona Transit Station served by all Route 1 trips. A second change will be to shorten the western terminal loop to follow S. Smith Ave., W. 6<sup>th</sup> St., and S. Sherman Ave. This will save 1.5 miles and 7 minutes of running time on each roundtrip.

### Route 15

*Recommendation: Discontinue service west of La Sierra Metrolink Station.*

Route 15 service will be discontinued west of La Sierra Metrolink Station. The route will be realigned to serve La Sierra Ave and Indiana Ave on its way into Galleria at Tyler instead of Magnolia Ave. Depending on how the route is ultimately scheduled, this change may not save revenue hours, but it will save some revenue mile cost and create a stronger anchor point for the end of the route. The segment between Galleria at Tyler to La Sierra Metrolink Station was preserved to maintain access to the Metrolink station as well as senior apartments along Indiana Ave.

## Reduce Overlap between Routes

The following recommendations work to reduce overlap between routes, ensuring that each route serves a unique role in the network. Reducing costs invested in duplication helps RTA keep enough resources available to maintain geographic coverage.

### Route 18

*Recommendation: Discontinue service south of Moreno Valley Mall.*

While Route 18 is a productive route, the portion south of Moreno Valley Mall is duplicative with Routes 11, 19, and 20. Both Routes 18 and 19 connect Moreno Valley Mall with Moreno Valley College. By discontinuing Route 18 south of Moreno Valley Mall, RTA can cut the route's resources in half. No current rider is more than a half mile away from a stop on a different route.

### Route 21

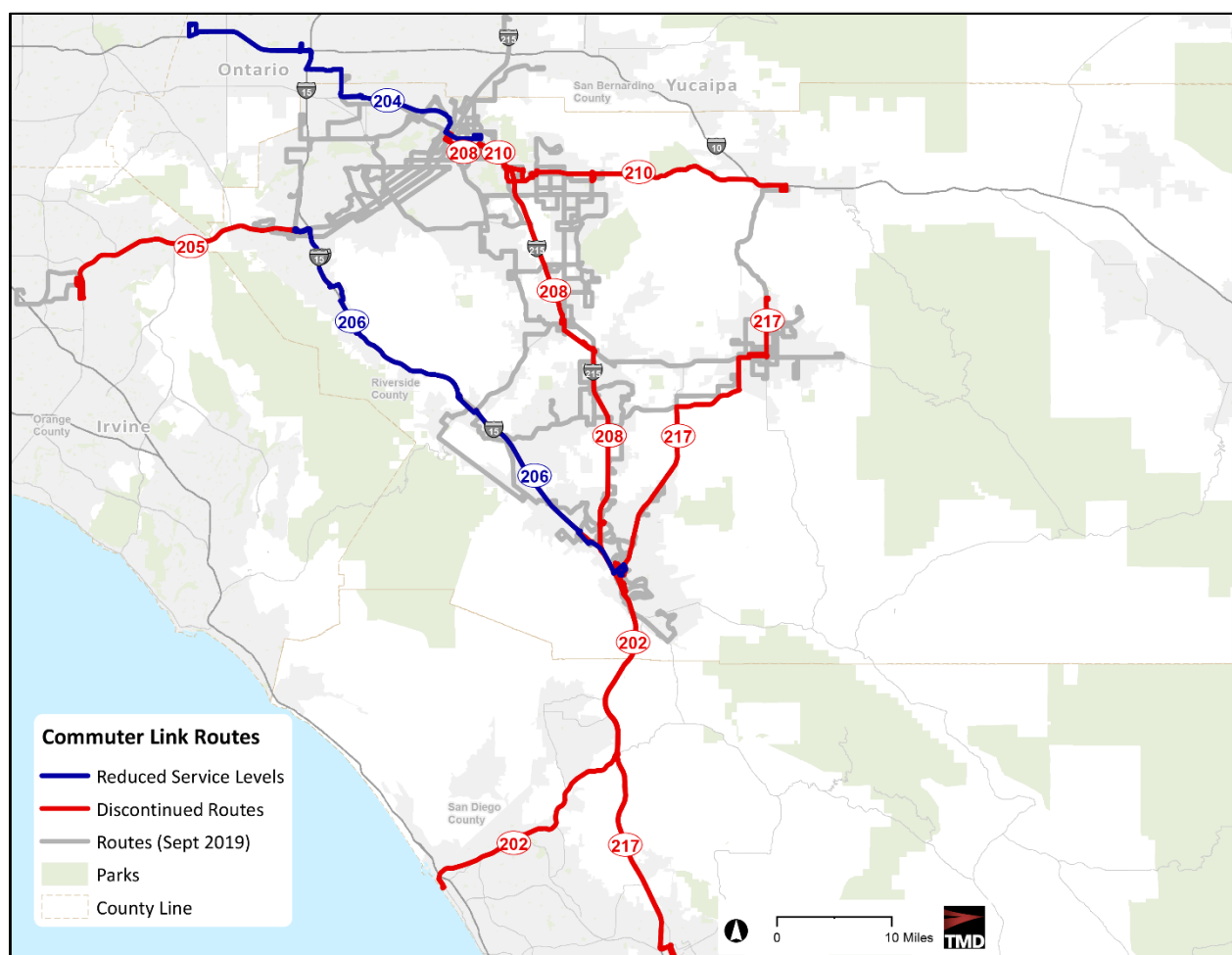
*Recommendation: Discontinue service north of Pedley Metrolink Station.*

Route 21 north of Pedley Metrolink Station duplicates Routes 29 and 49 on Limonite Ave and Mission Blvd, respectively. This segment uses half of the route's revenue hours (13), and in September 2019 carried 122 boardings. However, only 45 of these boardings were outside a quarter-mile walk of another route, meaning that these 13 revenue hours were being deployed to carry an additional 45 riders for an effective productivity of 3.5.

## CommuterLink Route Recommendations

CommuterLink routes saw a significant drop in demand during the pandemic as state-mandated stay-at-home orders and social distancing guidelines shutdown schools and professional workspaces. On average, CommuterLink routes saw an 82 percent decrease from September 2019 to September 2020 compared to the 67 percent systemwide average. CommuterLink routes are naturally more resource intensive for local fixed-route service. They travel very long distances with little opportunity for ridership turnover. Service concentrated during peak periods results in a bigger strain on peak vehicle requirements and inefficient driver shifts which can increase costs. Where routes were not proposed for complete discontinuation, there are recommendations for revised schedules to reduce peak vehicle requirements. The map below highlights the recommended changes for the CommuterLink network.

Figure 4: Map of Recommended CommuterLink Route Changes



## Discontinue Service on Low-Performing Routes

### Route 202

*Recommendation: Discontinue Route 202 due to low performance.*

Route 202 from Temecula to Oceanside carried an average of 3.3 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Service was suspended as part of the April 2020 COVID-19 service changes.

### Route 217

*Recommendation: Discontinue Route 217 due to low performance.*

Route 217 from San Jacinto to Escondido carried an average of 4.6 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Service was suspended as part of the April 2020 COVID-19 service changes.

## Discontinue Service on Duplicative Routes

### Route 208

*Recommendation: Discontinue Route 208 due to low performance and duplication with alternative local services.*

Route 208 from Temecula to Riverside carried an average of 4.6 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. Riders can still travel between Temecula, Menifee, Perris, Moreno Valley, and Riverside on local services. Though not as direct a trip as on Route 208, riders still have available transit options.

### Route 210

*Recommendation: Discontinue Route 210 due to low performance and duplication with alternative local services.*

Route 210 from Riverside to Beaumont carried an average of 4.5 boardings per revenue hour in September 2019 falling below the 5 passengers per revenue hour threshold. It is duplicative with Route 31 which connects Moreno Valley with Beaumont. Service was suspended as part of the April 2020 COVID-19 service changes, and it was recommended for discontinuation as part of RTA's planned FY2021 service changes.

## Tailor Service Levels to Demand

### Route 204

*Recommendation: Reduce trips from 18 to 10 to consolidate riders onto fewer trips.*

In September 2019, Route 204 carried 174 daily riders for a productivity of 7 boardings per revenue hour. In September 2020, this had dropped to 93 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. Since this route provides a unique connection between Riverside and Montclair Transit Center, discontinuing the route altogether

would leave these riders with no alternative option. Instead, the recommendation is to consolidate trips from 18 to 10, keeping the same timing of the first trip in the morning and last trip in the evening so riders have access to the same span of service. Where possible trips should continue to be timed with Metrolink trains. Consolidating trips will allow the route to be operated with fewer vehicles and save revenue hours.

*Table 2: Recommended Route 204 Trip Times*

UCR to Montclair	Montclair to UCR
5:15 AM	6:23 AM
6:45 AM	8:01 AM
2:00 PM	3:27 PM
2:55 PM	4:17 PM
5:08 PM	6:33 PM

## Route 205/206

*Recommendation: Discontinue Route 205 to Orange County. Reduce number of trips from 25 to 11 to consolidate riders onto fewer trips.*

In September 2019, Route 204 carried 214 daily riders for a productivity of 6.5 boardings per revenue hour. In September 2020, this had dropped to 131 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. Since these routes provide a unique connection between Temecula and Corona, discontinuing the routes altogether would leave these riders with no alternative option. Instead, the recommendation is to consolidate trips from 25 to 11, keeping the same timing of the first trip in the morning and last trip in the evening so riders have access to the same span of service. Where possible trips should continue to be timed with Metrolink trains. Consolidating trips will allow the route to be operated with fewer vehicles and save revenue hours.

A second recommendations is to discontinue the branch on Route 205 that continues to Village at Orange. This segment is also served by Route 200 which continues to operate a full span of service.

*Table 3: Recommended Route 206 Trip Times*

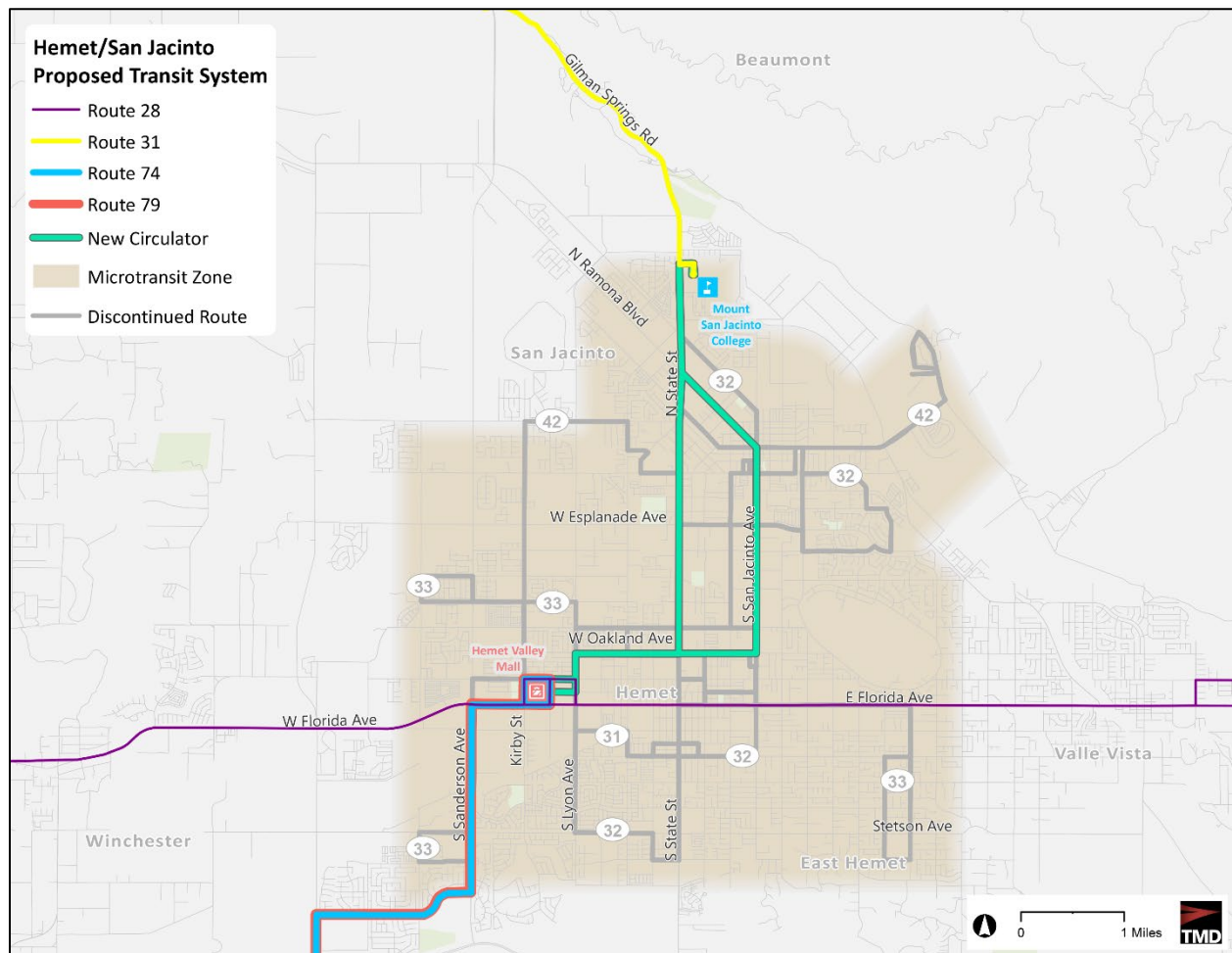
Temecula to Corona	Corona to Temecula
3:56 AM	--
5:09 AM	6:25 AM
5:48 AM	7:12 AM
--	4:31 PM
--	5:50 PM
4:41 PM	6:25 PM
6:30 PM	8:01 PM

## Hemet – San Jacinto Service Recommendations

Hemet-San Jacinto has always been a part of the RTA service area that is difficult to serve efficiently with fixed-route transit. The area has two major hubs – Hemet Valley Mall and Mount San Jacinto College – and four different routes connect these hubs along different alignments. ArcGIS analysis found that 80 percent of riders in this area are within a quarter-mile walk of the major east/west and north/south corridors – E Florida Ave, S San Jacinto Ave, and N State St.

In order to more efficiently serve this area with public mobility, the recommendation is to create a focused shuttle on major corridors between Hemet Valley Mall and Mount San Jacinto College and provide service to the rest of the area by introducing a Microtransit pilot program. The new circulator would operate every 30 minutes, an improvement over the roughly 80-minute frequencies that operate along this alignment under current conditions. The Microtransit zone would be staffed with two all-day vehicles, guaranteeing riders a maximum wait time of 60 minutes. The terminals of Routes 31, 74, and 79 would be adjusted to reduce overlap with the circulator.

Figure 5: Map of Recommended Hemet/San Jacinto Changes





### Route 31

*Description: Create a new southern terminus at Mount San Jacinto College and discontinue service to Hemet Valley Mall. Due to low performance, reduce service levels from 70-minute to 105-minute service.*

In September 2019, Route 31 carried 458 boardings, but it is extremely expensive to operate requiring four all-day vehicles, so it only averaged 6.1 passengers per revenue hour. Because this route overlaps with the proposed circulator, it is proposed to terminate at Mt San Jacinto College. Additionally, because this route is low-performing, frequency should be decreased from 70 to 105-minute service to allow RTA to operate serve with one fewer vehicle. With this changes, RTA will save 57 percent of the operating cost on Route 31.

### Route 32

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 32 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### Route 33

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 33 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### Route 42

*Description: Discontinue entirely and replace with Microtransit zone.*

Resources from Route 42 will be reinvested into the Microtransit zone. Riders will still be able to access transit at their current stop location and will be guaranteed a maximum 60-minute wait time.

### Route 74

*Description: Continue to operate segment between Hemet Valley Mall and Perris Transit Center. Remainder of the route will be served by new Hemet Circulator.*

Due to overlap with the proposed circulator, the new northern terminus for Route 74 will be Hemet Valley Mall. Frequency should be adjusted to 90 minutes on the remaining segment to ensure the route can operate with two all-day vehicles..

### Route 79

*Description: Continue to operate segment between Hemet Valley Mall and Promenade Mall in Temecula. Remainder of the route will be served by new Hemet Circulator.*

Due to overlap with the proposed circulator, the new northern terminus for Route 79 will be Hemet Valley Mall. Frequency should be adjusted to 90 minutes on the remaining segment to ensure the route can operate with two all-day vehicles.

## New Circulator

*Description: Create a new 30-minute service operating between Hemet Valley Mall and Mount San Jacinto College via San Jacinto Avenue and State Street.*

The proposed circulator will consolidate the routings of Routes 31, 32, 74, and 79 that currently operate between Hemet Valley Mall and Mount San Jacinto into a single alignment that operates every 30 minutes. This will provide a significant improvement over the current 70 to 90-minute frequencies on these routes today. This route, in coordination with Route 28 on Florida Ave, will serve 80 percent of boardings within Hemet and San Jacinto. It will operate with two all-day vehicles. RTA should monitor ridership and performance to ensure service levels are sufficient when Mt San Jacinto College reopens for in-person classes.

## Microtransit Pilot

*Description: Implement a Microtransit pilot zone to provide on-demand trips to replace fixed-route service in Hemet and San Jacinto.*

Microtransit provides transit agencies an alternative to fixed-route service that in some cases can reduce operating costs and allow service to operate more efficiently. Microtransit uses the software and algorithms of Transportation Network Companies (TNCs), e.g. Uber and Lyft, to efficiently schedule and dispatch on-demand trips within a fixed service area. In the past, point-to-point trips had to be scheduled 24 hours in advance, but with new technology, these trips can be requested and completed within a matter of minutes. But because Microtransit uses vetted drivers and official vehicles, it overcomes many of the equity and access barriers presented by traditional TNCs. All vehicles used for this pilot will be RTA paratransit vehicles, so they are all wheelchair-equipped and able to carry any passenger. The pilot will also allow riders to pay in cash and schedule trips over the phone, options not available on traditional TNCs.

Riders can request their trip through an app or over the phone. They can travel anywhere within the designated zone, with pick-up and drop-off locations at already-established RTA stops. They will still need to walk out to their current stop location (they will not be picked up at their door), but they will likely have a more direct trip to their destination since they do not have to follow the fixed-route alignment. While the pilot will guarantee a 60-minute response time, many riders may experience a shorter wait based on demand.

RTA saves money by investing fewer resources in the area. The recommended service changes save RTA four all-day vehicles. The Microtransit pilot will operate with two (maybe three) vehicles. Fewer vehicles are required because service only operates when there is demand, and vehicles move more efficiently between origins and destinations. As a result, RTA will save the resources of one to two all-day vehicles, while providing a better customer experience for many riders.

## Title VI Analysis

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment. Table 4 shows the recommended changes for each route based on September 2020 revenue hours and miles. All routes with proposed changes, aside from Routes 1 and 15, will experience a greater than 25 percent change in either revenue hours or revenue miles.

*Table 4: Route-Level Service Change Percentages to Identify Major Service Changes*

Route	Change in Weekday Revenue Hours	Change in Weekday Revenue Miles
1	-1%	-5%
15	-21%	-24%
18	-50%	-61%
21	-47%	-62%
26	-100%	-100%
31	-43%	-37%
32	-100%	-100%
33	-100%	-100%
40	-100%	-100%
42	-100%	-100%
74	-27%	-23%
79	-24%	-29%
202	-100%	-100%
204	-44%	-44%
205/206	-55%	-54%
208	-100%	-100%
210	-100%	-100%
217	-100%	-100%

For the remaining routes, the next step is to determine whether each affected route serves a minority or low-income population that is higher than the service area average. For this analysis, a route's population is based on the population living within a half-mile buffer of the route. Work completed for RTA's 2019 Title VI Update found that, for the system as a whole, 69 percent of the population living within a half mile of an RTA route identifies as a minority. For low-income populations, the system average is 27 percent.

For routes that qualify as minority and low-income routes, there is only a disparate impact on minority populations and disproportionate burden on low-income populations if the route's population is 20 percent higher than the system average. This means a route would have to serve an 83 percent minority population and 32 percent low-income population to have a Title VI impact.

For these routes, there is the potential that low-income and minority populations will be disproportionately affected. RTA can move forward with the changes but must clearly outline justification for these service changes and identify mitigations for impacted riders. As shown in the table below,

populations served by Routes 18, 31, 32, 33, 42, 74, and 204 exceed 20 percent of the system average and require further analysis and identification of mitigations to justify the service change as outlined below.

*Table 5: Title VI Impacts on Routes with a Major Service Change*

Route	Minority Percentage	Disparate Impact?	Low-Income Percentage	Disproportionate Burden?
18	85%	Yes	32%	Yes
21	78%	No	31%	No
26	66%	No	17%	No
31	75%	No	35%	Yes
32	65%	No	46%	Yes
33	58%	No	39%	Yes
40	49%	No	18%	No
42	64%	No	41%	Yes
74	59%	No	33%	Yes
79	55%	No	19%	No
202	52%	No	22%	No
204	82%	No	36%	Yes
205/206	63%	No	27%	No
208	66%	No	27%	No
210	80%	No	30%	No
217	57%	No	25%	No

### Route 18

Route 18 is the only affected route where minority and low-income populations are both 20 percent greater than the system average. The southern half of the route is proposed to be discontinued because it is duplicative with surrounding service. However, all riders on this portion of the route are within a half mile walk of all-day service on another route serving similar destinations.

### Route 21

While Route 21 does not have a disparate impact or disproportionate burden, it is the route change that will leave the largest number of riders outside the walkshed of an alternative service option. The northern segment of Route 21 is proposed for discontinuation due to significant overlap with Routes 29 and 49. Of the 224 average weekday boardings in September 2020, 27 of them will be outside a half mile walk of either Route 29 or 49 when Route 21 is discontinued. Because of the size of this impact, further analysis was conducted to assess the impact on minority and low-income populations. On Route 21, there are 9,130 living along the proposed discontinued segment between Limonite Ave and Mission Ave. Of this population, 2,316 qualify as low-income, representing 25 percent of the population. This 25 percent is significantly lower than the route's overall average of 31 percent, indicating that this service change does not disproportionately affect lower income residents. Of this population 6,852 identify as a minority, representing 75 percent of the population which is lower than the route's overall average of 78 percent, so there is no disparate impact on minority residents.

### **Route 31**

Riders on Route 31 will still have access to transit service, and in some cases, their trips will be improved. South of Mount San Jacinto College the route will be replaced by a Microtransit zone and a circulator to Hemet Valley Mall. Currently, Route 31 operates every 70 minutes. The Microtransit zone will have a guaranteed response time of 60 minutes, and the circulator will operate every 30 minutes, both providing better frequencies than the current route. Riders will also benefit from a more direct trip to their destination with shorter overall travel times. The remainder of the route will operate between Riverside and Mount San Jacinto College every 105 minutes which does represent a reduction in service, but the service reduction is commensurate with demand.

### **Route 32**

Riders on Route 32 will see their route replaced with a Microtransit zone. Route 32 operates every 60 to 65 minutes, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so there is no degradation of service levels. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 33**

Riders on Route 33 will see their route replaced with a Microtransit zone. Route 33 operates every two hours, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so riders will see an improvement in wait times and service availability. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 42**

Riders on Route 42 will see their route replaced with a Microtransit zone. Route 42 operates every two hours, and the Microtransit pilot will have a guaranteed response time of 60 minutes, so riders will see an improvement in wait times and service availability. Riders will also benefit from a more direct trip to their destination with shorter overall travel times.

### **Route 74**

Riders on Route 74 will see their route replaced with a new circulator between Hemet Valley Mall and Mount San Jacinto College. Route 74 operates every 80-90 minutes, and the new circulator will operate every 30 minutes, providing significant frequency improvements. Riders on the portion of the route south of Hemet Valley Mall will see a slight reduction in frequency that is commensurate with demand.

### **Route 204**

Service levels on Route 204 will be reduced to accommodate a reduction in service demand as a result of the pandemic. In September 2020, ridership had dropped to 93 daily riders for a productivity of 3.7 boardings per revenue hour, falling below the 5 passengers per revenue hour threshold. While riders may have fewer trip options, they will still have access to service for the entire span of current service delivery.

## Next Steps

The proposed service changes were approved by the RTA Board of Directors on January 28, 2021. RTA will work to implement these changes in FY2022. Final cost savings will be determined once official timetables are developed and RTA works through the blocking and runcutting process. RTA will need to develop an RFP to procure software to operate the Microtransit pilot to receive help on implementation. RTA should also continue to monitor ridership and service performance as the county begins to return to “normal” operations, and people begin to return to work and classes are held in person. Some routes may see a resurgence in ridership back to 2019 levels, and some may never recover if riders’ travel patterns have permanently shifted. With periodic review, RTA can realign the network to make sure it continues to meet the needs of Riverside County residents, employees, and visitors.

## **Appendix C:**

### Title VI Analysis

## **7-Day Sunday Service Levels**

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

Due to the ongoing COVID-19 pandemic and with ridership levels down by 70%, RTA implemented seven-day Sunday Service in April 2020. Under FTA regulations for the pandemic, a Title VI analysis was not required for an emergency, temporary service change. Although an analysis was not required, RTA staff did adjust to Sunday service in order to ensure equitable distribution of the service reduction and in an effort to maintain essential service throughout the network. Per FTA COVID-19 guidance, once the service change is in place for 12 months, then it is considered permanent and requires analysis. RTA plans to continue seven-day Sunday Service with select CommuterLink weekday service for the remainder of FY21 and into FY22. This represents 12 months of Sunday-level service, triggering the need for a formal Title VI analysis.

Table 1 shows the changes in revenue miles and hours for each route before (January 2020) and after implementation of seven-day Sunday Service levels (May 2020). All routes, except for routes 1-Saturday, 15-Saturday, 16, 18, 21, 32, 40 and 205 experience a greater than 25 percent change in either revenue hours or revenue miles.

RTA then determined whether the routes that meet the threshold of a major service change posed a disparate impact on minority populations or disproportionate burden on low-income populations. For this analysis, a route's population is based on the population living within a half-mile buffer of the route. Work completed for RTA's 2019 Title VI Update found that, for the system as a whole, 69 percent of the population living within a half mile of an RTA route identifies as a minority. For low-income populations, the system average is 27 percent.

For routes that qualify as minority and low-income routes, there is a potential for disparate impact on minority populations and disproportionate burden on low-income populations if the route's population is 20 percent higher than the system average. This means a route would have to serve greater than or equal to an 83 percent minority population and 32 percent low-income population to have a Title VI impact. Route by route findings are detailed out in Table 1 below. Routes 9, 11, 19-Saturday, 30 and 41 have a potential disparate impact on minority populations. The service changes in routes 1, RapidLink, 8, 9, 10, 11, 13, 14, 19-Saturday, 28, 30, 31, 33, 41, 42, 49, 50, 51, 52, 74 and 204 have a potential disproportionate burden on low-income populations. As shown in the table below, populations served by these routes exceed 20 percent of the system average and require further analysis and identification of mitigations to justify the service change as outlined below.

Although the reduced service levels in routes 1, 8, 9, 10, 11, 13, 14, 19-Saturday, 28, 30, 31, 33, 41, 42, 49, 50, 74 and 204 may disproportionately affect minority and/or low-income populations, service will still be provided and riders will still be able to travel to their destinations. With COVID-19 related mandates to stay at home, social distancing guidelines limiting the number of people allowed on a bus, and ridership levels down by 70-75 percent, RTA reduced service levels in order to remain financially sustainable and to continue to provide essential transportation services throughout the region. It is unknown how long the social, economic and financial impacts from the pandemic will last. The reduced service levels are critical given the reduced ridership and limited financial



resources. RTA continues to maintain service on these routes to provide essential transportation to those that rely upon it and mitigate the impact on minority and low-income populations.

RapidLink Gold Line is RTA's enhanced, limited-stop route providing weekday service every 15 minutes during peak times in the morning and afternoon. It travels along the same corridor as Route 1. Due to the pandemic and seven-day Sunday service levels, RapidLink is currently not running. Passengers will still be able to travel to and from their destinations using Route 1, thus mitigating any disproportionate burden on low-income populations. Route 1 provides 15-minute headways during peak times and travels throughout the day and on weekends.

Routes 51 and 52 may disproportionately affect low-income populations. Route 51 is subsidized by the University of California, Riverside (UCR), who pulled funding from the route when the pandemic hit. This route primarily carried UCR students and the UCR campus is currently closed. This route will be reinstated in September to coincide with the UCR campus re-opening plan. Route 52 was subsidized by the Riverside County Transportation Commission who removed funding for this route last year. Routes 13 and 14 are available within the vicinity of these two alignments that passengers can utilize for travel, further mitigating any disproportionate impacts on low-income populations.

RTA also completes public outreach as part of the approval process for RTA's Short Range Transit Plan (SRTP). The SRTP contains detailed information on the upcoming year's planned service changes. Due to the COVID-19 pandemic, RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.

Table 1

Seven-Day Sunday Service										
Route-Level Service Change Percentages to Identify Major Service Changes*										
Route	Jan. 2020 22 Weekdays 4 Saturdays	June 2020 22 Weekdays 4 Saturdays	Change in Revenue Hours	Jan. 2020 22 Weekdays 4 Saturdays	June 2020 22 Weekdays 4 Saturdays	Change in Revenue Miles	Minority %	Disparate Impact (Y/N)**	Low- income %	Disproportionate Burden (Y/N)**
1	5,486.40	3763.14	-31.41%	58585	45652	-22.08%	75%	N	34%	Y
1 Sat.	729.89	703.34	-3.64%	7973	8593	7.78%				
RapidLink	1516.9	0	-100.00%	20821	0	-100.00%	75%	N	33%	Y
3*	980.02	297.24	-69.67%	11683	3760	-67.82%	76%	N	19.5%	N
8	1200.56	768.86	-35.96%	16930	11911	-29.65%	67%	N	35%	Y
9	470.32	299.63	-36.29%	8969	5723	-36.19%	83%	Y	44.50%	Y
10	984.13	497.9	-49.41%	10718	5848	-45.44%	71.50%	N	33%	Y
11	665.13	402.35	-39.51%	7203	4742	-34.17%	86%	Y	35%	Y
12	1349.6	845.47	-37.35%	14893	10144	-31.89%	72%	N	29%	N
13	1366.93	680.17	-50.24%	15216	8549	-43.82%	77%	N	34%	Y
14	1257.3	615.15	-51.07%	14935	8657	-42.04%	72%	N	34%	Y
15	2186.28	1240.43	-43.26%	24209	15960	-34.07%	73%	N	30%	N
15 Sat.	228.07	237.38	4.08%	2744	3145	14.61%				
16	1,883.45	1458.67	-22.55%	20859	17072	-18.16%				
16 Sat.	211.17	265.58	25.77%	2456	3224	31.27%	76%	N	25%	N
18	674.67	517.43	-23.31%	8414	7055	-16.15%				
19*	3305.07	2374.78	-28.15%	41257	32708	-20.72%				
19 Sat.	385.4	456.25	18.38%	4857	6080	25.18%	88%	Y	36%	Y
20	1516.48	811.98	-46.46%	21163	12709	-39.95%	73%	N	26.5%	N
21	631.43	475.28	-24.73%	8998	7071	-21.42%				
22	1426.93	894.18	-37.34%	21339	14824	-30.53%	71%	N	30%	N
23	941.5	694.3	-26.26%	12945	9178	-29.10%	51%	N	19%	N
24	818.71	539.22	-34.14%	9716	6765	-30.37%	49.5%	N	16%	N
26	291.58	0	-100.00%	3918	0	-100.00%	69.5%	N	18%	N
27	1398.5	709.57	-49.26%	26854	14214	-47.07%	69.5%	N	25%	N
28	2099.77	1383.54	-34.11%	35309	24246	-31.33%	62%	N	44%	Y
29	1057.68	623.78	-41.02%	14418	9252	-35.83%	80%	N	31%	N
30	547.43	240.44	-56.08%	6749	3336	-50.57%	90.50%	Y	41.5%	Y
31	1648.24	1032.8	-37.34%	31223	20037	-35.83%	74.50%	N	35%	Y
32	636.21	503.71	-20.83%	6467	5831	-9.83%				
33	415.94	234.28	-43.67%	5057	2931	-42.04%	57.50%	N	39%	Y
40	514.44	496.92	-3.41%	8845	8820	-0.28%				
41	518.11	263.7	-49.10%	8173	4878	-40.32%	86%	Y	30%	N
42	392.87	221.48	-43.63%	5257	3148	-40.12%	64%	N	41%	Y
49	1013.15	564.18	-44.31%	12136	7326	-39.63%	81%	N	35%	Y
50	186.62	117.7	-36.93%	1278	810	-36.62%	61%	N	33%	Y
51	211.51	0	-100.00%	2270	0	-100.00%	73%	N	34%	Y
52	282.15	0	-100.00%	2135	0	-100.00%	77%	N	38%	Y
55	75.07	0	-100.00%	929	0	-100.00%	51%	N	18%	N
61	1308.78	736.33	-43.74%	21554	12731	-40.93%	54%	N	20%	N
74	1491.25	801.65	-46.24%	25781	14081	-45.38%	59%	N	33%	Y
79	1416.84	769.76	-45.67%	22858	12695	-44.46%	55%	N	19%	N
200	1873.38	866.17	-53.76%	43778	22208	-49.27%	73%	N	31%	N
202	289.99	0	-100.00%	6783	0	-100.00%	52%	N	22%	N
204	827.92	523.33	-36.79%	16914	11392	-32.65%	81.50%	N	36%	Y
205	377.27	365.83	-3.03%	9609	9404	-2.13%				
206	627.03	422.17	-32.67%	17275	11695	-32.30%	63%	N	27%	N
208	985.52	578.9	-41.26%	23835	15068	-36.78%	66%	N	27%	N
210	73.84	0	-100.00%	1769	0	-100.00%	79.50%	N	30%	N
217	841.46	0	-100.00%	23761	0	-100.00%	57%	N	25%	N

\*Revenue miles and hours data is based off the FY2020 Performance Statistics (June)

\*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 83% minority population and 32% low-income population to have a Title VI impact (based on RTA's 2019 Title VI Update).

## **Fiscal Year 2021 (FY21) Service Changes**

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

Due to the COVID-19 pandemic, RTA is running seven-day Sunday service levels with select CommuterLink service throughout FY21. Approved as part of the FY21 Short Range Transit Plan (S RTP), the service changes listed below will be made in FY21. These changes will help improve service reliability, increase ridership and improve efficiency. The following services are to be eliminated:

- **ROUTE 9:** The 6:50 a.m. weekend southbound trip departing Perris Station Transit Center.
- **ROUTE 23:** The 10:06 a.m. and 6:10 p.m. weekend northbound trips departing Promenade Mall.
- **ROUTE 27:** The 5:30 a.m. weekend southbound trip departing Galleria at Tyler.
- **ROUTE 28:** The 5:05 a.m. weekend westbound trip departing Hemet Valley Mall.
- **ROUTE 40:** The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley.

The Table below shows the changes in revenue miles and hours for each route before (July 2020) and after the service change (January 2021). Of the service changes being made, only Route 40 has a greater than 25 percent change in revenue hours and revenue miles. RTA then determined whether the Route 40 changes pose a disparate impact on minority populations or a disproportionate burden on low-income populations. For this analysis, a route's population is based on the population living within a half-mile buffer of the route. Work completed for RTA's 2019 Title VI Update found that, for the system as a whole, 69 percent of the population living within a half mile of an RTA route identifies as a minority. For low-income populations, the system average is 27 percent.

For routes that qualify as minority and low-income routes, there is a potential for disparate impact on minority populations and disproportionate burden on low-income populations if the route's population is 20 percent higher than the system average. This means a route would have to serve greater than or equal to an 83 percent minority population and 32 percent low-income population to have a Title VI impact. Based on the analysis completed, Route 40 does not qualify as a minority or low-income route. It is concluded that no disparate impact or burden on minority or low-income populations will occur as a result of these changes.

RTA also completes public outreach as part of the approval process for RTA's S RTP. The S RTP contains detailed information on the upcoming year's planned service changes. Due to the COVID-19 pandemic, RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.

### FY21 Service Changes

Route Level Changes to Identify Major Service Changes  
Daily Numbers\*

Route	Before Service Change July 2020		After Service Change January 2021		Percent Change		Minority %	Disparate Impact (Y/N)**	Low-income %	Disproportionate Burden (Y/N)**
	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles				
9	13.50	265.42	13.03	253.98	-3.48%	-4.31%				
23	31.95	446.28	28.92	402.81	-9.48%	-9.74%				
27	32.30	654.03	31.13	632.26	-3.62%	-3.33%				
28	60.75	1042.29	60.07	1026.95	-1.12%	-1.47%				
40	22.77	400.91	11.25	200.24	-50.59%	-50.05%	49%	N	18%	N

\*Data is from the FY21 Base Model Hours/Miles.

\*\*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 83% minority population and 32% low-income population to have a Title VI impact (based on RTA's 2019 Title VI Update).

## **Fiscal Year 2022 Service Changes**

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

Due to the COVID-19 pandemic, RTA is projecting to continue to run seven-day Sunday service levels with select CommuterLink service into FY22. As businesses reopen and schools return to in-person sessions, ridership levels are estimated to increase. In FY22, RTA projects incrementally increasing service on the top 10 performing routes. These routes are RTA's highest performing routes and carries the majority of RTA's customers both before and after the COVID-19 pandemic. They provide customers with access to regional destinations and connections to rail and bus. These increases are necessary to meet increasing demand on RTA's highest performing routes and riders across the service area use these routes to make regional connections. If approved by the Board of Directors and with increasing demand, RTA proposes the following FY22 service changes:

- September 2021 service changes:
  - Increase service on routes 1, 15, 16, 19 and 28 to 80 percent of January 2020 (pre-COVID) service levels.
  - Route 51: Reinstate service.
  - Route 55: Reinstate service.
- January 2022 service changes:
  - Increase service on routes 12, 13, 20, 22 and 49 to 65 percent of January 2020 (pre-COVID) service levels.

The Table below shows the changes in revenue miles and hours for each route before (May 2021) and after the service change (September 2021 and January 2022). Routes 1, 13, 15, 28, 51 and 55 have a greater than 25 percent change in either revenue hours or revenue miles. All the service changes listed are due to an increase in service which will benefit the region.

Of the routes that reach the threshold of a major service change, routes 1, 13, 28 and 51 serve a disproportionately higher percentage of low-income populations. None of the routes that reach the threshold of a major service change serve a disproportionately higher percentage of minority populations. Of RTA's total service area population, 64.14% are minorities. In 2018, RTA conducted a Market Assessment and Strategic Directions Study which found that 83% of RTA riders identified as minorities. Therefore, increasing service on these routes will greatly benefit minority and low-income populations in the service area. Improving service on the routes listed will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing increased service levels.

RTA also completes public outreach as part of the approval process for RTA's Short Range Transit Plan. The SRTP contains detailed information on the upcoming year's planned service changes. Due to the ongoing COVID-19 pandemic, RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.

### FY22 Service Improvements

Route Level Changes to Identify Major Service Changes

Daily Numbers - Weekday Only Changes

Route	Before Service Change May 2021		After Service Change September 2021		Percent Change		Minority %	Disparate Impact (Y/N)**	Low- income %	Disproportionate Burden (Y/N)**
	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles				
1	151.02	1669.05	191.95	1978.96	27%	19%	75%	N	34%	Y
15	39.12	472.39	68.85	718.32	76%	52%	73%	N	30%	N
16	63.6	723.06	68.52	758.57	8%	5%				
19	107.07	1427.11	119.64	1494.31	12%	5%				
28	59.37	1036.58	76.17	1283.97	28%	24%	62%	N	44%	Y
51	0	0	10.3	108.66	100%	100%	73%	N	34%	Y
55	0	0	4.52	55.66	100%	100%	51%	N	18%	N
Route	Before Service Change May 2021		After Service Change January 2022		Percent Change		Minority %	Disparate Impact (Y/N)**	Low- income %	Disproportionate Burden (Y/N)**
	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles				
12	38.65	465.78	39.88	439.97	3%	-6%				
13	32.23	383.9	40.33	449.51	25%	17%	77%	N	34%	Y
20	37.5	585.57	44.5	621.39	19%	6%				
22	42.12	683.01	42.28	628.61	0%	-8%				
49	26.3	337.62	30.13	358.58	15%	6%				

\*A Title VI analysis was previously completed in the Service Reduction Plan for the FY22 Hemet-San Jacinto service changes and proposed Implementation of Microtransit Pilot Program.

\*\*To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 83% minority population and 32% low-income population to have a Title VI impact (based on RTA's 2019 Title VI Update).

## **Free Fares for Youth and College Students Program**

In Fiscal Year 2020 (FY20), RTA was awarded Low Carbon Transit Operations Program (LCTOP) funds towards the Free Fares for Youth and College Students Program. This program provides youth under the age of 18 and college students who attend Cal Baptist University, La Sierra University, Moreno Valley College, Mt. San Jacinto College (MSJC), Norco College, Riverside City College and University of California, Riverside (UCR) with free rides on all RTA routes including Dial-A-Ride services for those who qualify. This program was created to help regain ridership lost due to the COVID-19 pandemic and it was assumed that the pandemic would only last a few months at most. As it is now known, the pandemic has lasted well over a year and many schools are operating virtually and have not returned to in-person sessions. As a result, use of the program has not been as high and program funds will last longer than previously estimated. RTA is completing a Title VI analysis on this program due to the unanticipated extended duration of the program to ensure it does not cause a disparate impact on minority populations or a disproportionate burden to low-income populations.

In 2018 RTA completed a Market Assessment and Strategic Directions study which found that 48% of RTA riders are students. Moreover, 82% of RTA college student and youth riders identified as minorities and 54.3% are low-income. This program will greatly benefit minority and low-income populations in RTA's service area by providing youth and college students with free rides. Therefore, it is concluded that no disparate impact on minority populations or disproportionate burden on low-income populations will result from the implementation of this program.

## **Mobile Ticketing**

In order to comply with federal Title VI regulations, RTA must evaluate fare changes to determine whether the changes disproportionately affect low-income and/or minority communities. In April 2019, RTA began piloting the use of mobile ticketing. In Fall of 2020, RTA launched its mobile ticketing service on all fixed routes. Customers can download the Mobile Ticketing app to their phone and purchase and send passes via their mobile device. RTA did not remove any form of payment – all previous fare payment options remain the same. Passengers can still purchase their tickets at the same locations they previously did. Moreover, all fares are the same price across all forms of payment – there is no price difference in using mobile ticketing. By implementing Mobile Ticketing, RTA is offering customers an alternative, convenient way to purchase and send tickets. RTA continues to accept all forms of payment including cash. There is no disparate impact on minority populations or disproportionate burden on low-income populations because passengers can still purchase their passes as they did previously – no forms of payment were removed.





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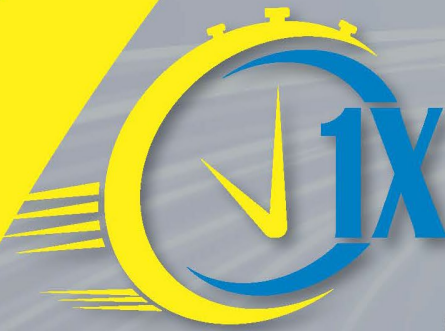




# SunLine Re fueled

DRIVING THE FUTURE OF TRANSIT

## SHORT RANGE TRANSIT PLAN



FY  
2022-  
2024



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## Appendices

Appendix A: SunLine Existing Route Profiles



## Glossary of Common Acronyms

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5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5309	Discretionary grants for fixed guideway capital investments
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5337	State of Good Repair
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities Program
APTA	American Public Transportation Association
ARPA	American Rescue Plan Act
ATIS	Advanced Traveler Information System
BAB	Battery Electric Bus
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CARES	Coronavirus Aid, Relief and Economic Stimulus Act
CDC	Centers for Disease Control and Prevention
CIC	Customer Information Center
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTSA	Consolidated Transportation Services Agency
CVAG	Coachella Valley Association of Governments
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity

EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
JPA	Joint Powers Agreement
ICT	Innovative Clean Transit
IT	Information Technology
IVT	Imperial Valley Transit
IVTC	Imperial Valley Transportation Commission
KPI	Key Performance Indicator
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MBTA	Morongo Basin Transit Authority
MPO	Metropolitan Planning Organization
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PPP	Public Private Partnership
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RPU	Riverside Public Utilities
§	Section
SB1	Senate Bill 1



SBTC	San Bernardino Transit Center
SCAG	Southern California Association of Governments
SGR	State of Good Repair
SR	State Route
SRA	SunLine Regulatory Administration
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TAP	Transit Ambassador Program
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
TMD	Transportation Management & Design
TNC	Transportation Network Company
TNOW	Transportation NOW
TSP	Transit Signal Priority
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
U-Pass	University Pass
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus

## Definitions

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Financially Constrained Plan	Funded service improvements
Financially Unconstrained Plan	Unfunded service improvements
Microtransit	A form of demand response transit that offers flexible routing and/or flexible scheduling of minibus vehicles

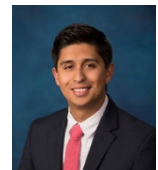
## Board of Directors

SunLine was established under a Joint Powers Agreement (JPA) on July 1, 1977, between Riverside County and the communities of the Coachella Valley, which at the time included the Cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later amended to include the Cities of Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. The JPA's governing board consists of one elected official from each member entity and one county supervisor. SunLine is headquartered in Thousand Palms, California.

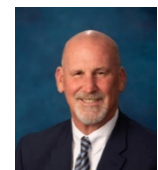
Cathedral City	Raymond Gregory
Coachella	Denise Delgado
Desert Hot Springs	Russell Betts
Indian Wells	Donna Griffith
Indio	Glenn Miller, Vice Chair
La Quinta	Robert Radi, Chair
Palm Desert	Kathleen Kelly
Palm Springs	Lisa Middleton
Rancho Mirage	Charles Townsend
Riverside County	V. Manuel Perez



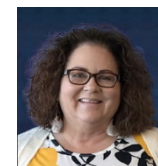
*Skiver*



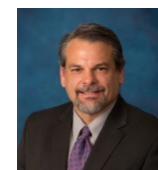
*Garcia*



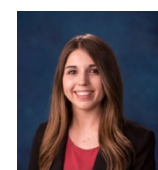
*Gregor*



*Miles*



*McDaniel*



*Sowell*



*Cohen*

## SunLine Organizational Structure

Lauren Skiver	Chief Executive Officer/General Manager
Luis Garcia	Chief Financial Officer
Peter Gregor	Chief Safety Officer
Tamara Miles	Chief Human Relations Officer
Todd McDaniel	Chief Transportation Officer
Brittney B. Sowell	Chief of Public Affairs/Clerk of the Board
Tony Cohen	Chief Maintenance Officer
Vacant	Chief Performance Officer

## Executive Summary

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SunLine is the premier transportation provider in the Coachella Valley, connecting its residents with health care, jobs, schools, and a spectrum of other destinations. In 2020, despite the historic challenges prompted by the COVID-19 pandemic, SunLine charted an ambitious and strategic path forward and implemented key elements of the plan to push the agency in a new direction aimed at attracting choice riders, boosting ridership, and creating a brighter future. The annual Short Range Transit Plan (S RTP) covers a three-year span and serves as the actual implementation and financial plan for year one and projections for two additional years.

### SunLine Refueled Initiative

During 2020, SunLine made great strides to improve its service, completing a multitude of capital projects and, as part of its SunLine Refueled Initiative, overhauled its transit network by restructuring its routes to meet future demand. More specifically, the SunLine Refueled Initiative included:

1. The consolidation of 15 routes to 9 routes, minimizing transfer connections and introducing more one-seat rides, expanding the high-frequency span of service, introducing a timed transfer system, laying the transit network along current and future transit supportive land uses, simplifying the route numbering system so customers could better understand and memorize their trip which is a key component of improving customer service and making public transit attractive to choice riders.
2. The implementation of SunRide, a microtransit service operating in four geofenced zones along the Cook Street corridor in Palm Desert, Desert Edge, Coachella, and Mecca-North Shore.
3. The launch of 10 Commuter Link service between Indio and San Bernardino on July 12, 2021.
4. The introduction of Route 1X on September 7, 2021 to test the viability of limited-stop express service between Indio and Palm Springs.

### Pandemic Effects on SunLine Refueled Initiative and Service

In the midst of these planning efforts, the COVID-19 pandemic caused a major national and global disruption with the closures of businesses, schools, entertainment venues along with the enforcement of public health policies. Consequently, as shown in Figure ES.1, SunLine rolled out only the first two pillars of the SunLine Refueled Initiative, the Consolidated Fixed Route Network and SunRide, and postponed the start of the other two pillars: the implementation of 10 Commuter Link and Route 1X.

**Figure ES.1 Four Pillars of the SunLine Refueled Initiative**



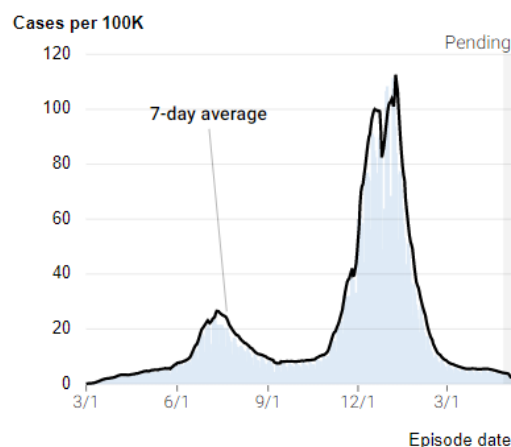
Furthermore, SunLine had to reduce service, operating on a Sunday schedule seven days a week and implementing an ambitious plan to maximize safety for both customers and employees by enforcing face coverings and social distancing requirements along with rear-door boarding, operating ghost buses to minimize overcrowding, suspending fare collection to minimize contact, and enhancing the cleaning and sanitizing of buses and office spaces. These safety measures were unprecedented but necessary, given that during the months of December 2020, and January 2021, the number of confirmed cases and deaths in the State of California peaked as shown in Figure ES.2 as we rolled out the first two pillars of the SunLine Refueled Initiative.

**Figure ES.2 Covid-19 Pandemic Trend in California**

#### Confirmed cases in California

Episode date	Reported date
--------------	---------------

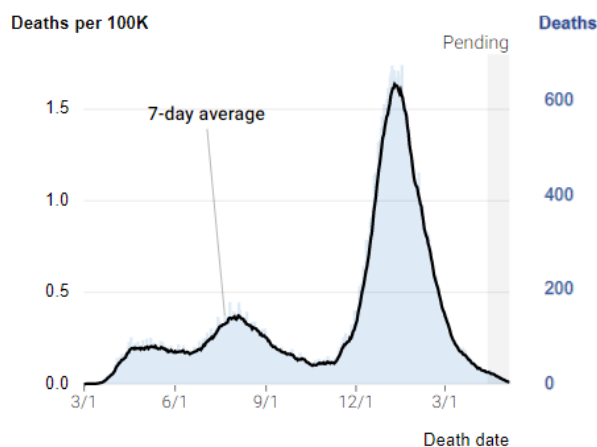
**3,648,276** total confirmed cases  
**1,547** new cases (0.04% increase)  
**4.0** cases per 100K (7-day average)



#### Confirmed deaths in California

Death date	Reported date
------------	---------------

**60,927** total confirmed deaths  
**65** new deaths (0.1% increase)  
**0.1** deaths per 100K (7-day average)



Note: Numbers do not represent true day-over-day changes as these results include cases from prior to yesterday. Episode date is the date the event is estimated to have taken place. Reported date is the date the event was reported to the California Department of Public Health. Cases includes people in state and federal prisons, US Immigration and Customs Enforcement facilities, US Marshal detention facilities, and Department of State Hospitals facilities. These groups are excluded from the Blueprint tier assignment calculations, which show different case and test positivity rates. A negative number of reported deaths means that deaths previously attributed to COVID-19 were determined to not be associated with COVID-19. The population denominators in these charts come from the California Department of Finance's population projections for 2020.

The Agency also became the first in the world to incorporate hybrid electric technology and the first small agency to complete and file its Innovative Clean Transit (ICT) Plan with the California Air Resources Board (CARB) – three years before small agencies are required to do so. What is more, the plan states SunLine's fleet will be fully transitioned to zero emissions by 2035 – five years ahead of the deadline set in the ICT Regulation (2040).

The path towards the future of public transportation in America has been paved, in part, by the exploration and advancement of bus technology pioneered by SunLine Transit Agency – proving it to be “the little transit agency that COULD.”

As noted above, SunLine recently built the largest hydrogen fueling station dedicated to transit in the United States, using electricity and renewable energy to generate clean hydrogen via the Hydrogen Electrolyzer. Hence, the brave path forward dubbed “Refueled.”

The vision carries beyond the technical advancements – SunLine is the first agency to develop a comprehensive workforce training program in transportation technologies. This training program known as the West Coast Center of Excellence in Zero Emission Technology and Renewable Energy, was developed after SunLine and the transit industry identified a gap between investments in technology and training in zero-emissions technology.

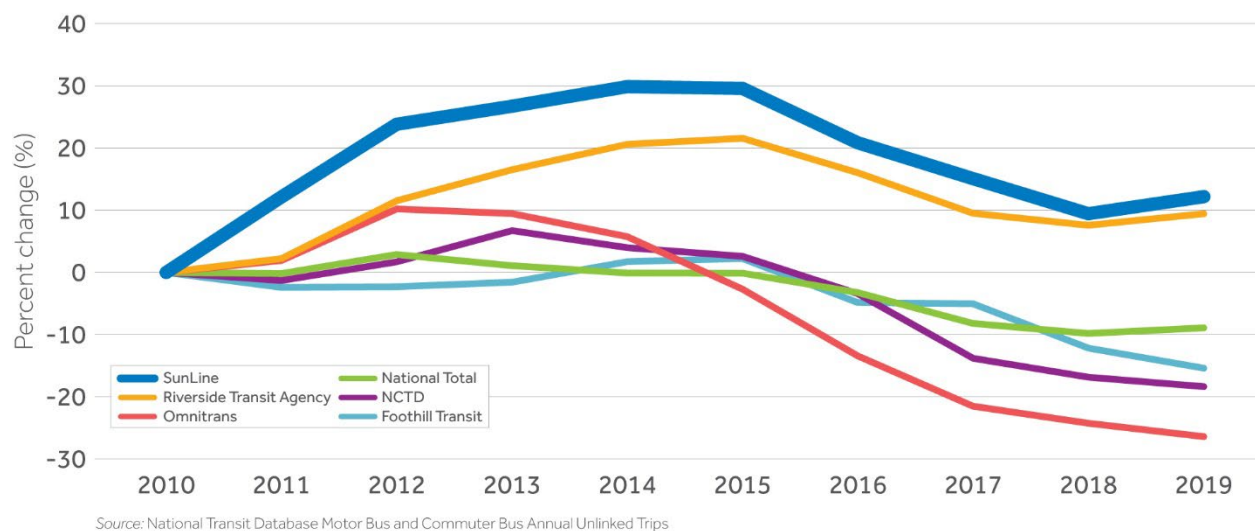




In a nutshell, the year 2020 can well be classified as a year of monumental progress despite challenges of the COVID-19 pandemic.

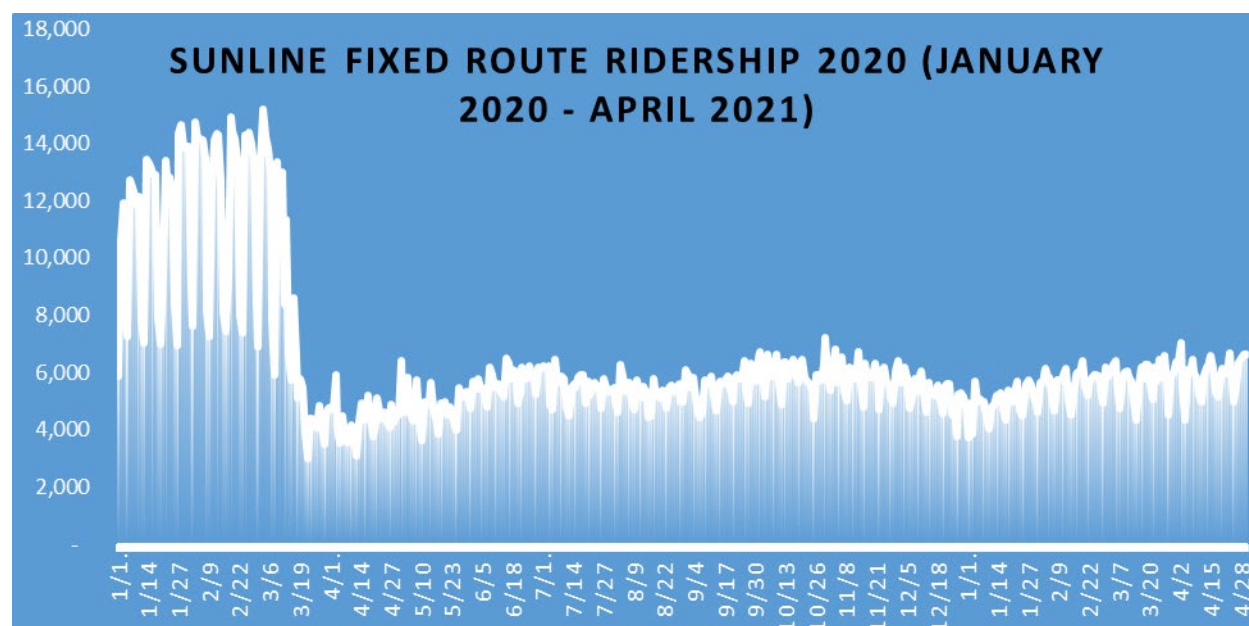
As shown in Figure ES.3 before the pandemic, SunLine had been leading its peers in ridership gains since 2010, bucking the national ridership trend. SunLine’s 2019 Onboard Rider Survey showed an outstanding 93 percent overall customer satisfaction rating. These accomplishments and current initiatives such as the launch of 10 Commuter Link service, the introduction of the Route 1X to test the viability of limited-stop bus service between Indio and Palm Springs, the student Haul Pass program, and the SolVan vanpool program reflect SunLine’s ambitious plans to support the Coachella Valley’s economy. The remarkable outcomes are a direct result of SunLine’s continuous expansion, experimentation, and development of new service strategies and cleaner fuels to meet local and national mobility and energy goals.

**Figure ES.3 Percent Change in Fixed Route Ridership Relative to 2010** *(to be updated with 2020 data in the final SRTP, 2020 National Transit Database (NTD) data is not yet available)*



In March 2020, at the beginning of the COVID-19 pandemic, the adverse effects on SunLine’s ridership peaked (Figure ES.4). SunLine’s weekday fixed-route ridership dropped by 70 percent to an all-time low of 4,300 daily boardings. Paratransit ridership decreased by 80 percent to 100 daily boardings during the worst week. The COVID-19 pandemic and the resulting secondary impacts on the Coachella Valley’s economy, employment and day-to-day life warranted SunLine changing course to immediately support the region’s post COVID-19 pandemic recovery efforts. It’s important to note that SunLine kept service operational and remained financially healthy avoiding any staff or service reductions and layoffs. That wouldn’t have been possible without the unwavering support of our Board of Directors, dedicated employees, community leaders and the Federal Transit Administration (FTA).

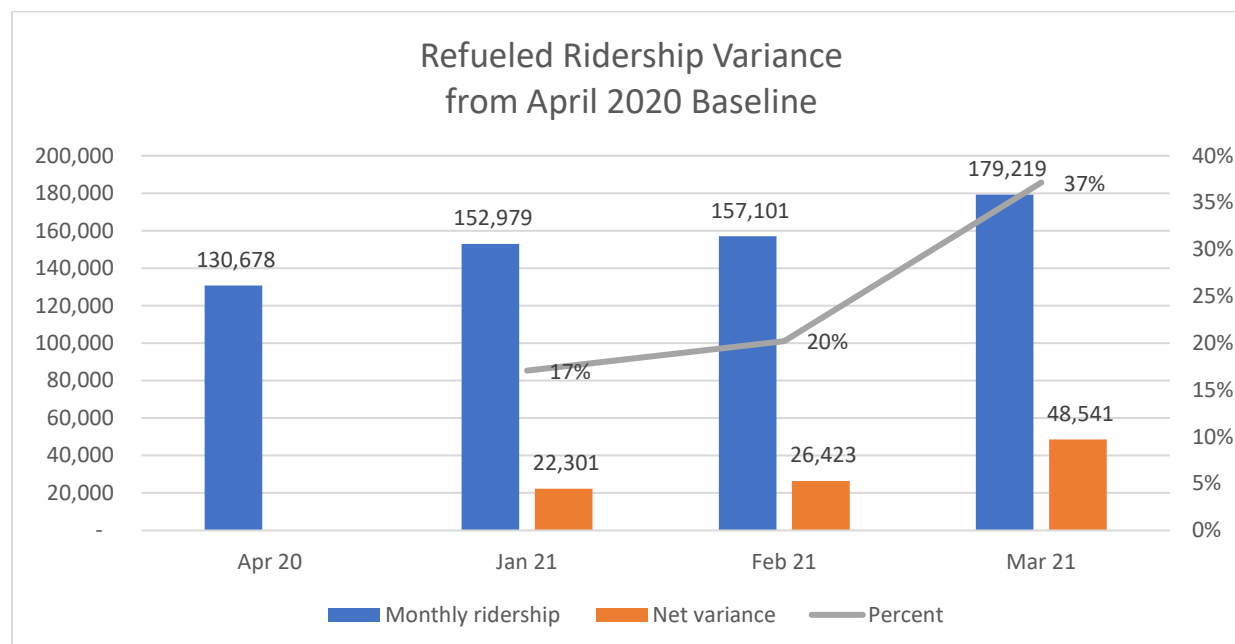
**Figure ES.4 SunLine Fixed Route Ridership Trend January 2020 – April 2021**



Preliminary ridership gains as shown in Figure ES.5 suggest that the Refueled fixed-route network restructuring was successfully implemented. Typically, when bus routes are consolidated and transfers are eliminated, there is a drop in the number of boardings because more people will be enjoying one-seat rides to complete their trip – a key objective of the SunLine Refueled Initiative. Based on first quarter data, the increase in the number of riders indicate that SunLine Refueled Initiative is off to a great start, possibly even attracting new riders. Although a date has not yet been identified, as the region recovers from the COVID-19 pandemic, and schools, businesses and entertainment venues reopen, SunLine plans to eventually resume normal service, akin to Level 1 (operating regular weekday schedule).



**Figure ES.5 SunLine Refueled Ridership Trend January 2021 to April 2021 Compared to April 2020 Baseline (First Full Month of the Operation Under COVID-19 Restrictions)**



The Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) provided much-needed financial relief. With the combined federal assistance of the CARES Act, CRRSAA, and the American Rescue Plan Act, SunLine was able to keep lifeline service on the streets to provide essential transportation to customers needing a ride to medical appointments, work, grocery shopping and other destinations.

While the American Rescue Plan is changing the course of the pandemic and delivering relief for working families, SunLine proactively planned and implemented the multimodal transit network to rebuild a new economy and support the American Jobs Plan, an investment in America that will create millions of jobs, rebuild our infrastructure, and position the United States to better compete in the global economy. This means SunLine is taking students and residents to schools, colleges and job training centers while developing the next generation of clean fuels and technologies.

The new law does far more than fund transit's COVID-19 needs. It also offers a wide range of longer-term assistance to workers, employers, schools, restaurants, retail businesses, event organizers, and towns, cities, and states – all of which are essential to reviving Coachella Valley's economy. SunLine is poised to undertake this challenge; we have been proactively preparing to support these economic recovery efforts with an all-new transit network, new services and new service strategies.

## Moving Forward from the Pandemic

Despite the challenges of the pandemic, SunLine pushed forward to fully implement the SunLine Refueled Initiative with community involvement and outreach efforts. No doubt, the communities of

Coachella Valley power guide SunLine’s decisions, providing a foundation for every decision we make. In every respect, the SunLine Refueled Initiative is a direct response to improvements requested by the community. The new norm called for a new transit system that is resilient, flexible, adaptable and of service in an environment that is unpredictable and rapidly changing.

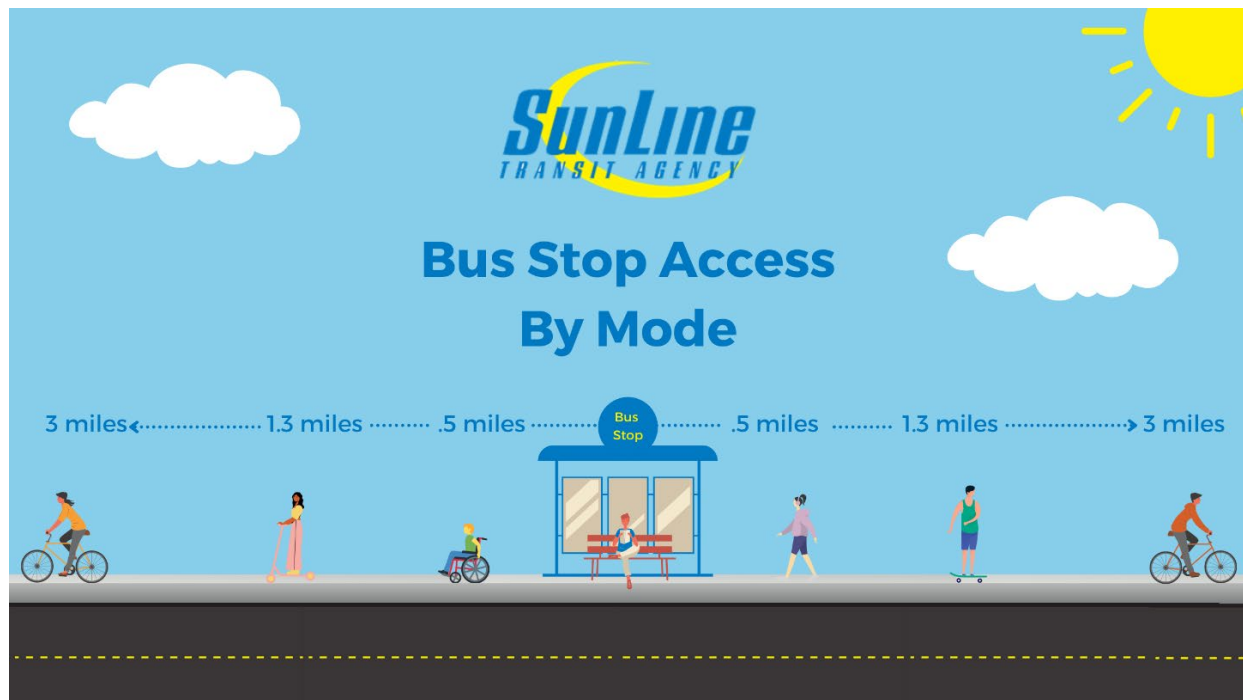


Our work has just begun.

The FY22–24 Short Range Transit Plan lays out a methodical blueprint for recovering from the pandemic and attracting “choice riders” (essentially customers who have other mobility options but choose transit instead) and supporting the broader regional and national initiatives. The plan reflects that the service provided is a key part of supporting the local economy and building thriving communities through greener, more efficient, and sustainable transportation options that connect with other forms of travel such as bicycles, carpools, park-and-rides, trains, and neighboring public transit providers.

Transportation planning requires an understanding of all modes of transportation as they are all linked along the journey. Because every trip begins and ends with a trip to or from a bus stop, accessibility and interconnectivity are essential components of planning and developing transit services to attract and encourage residents to use transit. SunLine is committed to building a multimodal transit network in partnership with the local jurisdictions, regional planning, and funding agencies. As shown in Figure ES.6, the rapidly evolving technologies, electrification of traditional human powered mobility units such as bicycles, scooters, etc., and other slow-moving electric vehicles such as golf carts, Segway’s, etc., have extended the transit catchment area from half a mile to now nearly three miles. This means more residents will have access to transit, a broader range of mobility options appropriate to each trip purpose according to the weather, cost, convenience, and other factors that influence the most the appropriate mode or modes.

**Figure ES.6 Transit Catchment Area**



A well-designed multimodal, flexible, clean, transit network becomes part of the urban fabric that can be used by everyone for its simplicity and value. A great transit network values the customer's time and convenience. Transit that is easy to understand, easy to use, and simple to operate creates its own ridership and grows with the community. As shown in layers of transit services and modes, from high frequency to innovative modes such as SunRide, first and last mile solutions such as CVLink and other evolving modes are designed to create an effective network that grows with the community with each layer serving a different purpose and broadening the catchment area from the traditional half a mile to nearly three miles.

This means, more than ever before, all jurisdictions must work toward building a well-coordinated and connected transportation network. SunLine will continue to collaboratively develop and implement strategies with its community partners to attract choice riders, expand SunLine's market share and increase ridership.

## Looking Ahead

A safe return to shared travel is necessary, — and it will be a difficult task. The challenges in our immediate path are significant, but the first step is implementing the approved SunLine Refueled Initiative, envisioning good outcomes for a sustainable multimodal, connected, and clean, transportation future. Without a commitment to shared mobility, —especially mass transit, rapidly evolving personal mobility units and pooled rides, — we will see a resurgence of single-occupant vehicles and an undermining of progress towards climate and equity objectives.

Hence, fully implementing the approved SunLine Refueled Initiative remains the highest priority. Item 2 below, fare collection and front door boarding which has been approved by the Board of Directors, was implemented as a part of the May 2021 service change.

The remaining items previously approved by Board of Directors are slated for implementation in FY22 as noted below during the first year of the SRTTP and the other long-term initiatives that primarily require public-public and public-private partnerships will be implemented on an ongoing basis as new funding sources/grants are realized.

- School trippers resumed on March 29, 2021 for students returning to in-class learning at local schools.
- Fare collection and front-door boarding resumed May 2, 2021.
- 10 Commuter Link service between Indio and San Bernardino is expected to begin July 12, 2021 coinciding with the start of California State University San Bernardino (CSUSB) on-campus classes on August 23, 2021.
- Route 1X is expected to launch September 7, 2021 testing the effectiveness and desirability of limited-stop service between Indio and Palm Springs.
- An attitude and awareness survey/study will be conducted in the fall to measure the effectiveness of the SunLine Refueled Initiative and fine-tune the transit network and strategies – a transit network designed by the residents.
- Bus stop signs and schedule holders will be updated to enhance customer service, optimize the utilization of trip planning technologies, modernize our image on the streets and improve communications.

As an agency of firsts, SunLine Transit Agency has remained committed to building a truly intermodal, clean, and sustainable transportation network in partnership with local jurisdictions, regional and federal governments, and the private sector to develop, finance and implement strategies to attract choice riders, expand SunLine's market share and increase ridership. SunLine has the following strategic action items slated for next year:

- Capitalize on the CVLink multimodal corridor, which has the potential to connect neighborhoods to transit, activity centers, and address some of the first- and last-mile mobility needs of the Coachella Valley.
- Continue with SunLine's ongoing improvement, communications, and education programs to enhance collaborative planning efforts that protect the integrity of the transit network and benefits of transit, i.e., improve the experience of the entire journey.
- Develop strategies and funding to implement frequency improvements and a Commuter Link service to connect western and central Coachella Valley to CSUSB, San Bernardino Transit Center (SBTC)/Metrolink Station and Amtrak Station as summarized below to capture choice riders by developing successful new funding streams and grants, as shown in Figure ES. 7.

**Figure ES.7 Service Expansion Strategies and Status**

Route #	Description	Annual Hours	Annual Miles	Expansion Buses (Excluding Spares)	Operating Cost	Capital Cost
1*	Coachella - Via Hwy 111 - Palm Springs. Increase weekday peak frequency from 20 minutes to every 15 minutes. Capital costs funded through an AHSC grant. Implementation date is tied to the completions of Coachella Valley Mobility Hub	6,120	91,910	4	\$ 704,840	\$ 2,600,000
1X**	Limited Stop Express Service between Indio - Palm Springs. Weekday peak limited stop service slated to start September 7, 2021	7,130	139,130	3	\$ 821,162	\$ 1,950,000
2	Desert Hot Springs - Palm Springs - Cathedral City. Increase weekday frequency from 20 minutes to every 15 minutes. Project not funded, implementation date to be determined.	13,300	175,570	4	\$ 1,531,761	\$ 2,600,000
3	Desert Edge - Desert Hot Springs. Increase weekday peak frequency from 60 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,922	34,276	1	\$ 221,357	\$ 650,000
4	Westfield Palm Desert - Palm Springs. Increase weekday peak frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	3,050	43,000	2	\$ 351,269	\$ 1,300,000
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert. Increase weekday peak frequency from 60 minutes to every 40 minutes. Project not funded, implementation date to be determined.	1,810	36,590	1	\$ 208,458	\$ 650,000
6	Coachella - Via Fred Waring - Westfield Palm Desert. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,450	36,200	1	\$ 282,167	\$ 650,000
7	Bermuda Dunes - Indian Wells - La Quinta. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,363	24,581	1	\$ 156,977	\$ 650,000
8	North Indio - Coachella - Thermal/Mecca. Increase weekday frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,050	34,210	1	\$ 236,099	\$ 650,000
9***	North Shore - Mecca - Oasis. Frequency was improved to every 60 min in Jan 21 from every 180 minutes.	1,922	34,276	1	\$ 221,357	\$ 650,000
10	Implement Commuter Link service between West Coachella Valley - CSUSB, San Bernardino Transit Center (SBTC)/Metrolink and Amtrak Station. Add 4 new roundtrips. Project not funded, implementation date to be determined. Staff is researching public/public or public private opportunities to fund and implement this service.	5,916	191,557	2	\$ 681,346	\$ 1,900,000
Total:				21	\$ 5,416,791	\$ 14,250,000

\* Capital costs funded. Operating funds needs to be programmed

\*\* Funded and start up slated for Monday, September 6, 2021

\*\*\* When demand warrants, increase frequency to every 40 minutes from current 60 minutes



With the aggressive implementation of the SRTP's recommendations, SunLine is poised to meet the mobility needs of the residents of Coachella Valley and support regional and national economic recovery efforts. The budget is being simultaneously reviewed by the Board budget committee and the final SRTP and budget are slated for Board approval in June.



## Chapter 1. System Overview and Service Profile

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In 2019, SunLine Transit Agency completed a bold plan to recast its transit system. This plan to minimize transfers, reduce travel times, and realign routes to serve growing, and more productive areas — SunLine Refueled Initiative — was prepared with guidance provided by the Board of Directors, input from transit riders, and a robust data analysis. Due to the COVID-19 pandemic, SunLine only rolled out the first two pillars of the SunLine Refueled Initiative, the Consolidated Fixed Route Network and SunRide. The start of the other two pillars, the implementation of 10 Commuter Link and Route 1X, was postponed. Additionally, SunLine had to reduce service, operating on a Sunday schedule seven days a week and implementing an ambitious plan to maximize safety for both customers and employees by enforcing face coverings, social distancing requirements, and rear-door boarding; operating ghost buses to minimize overcrowding; suspending fare collection to minimize contact; and enhancing the cleaning and sanitizing of buses and office spaces.

This first chapter of the FY2022–2024 Short Range Transit Plan (S RTP) provides an introduction to SunLine. It outlines the baseline service conditions and includes a rider profile, a description of the service area, and a summary of current public transit service.

### 1.1 Description of Service Area

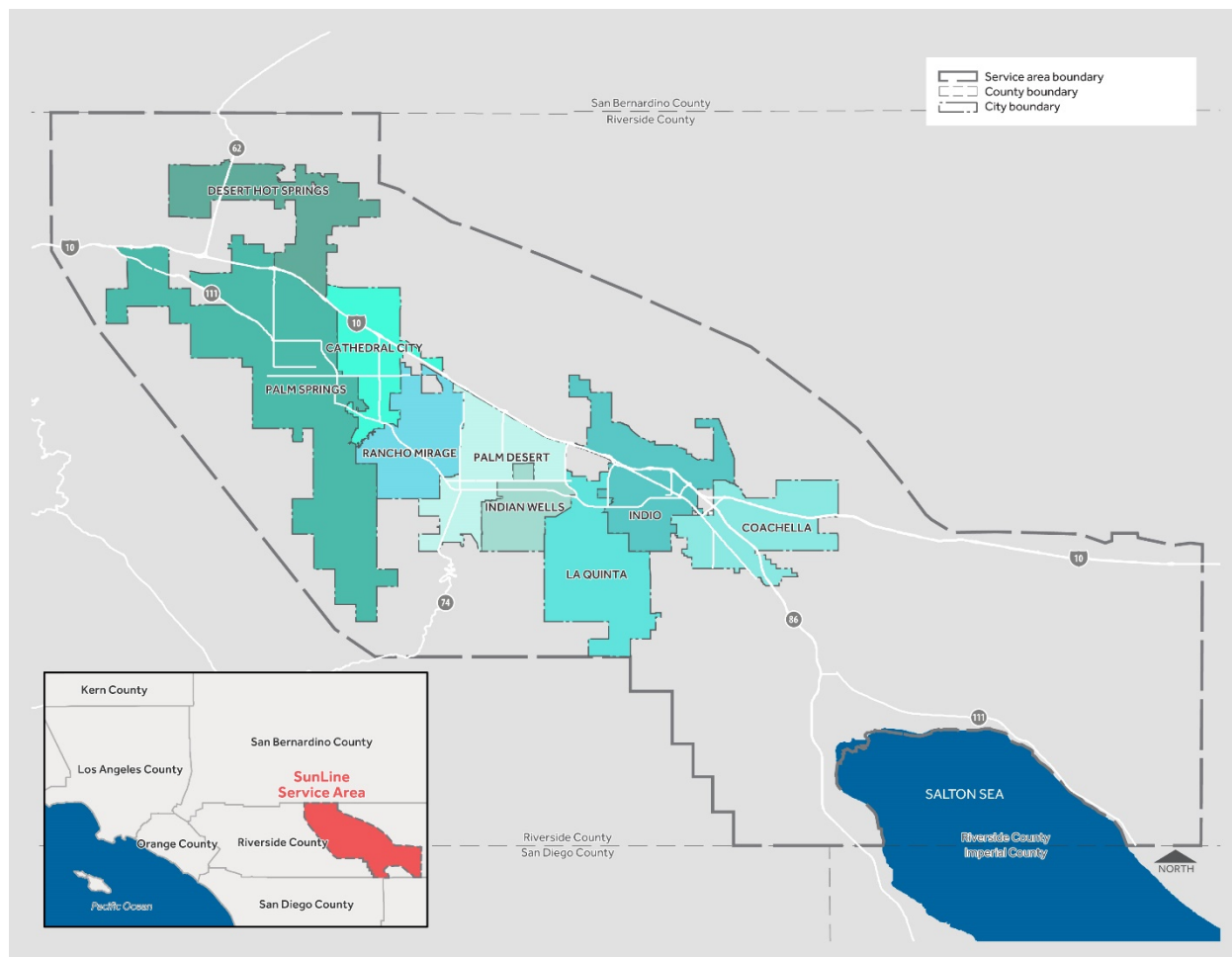
The SunLine service area covers 1,120 square miles of the Coachella Valley (Figure 1.1). It extends from San Geronio Pass in the west to the Salton Sea in the southeast. Located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino, most of SunLine’s service area is located in the Riverside County Supervisorial District 4.

SunLine provides service to the following cities:

- Cathedral City
- Coachella
- Desert Hot Springs
- Indian Wells
- Indio
- La Quinta
- Palm Desert
- Palm Springs
- Rancho Mirage

Service is also provided to the Riverside County unincorporated communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, One Hundred Palms, Oasis, Thermal and Thousand Palms. Within the Coachella Valley region, SunLine provides 150 square miles of fixed-route service coverage and 200 square miles of paratransit service coverage.

**Figure 1.1 SunLine Service Area**



## 1.2 Population Profile and Demographics

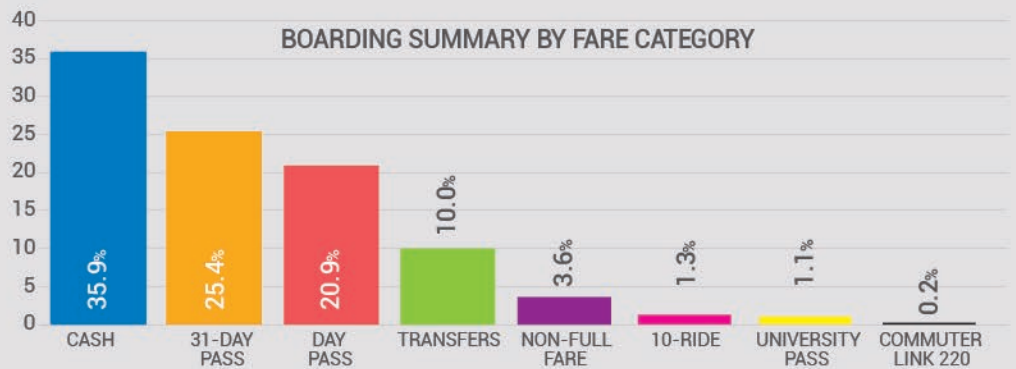
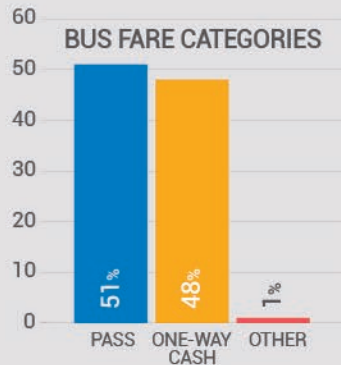
The 2019 SunLine Transit Rider Survey was an important source of information for the plan. It gave SunLine staff a current ridership profile and described how riders use the transit system. The infographic on the next page shows the demographic characteristics of SunLine’s riders.



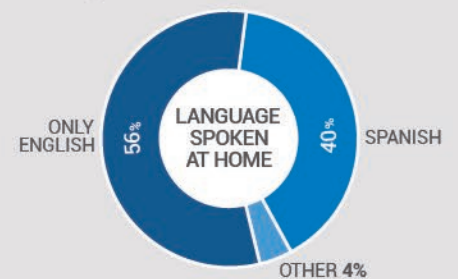
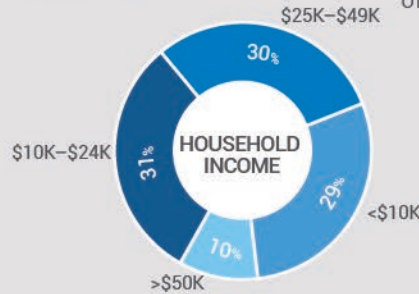
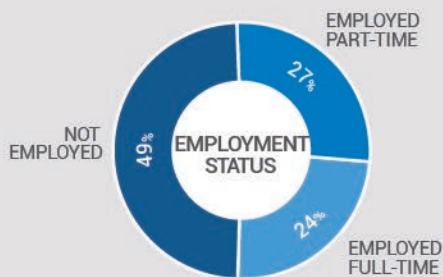
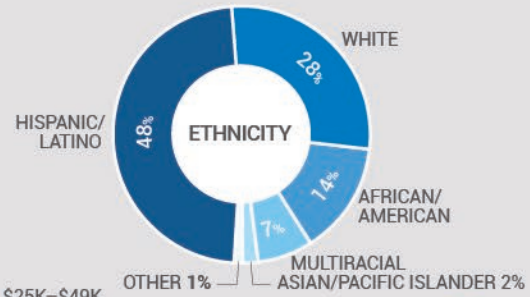
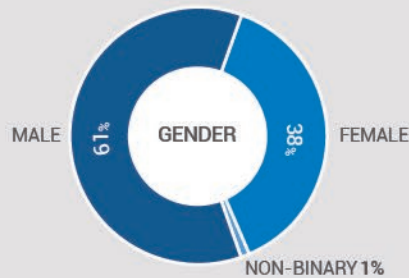
# POPULATION PROFILE and RIDER CHARACTERISTICS

The SunLine Transit Rider Survey provided a snapshot of passenger characteristics, as summarized here.

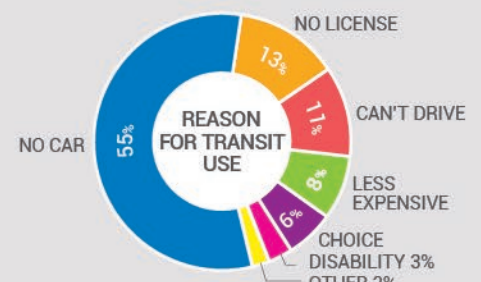
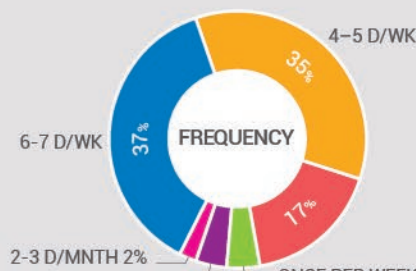
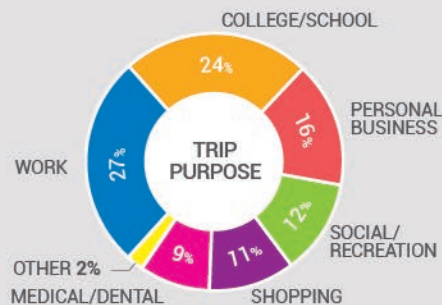
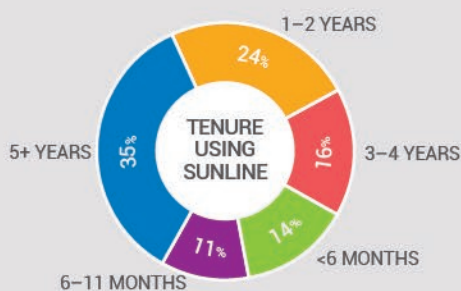
## BOARDING FARE



## DEMOGRAPHICS



## TRANSIT USE



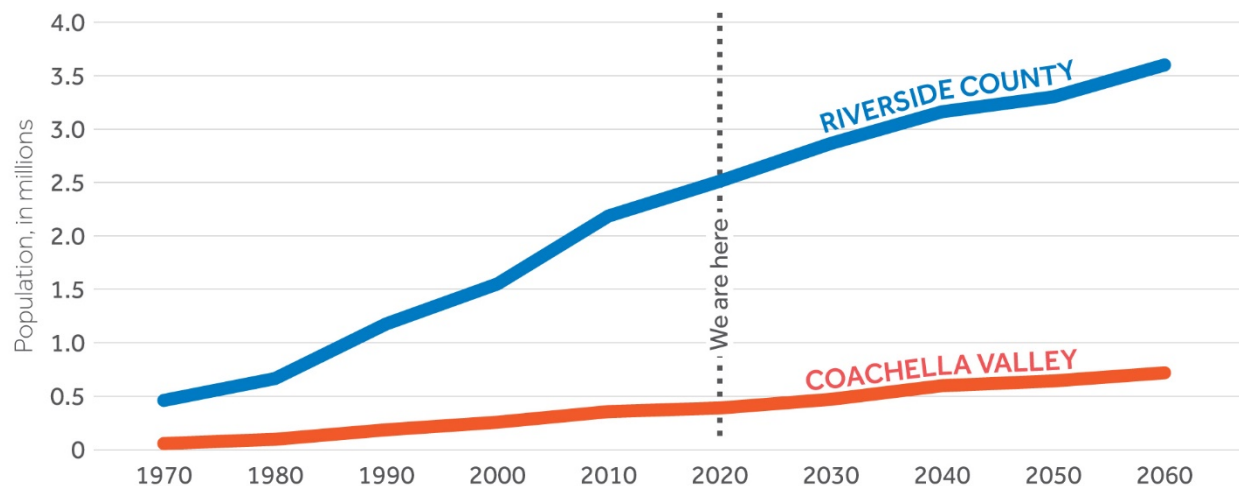
Despite the recent ridership downturn related to the COVID-19 pandemic, population growth in Riverside County and the Coachella Valley will continue to drive demand for public transit services. The SunLine Refueled Initiative is aimed at connecting its residents with health care, jobs, schools and a spectrum of other destinations. With straighter, more direct routes, the redesigned system will provide more permanent transit corridors to transit-supportive land uses charting an ambitious and strategic path to push the agency in a new direction to attract choice riders, boost ridership and create a brighter future.

Like other transit agencies nationwide, SunLine is faced with the challenge of maintaining core service, extending service to new developments, and addressing the financial challenges resulting from the COVID-19 pandemic. Additionally, a key objective of this restructuring is to streamline bus routes to address the request of the residents to provide more streamlined, direct, and frequent bus service. With the massive amount of growth, and limited funding, SunLine would be unable to provide direct service from every trip origin to every destination. However, with careful planning, more direct and streamlined bus routes, SunLine can establish a system that incorporates easier transfers, connectivity and reasonable walks to and from nearby bus stops to meet these sometimes-competing objectives.

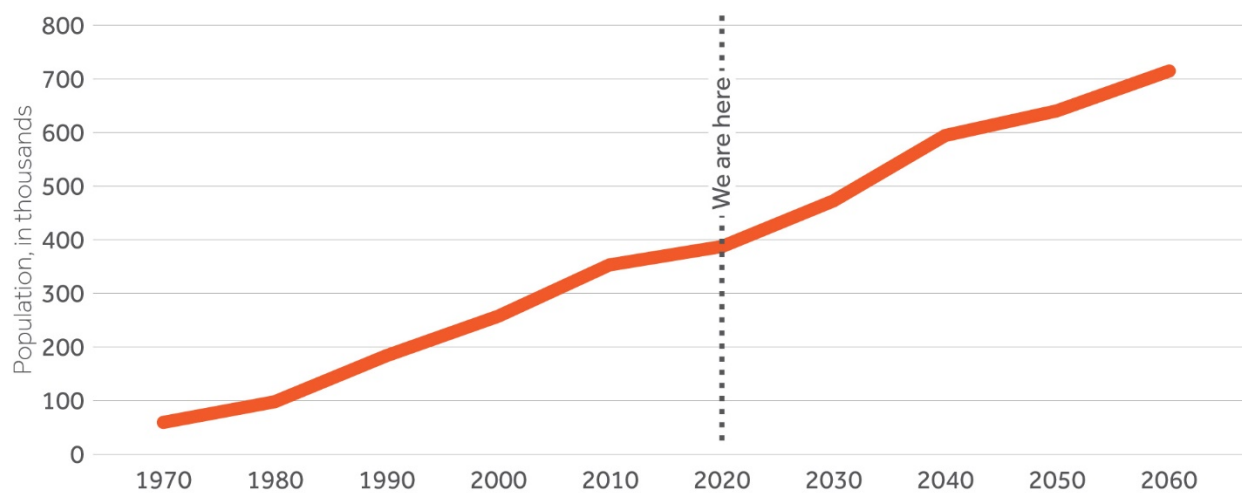
That kind of growth has prompted SunLine to work with the community to develop a new system that gives customers fewer transfers, better connectivity, and enhanced efficiency for years to come. Failure to restructure and make the transit system more efficient would mean so many residents not having any transit service.

Projections prepared by the Southern California Association of Governments show that the Riverside County population is expected to grow at 1.1 percent rate from 2020 to 2040. This means an increase from 2.5 million people in 2020 to 3.17 million people in 2040. In contrast, Coachella Valley is projected to have a 2 percent higher annual growth rate than Riverside County over the same 20-year period. Population in Coachella Valley cities is projected to grow from 390,000 in 2020 to 600,000 in 2040. Figure 1.2 to Figure 1.4 show the Riverside County and Coachella Valley's population growth projections.

**Figure 1.2** *Riverside County Population Growth Projections*



**Figure 1.3** *Coachella Valley Population Growth Projections*



**Figure 1.4 Population Growth Projections for Jurisdictions in the SunLine Service Area**

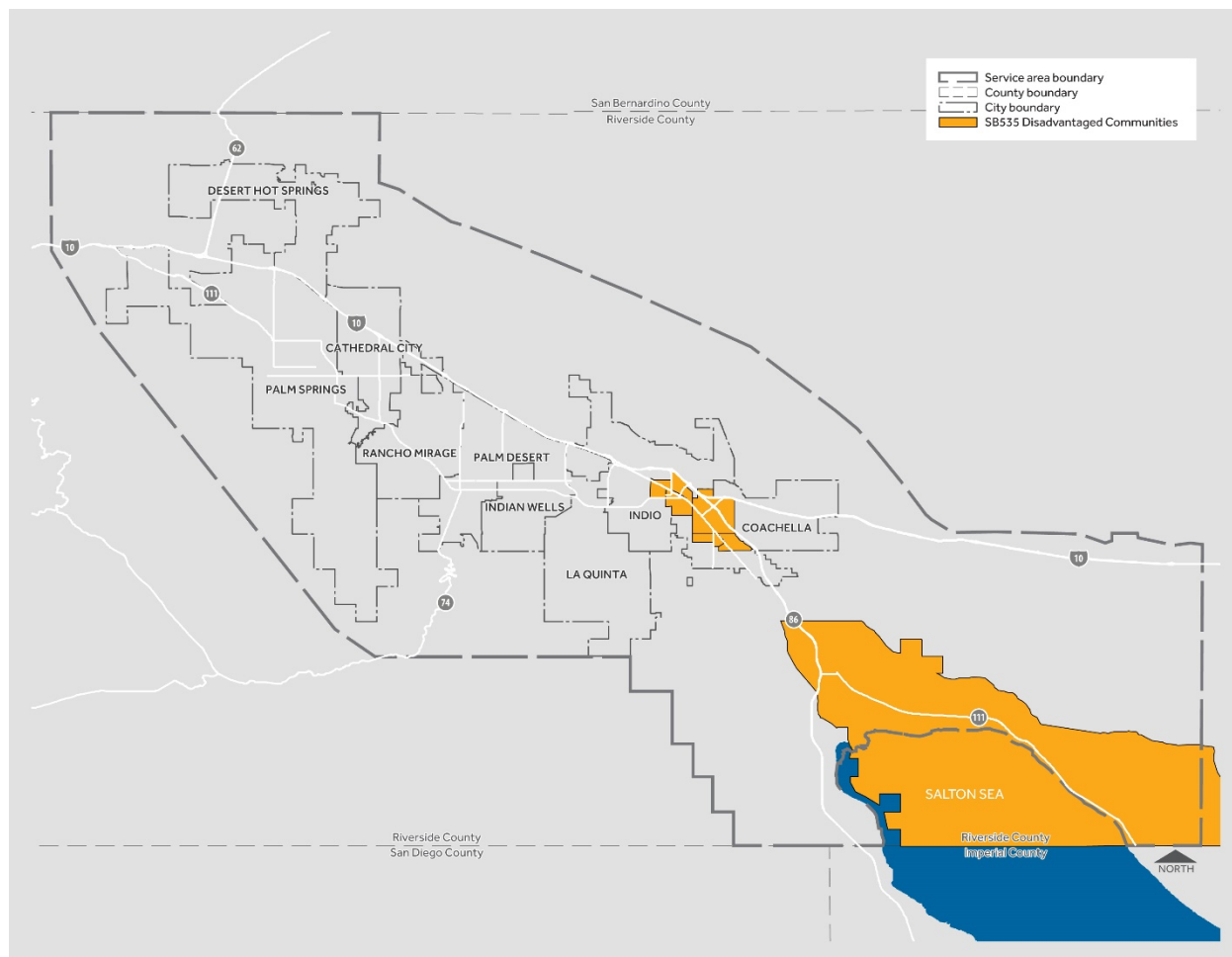
City	2012 Population	2040 Population	Difference	Percent Difference (%)
Cathedral City	51,476	68,100	16,624	32
Coachella City	42,400	146,300	103,900	245
Desert Hot Springs City	27,800	58,900	31,100	112
IndianWells City	5,100	7,200	2,100	41
Indio City	78,800	123,300	44,500	56
La Quinta City	38,300	47,700	9,400	25
Palm Desert City	49,800	61,700	11,900	24
Palm Springs City	45,600	56,900	11,300	25
Rancho Mirage City	17,600	25,000	7,400	42
Unincorporated Riverside County	359,500	487,500	128,000	36
<b>Total</b>	<b>716,376</b>	<b>1,082,600</b>	<b>366,224</b>	<b>51%</b>

**Source :** Southern California Association of Governments, 2016.  
[http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS\\_DemographicsGrowthForecast.pdf](http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf)

Disadvantaged communities in California are specifically targeted for investment of proceeds from the state’s cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the State’s most burdened communities while also reducing pollution.

Disadvantaged communities are defined as the top 25 percent scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1.5.

**Figure 1.5 SB535 Disadvantaged Communities**



### 1.3 Description of Services

SunLine’s existing transit service includes SunBus – local bus, Commuter Link – regional commuter service, SunRide – microtransit and SunDial – paratransit service. Additionally, SunLine’s taxi voucher, SolVan – vanpool, and rideshare programs provide additional transportation options to residents throughout the Coachella Valley. Each of these service types is described briefly in the following sections.

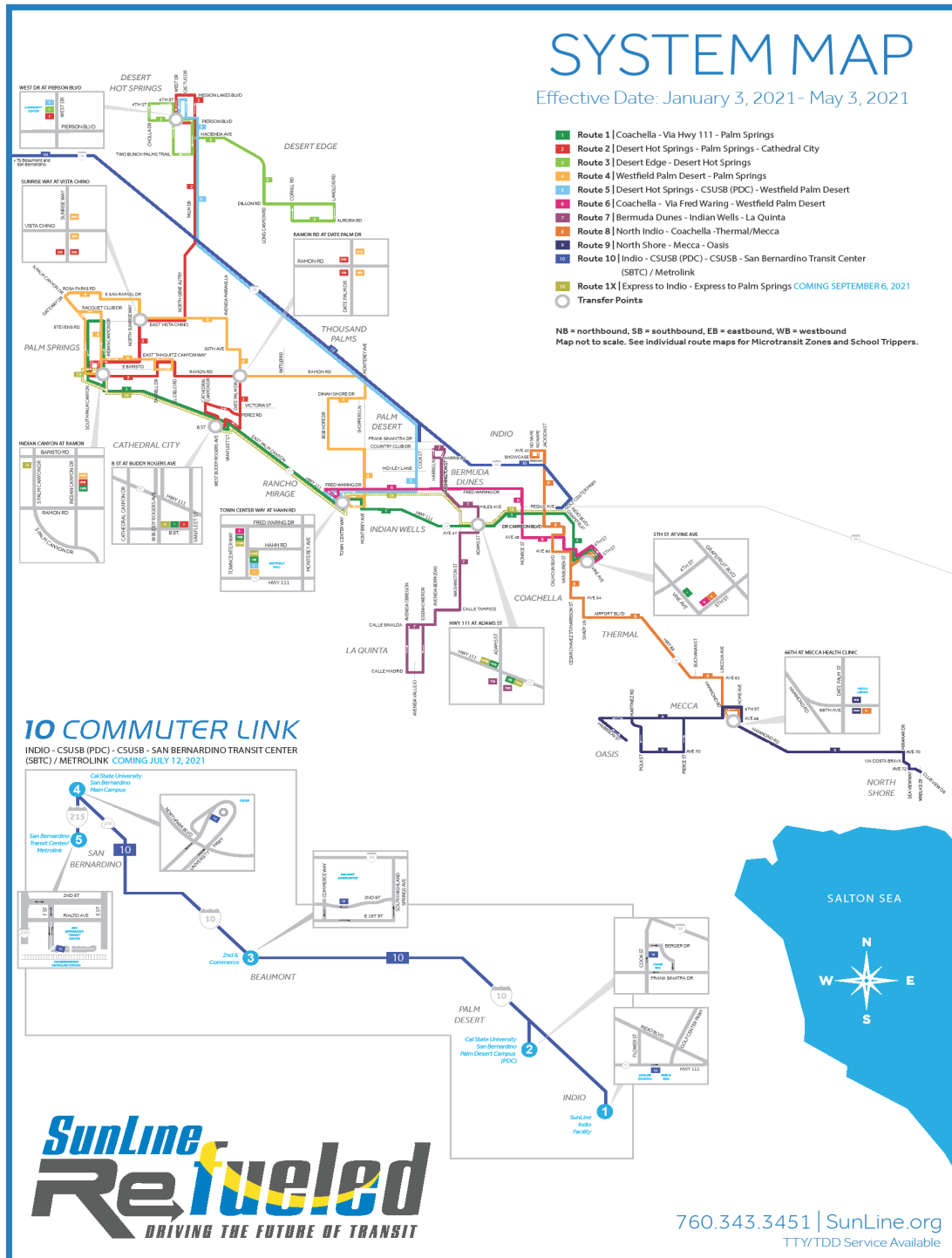
#### SunBus – Local Bus

SunLine currently operates nine local routes in its service area. The local bus network is broken down into trunk routes and connector or feeder routes. Trunk routes serve highly traveled corridors with more



frequent headways and include routes 1 and 2. Connector/feeder routes operate in less dense areas and connect to trunk routes. These routes generally operate at less frequent headways and include routes 3 through 9. SRTP Table 1.0 (see Tables Section of the SRTP) shows a list of the routes and the areas they serve. Figure 1.6 shows the SunLine system map. Appendix A shows SunLine route profiles.

Figure 1.6 Fixed Route System Map





## SunRide – Microtransit Service

Microtransit is an emerging transit mode that offers flexible and dynamic demand-driven transportation solutions to areas with limited transit access or where traditional fixed route service is simply not feasible. Microtransit services typically operate with a fleet of smaller vehicles (for example, cutaway vans or vans) in defined zones, with dynamic routing based on real-time demand. Similar to Transportation Network Companies (TNC) such as Uber and Lyft, users in designated areas simply specify the details of their trips on a mobile application, and a vehicle is summoned to deliver them to their destination. Operating specifics such as service hours and coverage area can be tailored to meet the needs and/or resources of the agency (fleet availability, operating budget, etc.).



In January 2020 SunLine launched Phase 1 of a pilot project to evaluate on-demand service provided by local taxi companies. This phase of the microtransit pilot program service was offered, at no cost, to students that qualified for Extended Opportunity Programs and Services (EOPS) and resided within nine miles of the Indio campus. The service was to operate for a four-month period, January to May. COD staff provided SunLine with student residential data based on the nine-mile parameter, student schedules, email addresses, and student engagement support. An additional 30 students that participate



in EOPS and reside within six miles of the Palm Desert campus were identified and invited to participate in the program on March 2, 2020. None of the Palm Desert students participated in the program.

Regrettably, in the midst of Phase I of the pilot program, the COVID-19 pandemic of 2020 caused a major national and global disruption with the closures of businesses, schools, entertainment venues and the enforcement of national and statewide public health policies. COD closed its campus on March 16, 2020. As a result, the four-month pilot program was abruptly terminated after only 27 days of operation.

### *Phase I Findings*

1. With only 27 days of operations there was a 10 percent participation level.
2. The ability to conduct direct marketing by having the student information was a significant contributing factor to the result of the study.
3. Participants much preferred on-demand requesting of the service rather than scheduling the trip in advance.
4. Driver responsiveness to the request for service was prompt but the pickup time was in excess of the goal by five minutes. It was identified that unready passengers, tablet malfunctions and driver errors contributed to extending reported wait times in 10 percent of the transactions.
5. The driver ratings were high.

The geo-fenced area needed to be adjusted as it was too large to service passengers within the goal of 10 minutes with the number of vehicles recommended by TransLoc. It was identified that drivers could not safely reach the location of pickup from where the vehicle was staged within a 10 minute period on nine percent of the ride requests. Overall lack of demand did not warrant the expense of placing additional taxicabs in service.

Since the pilot program was fare free no price elasticity could be established. Using an hourly rate of for service rather than reimbursing on a per trip basis generated a high cost per trip when carrying low ridership.

### ***SunRide Microtransit Pilot – Phase II***

SunLine launched Phase II of its microtransit pilot program in four Coachella Valley zones on January 4, 2021. SunLine identified communities that would benefit most from this on-demand door-to-bus stop service. The new microtransit service, known as SunRide, is available in the Cook Street Corridor (Palm Desert), the communities of Desert Edge, Coachella, and Mecca-North Shore (Figures 1.7 – 1.10). Riders use TransLoc, a smartphone app, which dispatches a SunRide vehicle to pick them up at a location within the designated geo-fenced zones and/or bus stops. The service is available during SunLine’s peak hours of Monday – Friday, 5:30 a.m. to 6:30 p.m.

The cost is \$2 per person until July 2, 2021 (which excludes a transfer to the Agency’s fixed route system). Beginning July 5, 2021, the fare will be \$3 per person which will include a free transfer to the fixed route service. SunRide’s on-demand service allows a rider to book a trip within 15 minutes or to schedule a trip up to seven days in advance. Riders may opt for contactless payment by choosing to pay using their credit/debit card. The app will also allow the rider to store their credit/debit card information within the app for convenience when booking future rides. Riders that do not have access to a smartphone may also book a trip through TransLoc’s web portal or by calling the SunRide dispatch center. Riders that book their trips without a smartphone pay cash upon boarding the vehicle.

Figure 1.7 SunRide Pilot Service Areas — Cook Street Corridor — Palm Desert

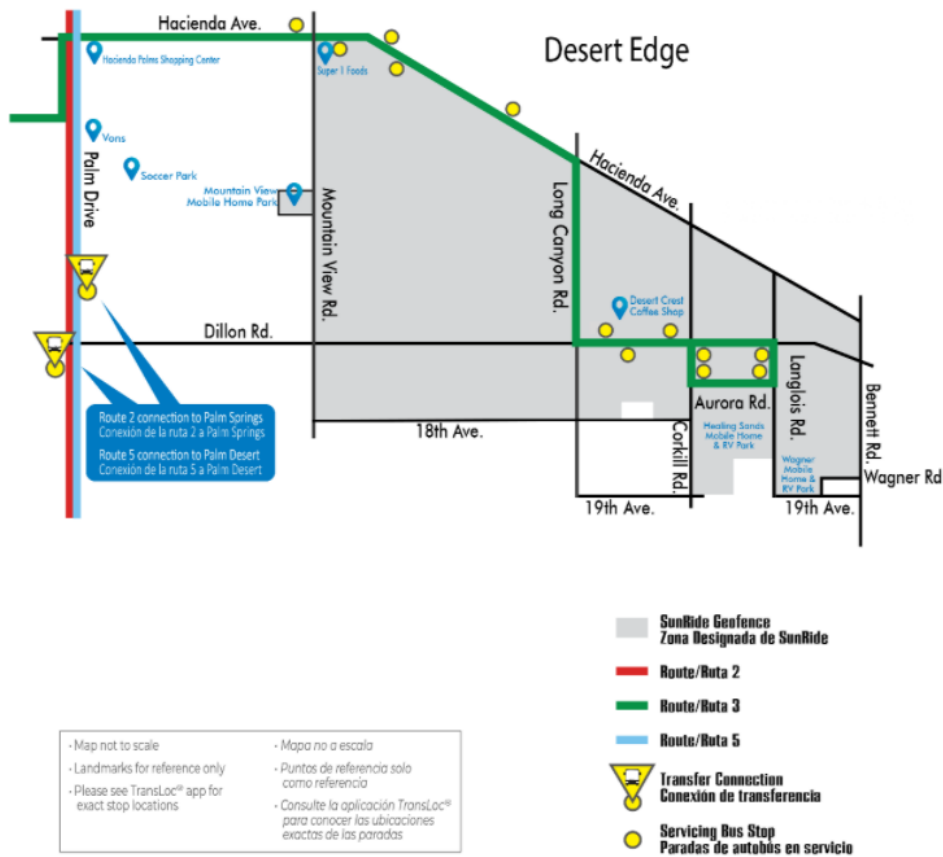


**Figure 1.8 SunRide Pilot Service Areas — Desert Edge**

## Desert Edge

Connect to:

- Route 3 at Dillon loop to Hacienda Ave. and Mountain View
- Routes 2 and 5 at Palm & Dillon

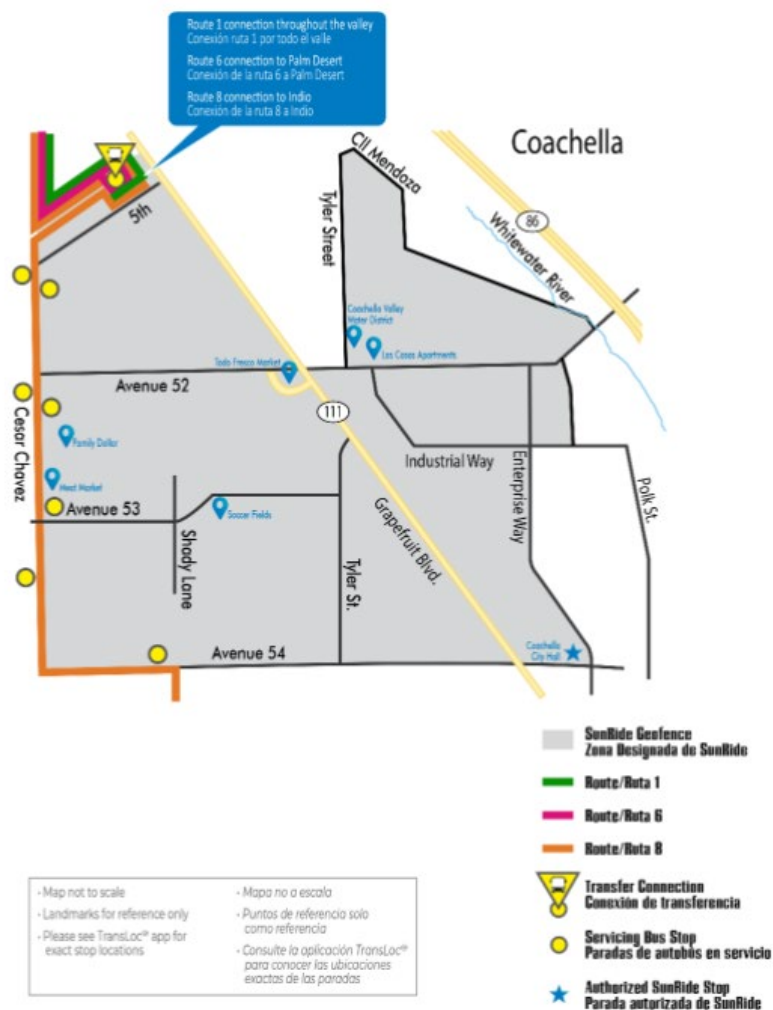


**Figure 1.9 SunRide Pilot Service Areas — Coachella**

## Coachella

### Connect to:

- Route 8 within the geofence
- Route 1, Route 6, and Route 8 at 5th & Vine

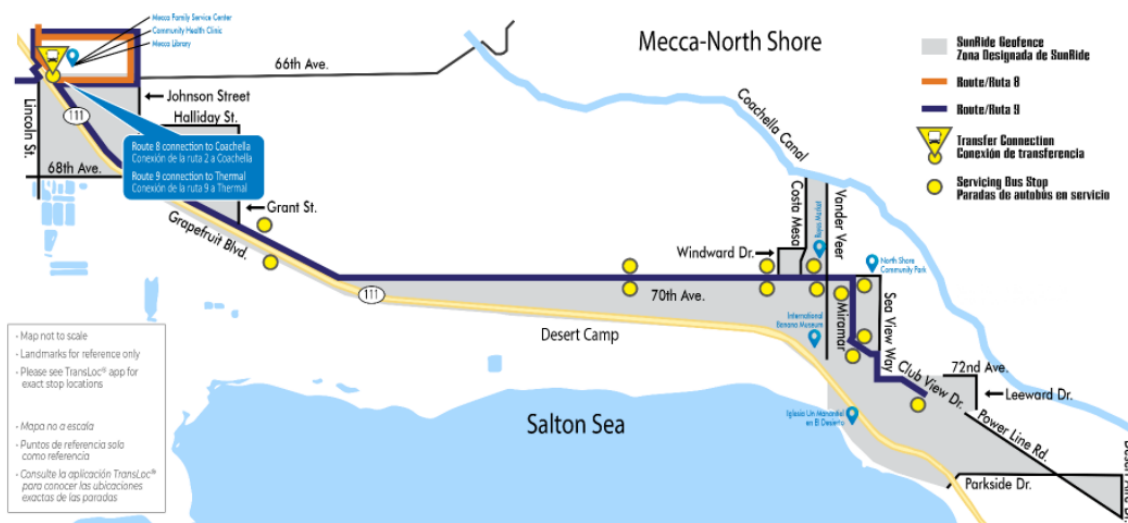


**Figure 1.10 SunRide Pilot Service Areas — Mecca North Shore**

## Mecca North Shore

### Connect to:

- Route 9 at stops from Mecca Library to Club View Dr. & Windlass Dr.
- Route 8 Mecca Library



## SunDial Paratransit

SunLine operates SunDial ADA paratransit to provide service to those certified under ADA, who cannot ride fixed route bus service. SunDial patronage decreased during the past year due to the COVID-19 impact. In FY 2019/2020, SunLine served 122,010 passengers, a 0.21 percent decrease from FY 2018/2019. SunDial operated 833,477 miles and 58,753 hours of revenue service in FY2019/2020.

SunDial operates within three-quarters of a mile on either side of the SunBus route network and is available by advanced reservation only. Reservations may be made based on the service hours of the fixed routes serving passengers' origins and destinations, and may only be used at the same times, days and frequency as local fixed-route service. SunDial service is an origin to destination service, shared ride transit service for persons who are functionally unable to use the fixed route service either permanently or under certain conditions. Eligibility is not solely based on having a disability.

SunDial service is provided with a fleet of 39 vans seven days a week during the same hours and days as the fixed route network. Service is not provided on Thanksgiving and Christmas days. As an operator of bus service, SunLine is required under the ADA to ensure that paratransit service is provided to eligible

individuals with disabilities. The level of service provided must be comparable, in terms of hours and days of service and area served to the service provided by the fixed route bus system.

To be eligible, all persons must complete an application, describing in detail the nature of their mental or physical disability that may prevent the individual from using regular fixed route service. Applicants must obtain an approved health care professional's statement and signature verifying the disability. Each applicant is notified in writing of their application status within twenty-one days, from receipt of a completed application. Riders who have the required ADA Certification Identification Card are eligible to use SunDial for their transportation needs, including medical appointments, shopping, and other social activities.

### **SolVan – Vanpool**

A vanpool is a group of people who are commuting to the same workplace or post-secondary education facility (college, trade school, etc.) regularly from the same community, riding together in a van or SUV provided by a vendor to share expenses. Vanpools typically carry five to 15 passengers, and operate long distances, traveling between pick-up locations and a place of work/school.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy. Vanpools are very demand-responsive; they can be quickly organized based on demand, on a monthly basis. Once ridership falls below a threshold, a vanpool can end but new routes can be easily added based on need with a minimum of overhead. They can access office parking areas and other locations where scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote it. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar commutes. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership.

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With vanpool programs, SunLine may be able to pull back bus service from low-volume, coverage routes, and focus on more frequent, trunk routes and core services. Vanpools travel long distances, much further than most bus routes, which helps broaden service area.

SunLine's Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report daily riders, miles, and hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The volunteer driver of the vanpool must be a participant in the vanpool

program. Vanpool passengers are responsible for paying the monthly lease cost minus the SolVan subsidy. Lease includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service are leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or by a third-party representative.

**Status during pandemic:** The pandemic situation has created many challenges and disruptions for transit and ride sharing mobility options. Employers can be very effective to help create vanpools, as riders have the commonality of work destination and employers can modify work shifts to accommodate transportation arrangements. There is also a regional air quality regulation affecting employers who employ 250 or more employees, to improve air quality by promoting telework and sharing the ride to reduce solo commuting, among other air quality strategies. However, another challenge of the pandemic has affected employment numbers where many of the regulated sites are no longer regulated, which may impact their partnership to voluntarily promote alternative modes of transportation. Furthermore, many employers allowed employees to telework from home, laid off or furloughed employees, reduced work shifts, and some employers have gone out of business.

These situations impacted those regularly commuting, including those vanpooling. Fortunately, all SolVan vanpools have continued during pandemic, both at farm sites and traditional work sites. However, there was some ridership reductions due to reduced work shifts. SolVan subsidy guidelines were relaxed to still support vanpools with less ridership. During the most recent few months, however, ridership is gradually returning to pre-pandemic levels. The main reason SolVan ridership was not drastically impacted is because most of the vanpoolers work in essential-type businesses and their type of work requires them to commute regularly to these long-distance worksites. Vanpoolers also felt comfortable riding with the same known commuters, and following many pandemic safety protocols, including mask wearing, leaving seats vacant by lowering or staggering by day the number of riders, allowing for more empty seats for social distancing, regular cleaning regimen, plastic barriers, proper ventilation, not sharing items (such as newspapers), among other best practices.

#### **Target Audiences:**

1. Agriculture workers (primarily Spanish-speaking) in the eastern Riverside County for the winter farming/harvest season.
2. Farmers, growers, and contractors that employ or provide agricultural workers to agricultural work sites.
3. Stakeholders, such as elected officials both regionally and locally, agency champions, board members, nonprofit agencies, HR networks, and regional influencers.
4. Adult students travelling to educational institutions in the region.



5. Professional employment centers, such as government, hospitality, education, manufacturing and medical.
6. Employees that commute though or work within eastern Riverside County (Coachella Valley and Blythe). Examples include professional employment centers, government agencies, healthcare facilities, hospitality venues, higher education institutions and industry/manufacturing sectors.

#### Marketing initiatives to date:

- Communication in the preferred language based on the demographics of eastern Riverside County.
- Hotline phone number (877-4SOLVAN) and website SolVan.org
- Program materials, printed and electronic, including a brochure, employer packets, fact sheets, guidelines, steps, etc.
- Creation and placement of SolVan vehicle decals to identify and promote the program.
- Expanded van vendor selection to provide more competitive van lease pricing, vehicle options, and services.
- Novelty items, such as pens, note pads, bags, commuter mugs, sunscreen, lunch bags, etc.
- Logo wear to be worn by SunLine/SolVan staff when attending employer and community events to further promote and build the brand.
- Vanpool launch event and press release.

#### Taxi Administration

The SunLine Regulatory Administration (SRA) is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley.

#### 1.4 Current Fare Structure

In 2002, SunLine raised its base cash fare from 75 cents to \$1. In 2011, a SunLine fare study recommended both eliminating the 25-cent transfer fare and incrementally raising the base cash fare to \$1.50. These recommendations were not implemented. The SunLine Board of Directors has given direction to staff to explore fare-free operations.

This fare structure differentiates fares for specific transit customers and trip types. The multiplier column shows the ratio of the base cash fare to the pass price and is the point where the pass fare per trip matches the per-trip cash payment. The multipliers show how SunLine is targeting specific market

segments with discounts to increase the system's ridership and revenue. For example, SunLine provides a discounted 31-day youth pass for students using transit.

### Cash Fares

In addition to the \$1 fare for adult riders, SunLine enforces a 25-cent fee for transfers. The transfer pass is good for unlimited rides within two hours of purchasing, and is valid only on the day issued. Transfers are issued only upon boarding.

The base cash fare for seniors, which SunLine defines as individuals 60 years of age or older, is 50 cents on all fixed-route services. Individuals that qualify for the ADA also pay a 50-cent base cash fare on all fixed-route services. The fare complies with the Federal Transit Administration's (FTA's) Half Fare rule, which requires agencies receiving federal funds to offer fares to persons 65 or over and disabled travelers at a level no more than half the base cash fare. Medicare cards, Department of Motor Vehicles driver's license or senior ID cards, ADA certification cards, or SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is also available for children between the ages of five and 17. Children four years of age and younger ride free with a paid adult cash fare (maximum of two children). SunLine's fixed route fare structure is summarized in Figure 1.11.

**Figure 1.11 Fare Structure**

Fare Type	Price (\$)	Multiplier	Fare Type	Price (\$)
Adult			Other	
Cash	1.00	—	Transfers	0.25
Day pass	3.00	3.0	CV employer pass	24.00
10-ride	10.00	10.0	University pass	24.00
31-day pass	34.00	34.0		
Youth			Commuter Link 10 Cash	
Cash	0.85	—	General cash	6.00
Day pass	2.00	2.4	Senior cash	4.00
10-ride	8.50	10.0		
31-day pass	24.00	28.2		
Seniors/Disabled			Commuter Link 10 Cash	
Cash	0.50	—	General day pass	14.00
Day pass	1.50	3.0	General 30-day pass	150.00
10-ride	5.00	10.0	Senior day pass	10.00
31-day pass	17.00	34.0	Senior 30-day pass	100.00

## Fare Passes

SunLine currently issues two types of fare passes: the Day Pass and the 31-day Pass. Daily and monthly passes are available for the 10 Commuter Link service as well, but are priced and sold separately from the general fixed-route passes.

### Day Pass

The SunLine Day Pass is available for \$3 and allows for unlimited rides on all fixed routes for the duration of one calendar day. In adherence to the FTA's Half Fare rule, the Day Pass for seniors and disabled

riders is available for \$1.50. The Day Pass for youth riders is \$2. The Day Pass for the 10 Commuter Link is \$14 for adults and \$10 for seniors.

### ***31-day Pass***

SunLine sells a pass valid for a rolling 31-day period from the date of first use. The 31-day Pass is available for \$34 for general adult riders, \$17 for seniors and disabled riders, and \$24 for youths. The monthly pass for the 10 Commuter Link is a 30-day pass available for \$150 (10 Commuter Link operates Monday through Friday only).

### ***Multiple Ride (10-ride)***

A 10-ride pass is available for \$10 for general adult riders, \$5 for seniors and disabled riders, and \$8.50 for youths (ages five to 17). There is no discount from the base cash fare for this pass.

### ***Employer Passes***

SunLine offers a 31-day Pass to businesses in the Coachella Valley that have five or more employees interested in using transit. The pass can be used for unlimited rides on any of SunLine's fixed route services and is priced at \$24 a month. The pass is \$10 less than the 31-day adult pass and is designed to encourage greater use of alternative modes of transportation.

### ***Haul Pass***

In August 2018, SunLine launched its Haul Pass Program to improve student access to Coachella Valley's colleges and university. Both the College of the Desert and the California State University, San Bernardino – Palm Desert Campus are partners. To ride SunLine, students of these schools can simply swipe their active student ID card through the SunBus card reader when they board. The program is currently funded through a three-year grant from the Low Carbon Transit Operations Program (LCTOP).

### ***Token Transit***

SunLine riders download the Token Transit application to their smartphone and use it to pay SunLine fares. It requires a credit or debit card to set up an account and purchase bus passes.

## **1.5 Revenue Fleet**

SunLine's fleet includes fixed-route buses, paratransit vehicles, and support vehicles. SRTP Table 1.1 (see SRTP tables) shows the characteristics of SunLine's fixed route and paratransit fleet. Figure 1.12 shows a summary of SunLine's fleet of support vehicles.

**Figure 1.12 SunLine Support Vehicle Summary**

Number of Vehicles	Manufacturer	Fuel Type
15	Electric Light Vehicles	Electric
12	CNG Light Vehicles	CNG
15	CNG Light Duty Trucks	CNG
2	Hybrid/Gasoline Light Duty Vehicles	Hybrid
<b>Total 44</b>		

## 1.6 Existing Transit Facilities and Bus Stop Amenities

SunLine operates administrative and bus operations facilities at two locations. Administrative headquarters and main bus operations are located at 32-505 Harry Oliver Trail in Thousand Palms. SunLine also operates a maintenance and fueling facility at 83-255 Highway 111 in Indio. Park-and-ride facilities are located at 78-420 Varner Road in Thousand Palms and at 83-255 Highway 111 in Indio.

SunLine’s bus system has 659 stops with 424 shelters. In addition, there are 60 stand-alone benches and waste containers at 14 major transfer locations. Figure 1.13 and Figure 1.14 shows the top 10 stops served for weekday service and weekend service accordingly.

**Figure 1.13 Top 10 Stops Level 3**

Stop Name	City	Average Riders Per Day
Indian Canyon/Ramon	Palm Springs	358
B St/Buddy Rogers	Cathedral City	351
5th/Vine	Coachella	284
Palm Canyon/Stevens	Palm Springs	238
Town Center/Han East Side	Palm Springs	179
West/Pierson	Desert Hot Springs	141
Hwy 111/Golf Center Indio Facility	Indio	138
Town Center/Han West Side	Palm Desert	101
Ramon/San Luis Rey North Side	Palm Springs	90
Baristo/Farrell South Side	Palm Springs	75

Source: APC Data March 21, 2020 - March 20, 2021

**Figure 1.14 Top 10 Weekend Stops**

Stop Name	City	Average Riders Per Day
B St/Buddy Rogers	Cathedral City	348
5th/Vine	Coachella	291
Indian Canyon/Ramon	Palm Springs	221
Palm Canyon/Stevens	Palm Springs	175
Town Center/Han East Side	Palm Desert	165
66th/Mecca Family HC	Desert Hot Springs	133
Town Center/Han West Side	Palm Desert	117
West/Pierson	Desert Hot Springs	112
Ramon/Date Palm	Cathedral City	76
Showcase/Monroe	Indio	68

*SOURCE: APC Data Refueled Q1.*

## 1.7 Existing Coordination between Transit Agencies and Private Providers

As the designated Consolidated Transportation Services Agency, SunLine coordinates public transportation services throughout its service area. Staff participates in meetings with social and human service agencies, consumers, and grassroots advocates through forums such as the Riverside County Transportation Commission (RCTC) Citizens and Specialized Transit Advisory Committee (CSTAC), SunLine’s ACCESS Advisory Committee, San Geronio Pass Area - Transportation Now Coalition, and neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Staff hosts regular meetings at the Thousand Palms Administrative Office. SunLine applies input from the committee to improve relationships with the community to address public transportation issues in the valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and county committees. These committees include the CSTAC, the Technical Advisory Committee, Aging & Disability Resource Connection (ADRC) of Riverside Long-Term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

### Coordination with Other Public Transportation Providers

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to a number of adjacent transit operators. SunLine maintains interagency agreements

between Riverside Transit Agency, Omnitrans, Metrolink and California State University to coordinate the operation of 10 Commuter Link service, which connects Indio/Palm Desert to the California State University, San Bernardino campus and the San Bernardino Transit Center (SBTC)/Metrolink Station with a bus stop in Beaumont.

SunLine also hosts Morongo Basin Transit Authority (MBTA) routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree and Twentynine Palms.

SunLine is collaborating with Palo Verde Valley Transit Agency on its Rides to Wellness demonstration project known as the Blythe Wellness Express service. This service, launched in July 2017, operates three days per week and travels to the Coachella Valley's three hospitals (Desert Regional Medical Center, Eisenhower Medical Center and John F. Kennedy Memorial Hospital) within SunLine's service area.

Amtrak Throughway (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations and SunLine's bus stops in Palm Springs, Palm Desert, and La Quinta, under an additional cooperative service agreement. Amtrak's Sunset Limited inter-city train serves the Palm Springs Station on North Indian Canyon Drive. However, with rail service only serving Palm Springs three times a week in each direction, it is impractical for SunLine to offer transit service to the station at this time.

SunLine collaborates with the Imperial Valley Transportation Commission (IVTC) in an effort to find a future connection with Imperial Valley Transit (IVT). IVTC oversees the regional transportation services and programs provided by IVT in the Southern California areas of Brawley, Calexico, Imperial, West Shores and El Centro.

In 2019, FlixBus initiated regional bus service at Palm Springs, Palm Desert, and Indio that connects to Los Angeles in the west and Phoenix, Arizona, in the east. SunLine maintains an interagency operating agreement with FlixBus.

## **1.8 Review of Previous Studies and Plans**

In 2019, SunLine completed its Transit Redesign and Network Analysis Study. Prepared by HDR, this study took a comprehensive look at fixed route transit operations to make recommendations to optimize SunLine's service. SunLine also completed an on-board transit rider survey in 2019. This survey provided insight into rider preferences and needs to help guide the transit redesign.

Other reports reviewed for the preparation of this S RTP include:

- Bus Rider Survey Study (February 2015)
- SunLine Transit Feasibility Study Hydrogen Station Expansion (January 2016)

- SunLine Transit Facilities Master Plan (November 2016)
- SunLine Transit Agency Transit Asset Management (September 2018)
- Network Study Report SunLine Transit Redesign & Network Analysis (February 2019)
- Innovative Clean Transit (ICT) Plan to SunLine Board of Directors (May 2020)



## Chapter 2. Existing Service and Route Performance

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SunLine developed its Refueled plan through a holistic process that reflected guidance from the Board of Directors, input received from riders, and a data-driven process that used existing transit market information such as stop- and route-level boarding data and origin-destination survey data. Due to the COVID-19 pandemic, SunLine rolled out only the first two pillars of the SunLine Refueled Initiative, the Consolidated Fixed Route Network and SunRide, and postponed the start of the other two pillars: the implementation of 10 Commuter Link and Route 1X. The Refueled FY21-23 SRTP included updated key performance indicators (KPIs) that further support these quantitative, community-based planning methods.

### 2.1 Description of Key Performance Indicators

As part of its Refueled commitment, SunLine regularly reviews route service performance to adjust service supply to meet demand within its capacities. A quartile-based performance threshold is used to compare and measure the relative performance of individual routes. This tool allows SunLine to identify the top 25 percent and bottom 25 percent performing routes.

Passengers per revenue hour is the recommended KPI for evaluating SunLine's route-level service. It measures service effectiveness or productivity based on ridership (passenger boardings) generated for each revenue hour of service operated. SRTP Table 2 (see SRTP Tables) shows SunLine's system performance.

#### Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Riders may first be attracted to transit service based on headway and span. Choice riders may continue to use services because they can reliably get to their destinations on time. Unreliable service often results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- on-time performance (service reliability)
- percent service delivered (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment policy

Each suggested metric is discussed in more detail below.

**On-time Performance.** This KPI measures service reliability as defined by adherence to the published service schedule. “On-time” is when a trip departs a time point within a range of zero minutes early to three minutes late. To achieve targeted on-time performance, service running times must be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. The on-time performance target is 85 percent for all services. This target helps show riders that nine out of every 10 trips will arrive at the scheduled time.

**Runtime variants also affect service speed and reliability.** Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is important to review runtime variants regularly because roadway traffic conditions are ever-changing.

**Miles between Service Interruptions.** This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of cause. SunLine’s standard is 5,000 miles.

**Load Standards.** This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand on the bus for short distances or time periods (for example, under two miles and/or 10 minutes) during peak periods, it is generally accepted that seating should be available for all riders during normal off-peak conditions. Figure 2.1 show load standards.

**Figure 2.1 Load Standards**

Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off-peak	Average 100% of seated load = 38 passengers

**Average Fleet Age.** The age of the vehicle fleet affects performance and reliability of transit services as well as system attractiveness to customers. SunLine’s standard for average fleet age is no greater than 10 years. Adhering to the average fleet age standard will help ensure a reliable and comfortable passenger experience.

**Bus Deployment Policy.** Bus deployment specifies the type of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads. Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding. Figure 2.2 shows the bus deployment policy.

Routes 1, 2, 3, and 4 should use 40-foot buses given the higher passenger volumes.

Other routes should use either 40- or 32-foot buses based on ridership demand.

SunLine will review the bus deployment policy every two years beginning in 2020, and will make necessary adjustments as the fleet is updated to ensure compliance with Title VI of the Civil Rights Act of 1964 requirements.

SunLine is in full compliance with Title VI, which protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine ensures equitable distribution of its assets in delivery of transit services to the people of Coachella Valley.

Buses are assigned according to successful completion of maintenance functions without regard to route assignment, or vehicle age, except in size considerations as outlined above. Additionally, fuel cell buses are assigned to routes with shorter distances and/or durations that are within the acceptable range capacity of those vehicles.

Adequate numbers of buses are assigned to routes with high demand to avoid instances of overcrowding or standing passenger. All SunLine buses are fully air conditioned and are 100 percent accessible to persons with disabilities.

**Figure 2.2 Bus Deployment**

Service Type	Vehicle Type
Trunk routes	40-foot buses
Local routes	32- or 40-foot buses depending on ridership demand
On-demand service	15-passenger van or sedan

## Warrants Standards

Warrants standards provide a way to determine which areas within the large service area will have both the passenger demand and performance potential to produce cost-effective fixed route transit service. To ensure the agency's financial sustainability, SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

## Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

## Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities—the more people with access to a route, the higher the route’s potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

## Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area’s demand for transit service, it is important to examine the presence of these demographic groups and identify any present unmet needs.

## Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities (not gated), and those with relatively lower income and vehicle ownership levels.

## Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after six months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided three years of funding for a route that did not meet standards, this route may still be operated for the full three-year period.

### Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture choice riders, new riders and expand transit market share. The Board is committed to first investing in new operating plans that improve productivity, and second in operating plans that improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards
- Thirty percent of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

SunLine will not dismantle its existing service to pay for productivity. Rather, funds for new service will be split 70/30 to establish productivity-oriented routes to expand the transit market share and capture new riders. This focus on productivity will also help SunLine meet mandatory farebox recovery requirements. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to the standards.

## 2.2 Service Performance

Beginning in August 2018, SunLine's Haul Pass program attracted new student riders to the system. Expanding the student travel market helped stabilize declines in transit ridership. At the same time, SunLine was able to reduce expenses and complete FY2020–2021 under budget. These savings put SunLine in a better financial position to weather the operational challenges and budget shortfalls resulting from the COVID-19 pandemic. For example, in the last quarter of the fiscal year, SunLine will see a significant decrease in passenger fare revenue as local fixed route and paratransit bus service are being provided free of charge.

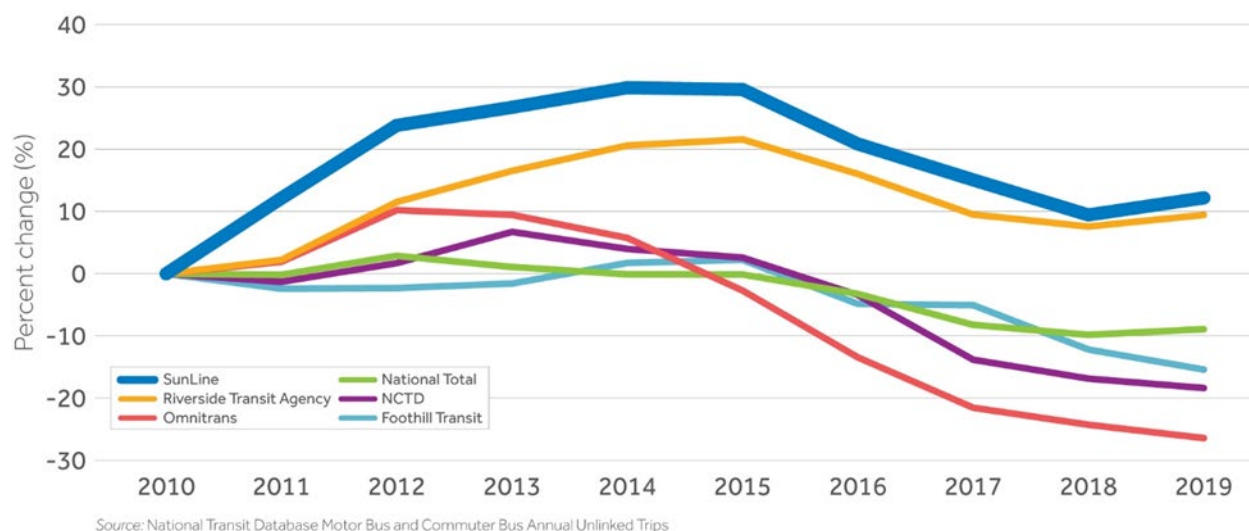
*SRTP Table 2.1 (see SRTP Tables)* shows the Fiscal Year (FY) 2020–2021 SRTP performance report. It shows FY2018–2019 and FY2019–2020 system performance indicators with FY2020–2021 anticipated performance. It projects a decrease in passengers and an increase in operating costs for FY2020–2021.

*SRTP Table 2.2 (see SRTP Tables)* shows the SRTP system service summary broken out by fixed route and dial-a-ride service types. *SRTP Table 2.3 (see SRTP Tables)* shows route-level performance indicators.

Before the COVID-19 pandemic, SunLine had been enjoying an increase in transit use. Figure 2.3 shows total SunLine fixed route ridership relative to 2010 and its peers. Figure 2.4 shows that ridership decreased in FY2019–2020 over the previous fiscal year. SunLine attributes this decrease to the COVID-19 pandemic. Figure 2.5 shows SunLine’s fixed route ridership trend.

**Figure 2.3 Percent Change in Fixed Route Ridership Relative to 2010 and Peers**

*(to be updated with 2020 data in the final SRTP, 2020 National Transit Database (NTD) data is not yet*

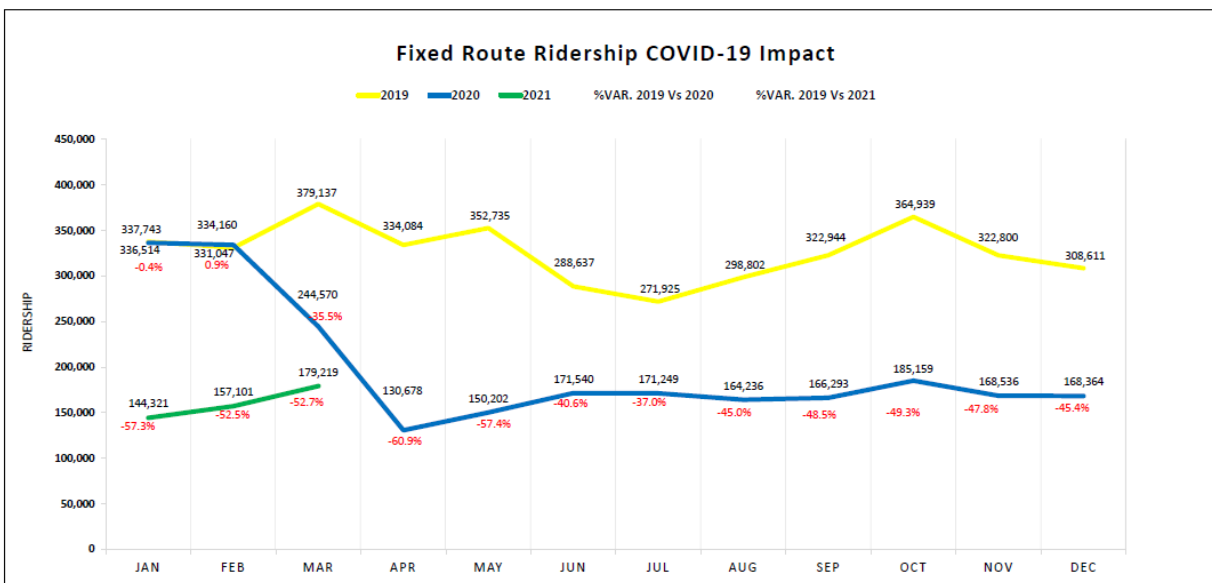


*available)*

**Figure 2.4 SunBus Ridership Change**

Service Type	FY 2018/2019	FY 2019/2020	Percent Change
SunBus (Fixed Route)	4,039,450	3,379,520	-16.3%

**Figure 2.5 SunBus - Fixed Route Ridership Comparison**

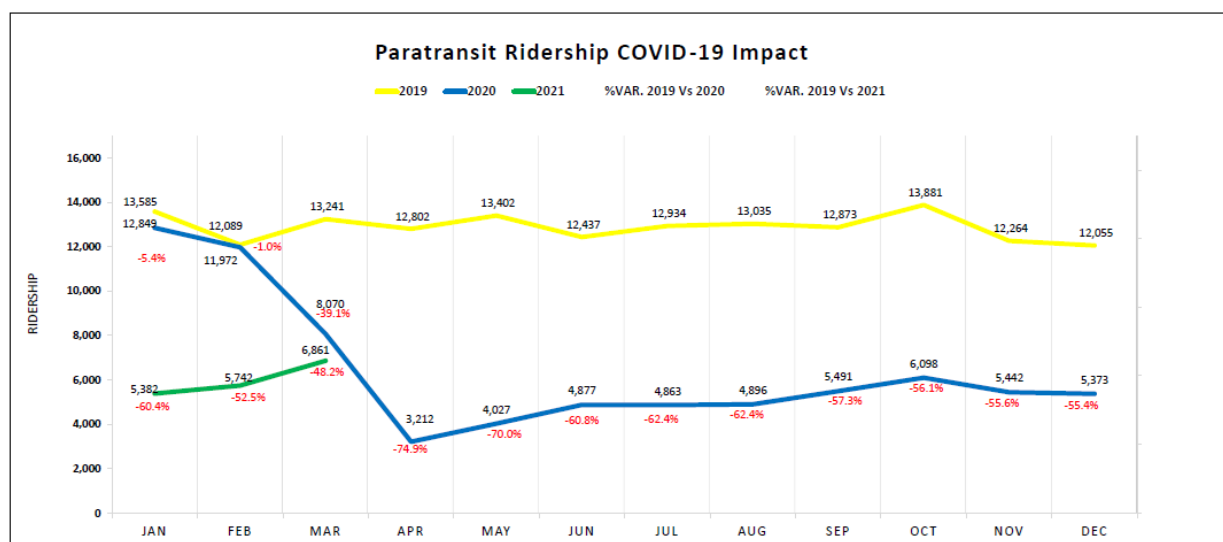


Since March 21, 2020, SunLine has been operating at a reduced level of service (Level-3) in response to the potential spread of the disease.  
 January 2021 fixed route ridership was calculated from January 3, 2021, to maintain data integrity of the new Refueled system.  
 April 2020 was the first complete month of operation of the (Level-3) Service.  
 Routes 20, 21, 54, BUZZ Trolley and the Commuter Link 220 are not part of the calculations starting April 2019 to produce a more accurate comparison.  
 Variances are in red close to their corresponding ridership number. 2020 and 2021 are referring to the baseline of 2019.

**Ridership:**  
 FY 2019 Actual = 4,039,450  
 FY 2020 Actual = 3,379,520  
 FY 2021 SRTP Predicted = 3,761,953

Figure 2.6 shows a decrease in annual paratransit ridership between fiscal years due to the COVID-19 pandemic.

**Figure 2.6 SunDial Paratransit Ridership Comparison**



The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools and entertainment venues due to the implementation of national and statewide public health policies. Since March 25, 2020, SunDial has been operating one on one off service in response to the potential spread of the disease. Variances are in red close to their corresponding ridership number. 2020 and 2021 are referring to the baseline of 2019.

## Taxi Voucher Program

In addition to SunDial, SunLine offers a Taxi Voucher Program providing half-price taxi trips for seniors (60+ years) and the disabled through the use of an electronic payment card. This card is easily obtained by eligible patrons by submitting an application to SunLine. Once the application is reviewed and accepted, the patron is then mailed an activated payment card. When the patron receives their card they are able to call in and add a balance of up to \$50 per month. SunLine provides matching funds in equal amount up to the \$50. The total balance added for each month can be a maximum of \$100. Remaining funds from previous months are carried over until utilized. To use the balance, the patrons simply order a cab and pay their fare with the Taxi Voucher payment card.

This program is serviced by two taxi businesses permitted to operate in the Coachella Valley and provides some relief to the demands on the paratransit services. Both the riders and the taxi providers appreciate how this service keeps them competitive with other rideshare services in the area.



## Taxi Administration

The SRA is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley. Figure 2.7 presents the current operating taxi businesses in the Coachella Valley along with the number of vehicles operated by each company.

**Figure 2.7 Taxi Businesses**

Businesses	Vehicles
Coachella Valley Taxi	19
Desert City Cab	18
Yellow Cab of the Desert	27

## SolVan – Vanpool

A vanpool is a group of people who are commuting to the same workplace or post-secondary education facility (college, trade school, etc.) regularly from the same community, riding together in a van or SUV provided by a vendor to share expenses. Vanpools typically carry from five to 15 passengers and operate long distances, traveling between pick-up locations and a place of work/school.

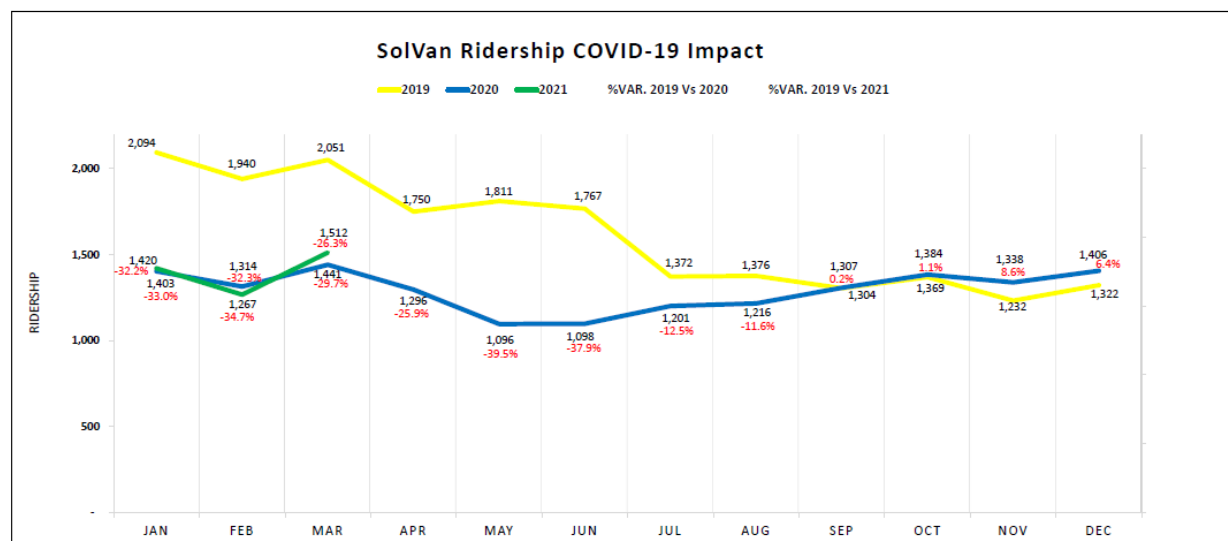
Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy. Vanpools are very demand-responsive; once ridership falls below a threshold, the service goes away and new routes can be added with a minimum of overhead. They can access office parking areas and other locations that scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote the service. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar schedules. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. Traditional vanpool programs often have average ridership per trip at above the minimum membership required for the vanpool.

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With vanpool programs, SunLine may be able to pull back bus service from low-volume coverage routes, and focus on more frequent trunk routes and core services.

SunLine’s Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report about daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van monthly lease cost minus the subsidy. Lease includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or a third-party representative. Figure 2.8 shows the ridership trend of SolVan.

**Figure 2.8 SolVan Ridership Trend**



Ridership (or boardings) is the number of rides taken by passengers.  
 SolVan ridership is down 0.68% year to date.  
 Ridership:  
 FY 2019 Actual = 23,025  
 FY 2020 Actual = 15,623  
 FY 2021 SRTP Predicted = 13,176

## 2.3 Productivity Improvement Efforts Underway

SunLine is constantly evaluating its routes to improve productivity. This includes key performance indicators such as farebox recovery and passengers per hour or trip. SunLine also continually evaluates its bus schedules and blocking to reduce deadhead miles and optimize layovers between trips.

For example, the new 10 Commuter Link is aimed at improving regional service between the Coachella Valley and the Inland Empire. For students, 10 Commuter Link will provide a direct connection between the California State University, San Bernardino – Palm Desert Campus and the main campus in San Bernardino. It will also provide a connection to the San Bernardino Downtown Metrolink Station.

The Route 1X weekday express service is intended to improve productivity on SunLine's highest ridership route. Stopping at five locations in the Highway 111 corridor, Route 1X will provide a 60-minute trip between Indio and Palm Springs.

SunLine is conducting a microtransit pilot project to connect riders to main route service by bridging the first mile, last mile gap. This flexible, on-demand rideshare service is designed to connect riders to the fixed route system by providing point-to-point rides along identified fixed route corridors. The pilot project, which started in January 2020, is evaluating the feasibility of using local taxis to expand SunLine's service area and reach non-traditional markets.

### **Haul Pass**

The College of the Desert and the California State University, San Bernardino – Palm Desert Campus are important transit markets. Started in August 2018 with a grant from the LCTOP, the SunLine Haul Pass program gives students at these schools access to SunLine buses with their student ID. The LCTOP grant is funding an expansion of the program to students that are enrolled in a Coachella Valley high school. The program will begin at the commencement of the 2021 school year and will be available for one year, with the goal of the program being self-sustaining. All students that apply will be eligible to ride for free, to and from school, to attend after school activities, work or leisure.

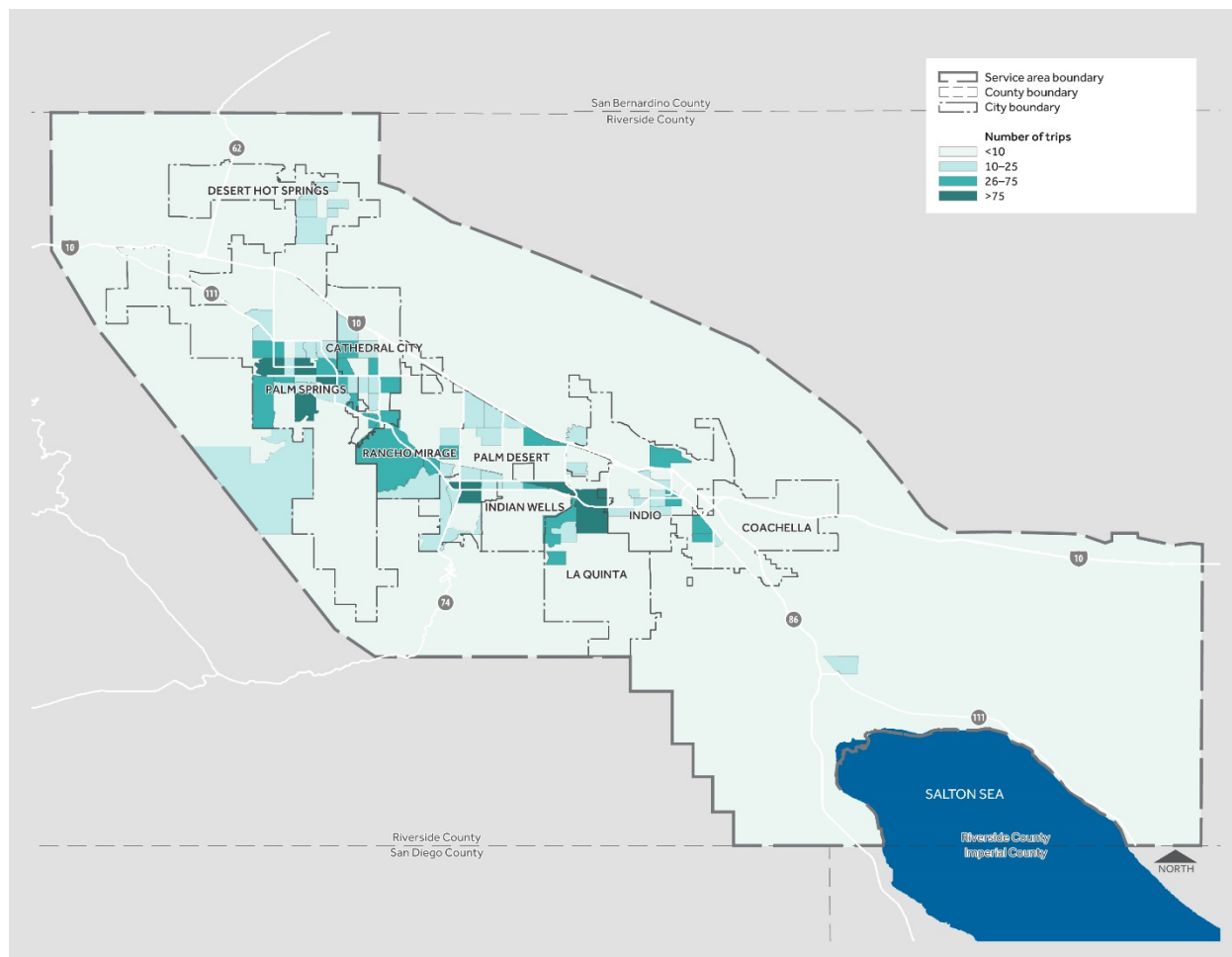
### **Mobile Ticketing**

The 2019 Transit Rider Survey showed that more than 80 percent of SunLine riders have access to a smartphone or tablet with an Internet connection. Access to a connected device is an important factor in the implementation of the Token Transit mobile ticketing pilot. The pilot program will allow riders to use a new method of acquiring passes, and will give SunLine valuable information that will be used for a permanent mobile ticketing solution.

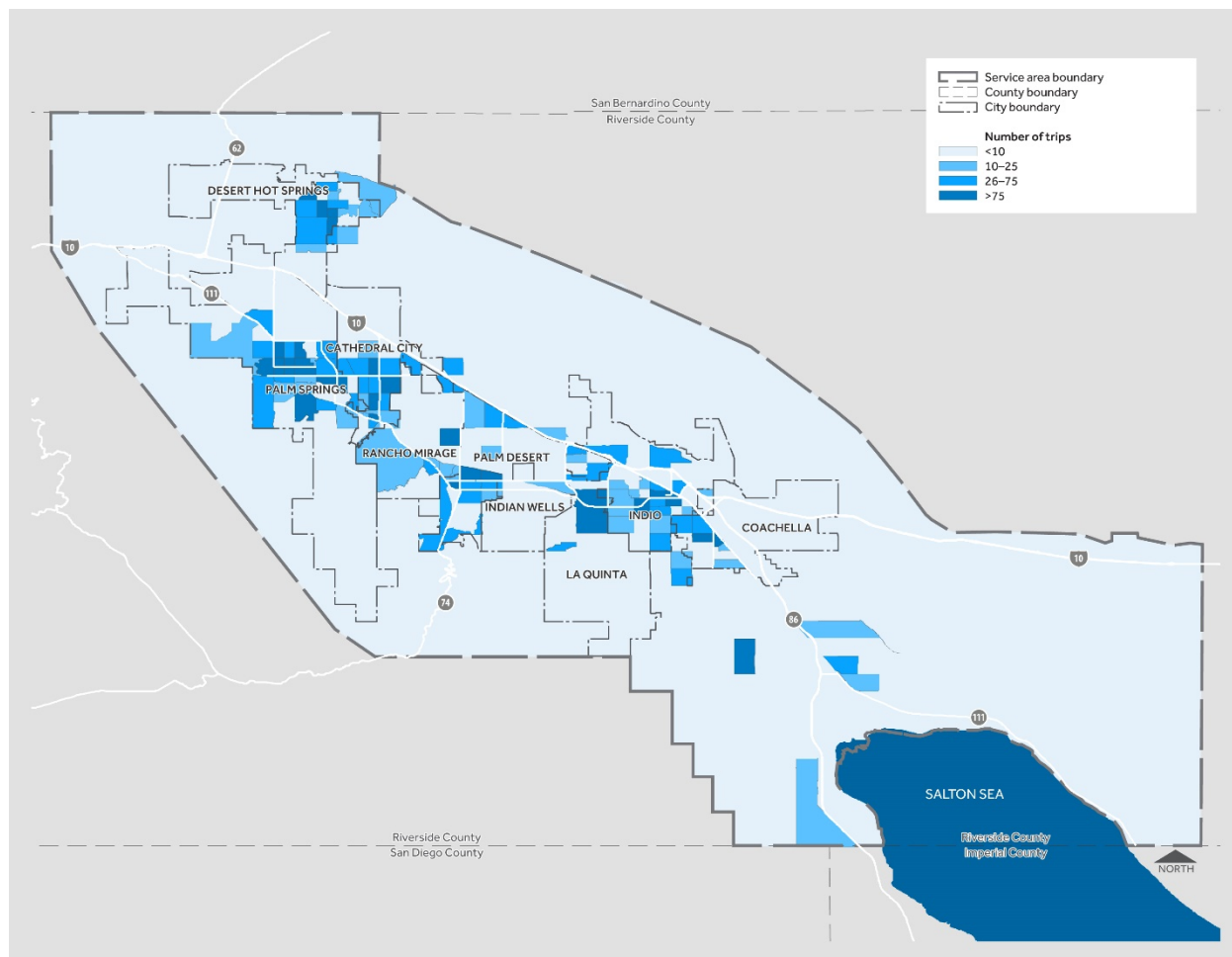
## **2.4 Major Trip Generators**

The 2019 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations for home-based work trips are Palm Springs, Palm Desert, and La Quinta. The College of the Desert and Palm Springs High School are top destinations for home-based other trips that include shopping, recreation, and education. Figure 2.9 and Figure 2.10 show the traffic analysis zones with the top home-based work and home-based other trip attractions.

**Figure 2.9 Home-based Work Trip Attractions**



**Figure 2.10 Home-based Other Trip Attractions**



## Chapter 3. Refueled Implementation and Marketing

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With the aggressive implementation of the SRTP's recommendations, SunLine is poised to meet the mobility needs of the residents of Coachella Valley and support regional and national economic recovery efforts. L on

23-term population projections show growth in Desert Hot Springs, Coachella, and Indio that will increase demand for transit. In the near term, however, SunLine's focus is on rebuilding ridership lost during the COVID-19 pandemic. Below are service changes planned in FY2022–2024:

- School trippers began on March 29, 2021 for students returning to in-class learning at local schools.
- Fare collection and front-door boarding resume May 2, 2021
- 10 Commuter Link service between Indio and San Bernardino is expected to begin July 12, 2021 coinciding with the start of California State University San Bernardino (CSUSB) on-campus classes on August 23, 2021
- Route 1X is expected to launch September 7, 2021 testing the effectiveness and desirability of limited-stop service between Indio and Palm Springs.
- An attitude and awareness survey/study will be conducted in the fall to measure the effectiveness of the SunLine Refueled Initiative and fine-tune the transit network and strategies – a transit network designed by the residents.
- Bus stop signs and schedule holders will be updated to enhance customer service, optimize the utilization trip planning technologies, modernize our image on the streets and improve communications.

As an agency of firsts, SunLine Transit Agency has remained committed to building a truly intermodal, clean, and sustainable transportation network in partnership with local jurisdictions, regional and federal governments, and the private sector to develop, finance and implement strategies to attract choice riders, expand SunLine's market share and increase ridership. SunLine has the following strategic action items as long-term initiatives:

- Capitalize on the CVLink multimodal corridor, which has the potential to connect neighborhoods to transit, activity centers, and address some of the first- and last-mile mobility needs of the Coachella Valley.

- Continue with SunLine’s ongoing improvement, communications, and education programs to enhance collaborative planning efforts that protect the integrity of the transit network and benefits of transit, i.e., improve the experience of the entire journey.
- Develop strategies and funding to implement frequency improvements and a Commuter Link service to connect western and central Coachella Valley to CSUSB, San Bernardino Transit Center (SBTC)/Metrolink Station and Amtrak Station as summarized below to capture choice riders by developing successful new funding streams and grants. Figure 3.1 summarizes these service expansion strategies and the status these initiatives.

**Figure 3.1 Service Expansion Strategies and Status**

Route #	Description	Annual Hours	Annual Miles	Expansion Buses (Excluding Spares)	Operating Cost	Capital Cost
1*	Coachella - Via Hwy 111 - Palm Springs. Increase weekday peak frequency from 20 minutes to every 15 minutes. Capital costs funded through an AHSC grant. Implementation date is tied to the completions of Coachella Valley Mobility Hub	6,120	91,910	4	\$ 704,840	\$ 2,600,000
1X**	Limited Stop Express Service between Indio - Palm Springs. Weekday peak limited stop service slated to start September 7, 2021	7,130	139,130	3	\$ 821,162	\$ 1,950,000
2	Desert Hot Springs - Palm Springs - Cathedral City. Increase weekday frequency from 20 minutes to every 15 minutes. Project not funded, implementation date to be determined.	13,300	175,570	4	\$ 1,531,761	\$ 2,600,000
3	Desert Edge - Desert Hot Springs. Increase weekday peak frequency from 60 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,922	34,276	1	\$ 221,357	\$ 650,000
4	Westfield Palm Desert - Palm Springs. Increase weekday peak frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	3,050	43,000	2	\$ 351,269	\$ 1,300,000
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert. Increase weekday peak frequency from 60 minutes to every 40 minutes. Project not funded, implementation date to be determined.	1,810	36,590	1	\$ 208,458	\$ 650,000
6	Coachella - Via Fred Waring - Westfield Palm Desert. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,450	36,200	1	\$ 282,167	\$ 650,000
7	Bermuda Dunes - Indian Wells - La Quinta. Increase weekday frequency from 45 minutes to every 30 minutes. Project not funded, implementation date to be determined.	1,363	24,581	1	\$ 156,977	\$ 650,000
8	North Indio - Coachella - Thermal/Mecca. Increase weekday frequency from 40 minutes to every 30 minutes. Project not funded, implementation date to be determined.	2,050	34,210	1	\$ 236,099	\$ 650,000
9***	North Shore - Mecca - Oasis. Frequency was improved to every 60 min in Jan 21 from every 180 minutes.	1,922	34,276	1	\$ 221,357	\$ 650,000
10	Implement Commuter Link service between West Coachella Valley - CSUSB, San Bernardino Transit Center (SBTC)/Metrolink and Amtrak Station. Add 4 new roundtrips. Project not funded, implementation date to be determined. Staff is researching public/public or public private opportunities to fund and implement this service.	5,916	191,557	2	\$ 681,346	\$ 1,900,000
Total:				21	\$ 5,416,791	\$ 14,250,000

\* Capital costs funded. Operating funds needs to be programmed

\*\* Funded and start up slated for Monday, September 6, 2021

\*\*\* When demand warrants, increase frequency to every 40 minutes from current 60 minutes



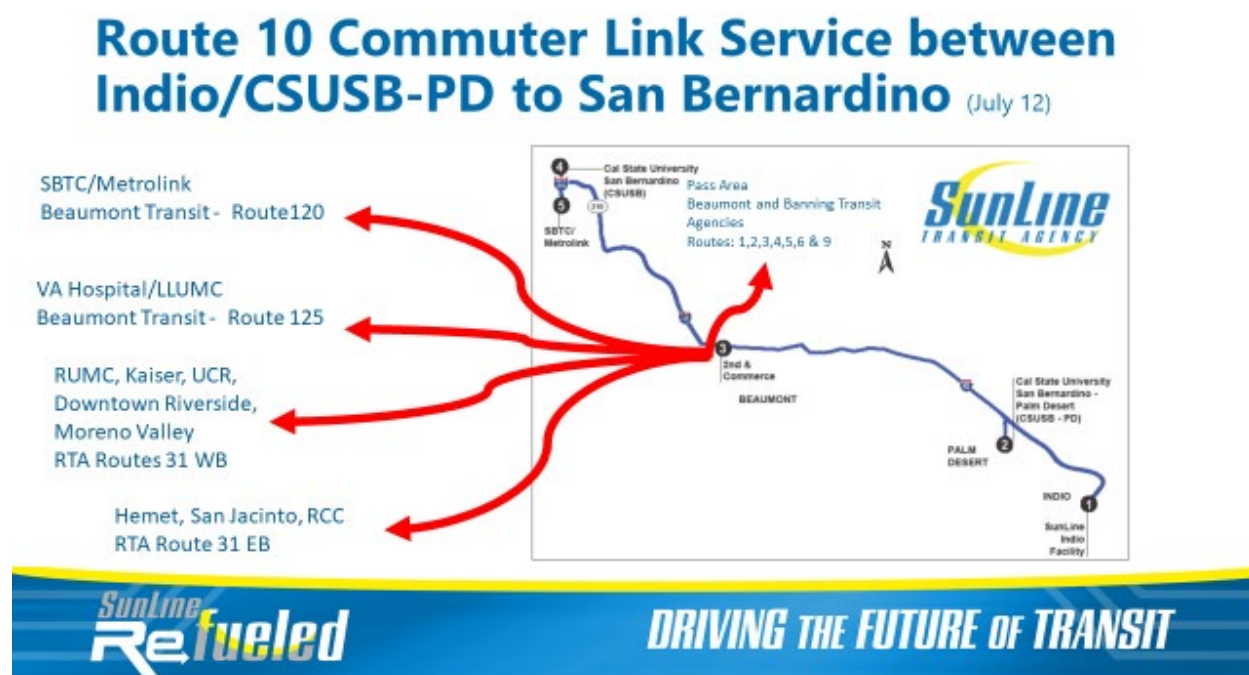
### 3.1 Planned Service Changes FY2021–2023

#### Route 10 Commuter Link

The route previously approved and proposed to launch in May 2020 was moved to July 2021 due to the COVID-19 pandemic. As shown in Figure 3.2, Route 10 Commuter Link service is designed to connect residents of Coachella Valley to San Bernardino Transit Center (SBTC)/Metrolink Station, a destination that provides access to more than twice the number of trains that serve the Riverside-Downtown Metrolink Station. The Route 10 also connects California State University San Bernardino's Palm Desert Campus (CSUSB-PDC) with its main campus in San Bernardino through a financial partnership with California State University. Through SunLine's Haul Pass Program, students, staff, and faculty at CSUSB-PDC and students at College of the Desert are able to ride all SunLine fixed route services at no cost with a valid ID. The service is expected to operate two round trips in the morning and two in the evening with total daily ridership hovering around 170 passengers. That equates to more than three million vehicle miles travelled (VMT) if these passengers drove alone, congesting our roads and polluting our air.

Similarly, there is a need to connect residents of Coachella Valley to the San Geronimo Pass area where they can connect with Riverside Transit Agency (RTA), Beaumont Transit and Banning Transit as shown in the figure below. At the Route 10's Beaumont Walmart stop, passengers will be able to transfer to buses serving Cabazon, University of California at Riverside, Riverside University Health Center, Kaiser Hospital, VA Hospital, Loma Linda Medical Center, as well as a spectrum of other destinations served by RTA, Beaumont Transit and Banning Transit.

Figure 3.2 10 Commuter Link Service Map



The Walmart stop in Beaumont is not a timed transfer point because of unpredictable freeway travel time. However, with the use of real-time passenger information technology, passengers traveling to any of those previously mentioned destinations can connect with SunLine, RTA, Beaumont Transit and Banning Transit buses. Passengers can also use transportation network companies (TNC), a taxi service, bicycle, or some other mode of transportation to access those destinations.

The need for convenient and affordable transit in the Coachella Valley cannot be underestimated. The communities on the eastern portion of Coachella Valley are disadvantaged communities. Oasis has a population of approximately 5,758 people, according to CensusReporter.org. In 2013 over 98 percent were Latino and the area's median household income was \$23,291, significantly lower than the state's average of \$61,498 (Census Bureau, 2014). Roughly 51 percent of children below the age of 18 live below the poverty level. The CalEnviroScreen 2.0 score for Oasis is in the range of 81-85 percent. Particularly onerous are factors like poverty (96<sup>th</sup> percentile), linguistic isolation (97<sup>th</sup> percentile), unemployment (95<sup>th</sup> percentile), low-education achievement (96<sup>th</sup> percentile), and exposure to pesticides (95 percent) and impaired water (92 percent).

Thermal's population is approximately 3,650 people, according to CensusReporter.org. In 2013 over 98 percent were Latino and the area's median household income was \$27,524 and 40 percent of children

under 18 live below the poverty level. The CalEnviro Screen 2.0 score for Thermal is in the range of 76 to 80 percent. Thermal's poverty (96<sup>th</sup> percentile), linguistic isolation (92<sup>nd</sup> percentile), unemployment (98<sup>th</sup> percentile), low-education achievement (96<sup>th</sup> percentile) and exposure to pesticides (96 percent) remain areas of significant concern.

We anticipate most of the residents making this 90-plus mile trip each way, a two-hour journey aboard Route 10 will come from remote locations in Coachella Valley. It is also likely that they will have already made one or more transfers to get to the Route 10's Indio stop to access important medical services and educational and employment opportunities served by the route. These are the mobility needs of the residents of Coachella Valley that are currently not addressed or met by Redlands Rail, RTA, Beaumont Transit, Banning Transit or Metrolink.

Route 10 originated when RTA eliminated their financial contribution to operate Route 220 service between Riverside and Coachella Valley. The decision to eliminate funding was linked to a Comprehensive Operational Analysis (COA) that RTA conducted with extensive public outreach and coordination efforts with the public and RCTC. SunLine is not second-guessing RTA and RCTC's basis for eliminating funding for this regional connector. At the time, SunLine notified RTA and RCTC that we will be discontinuing Route 220 in the absence of operating subsidies. The recommendations of SunLine's COA and the financial partnership with CSUSB enabled us to roll out Route 10 as noted in SunLine's SRTP, which was reviewed and approved by RCTC.

Subsequently, SunLine held public hearings in November 2019 and met with the staff of RCTC to provide an update. Staff also notified Omnitrans, RTA, Beaumont, Banning and Metrolink and extended the same opportunity to meet the City of Beaumont staff.

## **Route 1X**

Faster and more frequent service are top priorities for SunLine customers. Partially funded by a Congestion Mitigation and Air Quality (CMAQ) grant, Route 1X would reduce travel time between Indio and Palm Springs by 24 minutes. Travel time would be reduced by skipping stops and using a more direct route on Fred Waring Drive. Route 1X will use the existing SunLine fleet branded for the express service. The route will have specially branded bus stops that may also include enhanced shelters and upgraded amenities.

## **Modifications to Paratransit Service**

The provision of ADA services remains a challenge because it is costly. Efforts to mitigate the increasing expenses in demand-responsive service include revisions to the paratransit eligibility/certification process and continuing to monitor late cancellations and no-shows, which improves the availability of appointment time slots and makes SunDial service more efficient for customers. SunDial staff periodically measure (monthly) the system-wide average rate for that month to determine whether a

particular customer has excessive late cancellations or no-shows. The Agency then considers the customer's overall frequency of use and evaluates whether there is "a pattern of abuse" relative to how often that customer travels with SunDial.

SunDial will continue to move forward with the paratransit eligibility/certification process and implement in-person interviews to ensure paratransit riders qualify for the service. SunLine also plans to implement new technology in the near future to facilitate on-line scheduling and cancelation of paratransit reservations. The new technology will provide a reminder call the day before to encourage cancelling when plans change and will also provide customers with notification five minutes prior to passenger pickup.

### *Goals of SolVan*

1. Gain new vanpool riders whose route travels through or ends in eastern Riverside County.
2. Continue educating employers and employees in Eastern Riverside County about benefits of promoting alternative modes of transportation and of the SolVan program and how the program works.
3. Continue to support SunLine as a leader in alternative transportation options recognizing the agency for bringing a new commute option to eastern Riverside County.
4. Continue to support current vanpool participants to ensure their satisfaction with the program to promote long-term program participation.
5. Work alongside the regional rideshare program, Inland Empire (IE) Commuter, to mine employee data of carpoolers and interested carpoolers and drivers commuting long distances with regular work shifts for potential vanpool groups, add incentives and outreach efforts, and to leverage large and small employers to create a green thinking workspace as an employee benefit.

### *SolVan Marketing Plan*

- **Employer partnerships and network meetings:** Employee Transportation Coordinator (ETC) network meetings hosted at SunLine quarterly.
- **Press releases:** Identify stories of commuters and topical activities.
- **Testimonials/stories:** Personal interest stories could be useful pieces to include in press releases or newsletters.
- **Websites:** Keeping both SunLine and SolVan websites updated with van vendor changes, vehicle options, pricing, guideline changes, list of active vanpools, etc.

- **Events:** Staff attends employer and community events when requested to promote TDM (Transportation Demand Management) and vanpool services.
- **Social media:** All SunLine/SolVan posts are re-posted/shared by IE Commuter on social media platforms as they occur (Facebook, Instagram, Twitter). Special “boost” messages for social media outreach through SunLine sites.
- **Customer service scripts & quick facts:** Updates provided to SunLine Customer Service staff with vanpool details.
- **SunLine staff outreach:** Reestablishing a rideshare program internally for SunLine employees in coordination with IE Commuter.
- **Specialized marketing outreach:** Marketing team to identify and determine new campaign opportunities for combined SunLine, SunCommute, SolVan efforts.
- **Agricultural outreach:** Continue coordination with CalVans and local community groups in eastern Coachella Valley and attend and support local events as requested.
- **CalVans Marketing/Outreach:** CalVans conducts ongoing outreach with local farms, independent of SolVan and provides employer vouchers as many farms fully pay full vanpool cost to attract farm workers (No SolVan subsidy provided in this scenario).
- **Graphic campaigns:** Printed graphics were created in English and Spanish and posted on area bus shelters, as well as signage onboard buses.
- **Media campaigns:** Radio commercials were created in English and Spanish and ran on local radio stations the first year. For following years, television commercials were created in English and Spanish focused on both agricultural and traditional worksites and aired on local television stations. Television has visual advantage of better explaining what a vanpool is by showing how it operates.
- **Printing updated marketing materials.**
- **Creating new SolVan novelty items,** supplemented by IE Commuter novelty items.
- **Utilizing IE Commuter employee survey commute data** for larger employers in territory to identify and target employees in specific communities.

### 3.2 SunLine’s Overall Marketing Plans, Studies, and Promotions

In order to support the initiatives outlined in the SRTP, the Marketing Department has plans to implement strategies that will help increase ridership by educating target audiences about the many new services and programs launched as part of SunLine Refueled Initiative as well as other Agency news and announcements.

Success depends on strategic, integrated marketing and communications campaigns that are coordinated with other departments within the Agency. An example of this is unifying “clean and green” messaging with communications’ efforts to promote the SunLine Refueled pillars – with each department delivering on their role to ensure the “brand promise.”

While SunLine’s ridership is dependent on the recovery of public transit following the challenges of COVID-19, proactive marketing plans will continue to propel the communications and marketing efforts that have been ramped up since the pre- and post-launch of the SunLine Refueled Initiative.

#### **Marketing plans will:**

1. Help regain and build ridership among current, recent and lapsed riders
2. Identify and drive ridership among new riders along new consolidated routes
3. Build trust among stakeholders and the community to drive advocacy
4. Communicate progress made in SunLine’s clean fuels fleet initiatives
5. Engage employees to achieve organizational objectives throughout SunLine Refueled, recovery and beyond

#### **Target Audiences**

In order for marketing efforts to resonate, analysis of target markets must be done, studying both who they are and what motivates them. Then, marketing materials must be customized to reach those target audiences. See Figure 3.3 for target audience analysis.

**Figure 3.3 Target Audience Analysis**

	Key Messages What motivates them?
Current riders	<ul style="list-style-type: none"> <li>• Cleanliness</li> <li>• Social distancing</li> <li>• Safety</li> <li>• On-time performance</li> <li>• Price</li> </ul> <p>For some: environment</p>
Lapsed riders due to COVID-19	<ul style="list-style-type: none"> <li>• Cleanliness</li> <li>• Social distancing</li> <li>• Safety</li> <li>• Better use of time</li> <li>• On-time performance</li> <li>• Price</li> <li>• Haul Pass</li> </ul> <p>For some: environment</p>
Potential new riders	<ul style="list-style-type: none"> <li>• Better use of time</li> <li>• Cleanliness</li> <li>• Social distancing</li> <li>• Safety</li> <li>• On-time performance</li> <li>• Price</li> <li>• Travel to the region</li> </ul> <p>For some: environment</p>
Community at large	<ul style="list-style-type: none"> <li>• Economic prosperity</li> <li>• Reduction of congestion</li> <li>• Reduction of emissions</li> <li>• Transparency</li> <li>• Good stewards</li> </ul>
Employees	<ul style="list-style-type: none"> <li>• Feeling valued and listened to</li> <li>• Having the opportunity to contribute to the success of the Agency</li> <li>• Compensation and benefits</li> </ul>

	Key Messages What motivates them?
	<ul style="list-style-type: none"> <li>• Cleanliness in office/ bus</li> <li>• Transparency</li> </ul>

## Marketing Strategies

There are a number of strategies for communicating with SunLine’s various target audiences, and messaging will be tailored to connect with each of them based on their motivations as identified in the target audience analysis.

## Social Media and Website

After building a robust social media program in recent years, SunLine has increased regular communication directly to its target audiences (fans/followers of the Agency’s social media platforms). Posts have been entertaining and informative – both key components of keeping followers engaged.

Transit Tuesdays offer a weekly online event that discusses pre-selected topics each week so followers can tune in at the same time/day each week knowing there will be informative content for them. Other posts tie in history, comedy, safety and recognition. This variety in messaging keeps the platform interesting and worth following.

## Advertising

Strategically utilizing SunLine’s budget, an advertising plan that maximizes available advertising funds and incorporates innovative advertising strategies will be developed and implemented. It will utilize platforms such as digital, print, radio and TV media. The goal is also to promote all key messaging on internal advertising mediums, such as bus shelters and interior bus advertising.

## Rider/Community Input

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate a new survey to gather input regarding SunLine Refueled Initiatives and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data gathered can be used to make any necessary adjustments to the SunLine Refueled pillars.



## **Public Relations**

SunLine's PR representatives will draft press releases to promote Agency initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews and follow-up on media requests in a timely fashion.

## **Customer Service Center/Website**

SunLine's Customer Service Center expanded this past year to include LiveChat on the web for those who need immediate assistance navigating the new Consolidated Fixed Route network. The website has also been instrumental as a central resource for all communications and announcements disseminated by SunLine. In addition, the customer service center offers phonenumber support by customer service representatives Monday through Friday. Agents are able to use resources such as Google Transit Trip Planner and MyStop Bus Tracker to quickly and accurately answer customer inquiries. Bilingual (English/Spanish) customer service agents are available to assist with questions in both English and Spanish.

## **Video Production**

The creation of videos as marketing tools will increase this year, according to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be able to initiate increased engagement with its target markets, and those individuals will better retain the information being shared through unique videos.

## **Rider's Guide**

A revamped Rider's Guide has become an essential communications tool for SunLine. A more updated format, which features relevant information for riders, includes directions, maps, time point bus stop locations, schedules, fares, transfer instructions and how to receive assistance with SunLine's programs and services. Transit system information, which aligns with the updated Rider's Guide, can also be found at transit centers, on buses and at bus stops. SunLine's transit information is provided in both English and Spanish. A mini guide about SunLine Refueled programs and services will be also printed and distributed.

## **Clean Fuels Fleet Communications**

The Agency's reputation as a pioneer in clear air and alternative fuel technology must continue to remain top-of-mind by promoting news regarding SunLine's advancement in its Zero-Emissions Bus Rollout Plan. With the construction of the hydrogen electrolyzer, SunLine has been able to plan early to allow for other agencies to have a model for small- to mid-size systems to follow.

## **Internal Communications**

Keeping employees up-to-date on company initiatives and marketing efforts inspires higher morale and invites them to be involved in the bigger picture. To this end, SunLine has an internal newsletter featuring key stories and facts about the Agency's latest initiatives, such as SunLine Refueled. Virtual activities that are inclusive to all SunLine employees have also gone live. These efforts aid in improving communication with the employee target audience segment, providing a platform for disseminating COVID-19 updates and making SunLine Transit Agency an even better place to work.

## **Building an Effective Marketing Plan**

All the tools mentioned above will be implemented to market SunLine as a leader in transportation, innovations and alternative fuel technology. As stated, targeted messaging and the utilization of effective platforms and strategies will be pivotal to increasing ridership, rebuilding trust, communicating progress and engaging employees. Despite the hardships and heartaches, COVID-19 challenged the Agency to reach new limits and taught us resilience and the importance of embracing new technology. While the road ahead of transportation looks different now, SunLine is driving the future of transit.

## **Community Outreach**

SunLine works with local organizations, businesses, government agencies, and nonprofit organizations to promote SunLine programs and services. Community outreach involves grassroots organizations to identify unmet transit needs and build community-based marketing partnerships. Historically, SunLine invests in these relationships by participating in community events such as mobility workshops, food drives, fundraisers, parades, and special event activities. During this COVID-19 pandemic, SunLine has developed a new plan to connect with members of the community via virtual outreach efforts to capture different audiences. Such efforts provide SunLine the opportunity to promote transportation services and programs to existing riders and attract potential future riders. Outreach for SunLine Refueled Initiative will be especially important to educate community stakeholders on the enhancements to their transit experience.

## **Public Presentations**

Target audiences include seniors, students, social services, businesses, and community leaders. The main goal is public education related to the economic and environmental benefits of using public transportation. During presentations, SunLine highlights the key role that we hold as a public transit provider and leader in alternative fuel technology. SunLine's use of hydrogen electric fuel cell and battery electric fuel cell buses have made impacts to the environment on a global scale. Presentations emphasize why this is important and how it affects residents of the Coachella Valley. These

presentations typically occur at senior centers, colleges, and school orientation programs. In response to COVID-19, many presentations will be virtual, in partnership with host organizations.

### Travel Training

Transportation provides us with a sense of independence and opportunities to engage within our community. Sunline's Travel Training Program offers opportunities for riders to learn how to independently traverse a public transit system. To this end, SunLine offers group and one-on-one training aboard a fixed route bus to build confidence and allow people to travel with ease.

### Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until the rider feels confident in navigating the SunLine system independently.

### Access Advisory Committee

The Access Advisory Committee, which meets bi-monthly, was formed in 1995 as an advocacy group consisting of various agencies in the Coachella Valley. Committee members range from community activists to everyday transit users who are committed to promoting successful implementation of the transportation provisions of the ADA and other related federal legislation or regulations.

## 3.3 Projected Ridership Growth FY2022–2024

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, SunLine expects it may take several years for ridership to rebound. SunLine and its planning partners are using the regional travel demand model to prepare long-term ridership forecasts for the unconstrained transit redesign.

## 3.4 Proposed Fare Structure Changes

While the Board of Directors has directed SunLine staff to explore a fare-free system, the aim of this fare policy is to increase SunLine's revenues with a simplified structure that continues to provide support for low-income individuals. The key fare structure recommendations are summarized below.

**Increase base cash fare 75 percent in three increments.** SunLine has the lowest base cash fare among its peers. While SunLine operates its service efficiently, SunLine has the lowest average fare, lowest fare revenue per passenger mile, and lowest farebox recovery rate of its peers. Improving its farebox

recovery rate would give SunLine a dedicated funding source as it builds for the future, reducing the need for state and federal grants to grow its system.

**Charge adults and youth the same fare.** Combining adult and youth fares would simplify SunLine’s fare structure by reducing the number of fare types. Children six years and younger may ride free.

**Eliminate the transfer fee.** Research indicates that most transit agencies are eliminating transfer fees. With SunLine’s redesigned network, many passengers would continue to require a transfer between routes to reach their destination. Rather than require a transfer fee, paper transfer tickets would be issued to allow riders the ability to use a second bus. The transfer ticket would be good for two hours.

**Develop a post-secondary school universal pass (U-Pass).** Through an agreement negotiated with the schools, SunLine would prorate the price of the U-Pass over the entire student body based on an estimate of the total fare revenue that would be generated by individual users purchasing a monthly pass. This would allow SunLine to maintain expected revenues while allowing students to pay a lower fare price, thereby helping to attract students who might not choose transit otherwise. This negotiated U-Pass would eventually replace SunLine’s current Haul Pass program, which is funded by a grant.

**Review fares annually.** Fares should be reviewed annually to assess the ridership impact. This should include an examination of revenue by fare category and fare media. The fare review should provide a peer comparison to help ensure fare policy decisions are well-informed.

**Make fare adjustments as frequently as possible.** Fares should be adjusted annually to address inflation and to deliver a more gradual change to riders. Fares that are frozen for several years and then adjusted through a large disproportionate increase result in a “shock” to riders that may negatively affect the agency image and ridership.

**Calculate the SunLine internal rate of inflation to establish required fare adjustments.** Fare increases should be based on SunLine’s internal rate of inflation (goods, labor, and fuel), rather than the inflation of a general Consumer Price Index. The Consumer Price Index measures the inflation on a basket of goods and services unrelated to transit service and competing transportation modes.

To help low-income passengers access transit services and offset fare increases, SunLine may target fares for Coachella Valley residents who meet low-income guidelines. The U.S. Department of Labor’s Lower Living Standard Income Level is often used by transit agencies to determine eligibility for reduced fares. It identifies income levels by family size that are adjusted annually based on changes in the Consumer Price Index.

### 3.5 Capital Improvement Planning

Refueled implementation is closely tied to CARB’s ICT regulation. The ICT regulation requires SunLine to gradually transition to a 100 percent ZEB fleet. As SunLine grows its fleet to provide additional service, it

will need to evaluate daily mileage needs and the incremental capital or electricity costs of depot-charging electric buses that cannot be offset by available incentive and funding programs. SunLine is also planning for the new infrastructure needed to support hydrogen production and refueling for its fuel cell buses. It is also evaluating expansion of its satellite facility in Indio to support hydrogen and ZEB fueling and maintenance.

SunLine is working with CVAG to plan and fund street improvements needed to preserve bus travel times and improve service reliability. These street improvements include transit signal priority (TSP) measures, queue jumpers, and dedicated bus lanes. Super stops are another capital improvement aimed at enhancing the passenger experience. These stops include enlarged and near-level boarding areas, enhanced shelters, and upgraded amenities.

SunLine is also working with its member cities to improve multimodal connections to its fixed route bus service. This includes connections to the Coachella Valley Link. This bicycling and walking pathway will link Coachella Valley cities and the lands of three federally recognized tribes with a path that generally parallels Highway 111. Figure 3.4 below shows the status of SunLine's capital projects.

**Figure 3.4 Status of SunLine's Capital Projects**

S RTP#	Project Name	Status
<b>Performance Department</b>		
SL19-12	Division I Administration Asphalt Slurry Seal	Complete
SL19-13	Indio Facility Improvements	Complete
SL15-05, SL14-06, SL20-12	CNG Fueling Station and Construction	Active
SL12-06	Solar Carports (Admin Bldg. Phase II)	Active
SL17-06, SL18-01, SL19-14, SL20-11	Operations Facility	Active
SL17-08	5 Hydrogen Electric Hybrid FCB and Hydrogen Station (AQIP)	Active
SL18-08, SL20-07, SL21-06	Center of Excellence Facility (Zero Emission Maintenance Facility)	Active
SL16-09	5 Hydrogen Fuel Cell Buses (LowNo Grant)	Active
FTIP-RIV140502	Battery Dominant Hydrogen Fuel Cell Bus	Active
FTIP-RIV140821	TDM (Vanpool)	Active
SL19-11	Hydrogen station program improvements	
SL15-14	CNG Project Trailer Demolition	Active
SL17-05, SL18-06	Retention Beautification Phase II	Active
SL21-07	SoCal Gas/Hydrogen Demonstration Project	Active
AHSC	Coachella Hub	Active
SL20-06	SunLine Property Expansion/ Solar Farm Phase I	Pending Start
SL20-09	H2 Ride	Pending Start
SL20-10	New Flyer AQIP	Pending Start
SL21-01	Microgrid to Hydrogen	Pending Start
SL21-07	Public Hydrogen Station (Unobligated)	Pending Start
<b>Maintenance Department</b>		
SL17-07	Purchase of Two (2) Expansion Support Vehicles	Completed
SL14-01	Transmission	Completed
SL19-01, SL18-02, SL16-06, SL17-10	Replacement of (6) Fixed Route Buses	Completed
SL16-05, SL13-02, SL14-07, SL17-07	Replacement and Expansion of Support Vehicles	Completed
SL18-06	Maintenance Shop Wall Removal	Completed
SL13-05, SL18-06	Fall Arrest System Installation for Maintenance Bays	Completed
SL18-02	Replacement of (2) Commuter Buses	Active
SL19-04	Parts Department and Warehouse Relocation	Active
SL19-06, SL20-05, SL17-01, SL17-02, SL10-02	2020 Replacement and Expansion of Paratransit Buses	Active
SL12-05, SL19-12	Floor Re-Surfacing Maintenance Building Div. 1	Active
SL20-01, SL16-09	Purchase of (5) New Flyer Fuel Cell Buses	Active
SL15-12	Fleet Management Information System (FMIS)	Active
SL21-03	Four (4) Micro Transit Vehicles	Active
AHSC	Purchase of Four(4) Fixed Route CNG Buses	Active
SL15-06, SL17-07	Purchase of Five (5) Replacement Zero Emission Relief Cars	Active
SL21-10	Four-Post Lift	Active
SL17-07	Replacement (4) Non-Revenue Service Vehicles (unobligated funds) - to be used for SUVs	Pending Start
SL18-05	Fixed Route Bus Rehabilitation	Pending Start
SL18-07	Replacement of Non-Revenue Support Vehicles	Pending Start
SL19-12	Thousand Palms facilities improvements (unobligated funds)	Pending Start
SL20-02	Information Technology Projects	Pending Start
SL20-08	Facility Maintenance and Improvements	Pending Start
SL20-09	H2 Ride	Pending Start
SL20-10	New Flyer AQIP	Pending Start
SL21-02	Replacement Bus	Pending Start
SL21-03	SunRide Vehicle Purchase (unobligated)	Pending Start
SL21-04	Vans for Service Expansion	Pending Start
SL21-09	Upgrade Division I Fence	Pending Start
SL21-10	Maintenance Tools and Equipment (unobligated)	Pending Start
SL21-11	Replacement Support Vehicles	Pending Start
SL21-14	Perimeter Lighting Division I	Pending Start
SL21-15	Facility Improvements	Pending Start
<b>Transportation Department</b>		
SL20-04	3G to 4G Upgrade	Completed
Operating Funds	Support for Redesign Public Outreach Campaign (HDR)	Completed
SL19-02	West Valley Refueled Bus Stops Project	Active
SL19-02	East Valley - Refueled Bus Stops Project	Active
<b>Executive Office</b>		
SL15-10, SL19-15	Mobile Outreach Vehicle	Active
SL20-03	Boardroom Equipment Upgrade	Pending Start

## Chapter 4. Financial Planning

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The FY2022 financial planning process focused on prioritizing resources and alignment with the core strategic goals of the SunLine Refueled Initiative and regain ridership lost due to the COVID-19 pandemic. As aforementioned, in the midst of planning the FY2022-2024 SRTP, the COVID-19 pandemic of 2020 caused a major national and global disruption. The executive team at SunLine brought their diverse insights to most effectively allocate resources to maintain essential services. The enclosed financial plan of the Agency is based on the best available financial projections and anticipated grants.

### 4.1 Operating and Capital Budget

In FY2022, SunLine will have an operating budget of \$42,882,158 and a capital budget of \$15,074,900 (Table 4 and 4A). The operating budget encompasses such costs as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required to run day to day operations. The available funding will be used effectively and efficiently in the accomplishment of organizational objectives. The operating budget will ensure that the Agency continues to offer safe and reliable transportation to Coachella Valley residents.

The capital budget incorporates key projects to help further advance the Agency's Capital Improvement Program. The Capital Improvement Program for FY 2022 focuses on continuing SunLine's investment in increasing its alternative fuel technology and energy efficient infrastructures similar to a first-of-its-kind solar microgrid. SunLine's Capital Program represents a unique opportunity to make long term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming with the California Air Resources Board's Innovative Clean Transit mandate.

Key components of the capital plan, beyond ongoing maintenance needs, include:

- Public Hydrogen Station
- Solar Microgrid
- Liquid Hydrogen Fueling Station
- Indio CNG Station Upgrades

The capital program is dependent on internal and external funding from federal, state, regional, and local sources.

### 4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2022, funding plans for the proposed operating and capital programs are as follows:

Funding sources for the proposed operating budget includes FTA Section 5307 (Urban), FTA Section 5307 (CARES Act, ARPA, CRRSAA), FTA Section 5339 (Bus and Bus Facilities), FTA Section 5310 (Elderly

and Disabled), FTA Section 5311 (Rural), FTA Section 5311 (f) (Intercity), FTA Section 5312 (Public Transportation Innovation), Congestion Mitigation and Air Quality (CMAQ), California Energy Commission, and Low Carbon Operating Program (LCTOP) funds apportioned by the California Department of Transportation (Caltrans), State Local Transportation Funds (LTF), Local Measure A funding, farebox revenue and other revenue for operating assistance.

Funding sources for capital projects include funds from FTA Section 5307, FTA Section 5310, FTA Section 5339, CMAQ, LCTOP, LTF, State Transit Assistance (STA), and State of Good Repair Funds (SGR).

The estimated FY2022 operating and capital budget of \$57,957,058 outlined in Table 4, is funded by:

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
AHSC	-	-	1,313,500	0.1
ARPA Act 5307	10,000,000	0.2	-	-
California Energy Commission	-	-	4,986,250	0.3
CARES Act 5307	846,920	0.02	-	-
CARES Act 5311 (f)	241,264	0.01	-	-
CMAQ	836,257	0.02	-	-
CRRSAA Act 5307	5,011,454	0.1	-	-
Farebox	1,210,965	0.03	-	-
LCTOP	-	-	675,000	0.04
Local Transportation Fund (LTF)	10,538,382	0.2	-	-
Measure A	7,000,000	0.2	-	-
Other	2,377,185	0.1	-	-
Section 5307	4,782,411	0.1	1,500,000	0.1
Section 5312	37,320	0.001	-	-
Section 5339	-	-	1,833,600	0.1
State of Good Repair	-	-	918,150	0.1
State Transit Assistance Fund (STA)	-	-	3,848,400	0.3
<b>Total</b>	<b>\$ 42,882,158</b>	<b>100%</b>	<b>\$ 15,074,900</b>	<b>100%</b>

For FY23-24, figures presented in tables 4.2 and 4.3 to fund operating and capital expenditures are based on best available funding projections.



Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
ARPA Act 5307	6,000,000	0.1	-	-
CARES Act 5311 (f)	215,555	0.00	-	-
CMAQ	958,000	0.02	-	-
Farebox	3,000,000	0.07	-	-
LCTOP	-	-	800,000	0.25
Local Transportation Fund (LTF)	18,464,303	0.4	-	-
Measure A	7,000,000	0.2	-	-
Other	2,882,861	0.1	-	-
Section 5307	4,962,864	0.1	400,000	0.1
Section 5311	303,219	0.007	-	-
State Transit Assistance Fund (STA)	-	-	1,947,000	0.6
<b>Total</b>	<b>\$ 43,786,802</b>	<b>100%</b>	<b>\$ 3,147,000</b>	<b>100%</b>

Fund	Operating		Capital	
	Amount (\$)	Percent (%)	Amount (\$)	Percent (%)
CMAQ	792,009	0.02	-	-
Farebox	3,000,000	0.07	-	-
Local Transportation Fund (LTF)	21,686,043	0.5	-	-
Measure A	8,000,000	0.2	-	-
Other	4,962,861	0.1	-	-
Section 5307	4,962,864	0.1	1,600,000	0.3
Section 5310	250,000	0.01	-	-
Section 5311	303,219	0.007	-	-
Section 5311 (f)	250,000	0.01	-	-
Section 5339	-	-	500,000	0.1
State of Good Repair	-	-	250,000	0.0
State Transit Assistance Fund (STA)	-	-	3,550,000	0.6
<b>Total</b>	<b>\$ 44,206,996</b>	<b>100%</b>	<b>\$ 5,900,000</b>	<b>100%</b>

## 4.3 Regulatory and Compliance Requirements

### Americans with Disabilities Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine

continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

### **Disadvantaged Business Enterprise**

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in July 2018 and had an expiration date of October 2021. The next DBE report will be submitted by August 2021.

### **Equal Employment Opportunity**

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-1 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-1 report was submitted to the EEOC and certified in April 2021. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in July 2020. The next update to the EEO/Affirmative Action Program is due to the FTA in July 2024.

### **Title VI**

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in November 2019 and has an expiration date of November 2022.

### **Transportation Development Act**

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Pacific Management Consulting to conduct the Triennial Performance Audit as required by the Transportation Development Act; SunLine's findings are referenced in Table 6 of that document.

### **Federal Transit Administration Triennial Audit**

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2019. The Triennial Audit focused on SunLine's compliance in 21 areas. SunLine had no deficiencies with the FTA requirements.

### **National Transit Database**

To keep track of the industry and provide public information and statistics as growth occurs, FTA's National Transit Database records the financial, operating, and asset conditions of transit systems. Staff are currently finalizing FY2016–2017 National Transit Database Section sampling. SunLine continues to

perform parallel sampling using manual samples and Automatic Passenger Counter data to verify and gain approval to use Automatic Passenger Counter data in future reporting.

### **Alternative Fuel Vehicles**

In alignment with SunLine’s Board-approved Alternative Fuel Policy, all vehicles in the fleet use CNG, electric, or hydrogen fuel. The current active fleet consists of 54 CNG buses, 15 hydrogen electric fuel cell buses, four battery electric buses, one diesel coach, 39 CNG paratransit vehicles, and 46 non-revenue CNG and electric vehicles, including general support cars, trucks, and facility-specific golf carts and forklifts.

## S RTP TABLES

**Table 1.0 Individual Route Descriptions**

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
1	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella	2, 4, 5, 6, 7, 8, 1-X and 10 Commuter
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Public Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1, 3, 4, 5 & 1-X
3	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	2 & 5
4	Local	Shopping, Medical, Library, Social Services, Theaters, School, College, Mall, Hospital and Airport	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert and Thousand Palms	1, 2, 5, 6 & 1-X
5	Local	Shopping, Senior Center, Library, Community Center, Schools, Medical, City Hall, College and Mall	Desert Hot Springs and Palm Desert	1, 2, 3, 4, 6, 1-X and 10 Commuter
6	Local	Shopping, School, Tennis Gardens, Work Force Development, Social Services, Medical and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1, 4, 5, 7, 8 & 1-X
7	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells and Bermuda Dunes	1, 6 & 1-X
8	Local	Shopping, School, Senior Center, DMV, Community Center, College, City Hall and Center of Employment Training and Medical	Indio, Coachella, Thermal and Mecca	1, 6 & 9
9	Local	Shopping, Community Center, Medical and Schools	Mecca, North Shore and Oasis	8
10	Regional - Commuter	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernardino	1, 5, 1-X, OmniTrans, MARTA, VVTA, Beaumont Transit, RTA and SB Metrolink
1-X	Express	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Palm Desert, La Quinta and Indio	1, 2, 4, 5, 6, 7 and 10 Commuter

**Table 1.1 Fleet Inventory – Motor Bus**



**Table 1.1 - Fleet Inventory**  
FY 2021/22 Short Range Transit Plan  
SunLine Transit Agency

Bus (Motorbus) / Directly Operated											
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2014		TR30FP	24	5	32		5	0	72,500	72,731	14,546
2018	BYD	K9	35	4	40		4	0	119,222	150,669	37,667
2012	EDN	AXCESS	37	1	40	OR	1	0	186,795	185,487	185,487
2014	EDN	AXCESS	37	3	40	OR	3	0	410,616	433,044	144,348
2015	EDN	AXCESS	37	1	40	OR	1	0		12,384	12,384
2017	EDN	AXCESS	37	1	40		1	0	39,316	38,559	38,559
2018	EDN	AXCESS	37	5	40	OR	5	0	238,195	302,408	60,481
2009	EDN	EZRider32'	29	10	32	CN	10	0	3,984,706	4,097,133	409,713
2020	MCI	D4500	40	2	40	CN	2	0		4,858	2,429
2008	NFA	LF 40'	39	20	40	CN	15	5	13,038,372	13,320,179	888,011
2008	NFA	LF 40'	39	21	40	CN	21	0	13,808,970	14,462,365	688,684
2016	NFA	LF 40'	39	6	40	CN	6	0	1,286,314	1,450,420	241,736
2018	NFA	XCELSIOR	39	5	40		5	0	157,894	253,764	50,752
2020	NFA	XCELSIOR	39	10	40	CN	10	0		314,469	31,446
2005	OBI	ORION V40'	44	4	40	CN	0	0	2,059,989	2,070,617	
<b>Totals:</b>			552	98			89	5	35,402,889	37,169,087	417,630

**Table 1.1 Fleet Inventory – Demand Response**



**Table 1.1 - Fleet Inventory**  
**FY 2021/22 Short Range Transit Plan**  
SunLine Transit Agency

Demand Response / Directly Operated											
Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2020/ 21	# of Contingency Vehicles FY 2020/21	Life to Date Vehicle Miles Prior Year End FY 2019/20	Life to Date Vehicle Miles through March FY 2020/21	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2020/21
2013	EDN	AEROTECH	12	2	22	CN	2		504,909	0	0
2015	EDN	AEROTECH	12	8	22	CN	8	0	1,413,317	1,464,799	183,099
2016	EDN	AEROTECH	12	15	22	CN	15	0	2,128,585	2,395,411	159,694
2018	SPC	Senator	12	14	23		14	0	615,777	886,561	63,325
<b>Totals:</b>			48	39			39	0	4,662,588	4,746,771	121,712

**Table 2.0 Service Provider Performance Target Report**



**Table 2.0 -- Service Provider Performance Targets Report**

FY 2020/21 Short Range Transit Plan Review  
SunLine Transit Agency

Data Elements	FY 2020/21 Plan	FY 2020/21 Target	FY 2020/21 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	3,908,299			
Passenger Miles	30,751,958			
Total Actual Vehicle Revenue Hours	304,858.0			
Total Actual Vehicle Revenue Miles	4,540,208.0			
Total Actual Vehicle Miles	5,277,383.0			
Total Operating Expenses	\$40,660,244			
Total Passenger Fare Revenue	\$7,777,170			
Net Operating Expenses	\$32,883,074			
<b>Performance Indicators</b>				
<b>Mandatory:</b>				
1. Farebox Recovery Ratio	19.12%	>= 19.74%	7.69%	Fails to Meet Target
<b>Discretionary:</b>				
1. Operating Cost Per Revenue Hour	\$133.37	<= \$125.04	\$136.11	Fails to Meet Target
2. Subsidy Per Passenger	\$8.41	>= \$6.01 and <= \$8.13	\$15.07	Better Than Target
3. Subsidy Per Passenger Mile	\$1.07	>= \$0.75 and <= \$1.01	\$33.98	Better Than Target
4. Subsidy Per Hour	\$107.86	>= \$81.78 and <= \$110.64	\$125.65	Better Than Target
5. Subsidy Per Mile	\$7.24	>= \$5.40 and <= \$7.30	\$8.24	Better Than Target
6. Passengers Per Revenue Hour	12.82	>= 11.57 and <= 15.65	8.34	Fails to Meet Target
7. Passengers Per Revenue Mile	0.86	>= 0.77 and <= 1.04	0.55	Fails to Meet Target
<b>Note:</b> Must meet at least 4 out of 7 Discretionary Performance Indicators				
<b>Productivity Performance Summary:</b>				
<b>Service Provider Comments:</b>				

**Table 2.1 FY 2021/22 SRTP Performance Report**



**FY 2021/22 - Table 2.1 -- SRTP Performance Report**

*Service Provider: SunLine Transit Agency*

**All Routes**

Performance Indicators	FY 2019/20 End of Year Actual	FY 2020/21 3rd Quarter Year-to-Date	FY 2021/22 Plan	FY 2021/22 Target	Plan Performance Scorecard (a)
Passengers	3,517,269	1,567,473	1,816,345	None	
Passenger Miles	28,199,989	694,863	11,105,606	None	
Revenue Hours	288,253.2	188,243.6	293,597.0	None	
Total Hours	314,932.6	210,942.2	327,664.0	None	
Revenue Miles	4,346,984.7	2,868,976.0	4,445,490.0	None	
Total Miles	4,987,906.5	3,392,149.3	5,263,752.0	None	
Operating Costs	\$35,920,528	\$28,768,440	\$42,882,162	None	
Passenger Revenue	\$8,529,264	\$2,202,019	\$8,052,655	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	\$27,391,263	\$26,566,421	\$34,829,507	None	
Operating Costs Per Revenue Hour	\$124.61	\$152.83	\$146.06	<= \$156.58	Meets Target
Operating Cost Per Revenue Mile	\$8.26	\$10.03	\$9.65	None	
Operating Costs Per Passenger	\$10.21	\$18.35	\$23.61	None	
Farebox Recovery Ratio	23.74%	7.65%	18.77%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	\$7.79	\$16.95	\$19.18	>= \$14.41 and <= \$19.49	Meets Target
Subsidy Per Passenger Mile	\$0.97	\$38.23	\$3.14	>= \$32.50 and <= \$43.96	Better Than Target
Subsidy Per Revenue Hour	\$95.03	\$141.13	\$118.63	>= \$119.96 and <= \$162.30	Better Than Target
Subsidy Per Revenue Mile	\$6.30	\$9.26	\$7.83	>= \$7.87 and <= \$10.65	Better Than Target
Passengers Per Revenue Hour	12.20	8.33	6.19	>= 7.08 and <= 9.58	Fails to Meet Target
Passengers Per Revenue Mile	0.81	0.55	0.41	>= 0.47 and <= 0.63	Fails to Meet Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2021/22 Plan to the FY 2021/22 Primary Target.



**Table 2.2 SRTP Service Summary – Systemwide Totals**



**Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary**  
FY 2021/22 Short Range Transit Plan  
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	26	24	95	28	101
<b>Financial Data</b>					
Total Operating Expenses	\$33,375,694	\$35,920,528	\$40,660,244	\$28,768,440	\$42,882,162
Total Passenger Fare Revenue	\$5,276,226	\$8,529,264	\$7,777,170	\$2,202,019	\$8,052,655
Net Operating Expenses (Subsidies)	\$28,099,467	\$27,391,263	\$32,883,074	\$26,566,421	\$34,829,507
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	4,217,807	3,517,269	3,908,259	1,567,473	1,816,345
Passenger Miles	36,122,234	28,199,989	30,751,958	694,863	11,105,606
Total Actual Vehicle Revenue Hours (a)	299,653.2	288,253.2	304,858.0	188,243.6	293,597.0
Total Actual Vehicle Revenue Miles (b)	4,647,046.6	4,346,984.7	4,540,208.0	2,868,976.0	4,445,490.0
Total Actual Vehicle Miles	5,271,012.0	4,987,906.5	5,277,383.0	3,392,149.3	5,263,752.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$111.38	\$124.61	\$133.37	\$152.83	\$146.06
Farebox Recovery Ratio	15.81%	23.74%	19.12%	7.65%	18.77%
Subsidy per Passenger	\$6.66	\$7.79	\$8.41	\$16.95	\$19.18
Subsidy per Passenger Mile	\$0.78	\$0.97	\$1.07	\$38.23	\$3.14
Subsidy per Revenue Hour (a)	\$93.77	\$95.03	\$107.86	\$141.13	\$118.63
Subsidy per Revenue Mile (b)	\$6.05	\$6.30	\$7.24	\$9.26	\$7.83
Passenger per Revenue Hour (a)	14.1	12.2	12.8	8.3	6.2
Passenger per Revenue Mile (b)	0.91	0.81	0.86	0.55	0.41

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 SRTP Service Summary – All Fixed Routes**



**Table 2.2 -- SunLine-BUS -- SRTP Service Summary**  
FY 2021/22 Short Range Transit Plan  
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	17	17	65	20	71
<b>Financial Data</b>					
Total Operating Expenses	\$27,505,466	\$29,790,808	\$34,123,115	\$24,170,286	\$36,267,663
Total Passenger Fare Revenue	\$4,729,613	\$7,813,234	\$6,541,914	\$1,990,921	\$6,793,651
Net Operating Expenses (Subsidies)	\$22,775,853	\$21,977,574	\$27,581,201	\$22,179,365	\$29,474,012
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	4,039,450	3,379,520	3,761,953	1,505,008	1,755,235
Passenger Miles	32,850,476	25,998,612	29,230,376	9,106,610	10,619,170
Total Actual Vehicle Revenue Hours (a)	228,131.2	225,937.1	238,372.0	145,770.6	241,523.0
Total Actual Vehicle Revenue Miles (b)	3,364,996.5	3,329,357.2	3,543,495.0	2,201,665.8	3,783,187.0
Total Actual Vehicle Miles	3,778,101.0	3,760,624.0	4,017,717.0	2,554,122.1	4,338,106.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$120.57	\$131.85	\$143.15	\$165.81	\$150.16
Farebox Recovery Ratio	17.20%	26.23%	19.17%	8.24%	18.73%
Subsidy per Passenger	\$5.64	\$6.50	\$7.33	\$14.74	\$16.79
Subsidy per Passenger Mile	\$0.69	\$0.85	\$0.94	\$2.44	\$2.78
Subsidy per Revenue Hour (a)	\$99.84	\$97.27	\$115.71	\$152.15	\$122.03
Subsidy per Revenue Mile (b)	\$6.77	\$6.60	\$7.78	\$10.07	\$7.79
Passenger per Revenue Hour (a)	17.7	15.0	15.8	10.3	7.3
Passenger per Revenue Mile (b)	1.20	1.02	1.06	0.68	0.46

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 SRTP Service Summary – SunDial**



**Table 2.2 -- SunLine-DAR -- SRTP Service Summary**  
FY 2021/22 Short Range Transit Plan  
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	1	1	30	1	30
<b>Financial Data</b>					
Total Operating Expenses	\$5,870,228	\$6,129,719	\$6,537,129	\$4,598,154	\$6,614,499
Total Passenger Fare Revenue	\$546,613	\$716,030	\$1,235,256	\$211,098	\$1,259,004
Net Operating Expenses (Subsidies)	\$5,323,614	\$5,413,689	\$5,301,873	\$4,387,056	\$5,355,495
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	155,332	122,126	146,306	50,147	61,110
Passenger Miles	1,691,066	1,294,392	1,521,582	399,398	486,436
Total Actual Vehicle Revenue Hours (a)	65,911.0	58,883.3	66,486.0	39,486.8	52,074.0
Total Actual Vehicle Revenue Miles (b)	971,701.1	833,825.0	996,713.0	521,987.7	662,303.0
Total Actual Vehicle Miles	1,182,562.0	1,043,480.0	1,259,666.0	680,677.8	925,646.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour	\$89.06	\$104.10	\$98.32	\$116.45	\$127.02
Farebox Recovery Ratio	9.31%	11.68%	18.89%	4.59%	19.03%
Subsidy per Passenger	\$34.27	\$44.33	\$36.24	\$87.48	\$87.64
Subsidy per Passenger Mile	\$3.15	\$4.18	\$3.48	\$10.98	\$11.01
Subsidy per Revenue Hour (a)	\$80.77	\$91.94	\$79.74	\$111.10	\$102.84
Subsidy per Revenue Mile (b)	\$5.48	\$6.49	\$5.32	\$8.40	\$8.09
Passenger per Revenue Hour (a)	2.4	2.1	2.2	1.3	1.2
Passenger per Revenue Mile (b)	0.16	0.15	0.15	0.10	0.09

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

**Table 2.2 SRTP Service Summary – Vanpool**



**Table 2.2 -- SunLine-Vanpool -- SRTP Service Summary**  
FY 2021/22 Short Range Transit Plan  
All Routes

	FY 2018/19 Audited	FY 2019/20 Audited	FY 2020/21 Plan	FY 2020/21 3rd Qtr Actual	FY 2021/22 Plan
<b>Fleet Characteristics</b>					
Peak-Hour Fleet	9	6		6	9
<b>Financial Data</b>					
Total Operating Expenses					
Total Passenger Fare Revenue					
Net Operating Expenses (Subsidies)					
<b>Operating Characteristics</b>					
Unlinked Passenger Trips	23,025	15,623		12,051	20,779
Passenger Miles	1,580,691	906,984		694,863	1,206,291
Total Actual Vehicle Revenue Hours (a)	5,611.0	3,432.8		2,676.3	4,566.0
Total Actual Vehicle Revenue Miles (b)	310,349.0	183,802.5		142,731.5	244,461.0
Total Actual Vehicle Miles	310,349.0	183,802.5		142,731.5	244,461.0
<b>Performance Characteristics</b>					
Operating Cost per Revenue Hour					
Farebox Recovery Ratio					
Subsidy per Passenger					
Subsidy per Passenger Mile					
Subsidy per Revenue Hour (a)					
Subsidy per Revenue Mile (b)					
Passenger per Revenue Hour (a)	4.1	4.6		4.5	4.6
Passenger per Revenue Mile (b)	0.07	0.09		0.08	0.08

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

*Table 2.2A Summary of Routes to be Excluded*

Route #	Description	Fare Box Calculation Exempt Routes
1	Coachella - Via Hwy 111 - Palm Springs	No
2	Desert Hot Springs - Palm Springs - Cathedral City	No
3	Desert Edge - Desert Hot Springs	No
4	Westfield Palm Desert - Palm Springs	No
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert	No
6	Coachella - Via Fred Waring - Westfield Palm Desert	No
7	Bermuda Dunes - Indian Wells - La Quinta	No
8	North Indio - Coachella - Thermal/Mecca	No
9	North Shore - Mecca - Oasis	No
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink	No
1X	Express to Indio - Express to Palm Springs	Yes

**Table 2.3 SRTP Route Statistics**



**Table 2.3 - SRTP Route Statistics**

SunLine Transit Agency -- 8

FY 2021/22

All Routes

Data Elements												
Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
SUN-1	All Days	14	706,033	4,271,500	74,171	79,535	1,088,822	1,241,202	\$10,376,763	\$2,075,353		
SUN-10 CL	All Days	2	60,059	363,357	5,720	5,787	189,834	190,040	\$1,588,784	\$272,317		
SUN-1X	All Days	3	59,490	359,915	7,082	8,372	126,306	163,541	\$1,367,244	\$273,449		
SUN-2	All Days	12	468,767	2,836,040	53,507	56,432	737,499	821,140	\$6,864,936	\$1,296,416		
SUN-200	All Days	1	1,896	11,471	181	382	3,867	9,776	\$81,727	\$13,510		
SUN-3	All Days	1	38,126	230,662	5,530	5,857	89,236	99,908	\$835,256	\$156,571		
SUN-4	All Days	8	155,904	943,219	32,019	33,608	464,469	503,102	\$4,206,060	\$830,710		
SUN-400	All Days	1	1,680	10,164	160	353	2,446	7,554	\$63,155	\$12,631		
SUN-402	All Days	1	1,003	6,068	95	304	1,370	6,969	\$58,259	\$11,652		
SUN-403	All Days	1	813	4,919	77	227	2,208	6,491	\$54,269	\$10,854		
SUN-5	All Days	4	30,612	185,203	2,915	3,754	75,579	101,998	\$852,727	\$142,249		
SUN-500	All Days	1	1,138	6,885	108	214	1,690	4,399	\$36,776	\$7,243		
SUN-501	All Days	1	1,788	10,817	170	284	2,423	5,157	\$43,117	\$8,532		
SUN-6	All Days	3	31,709	191,839	15,331	16,252	217,919	244,230	\$2,041,827	\$408,365		
SUN-7	All Days	2	43,418	262,679	9,527	9,868	125,770	136,300	\$1,139,500	\$227,900		
SUN-700	All Days	1	3,386	20,485	323	446	5,036	8,493	\$71,007	\$14,201		
SUN-701	All Days	1	2,736	16,553	261	431	3,942	8,509	\$71,136	\$14,227		
SUN-8	All Days	6	118,258	715,461	21,978	23,219	367,910	406,412	\$3,397,709	\$582,182		
SUN-800	All Days	1	2,709	16,389	258	560	5,227	16,115	\$134,723	\$26,945		
SUN-801	All Days	1	2,709	16,389	258	645	4,373	12,010	\$100,406	\$20,081		
SUN-802	All Days	1	2,709	16,389	258	472	5,013	12,495	\$104,461	\$20,892		
SUN-803	All Days	1	2,248	13,600	214	472	4,358	9,930	\$83,021	\$16,604		
SUN-9	All Days	4	18,044	109,166	11,380	13,041	257,890	322,335	\$2,694,800	\$350,767		
SUN-DAR	All Days	30	61,110	486,436	52,074	67,149	662,303	925,646	\$6,614,499	\$1,259,004		
		101	1,816,345	11,105,606	293,597	327,664	4,445,490	5,263,752	\$42,882,162	\$8,052,655		

**Table 3.0 Highlights of the FY2021/22 SRTP**

Description	Start Date
10 Commuter Link service between Indio and San Bernardino	July 12, 2021
Route 1X express service between Indio and Palm Springs	September 7, 2021
An attitude and awareness survey/study will be conducted in the fall to measure the effectiveness of the SunLine Refueled Initiative and fine-tune the transit network and strategies – a transit network designed by the residents.	Fall 2021
Bus stop signs and schedule holders will be updated to enhance customer service, optimize the utilization trip planning technologies, modernize our image on the streets and improve communications.	In FY 2022
Expansion Motor Coach Bus (1)	TBD*
Upgrades to Gate and Guard Shack	TBD*
Facility Improvements	TBD*
Public Hydrogen Station Division I	TBD*
Replacement Paratransit Vehicles (10)	TBD*
Microgrid to Hydrogen Phase III	TBD*
Maintenance Tools & Equipment	TBD*
Bus Refurbishment	TBD*
Indio CNG Station Upgrade	TBD*
Liquid Hydrogen Refueling Infrastructure	TBD*
Coachella Transit Hub	TBD*

\* Upon receipt of capital funds

**Table 4.0 Summary of Funding Requests (1 of 3)**



**Table 4.0 - Summary of Funding Requests - FY 2021/22**  
SunLine Transit Agency  
Original

Operating																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC CARES OB	5307 IC CRRSAA	5307 RS ARPA	5311 (f) CARES - OB	5339 IC	AH9C	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA SPT
Anti-Human Trafficking Campaign	\$46,650														\$9,330	
OD Haul Pass	\$100,000															
Commuter 10	\$391,918						\$241,254									
CSUSB Haul Pass	\$12,207															
Operating Assistance	\$41,223,151		\$16,011,182	\$846,920	\$5,011,454	\$568,161						\$1,208,948			\$8,539,936	\$6,961,113
Route 1X	\$230,457										\$184,366				\$46,091	
SunRide Ride Share	\$500,000										\$380,000	\$2,016			\$117,984	
Taxi Voucher	\$77,775															\$38,888
Vanpool Program	\$300,000										\$271,891				\$28,109	
<b>Sub-total Operating</b>	<b>\$42,882,158</b>	<b>\$0</b>	<b>\$16,011,182</b>	<b>\$846,920</b>	<b>\$5,011,454</b>	<b>\$568,161</b>	<b>\$241,254</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$836,257</b>	<b>\$1,210,964</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,741,450</b>	<b>\$7,000,001</b>
Capital																
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5307 IC CARES OB	5307 IC CRRSAA	5307 RS ARPA	5311 (f) CARES - OB	5339 IC	AH9C	CEC Funds	CMAQ OB	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	MA SPT
Bus Refurbishment - SL-22-09	\$1,000,000															
Bus Stop Improvements - SL-22-08	\$390,000	\$28,680														
Coachella Transit Hub - SL-22-12	\$1,313,500								\$1,313,500							
Expansion Motor Coach Bus (1) - SL-22-01	\$950,000							\$760,000								
Facility Improvements																
Facility Improvements - SL-22-03	\$1,124,000	\$835,200														
Heavy Duty Tow Truck																
Indio CNG Station Upgrade - SL-22-10	\$1,500,000															
Information Technology Projects																
Liquid Hydrogen Refueling Infrastructure - SL-22-1	\$4,986,250									\$4,986,250						
Maintenance Tools and Equipment - SL-22-07	\$74,000															
Microgrid to Hydrogen																
Microgrid to Hydrogen Phase III - SL-22-06	\$775,000												\$484,398	\$190,602		
Microgrid to Hydrogen Phase IV																
Public Hydrogen Station	\$825,000															
Public Hydrogen Station at Division I - SL-22-04																
Replacement Bus																
Replacement Buses (2)	\$0															
Replacement Paratransit Vehicles (10) - SL-22-05	\$1,860,000	\$414,400						\$1,073,600								
SunLine Center of Excellence in Zero Emissions Technology																
Upgrade Division I Fence																
Upgrades to Gate and Guard Shack - SL-22-02	\$277,150	\$221,720														
<b>Sub-total Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Sub-total Capital</b>	<b>\$15,074,900</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,833,600</b>	<b>\$1,313,500</b>	<b>\$4,986,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$484,398</b>	<b>\$190,602</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$57,957,058</b>	<b>\$1,500,000</b>	<b>\$16,011,182</b>	<b>\$846,920</b>	<b>\$5,011,454</b>	<b>\$568,161</b>	<b>\$241,254</b>	<b>\$1,833,600</b>	<b>\$1,313,500</b>	<b>\$4,986,250</b>	<b>\$836,257</b>	<b>\$1,210,964</b>	<b>\$484,398</b>	<b>\$190,602</b>	<b>\$8,741,450</b>	<b>\$7,000,001</b>



**Table 4.0 Summary of Funding Requests (2 of 3)**



**Table 4.0 - Summary of Funding Requests - FY 2021/22**  
SunLine Transit Agency  
Original

Operating													
Project	Total Amount of Funds	OTHR FED	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Anti-Human Trafficking Campaign	\$46,650	\$37,320											
COO Haul Pass	\$100,000		\$100,000										
Commuter 10	\$391,918		\$150,654										
CSUSB Haul Pass	\$12,207		\$12,207										
Operating Assistance	\$41,223,151		\$2,075,437										
Route 1X	\$230,457												
SunRide Ride Share	\$500,000												
Taxi Voucher	\$77,775		\$38,887										
Vanpool Program	\$300,000												
<b>Sub-total Operating</b>	<b>\$42,882,158</b>	<b>\$37,320</b>	<b>\$2,377,185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>						
Capital													
Project	Total Amount of Funds	OTHR FED	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Bus Refurbishment - SL-22-09	\$1,000,000			\$699,305	\$118,845	\$181,850							
Bus Stop Improvements - SL-22-08	\$390,000					\$361,320							
Coachella Transit Hub - SL-22-12	\$1,313,500												
Expansion Motor Coach Bus (1) - SL-22-01	\$950,000					\$190,000							
Facility Improvements													
Facility Improvements - SL-22-03	\$1,124,000						\$288,800						
Heavy Duty Tow Truck													
Indio CNG Station Upgrade - SL-22-10	\$1,500,000					\$1,500,000							
Information Technology Projects													
Liquid Hydrogen Refueling Infrastructure - SL-22-11	\$4,986,250												
Maintenance Tools and Equipment - SL-22-07	\$74,000						\$74,000						
Microgrid to Hydrogen													
Microgrid to Hydrogen Phase III - SL-22-06	\$775,000			\$100,000									
Microgrid to Hydrogen Phase IV													
Public Hydrogen Station	\$825,000					\$633,012	\$191,988						
Public Hydrogen Station at Division I - SL-22-04													
Replacement Bus													
Replacement Buses (2)	\$0						\$0						
Replacement Paratransit Vehicles (10) - SL-22-05	\$1,860,000						\$372,000						
SunLine Center of Excellence in Zero Emissions Technology													
Upgrade Division I Fence													
Upgrades to Gate and Guard Shack - SL-22-02	\$277,150					\$55,430							
<b>Sub-total Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>						
<b>Sub-total Capital</b>	<b>\$15,074,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$799,305</b>	<b>\$118,845</b>	<b>\$3,293,612</b>	<b>\$554,788</b>						
<b>Total Operating &amp; Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>						
<b>Total Operating &amp; Capital</b>	<b>\$57,957,058</b>	<b>\$37,320</b>	<b>\$2,377,185</b>	<b>\$799,305</b>	<b>\$118,845</b>	<b>\$3,293,612</b>	<b>\$554,788</b>						

**Table 4.0 Summary of Funding Requests (3 of 3)**



**Table 4.0 - Summary of Funding Requests - FY 2021/22**  
SunLine Transit Agency  
Original

FY 2021/22 Projected Funding Details	
5307 IC ARPA	\$16,011,182
5307 IC CARES OB	\$846,920
5307 IC CRRGAA	\$5,011,454
5307 RS ARPA	\$568,161
5311 (I) CARES - OB	\$241,254
CMAQ OB	\$836,257
FARE	\$1,210,964
LTF	\$8,741,450
MA SPT	\$7,000,001
OTHR FED	\$37,320
OTHR LCL	\$2,377,185
Total Estimated Operating Funding Request	\$42,882,158
5307 IC	\$1,500,000
5339 IC	\$1,833,600
AHSC	\$1,313,500
CEC Funds	\$4,986,250
LCTOP PUC99313	\$484,398
LCTOP PUC99314	\$190,602
SGR PUC99313	\$799,305
SGR PUC99314	\$118,845
STAPUC99313	\$3,293,612
STAPUC99314	\$554,788
Total Estimated Capital Funding Request	\$15,074,900
<b>Total Funding Request</b>	<b>\$57,957,058</b>

**Table 4.0A Capital Project Justification (1 of 12)**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-01

**FTIP No:** Not Assigned - New Project

**Project Name:** Expansion Motor Coach Bus (1)

**Category:** Bus

**Sub-Category:** Expansion

**Fuel Type:** CNG

**Project Description:** Expansion motor coach bus for commuter route.

**Project Justification:** Additional commuter bus required to fulfil service requirements and accommodate service with similar vehicle to during interruptions.

**Project Schedule:**

Start Date	Completion Date
August 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5339 IC	FY 2021/22	\$760,000
STA PUC99313	FY 2021/22	\$190,000
Total		\$950,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 2 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-02

**FTIP No:** Not Assigned - New Project

**Project Name:** Upgrades to Gate and Guard Shack

**Category:** Security

**Sub-Category:** Modification

**Fuel Type:** N/A

**Project Description:** Modifications to existing gate, driveway and guard shack. North gate will be part of a larger project to be funded in a future year.

**Project Justification:** Modifications necessary to improve security and functionality of entrances at Thousand Palms facility

**Project Schedule:**

Start Date	Completion Date
July 2021	October 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2021/22	\$221,720
STA PUC99313	FY 2021/22	\$55,430
Total		\$277,150

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 3 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-03

**FTIP No:** Not Assigned - New Project

**Project Name:** Facility Improvements

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Projects to improve facilities at main facility

**Project Justification:** Needs in maintenance department.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2021/22	\$835,200
STA PUC99314	FY 2021/22	\$288,800
Total		\$1,124,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 4 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-04

**FTIP No:** Not Assigned - New Project

**Project Name:** Public Hydrogen Station

**Category:** Facilities

**Sub-Category:** Upgrade

**Fuel Type:** Hydrogen

**Project Description:** Upgrade of hydrogen station to provide higher PSI to allow fueling of consumer vehicles.

**Project Justification:** Revenue generator via direct sales to public plus emission credits related to hydrogen station.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$633,012
STA PUC99314	FY 2021/22	\$191,988
Total		\$825,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4.0A Capital Project Justification 5 of 12



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

Project Number: SL-22-05

FTIP No: Not Assigned - New Project

Project Name: Replacement Paratransit Vehicles (10)

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Ten (10) replacement CNG vehicles for paratransit service.

Project Justification: Existing vehicles will be meeting useful life.

Project Schedule:

Start Date	Completion Date
July 2021	January 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2021/22	\$414,400
5339 IC	FY 2021/22	\$1,073,600
STA PUC99313	FY 2021/22	\$372,000
Total		\$1,860,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 6 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-06

**FTIP No:** Not Assigned - New Project

**Project Name:** Microgrid to Hydrogen Phase III

**Category:** Facilities

**Sub-Category:** Expansion

**Fuel Type:** Electric

**Project Description:** Additional LCTOP funding relating to microgrid project which includes solar panels and battery storage

**Project Justification:** Reduces electricity expenses and cost of hydrogen production.

**Project Schedule:**

Start Date	Completion Date
June 2022	July 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2021/22	\$484,398
LCTOP PUC99314	FY 2021/22	\$190,602
SGR PUC99313	FY 2021/22	\$100,000
Total		\$775,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



**Table 4.0A Capital Project Justification 7 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-07

**FTIP No:** Not Assigned - New Project

**Project Name:** Maintenance Tools and Equipment

**Category:** Equipment

**Fuel Type:** N/A

**Project Description:** Funds requested in this fiscal year will enable SunLine to improve maintenance tools and equipment in Thousand Palms, Indio, and Coachella.

**Project Justification:** This project is necessary for upgrading aging equipment at the various SunLine locations, including equipment for oil storage, and a shop floor sweeper, and golf carts.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2021

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99314	FY 2021/22	\$74,000
Total		\$74,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4.0A Capital Project Justification 8 of 12



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-08

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Stop Improvements

**Category:** Bus Stop

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Bus stop improvements to existing locations including amenities and shelters.

**Project Justification:** New and upgraded bus stop shelters necessary for passenger safety and convenience.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 IC	FY 2021/22	\$28,680
STA PUC99313	FY 2021/22	\$361,320
Total		\$390,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 9 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-09

**FTIP No:** Not Assigned - New Project

**Project Name:** Bus Refurbishment

**Category:** Bus

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** CNG

**Project Description:** Refurbishment of 6 CNG buses to extend useful life.

**Project Justification:** Refurbishment will extend life of existing CNG buses that have met useful life and will assist Agency in compliance with ICT rule.

**Project Schedule:**

Start Date	Completion Date
July 2021	December 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$699,305
SGR PUC99314	FY 2021/22	\$118,845
STA PUC99313	FY 2021/22	\$181,850
Total		\$1,000,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 10 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-10

**FTIP No:** Not Assigned - New Project

**Project Name:** Indio CNG Station Upgrade

**Category:** Facilities

**Sub-Category:** Upgrade

**Fuel Type:** CNG

**Project Description:** Improve CNG station efficiency at Indio location

**Project Justification:** CNG station at Indio location requires upgrades to improve efficiency and life cycle .

**Project Schedule:**

Start Date	Completion Date
December 2021	December 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$1,500,000
Total		\$1,500,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 11 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-11

**FTIP No:** Not Assigned - New Project

**Project Name:** Liquid Hydrogen Refueling Infrastructure

**Category:** Facilities

**Sub-Category:** Expansion

**Fuel Type:** Hydrogen

**Project Description:** Project provides liquid storage, compression equipment, gaseous storage and dispenser.

**Project Justification:** Provides additional hydrogen and redundancy to existing hydrogen production.

**Project Schedule:**

Start Date	Completion Date
December 2021	December 2023

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
CEC Funds	FY 2021/22	\$4,986,250
Total		\$4,986,250

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0A Capital Project Justification 12 of 12**



**FY 2021/22 SRTP**  
**SunLine Transit Agency**  
**Table 4.0 A - Capital Project Justification**  
**Original**

**Project Number:** SL-22-12

**FTIP No:** Not Assigned - New Project

**Project Name:** Coachella Transit Hub

**Category:** Facilities

**Sub-Category:** Expansion

**Fuel Type:** N/A

**Project Description:** Construction of transit hub in Coachella.

**Project Justification:** Competitive grant award from AHSC program.

**Project Schedule:**

Start Date	Completion Date
July 2021	

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
AHSC	FY 2021/22	\$1,313,500
Total		\$1,313,500

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

**Table 4.0B Farebox Calculation**

	Revenue Sources included in Farebox Calculation	Actual Amount from FY19/20 Audit	FY20/21 (Estimate)	FY21/22 (Plan)
1	Farebox Revenue	2,032,866.00	92,610.33	1,210,964.00
2	Measure A	2,000,000.00	5,000,000.00	5,858,374.00
3	Interest	13,851.00	6,512.04	7,239.75
4	Other Revenues	4,676,312.00	2,671,933.92	2,107,084.72
	<b>Total Revenue</b> for Farebox Calculation (1-13)	8,723,029.00	7,771,056.29	9,183,662.47
	<b>Total Operating Expenses</b> for Farebox Calculation	36,749,538.00	37,507,587.00	42,882,158.00
	Farebox Recovery Ratio	23.74%	20.72%	21.42%

**Table 4.1 Summary of Funds Requested FY2022/23 (1 OF 2)**



**Table 4.1 - Summary of Funding Requests - FY 2022/23**  
SunLine Transit Agency  
Original

Operating															
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5311	5311(f)	CMAQ OB	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	STA PUC99313	STA PUC99314		
COO Haul Pass	\$220,000										\$220,000				
Commuter 10	\$391,918				\$215,555				\$25,709		\$150,654				
CSUSB Haul Pass	\$12,207										\$12,207				
Operating Assistance	\$42,005,936	\$4,962,864	\$6,000,000	\$303,219			\$3,000,000		\$18,239,853	\$7,000,000	\$2,600,000				
Route 1X	\$600,000					\$480,000			\$120,000						
Sunride Rideshare	\$250,000					\$200,000			\$50,000						
Vanpool Program	\$306,741					\$278,000			\$28,741						
<b>Sub-total Operating</b>	<b>\$43,786,802</b>	<b>\$4,962,864</b>	<b>\$6,000,000</b>	<b>\$303,219</b>	<b>\$215,555</b>	<b>\$958,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$18,464,303</b>	<b>\$7,000,000</b>	<b>\$2,882,861</b>	<b>\$0</b>	<b>\$0</b>		
Capital															
Project	Total Amount of Funds	5307 IC	5307 IC ARPA	5311	5311(f)	CMAQ OB	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	STA PUC99313	STA PUC99314		
Bus Refurbishment												\$350,000			
Bus Shelters - SL-23-05	\$350,000														
Coachella Transit Hub															
Facility Improvements															
Guard Shack Upgrade - SL-23-03	\$1,000,000											\$1,000,000			
Indio CNG Station Upgrade															
IT Projects - SL-23-06	\$250,000											\$250,000			
Liquid Hydrogen Refueling Infrastructure															
Microgrid to Hydrogen Phase III															
Microgrid to Hydrogen Phase IV - SL-23-04	\$800,000							\$800,000							
Mobile Command Center - SL-23-01	\$500,000	\$400,000										\$100,000			
Public Hydrogen Station at Division I															
Replacement Buses (2)															
Replacement Paratransit Vehicles (10)															
Shop Equipment - SL-23-02	\$247,000												\$247,000		
Upgrades to Gate and Guard Shack															
<b>Sub-total Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
<b>Sub-total Capital</b>	<b>\$3,147,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$247,000</b>		
<b>Total Operating &amp; Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
<b>Total Operating &amp; Capital</b>	<b>\$46,933,802</b>	<b>\$5,362,864</b>	<b>\$6,000,000</b>	<b>\$303,219</b>	<b>\$215,555</b>	<b>\$958,000</b>	<b>\$3,000,000</b>	<b>\$800,000</b>	<b>\$18,464,303</b>	<b>\$7,000,000</b>	<b>\$2,882,861</b>	<b>\$1,700,000</b>	<b>\$247,000</b>		



**Table 4.1 Summary of Funds Requested FY2022/23 (2 OF 2)**



**Table 4.1 - Summary of Funding Requests - FY 2022/23**  
**SunLine Transit Agency**  
Original

FY 2022/23 Projected Funding Details		
S307 IC	\$4,962,864	
S307 IC ARPA	\$6,000,000	
S311	\$303,219	
S311(f)	\$215,555	
CMAQ OB	\$958,000	
FARE	\$3,000,000	
LTF	\$18,464,303	
MA SPT	\$7,000,000	
OTHR LCL	\$2,882,861	
Total Estimated Operating Funding Request	\$43,786,802	
S307 IC	\$400,000	
LCTOP PUC99313	\$800,000	
STA PUC99313	\$1,700,000	
STA PUC99314	\$247,000	
Total Estimated Capital Funding Request	\$3,147,000	
Total Funding Request	<b>\$46,933,802</b>	

Table 4.2 Summary of Funds Requested FY 2023/24 (1 of 2)



**Table 4.2 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

Operating															
Project	Total Amount of Funds	S307 IC	S310	S311	S311(f)	S339 IC	CMAQ OB	FARE	LTF	MA SPT	OTHR LCL	SGR PUC99313	STA PUC99313	STA PUC99314	
OOD Haul Pass	\$300,000										\$300,000				
Commuter 10	\$431,156				\$250,000				\$30,502		\$150,654				
CSUSB Haul Pass	\$12,207										\$12,207				
Operating Assistance	\$42,516,083	\$4,962,864	\$250,000	\$303,219				\$3,000,000	\$21,500,000	\$8,000,000	\$4,500,000				
Route 1X	\$600,000						\$480,000		\$120,000						
SunRide Rideshare															
Vanpool Program															
<b>Sub-total Operating</b>	<b>\$43,859,446</b>	<b>\$4,962,864</b>	<b>\$250,000</b>	<b>\$303,219</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$480,000</b>	<b>\$3,000,000</b>	<b>\$21,650,502</b>	<b>\$8,000,000</b>	<b>\$4,962,861</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Sub-total Operating</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
Capital															
Project	Total Amount of Funds	S307 IC	S310	S311	S311(f)	S339 IC	CMAQ OB	FARE	LTF	MA SPT	OTHR LCL	SGR PUC99313	STA PUC99313	STA PUC99314	
Bus Shelters	\$250,000											\$250,000			
Coachella Transit Hub															
Facility Maintenance - SL-24-03	\$200,000													\$200,000	
Guard Shack Upgrade															
IT Projects															
IT Projects - SL-24-01	\$250,000													\$250,000	
Liquid Hydrogen Refueling Infrastructure															
Microgrid to Hydrogen Phase III															
Microgrid to Hydrogen Phase IV															
Replacement Bus (3) - SL-24-02	\$5,200,000	\$1,600,000				\$500,000							\$3,100,000		
<b>Sub-total Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Sub-total Capital</b>	<b>\$5,900,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$3,100,000</b>	<b>\$450,000</b>	
<b>Total Operating &amp; Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Operating &amp; Capital</b>	<b>\$49,759,446</b>	<b>\$6,562,864</b>	<b>\$250,000</b>	<b>\$303,219</b>	<b>\$250,000</b>	<b>\$500,000</b>	<b>\$480,000</b>	<b>\$3,000,000</b>	<b>\$21,650,502</b>	<b>\$8,000,000</b>	<b>\$4,962,861</b>	<b>\$250,000</b>	<b>\$3,100,000</b>	<b>\$450,000</b>	

**Table 4.2 Summary of Funding Requested FY 2023/24 (2 of 2)**



**Table 4.2 - Summary of Funding Requests - FY 2023/24**  
SunLine Transit Agency  
Original

FY 2023/24 Projected Funding Details	
5307 IC	\$4,962,864
5310	\$250,000
5311	\$303,219
5311(f)	\$250,000
CMAQ OB	\$450,000
FARE	\$3,000,000
LTF	\$21,650,502
MA SPT	\$8,000,000
OTHR LCL	\$4,962,861
Total Estimated Operating Funding Request	\$43,859,446
5307 IC	\$1,600,000
5339 IC	\$500,000
SGR PUC99313	\$250,000
STA PUC99313	\$3,100,000
STA PUC99314	\$450,000
Total Estimated Capital Funding Request	\$5,900,000
<b>Total Funding Request</b>	<b>\$49,759,446</b>

## Appendix A: SunLine Route Profiles

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## Route Numbers, Description, General Direction and Frequency

Route #	Headsigns	Direction
1	Coachella - Palm Springs	E/W
2	Desert Hot Springs - Cathedral City	N/S
3	Desert Edge - Desert Hot Springs	E/W
4	Westfield Palm Desert - Palm Springs	E/W
5	Desert Hot Springs - Westfield Palm Desert	N/S
6	Coachella - Westfield Palm Desert	E/W
7	Bermuda Dunes/Indian Wells - La Quinta	N/S
8	North Indio - Thermal/Mecca	N/S
9	North Shore - Oasis	E/W
10	Indio - San Bernardino/Metrolink	E/W
1X	Express to Indio - Express to Palm Springs	E/W

## Span of Service

Route #	Description	Direction	Start*	End**	Start*	End**	Start*	End**
1	Coachella - Via Hwy 111 - Palm Springs	E/W	5:00:00 AM	11:12:00 PM	5:00:00 AM	11:12:00 PM	5:00:00 AM	11:12:00 PM
2	Desert Hot Springs - Palm Springs - Cathedral City	N/S	5:15:00 AM	11:23:00 PM	5:15:00 AM	10:54:00 PM	5:15:00 AM	10:54:00 PM
3	Desert Edge - Desert Hot Springs	E/W	5:00:00 AM	8:46:00 PM	6:45:00 AM	8:40:00 PM	6:45:00 AM	8:40:00 PM
4	Westfield Palm Desert - Palm Springs	E/W	5:00:00 AM	11:13:00 PM	6:10:00 AM	9:50:00 PM	6:10:00 AM	9:50:00 PM
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert (AM)	N/S	6:10:00 AM	9:00:00 AM	N/A		N/A	
5	Desert Hot Springs - CSUSB Palm Desert - Westfield Palm Desert (PM)	N/S	3:00:00 PM	6:51:00 PM	N/A		N/A	
6	Coachella - Via Fred Waring - Westfield Palm Desert	E/W	5:50:00 AM	8:45:00 PM	6:15:00 AM	9:18:00 PM	6:15:00 AM	9:18:00 PM
7	Bermuda Dunes - Indian Wells - La Quinta	N/S	5:15:00 AM	8:51:00 PM	5:10:00 AM	9:20:00 PM	5:10:00 AM	9:20:00 PM
8	North Indio - Coachella - Thermal/Mecca	N/S	5:30:00 AM	10:42:00 PM	5:35:00 AM	10:59:00 PM	5:35:00 AM	10:59:00 PM
9	North Shore - Mecca - Oasis	E/W	5:45:00 AM	10:34:00 PM	5:40:00 AM	10:29:00 PM	5:40:00 AM	10:29:00 PM
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (AM)	E/W	5:20:00 AM	2:00:00 PM	N/A		N/A	
10	Indio - CSUSB-PDC - CSUSB - San Bernardino Transit Center (SBTC)/Metrolink (PM)	E/W	12:50:00 PM	8:00:00 PM	N/A		N/A	
1X	Express to Indio - Express to Palm Springs (AM)	E/W	5:30:00 AM	11:07:00 AM	N/A		N/A	
1X	Express to Indio - Express to Palm Springs (PM)	E/W	1:30:00 PM	7:07:00 PM	N/A		N/A	
* First trip starts								
** Last trip ends								

## FY22 Fixed Route Fleet

Route #	Weekday		Saturday		Sunday	
	VOMS	Buses needed to operate service*	VOMS	Buses needed to operate service*	VOMS	Buses needed to operate service*
1	14	14	12	16	12	16
2	12	12	5	5	5	5
3	1	1	1	1	1	1
4	7	8	5	5	5	5
5	2	2	0	0	0	0
6	3	3	3	3	3	3
7	2	2	1	1	1	1
8	4	6	4	5	4	5
9	3	4	4	6	4	6
10	2	2	0	0	0	0
1X	3	3	0	0	0	0
	<b>53</b>	<b>57</b>	<b>35</b>	<b>42</b>	<b>35</b>	<b>42</b>

School Trips	Weekday		Saturday		Sunday	
	AM	PM	AM	PM	AM	PM
200	1		0		0	
400	1		0		0	
401		1		0		0
402		1		0		0
500		1		0		0
700	1		0		0	
701		1		0		0
800	3		0		0	
801		1		0		0
802		1		0		0
	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total	<b>59</b>	<b>63</b>	<b>35</b>	<b>42</b>	<b>35</b>	<b>42</b>

## Route 1

### Coachella – Via Hwy 111 – Palm Springs

Route 1 is SunLine's most popular route, which operates seven days a week with 20-minute frequency and connects Palm Springs with Coachella using portions of East Palm Canyon Drive and Highway 111. It also serves the cities of Indio, La Quinta, Indian Wells, Palm Desert, Rancho Mirage and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine routes 2, 4, 5, 6, 7 and 8. Those transfer points are located at 5<sup>th</sup> Street at Vine Avenue in Coachella (connections with routes 6 and 8), Highway 111 at Adams Street in La Quinta (connections with Route 7), Town Center Way at Hahn Road in Palm Desert (connections with routes 4, 5 and 6), B Street at Buddy Rogers Avenue in Cathedral City (connections with Route 2), and Indian Canyon at Ramon Road in Palm Springs (connections with routes 2 and 4). Looking ahead, studies are underway to possibly boost service frequency to every 15 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Previously called Route 111, the route was renamed in January of 2021.

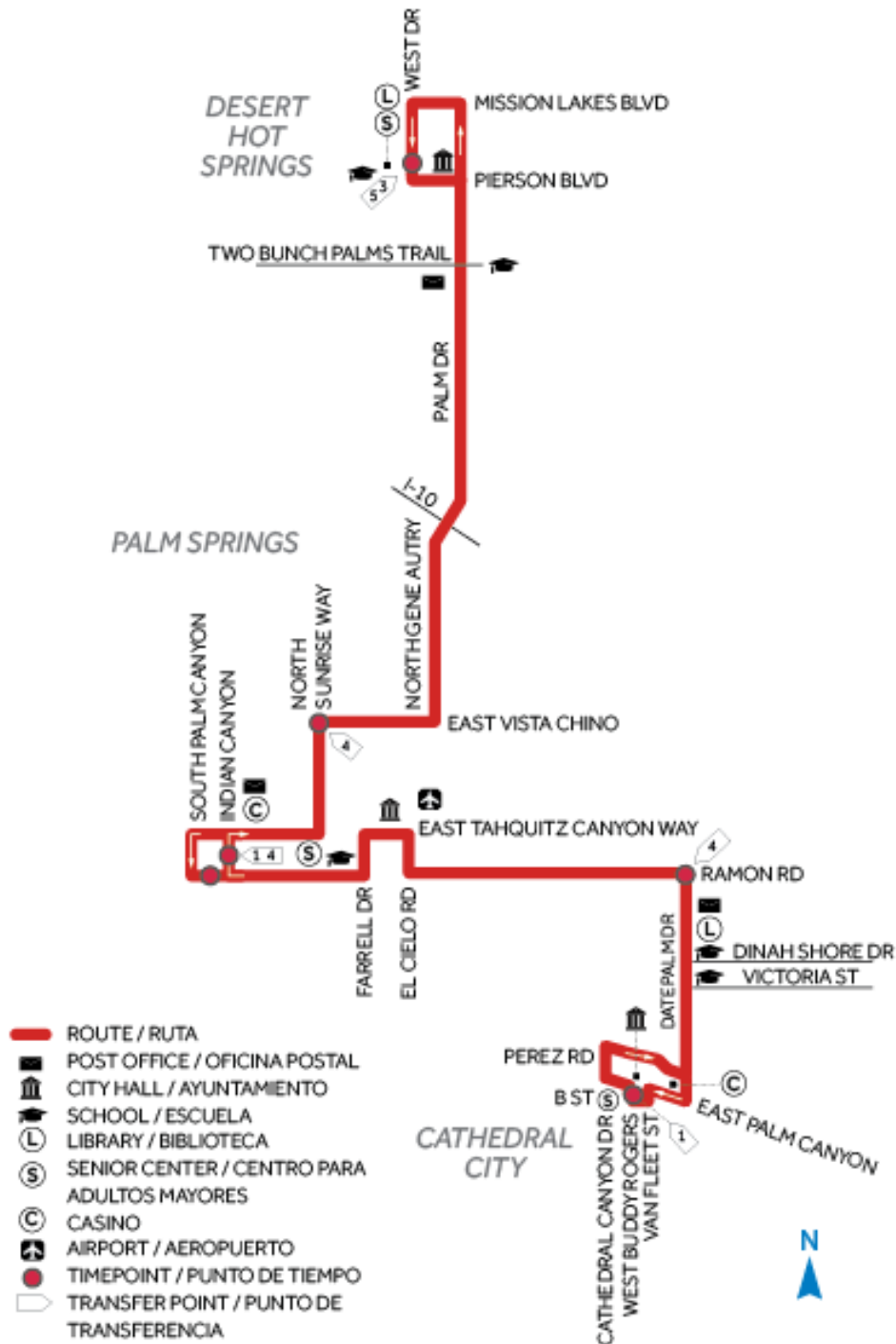




## Route 2

### Desert Hot Springs – Palm Springs – Cathedral City

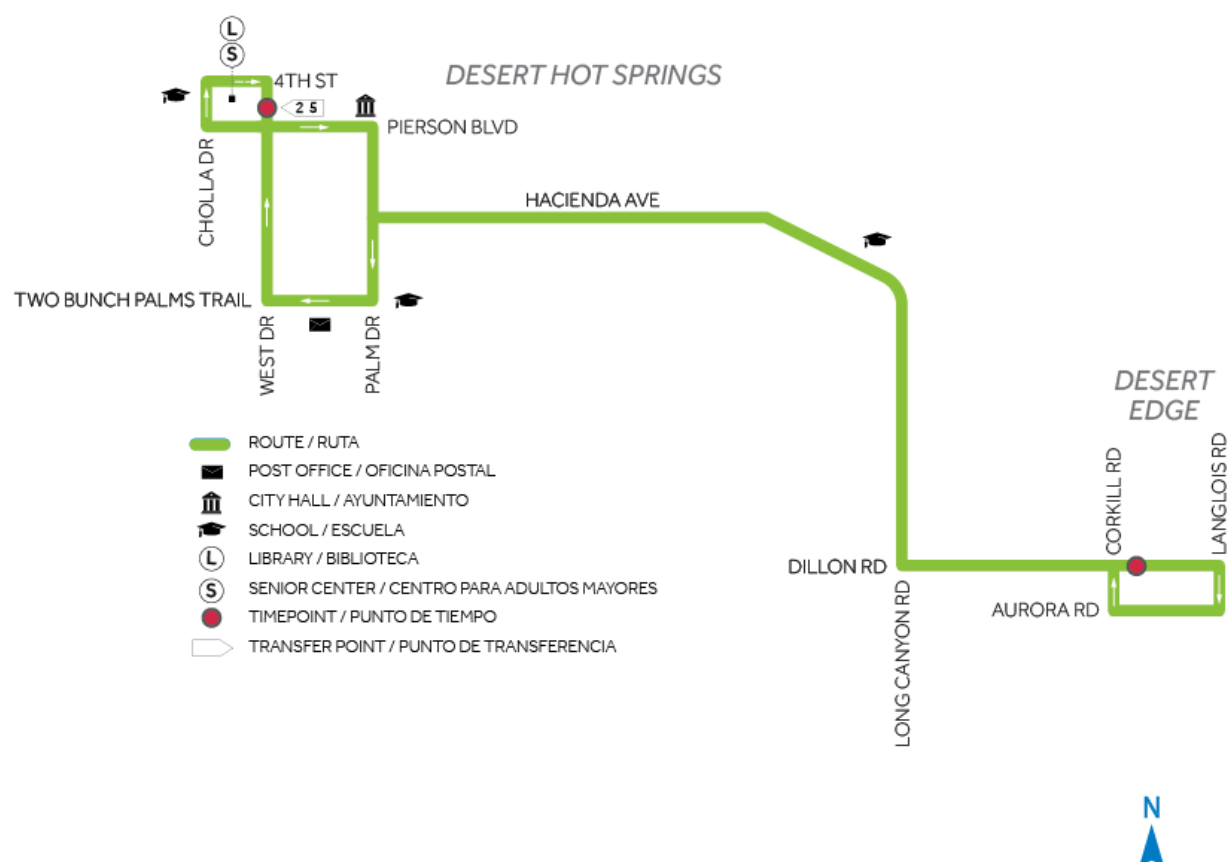
Route 2 is one of SunLine's higher performing routes which operates seven days a week with 20-minute frequency and connects Desert Hot Springs with Palm Springs and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers as well as Palm Springs International Airport. A significant portion of Route 2 ridership is driven by customers living in Desert Hot Springs who work in downtown Palm Springs. The route also provides convenient connections for customers needing to transfer to SunLine routes 1, 3, 4 and 5. Those transfer points are located at B Street at Buddy Rogers Avenue in Cathedral City (connection with Route 1), Ramon Road at Date Palm Drive in Cathedral City (connection with Route 4), Indian Canyon Drive at Ramon Road in Palm Springs (connections with routes 1 and 4), Sunrise Way at Vista Chino in Palm Springs (connection with Route 4), and West Drive at Pierson Boulevard in Desert Hot Springs (connections with Routes 3 and 5). Looking ahead, studies are underway to possibly boost service frequency to every 15 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Route 2 was combined from previous routes 14 and 30, and renamed in January of 2021.



## Route 3

### Desert Edge – Desert Hot Springs

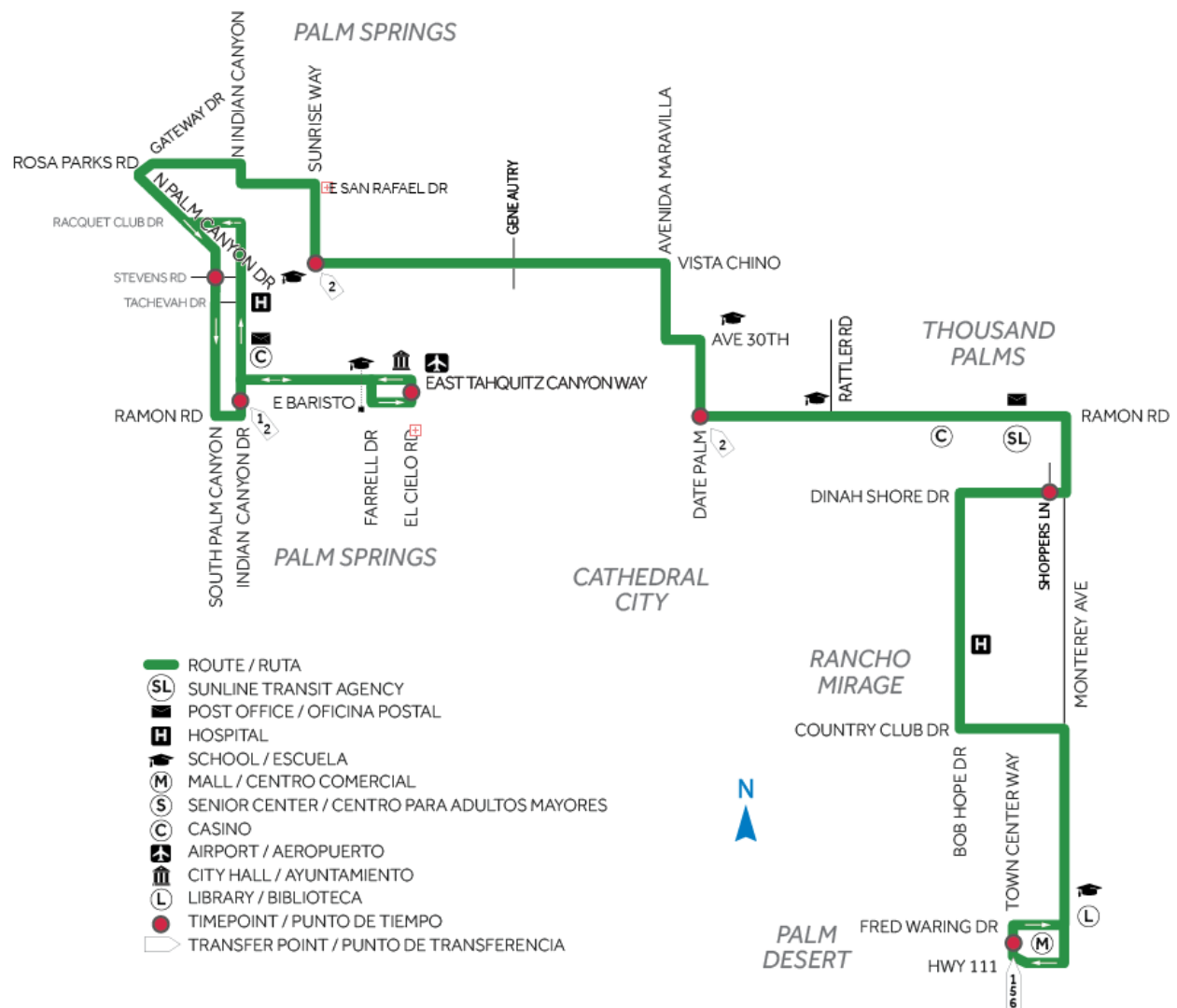
Route 3 operates seven days a week with 60-minute frequency, connecting Desert Edge with Desert Hot Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions and schools. The route also provides convenient connections for customers needing to transfer to SunLine routes 2 and 5. The transfer point is located at West Drive at Pierson Boulevard in Desert Hot Springs. Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Previously called route 15, the route was renamed in January of 2021.



## Route 4

### Westfield Palm Desert – Palm Springs

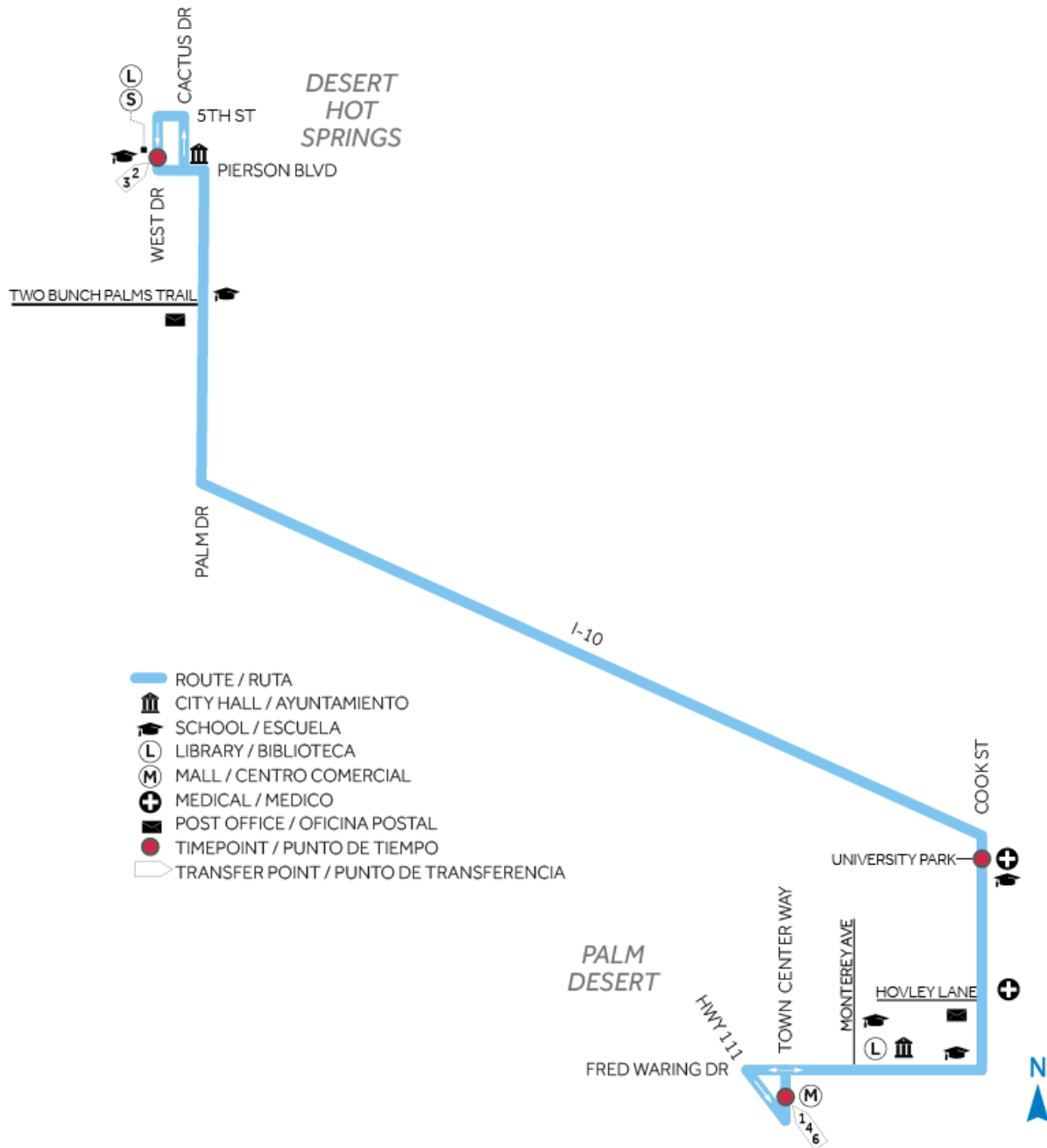
Route 4 is one of SunLine's higher performing routes which operates seven days a week with 40-minute frequency, connecting Palm Springs with Palm Desert. It also serves the cities of Thousand Palms, Rancho Mirage and Cathedral City. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools, medical centers and Palm Springs International Airport. The route also provides convenient connections for customers needing to transfer to SunLine routes 1, 2, 5 and 6. Those transfer points are located at Ramon Road at Date Palm Drive in Cathedral City (connection with Route 2), Indian Canyon Drive at Ramon Road in Palm Springs (connections with routes 1 and 2), Sunrise Way at Vista Chino in Palm Springs (connection with Route 2), and Town Center Way at Hahn Road (connections with routes 1, 5 and 6). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Route 4 was combined from previous routes 24 and 32, the route was renamed in January of 2021.



## Route 5

### Desert Hot Springs – CSUSB Palm Desert – Westfield Palm Desert

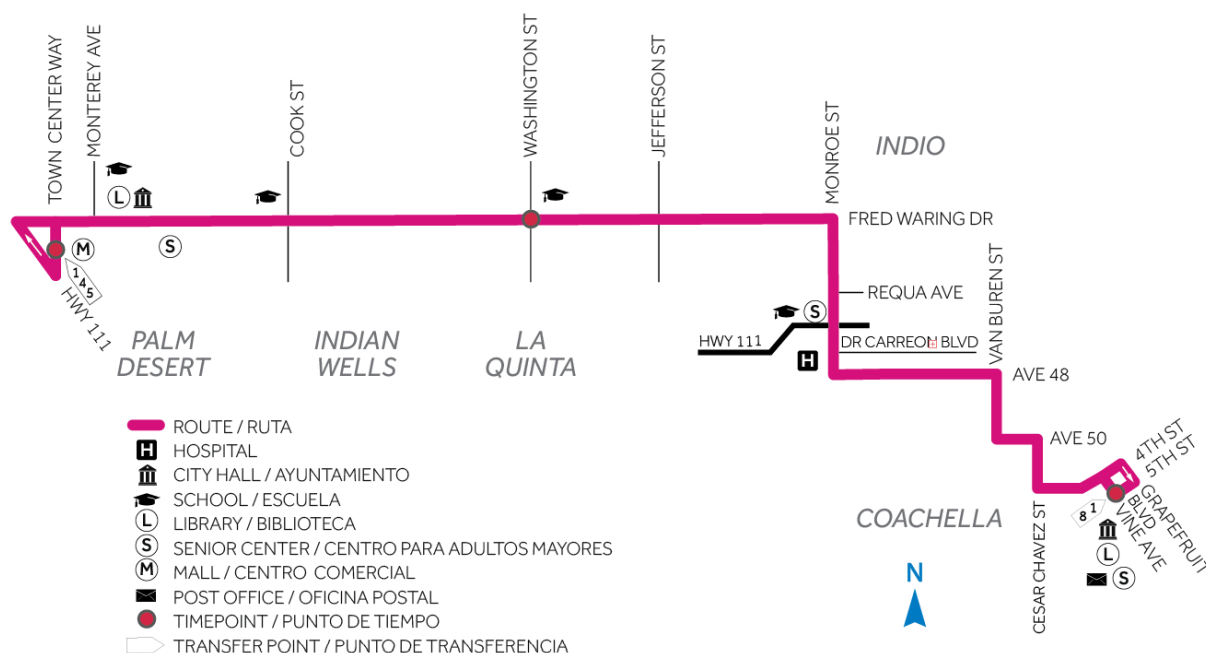
Route 5 operates five days a week with 60-minute frequency, connecting Desert Hot Springs with Palm Desert using a portion of the I-10 freeway. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions and schools. The route also provides convenient connections for customers needing to transfer to SunLine routes 1, 2, 3, 4 and 6. The transfer points are located at West Drive at Pierson Blvd in Desert Hot Springs (connections with routes 2 and 3) and Town Center Way at Hahn Road in Palm Desert (connections with routes 1, 4 and 6). Looking ahead, studies are underway to possibly boost service frequency to every 40 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Route 5 was combined from previous routes 20 and 21, and renamed in January of 2021.



## Route 6

### Coachella – Via Fred Waring – Westfield Palm Desert

Route 6 operates seven days a week with 45-minute frequency on weekdays and 60-minute frequency on weekends, connecting Palm Desert with Coachella using a portion of Fred Waring Drive. It also serves the cities of Indio, La Quinta and Indian Wells. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions and schools. The route also provides convenient connections for customers needing to transfer to SunLine routes 1, 4, 5 and 8. The transfer points are located at 5<sup>th</sup> St at Vine Ave in Coachella (connections with routes 1 and 8) and Town Center Way at Hahn Road in Palm Desert (connections with routes 1, 4 and 5). Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Launched in January or 2021, the Route 6 previously served portions of routes 54, 80, 81 and 91.

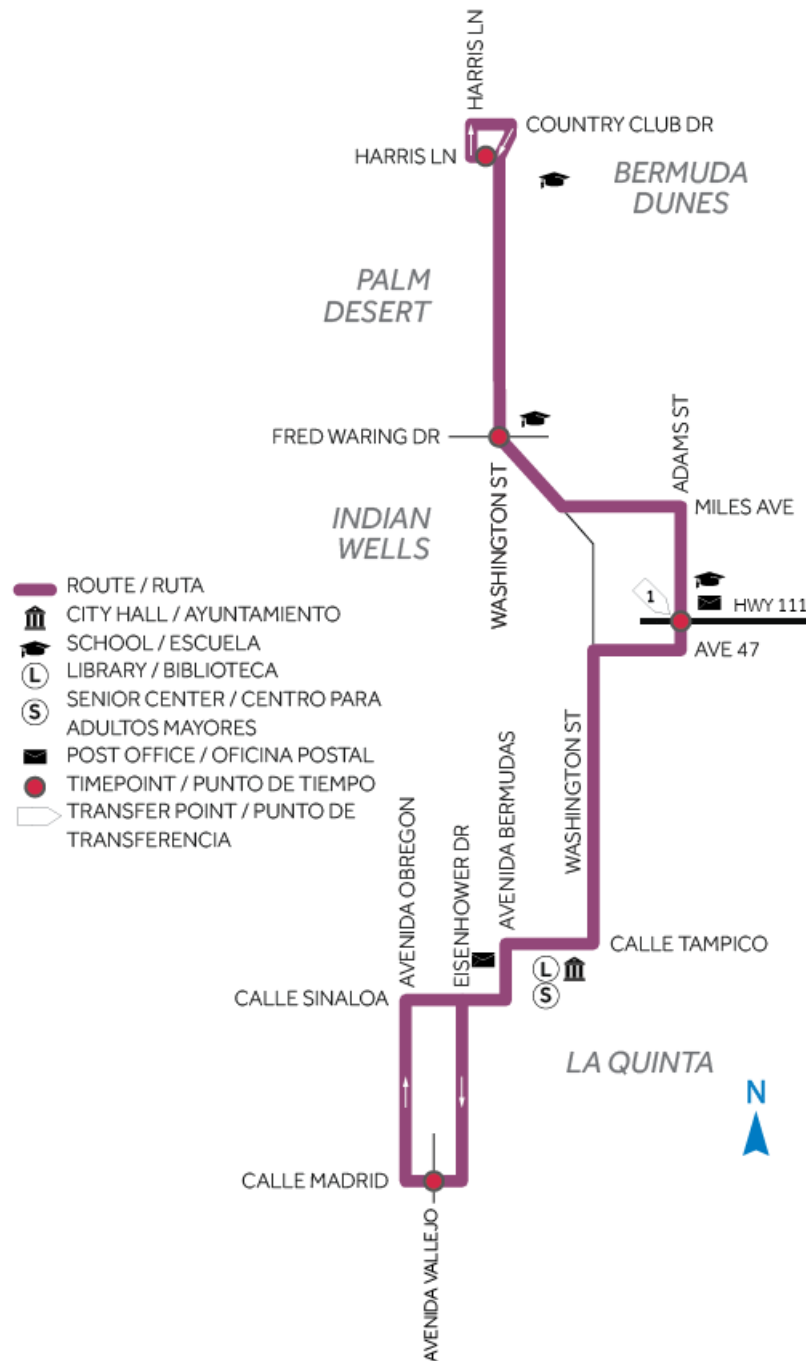




## Route 7

### Bermuda Dunes – Indian Wells – La Quinta

Route 7 operates seven days a week with 45-minute frequency on weekdays and 1-hour 45-minute frequency on weekends, connecting Bermuda Dunes with La Quinta. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions and schools. The route also provides a convenient connection for customers needing to transfer to SunLine's Route 1. The transfer point is located at Hwy. 111 at Adams Street in La Quinta. Looking ahead, studies are underway to possibly boost service peak weekday frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval. Previously called Route 70, the route was renamed in January of 2021.



## Route 8

### North Indio – Coachella – Thermal/Mecca

Route 8 is one of SunLine's critical routes linking the unincorporated part of the eastern Coachella Valley to the rest of SunLine's network. The route, which operates seven days a week with 40-minute frequency on weekdays and 60-minute frequency on weekends, connects Indio with Thermal/Mecca, and also serving the city of Coachella. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city halls, recreational attractions, schools and medical centers. The route also provides convenient connections for customers needing to transfer to SunLine routes 1, 6 and 9. Those transfer points are located at Avenue 66 at Mecca Health Clinic in Mecca (connection to Route 9) and 5<sup>th</sup> Street at Vine Avenue in Coachella (connection to routes 1 and 6). Route 8 was combined from previous routes 80, 81, 90 and 91, and renamed in January of 2021.



## Route 9

### North Shore – Mecca – Oasis

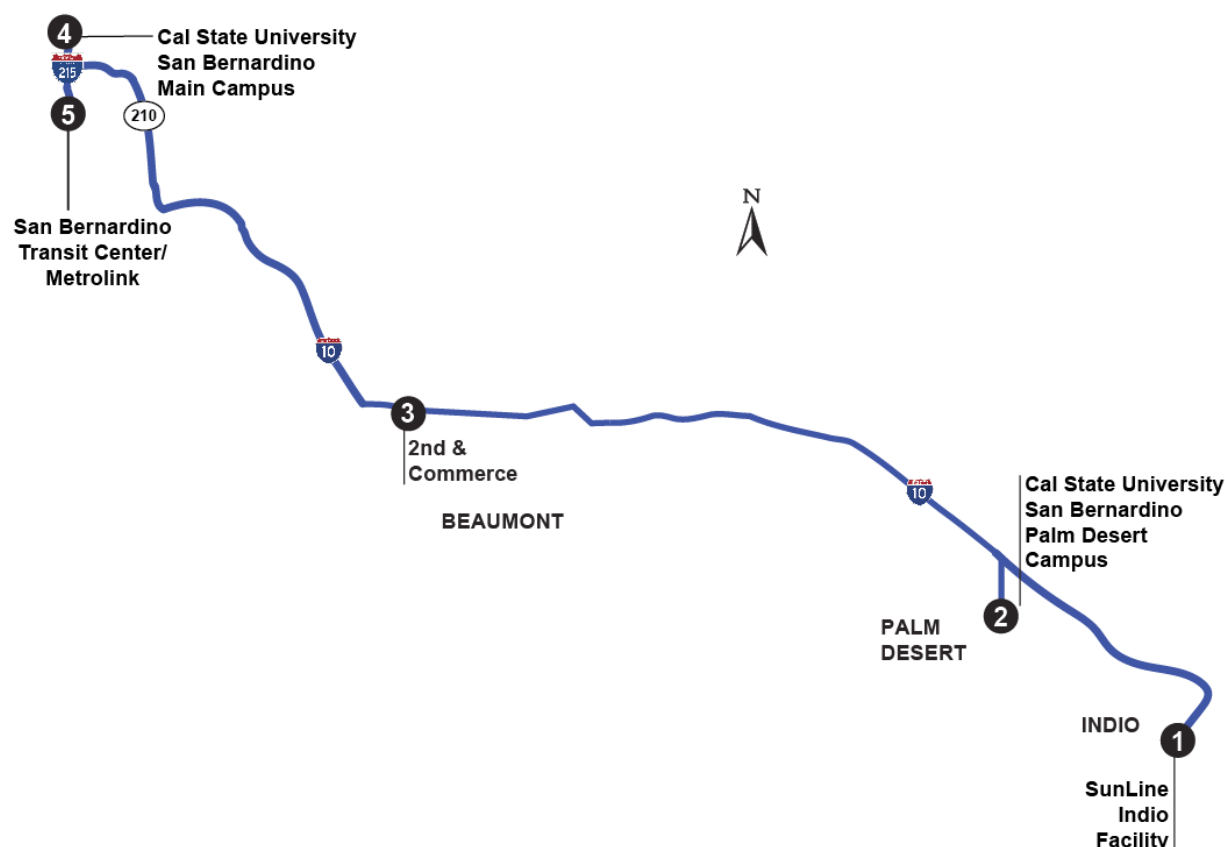
Route 9 operates seven days a week with 60-minute frequency, connects North Shore with Oasis. A variety of destinations are served, including libraries, recreational attractions, medical centers and schools. The route also provides a convenient connection for customers needing to transfer to SunLine’s Route 8. The transfer point is located at Avenue 66 at Mecca Health Clinic. Route 9 was combined from previous routes 90, 91 and 95, and renamed in January of 2021.



## Route 10 Commuter Link

### Indio – CSUSB (PDC) – CSUSB – San Bernardino Transit Center (SBTC) / Metrolink

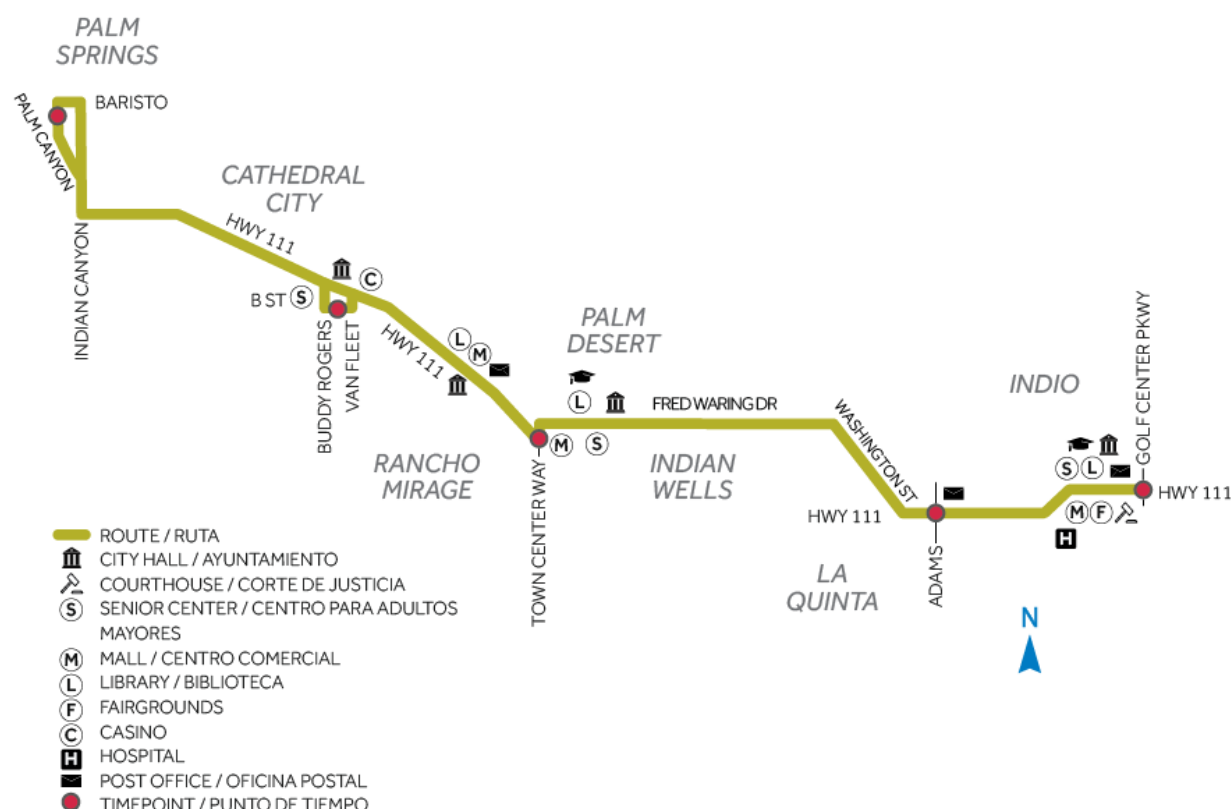
The Route 10 Commuter Link is designed to improve regional service between the Coachella Valley and the Inland Empire. For students, the 10 Commuter Link will provide a direct connection between California State University San Bernardino's campuses in Palm Desert and San Bernardino. It will also provide service to the San Bernardino Transit Center for connections with Metrolink trains as well as routes served by Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority and Mountain Transit. The 10 Commuter Link was temporarily on hold due to ridership declines and school closures from the COVID-19 pandemic and is now slated to begin service July 12, 2021.



## Route 1X

### Express to Indio – Express to Palm Springs

Route 1X is a new limited-stop express route that will connect Palm Springs and Indio. The majority of the route will travel along Highway 111 with a stop at B Street at Buddy Rogers Avenue and another on Town Center Way at Hahn Road to provide service to an already established bus stop and a high-density area. The purpose of Route 1X is to provide faster travel times between key stops and one additional weekday trip per hour on the Highway 111 corridor. The route will serve five stops in all, at South Palm Canyon at Baristo Road in Palm Springs, B Street at Buddy Rogers Avenue in Cathedral City, Town Center Way at Hahn Road in Palm Desert, Highway 111 at Adams Street in La Quinta and Highway 111 at Golf Center Parkway in Indio. Route 1X is slated to begin service September 7, 2021.



## School Trippers

School tripper buses are traditionally added to regular routes when service reaches capacity or special alignments/deviations are created to address a specific demand for service. These buses are open to both students and members of the public. Rider information related to these routes must be shared with the general public. SunLine is currently serving Desert Sands Unified School District campuses and will begin serving Palm Springs Unified School District campuses when in-person learning resumes. School tripper service is a limited-stop service that operates on the following schedules shown on the following maps. Tripper routes were renamed in January of 2021 as a part of the SunLine Refueled Initiative.



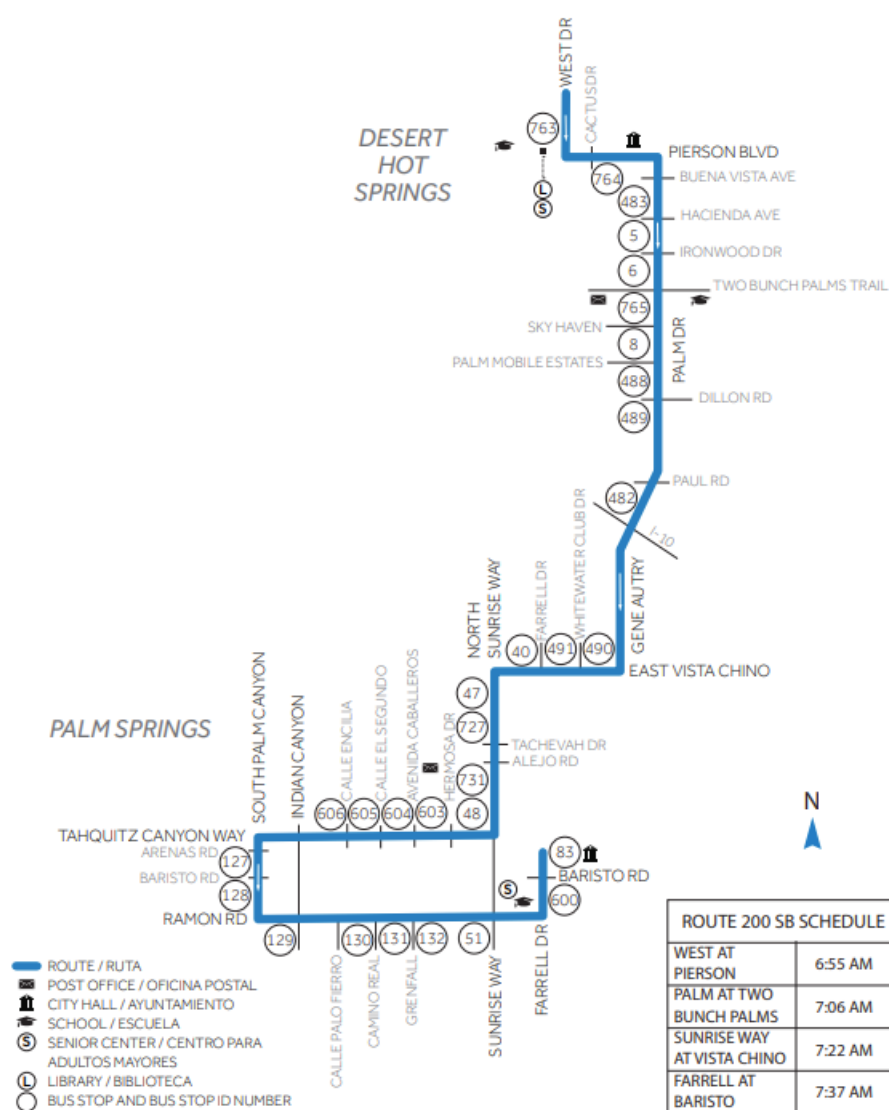
## Route 200 SB

Palm Springs High School  
AM Tripper

# ROUTE 200 SB

## PALM SPRINGS HIGH SCHOOL

### AM TRIPPER



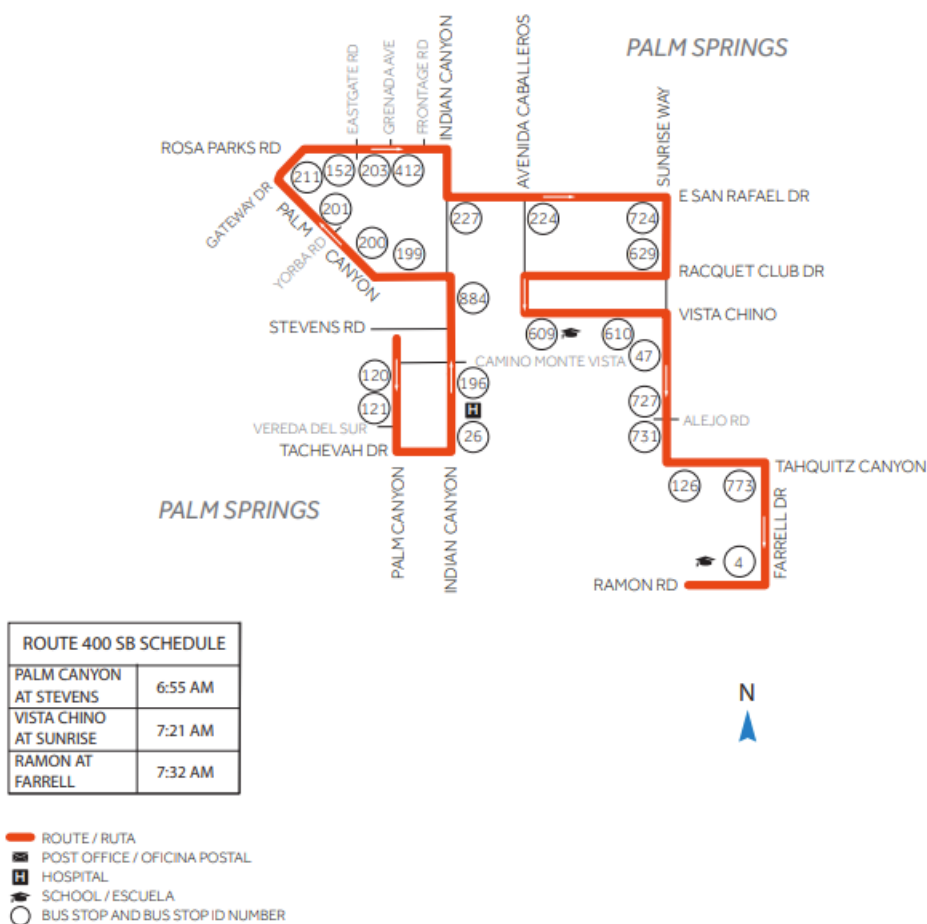
## Route 400 SB

Raymond Cree/Palm Springs High School  
AM Tripper

# ROUTE 400 SB

## RAYMOND CREE / PALM SPRINGS HS

### AM TRIPPER



## Route 402 NB

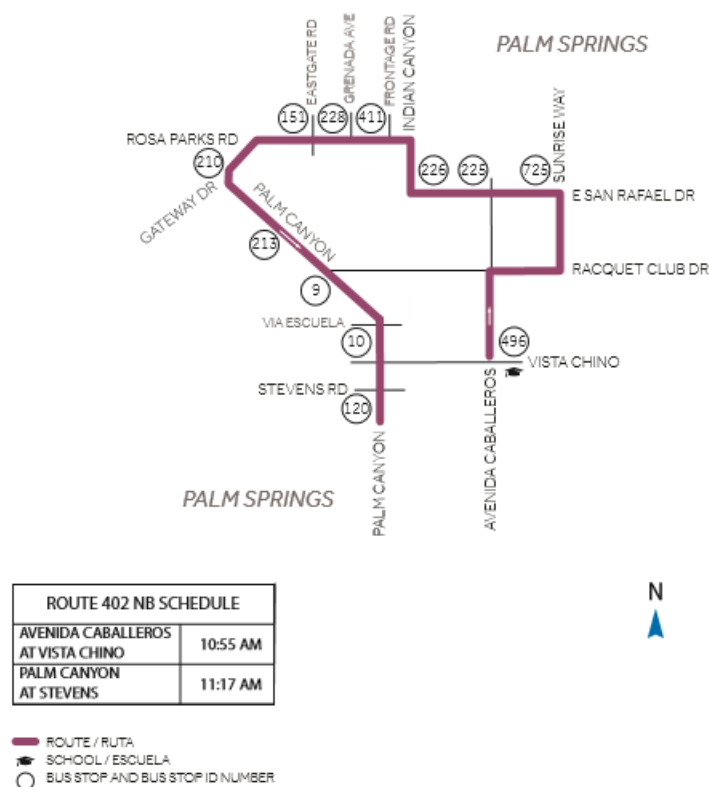
### Palm Canyon/Stevens

### AM Tripper

# ROUTE 402 NB

## PALM CANYON / STEVENS

### AM TRIPPER



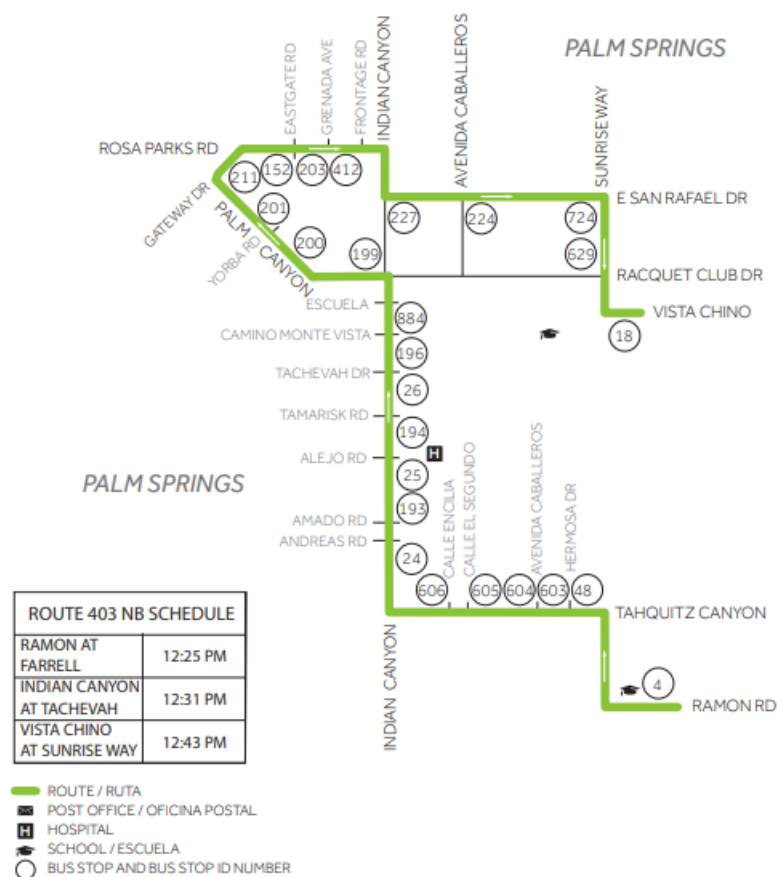
## Route 403 NB

Vista Chino/Sunrise  
PM Tripper

# ROUTE 403 NB

## VISTA CHINO / SUNRISE

### PM TRIPPER

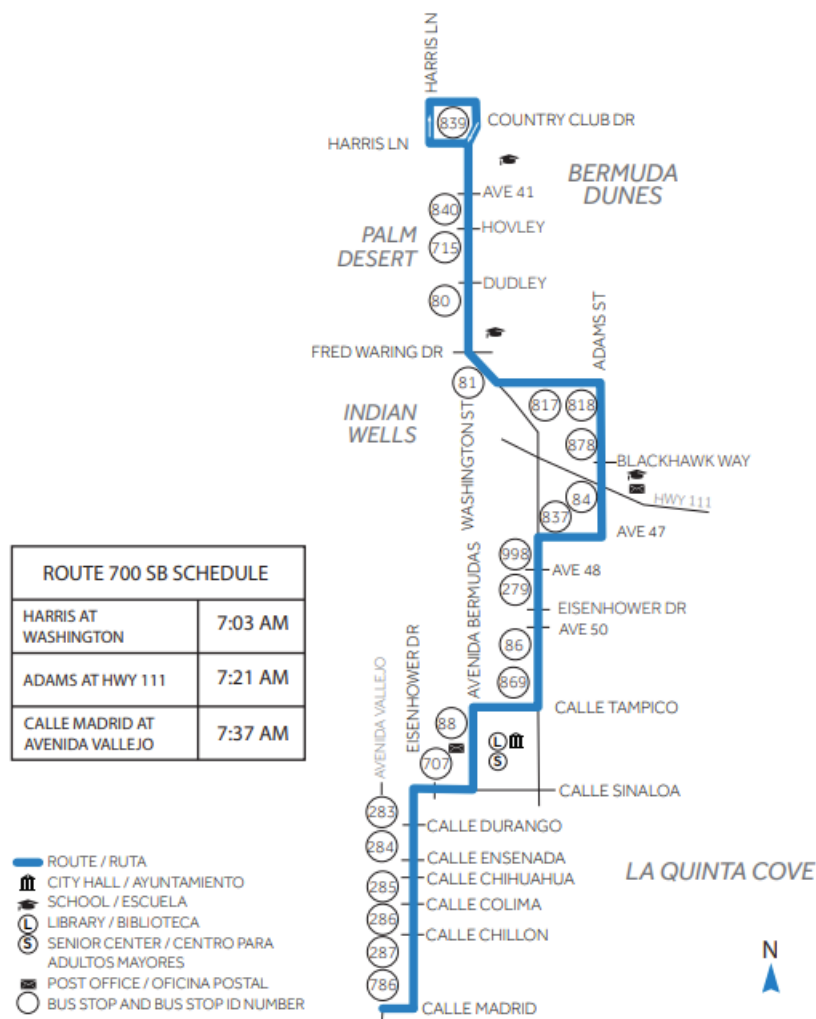


## Route 700 SB

Harris/Washington – Calle Madrid/AVN Vallejo  
AM Tripper

# ROUTE 700 SB

## HARRIS / WASHINGTON - CALLE MADRID / AVN VALLEJO AM TRIPPER

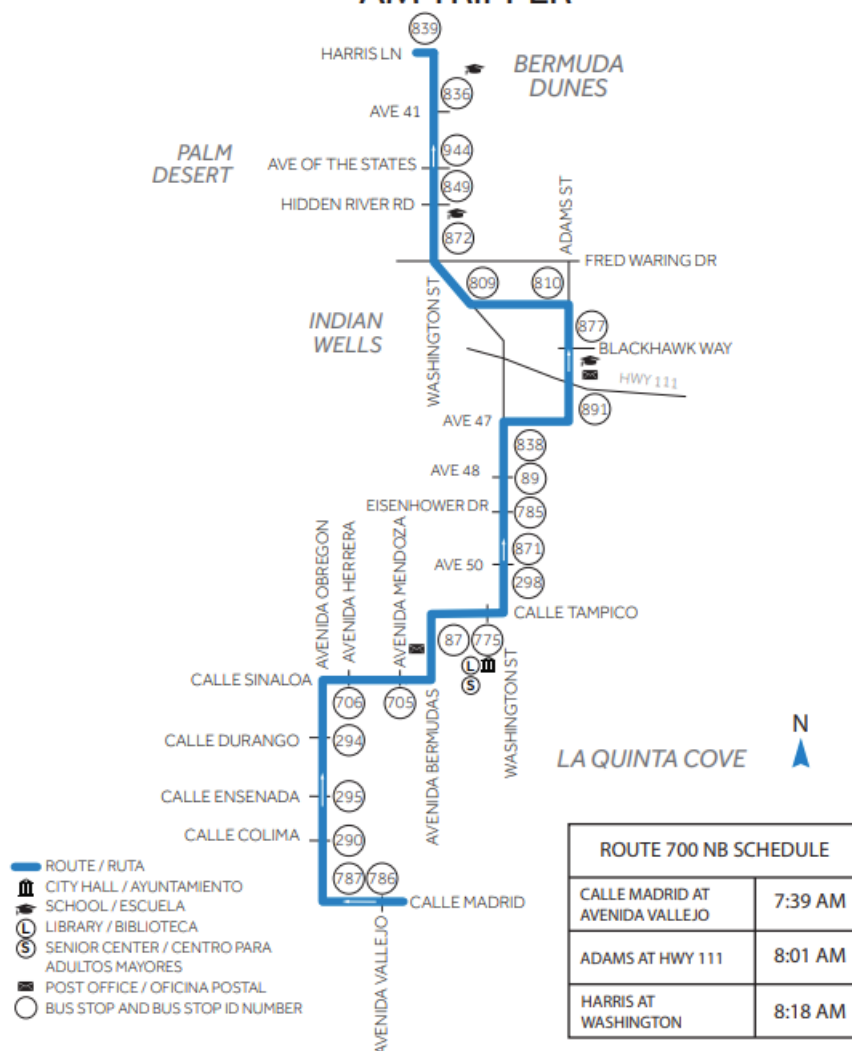


## Route 700 NB

Calle Madrid/Avn Vallejo – Harris/Washington  
AM Tripper

# ROUTE 700 NB

CALLE MADRID / AVN VALLEJO  
HARRIS / WASHINGTON  
AM TRIPPER

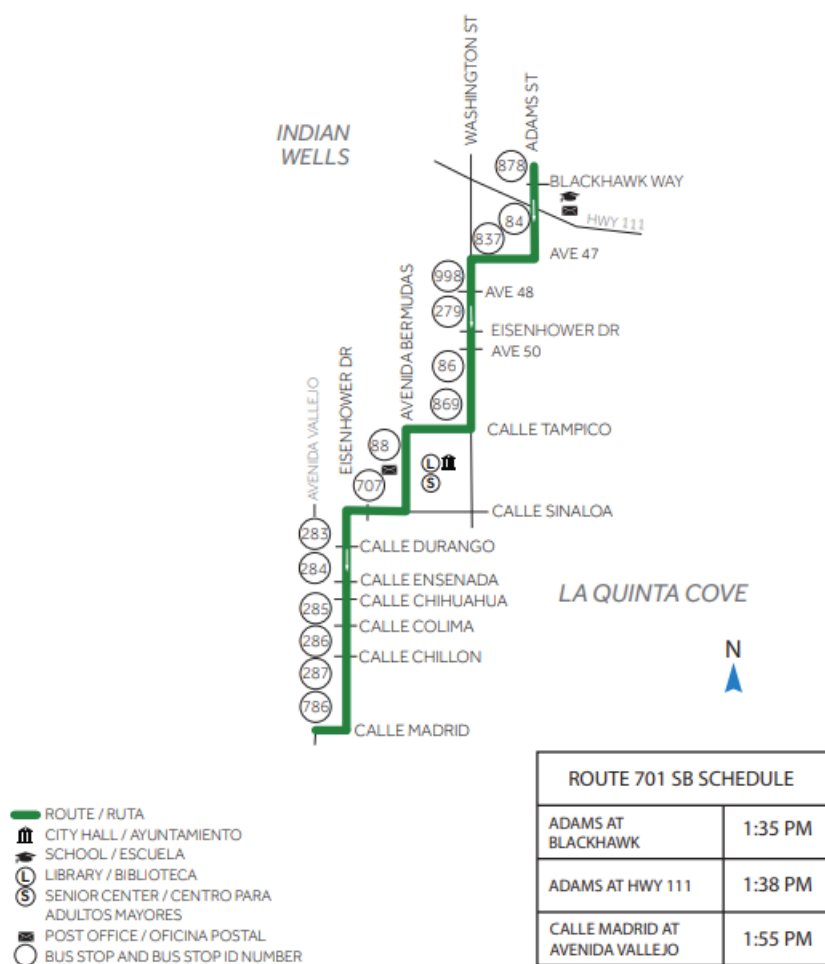


## Route 701 SB

Calle Madrid/Avn Vallejo  
PM Tripper

# ROUTE 701 SB

## CALLE MADRID / AVN VALLEJO PM TRIPPER



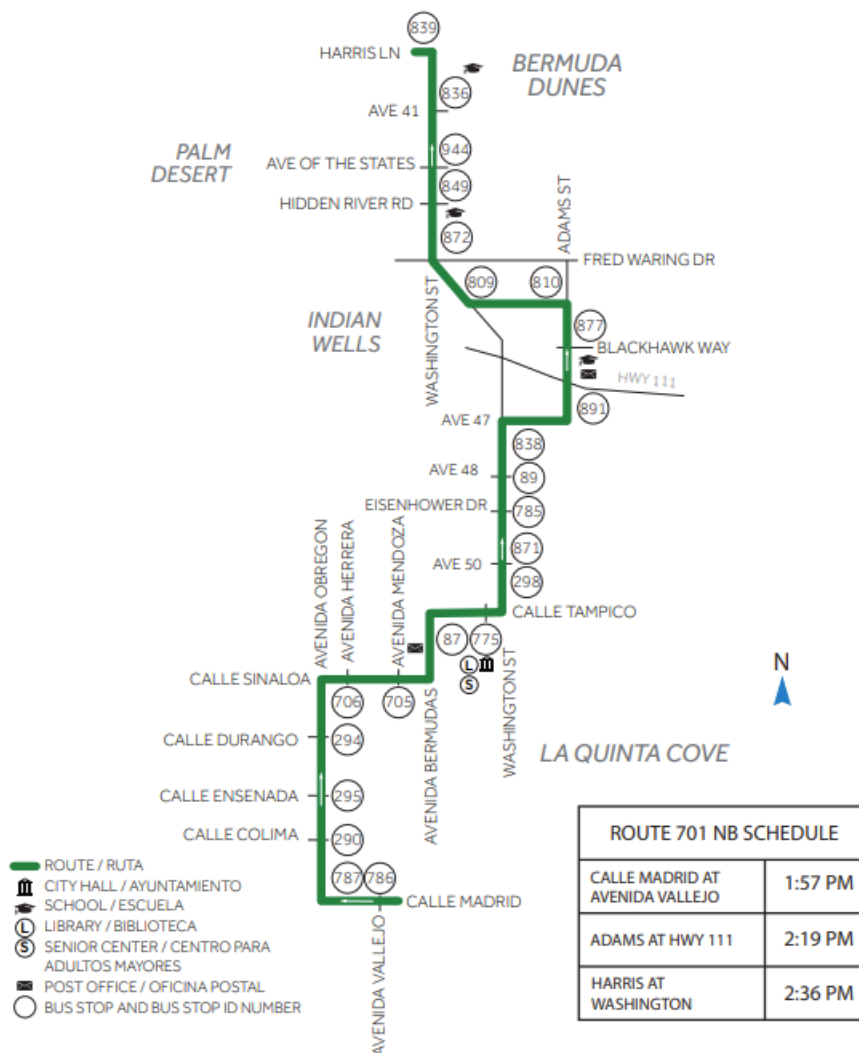
## Route 701 NB

Harris/Washington

PM Tripper

# ROUTE 701 NB

HARRIS / WASHINGTON  
PM TRIPPER



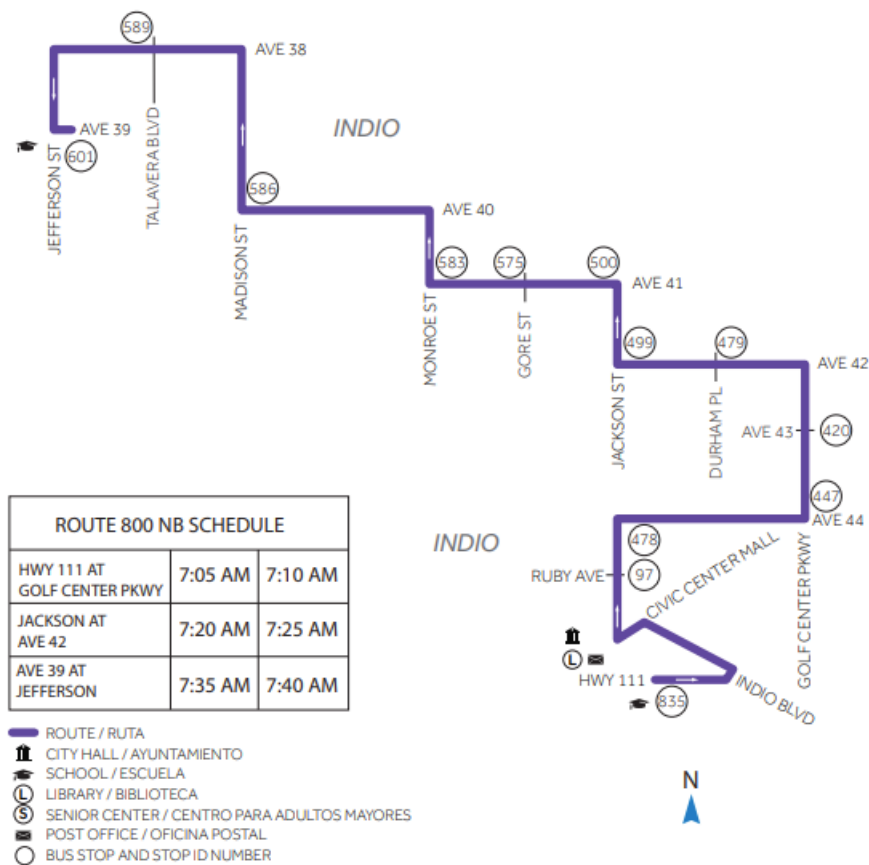


## Route 900 NB

Shadow Hills High School  
AM Tripper

# ROUTE 800 NB

SHADOW HILLS HIGH SCHOOL  
AM TRIPPER

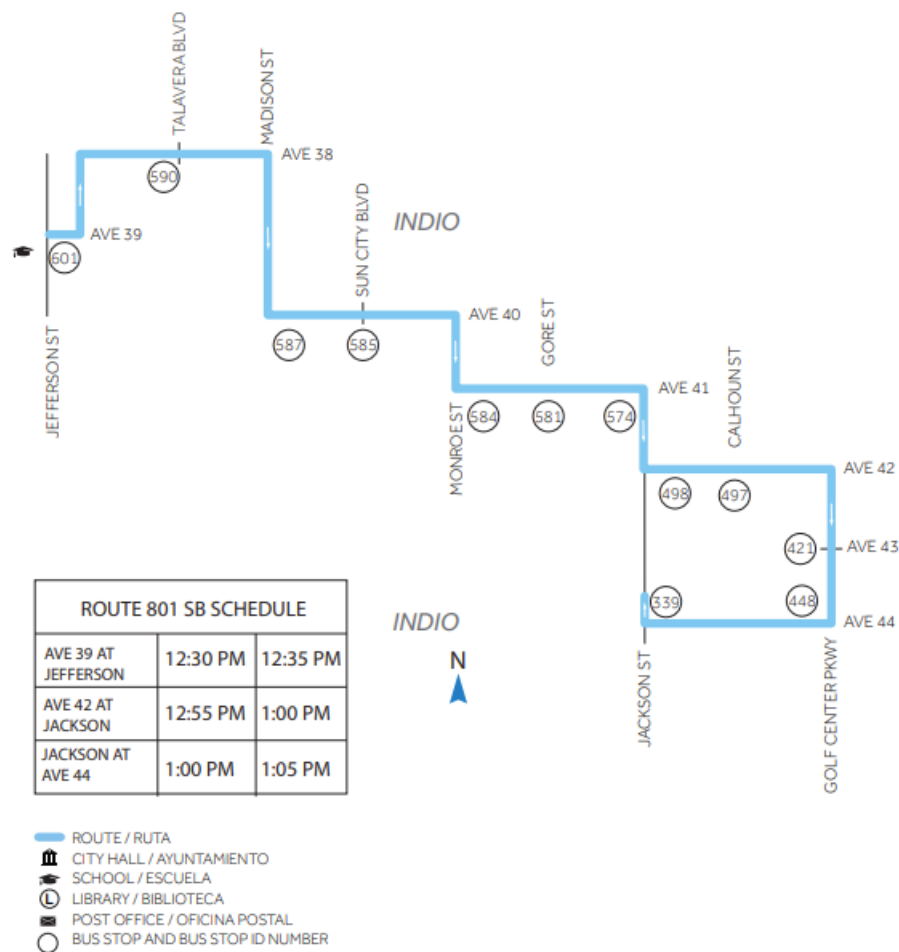


## Route 801 SB

Jackson/44th  
PM Tripper

# ROUTE 801 SB

JACKSON / 44TH  
PM TRIPPER

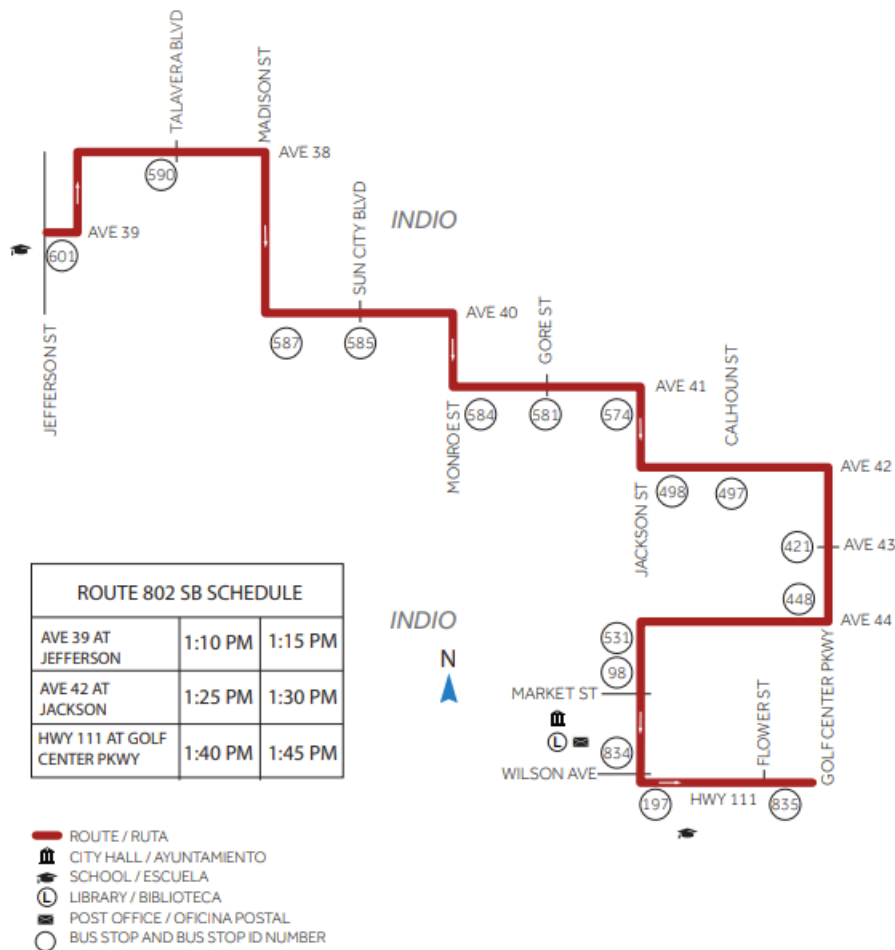


## Route 802 SB

Hwy 111/Golf Center Pkwy  
PM Tripper

# ROUTE 802 SB

HWY 111 / GOLF CENTER PKWY  
PM TRIPPER

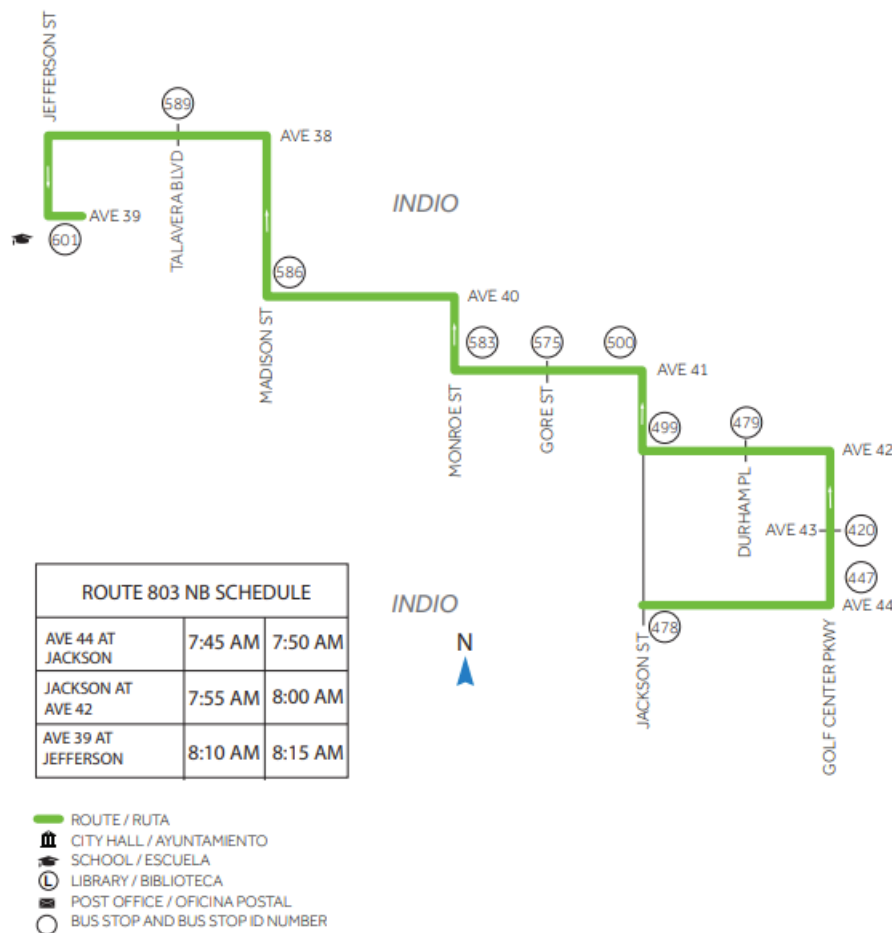


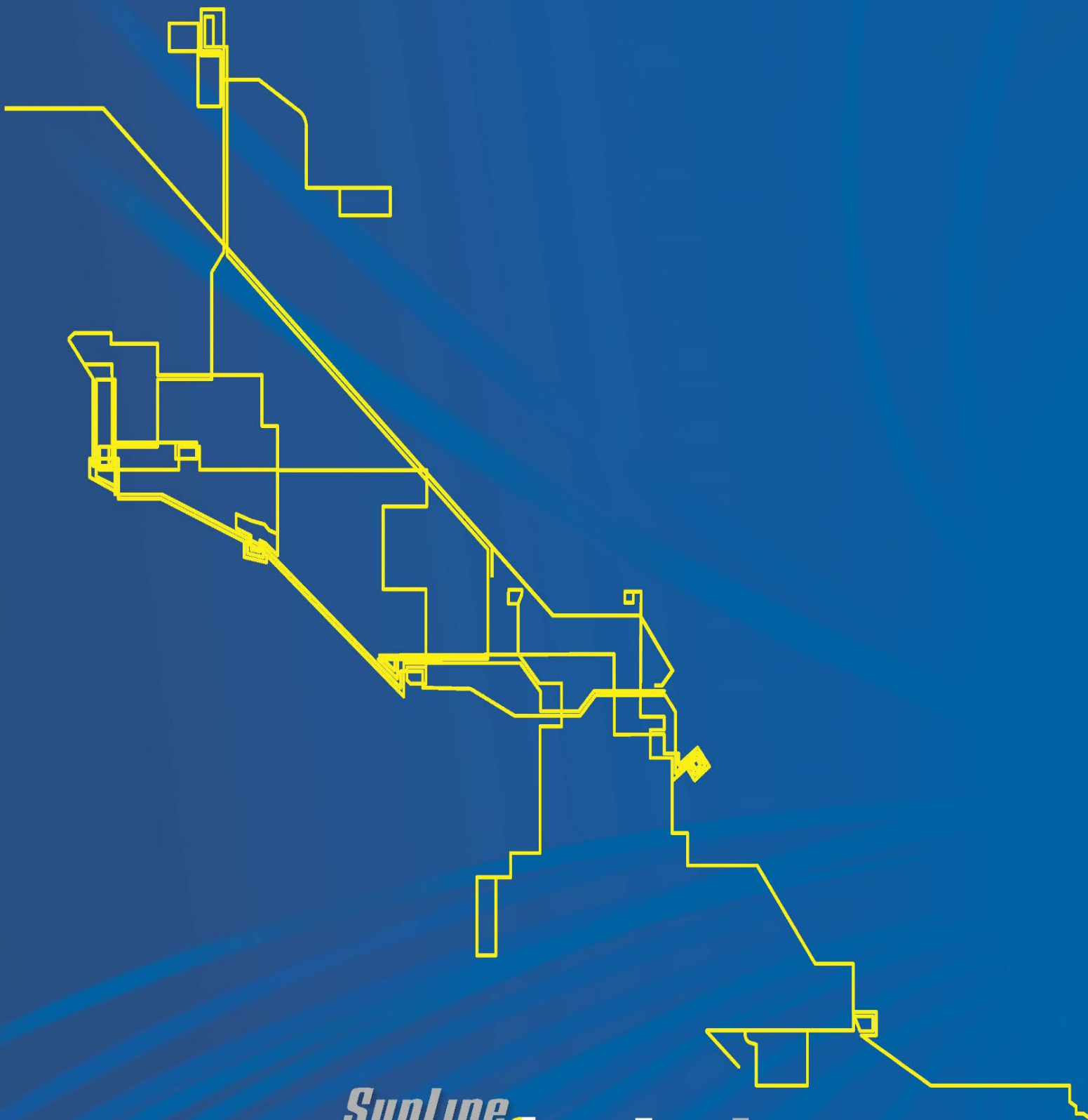
## Route 803 NB

### Shadow Hills High School AM Tripper

# ROUTE 803 NB

## SHADOW HILLS HIGH SCHOOL AM TRIPPER





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**Refueled**  
DRIVING THE FUTURE OF TRANSIT

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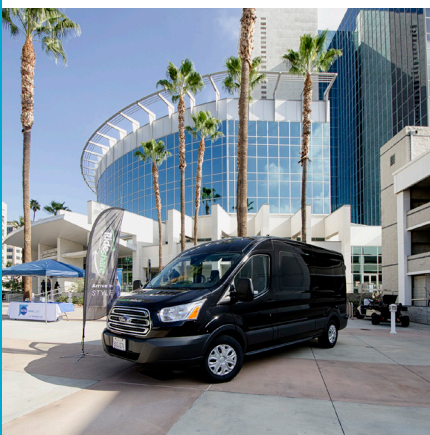




**RCTC****RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION**

FY 2021/22 – FY 2025/26

# SHORT RANGE TRANSIT PLAN



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## GLOSSARY OF ACRONYMS

<b>AA</b>	Alternatives Analysis
<b>BNSF</b>	BNSF Railways
<b>CMAQ</b>	Congestion Mitigation & Air Quality Funds
<b>CTC</b>	County Transportation Commission
<b>CVAG</b>	Coachella Valley Association of Governments
<b>ETC</b>	Employer Transportation Coordinator
<b>EIR/EIS</b>	Environmental Impact Report/Environmental Impact Statement
<b>EPA</b>	Environmental Protection Agency
<b>FHWA</b>	Federal Highway Administration
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>IEOC</b>	Inland Empire-Orange County Line
<b>LAUS</b>	Los Angeles Union Station
<b>LOSSAN</b>	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
<b>LTF</b>	Local Transportation Funds
<b>LRTS</b>	Long Range Transportation Study
<b>Metro</b>	Los Angeles County Metropolitan Transportation Authority
<b>MSRC</b>	Mobile Source Air Pollution Reduction Review Committee
<b>NTD</b>	National Transit Database
<b>OCTA</b>	Orange County Transportation Authority
<b>PTC</b>	Positive Train Control
<b>PVL</b>	Perris Valley Line
<b>RCTC</b>	Riverside County Transportation Commission
<b>RTA</b>	Riverside Transit Agency
<b>RTPA</b>	Regional Transportation Planning Agency
<b>RTP/SCS</b>	Regional Transportation Plan/Sustainable Communities Strategy
<b>SB</b>	Senate Bill
<b>SBCTA</b>	San Bernardino County Transportation Authority
<b>SCAG</b>	Southern California Association of Governments
<b>SCORE</b>	Southern California Optimized Rail Expansion
<b>SCRRA</b>	Southern California Regional Rail Authority
<b>SDP</b>	Service Development Plan
<b>SJBL</b>	San Jacinto Branch Line
<b>SR</b>	State Route
<b>SRTP</b>	Short Range Transit Plan
<b>STA</b>	State Transit Assistance Funds
<b>TVM</b>	Ticket Vending Machine
<b>UP</b>	Union Pacific Railroad
<b>VCTC</b>	Ventura County Transportation Commission

## EXECUTIVE SUMMARY

---

The Riverside County Transportation Commission (“Commission”) was established in 1976 by the State Legislature to oversee the funding and coordination of all public transportation services within Riverside County (County). The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County’s 28 cities, and one non-voting member appointed by the Governor of California.

The Commission is one of 26 designated regional transportation planning agencies (RTPA) in the State. It is also one of the County Transportation Commissions (CTC) created under Public Utilities Code Section 130050. As the RTPA, it is required to set policies, establish priorities, and coordinate activities among the County’s various transit operators and local jurisdictions. The Commission approves the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities by strategically programming funds and administering grant programs. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Short Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the vanpool subsidy program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, both of which span the Western Riverside County area. The Commission is also leading the planning efforts for the proposed Coachella Valley-San Gorgonio Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Indio.

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years. In order to receive local, state, and federal funds for the first fiscal year (FY) of the plan, transit operators in the county submit an updated SRTP annually for the allocation and programming of funds. The SRTP is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2021, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner.

These objectives are used to direct policies and priorities for the coming year as well as underline the Commission’s leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans and bicycle and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation, and mitigating project impacts in the community.

## COVID-19 Impact on Transit Services

Ridership projections for FY 2019/20 were promising with proposed service expansions for commuter rail and significant gains in new vanpools as it was entering its second year of service. However, the novel coronavirus which causes the disease now known as COVID-19 caused a pandemic worldwide. Beginning in mid-March 2020, local and state public health orders included the closure of schools, cancellations of gatherings of more than ten, social distancing of at least 6 feet, and the Governor's statewide "stay at home" Executive Order. Although transit services were deemed essential, ridership plummeted immediately after the "stay at home" order was issued. Metrolink reported ridership declines of about 90% systemwide and the number of active vanpools declined 47%.

Ridership levels are being closely monitored and services are reduced leading into FY 2020/21 with many uncertainties that remain. Metrolink has reduced services by 30% and will operate at the reduced service levels in FY 2021/22 until ridership recovery requires service to be reinstated. As a result of the continued travel and commute restrictions resulting from COVID-19, in FY 2020/21 VanClub did not regain the routes/ridership achieved before COVID-19. Since July 2020, there have been 30 vanpool routes that have continued during the fiscal year and the program anticipates minor increases in participation before the end of FY 2020/21. The service plans and strategies for both are described in this five-year plan and should be noted that the focus for the near-term will implement strategies to maintain and regain riders, including increasing safety and sanitization measures to meet customer needs. The proposed FY 2021/22 plan also provides flexibility to meet market changes when local and state health provisions are lifted. As the pandemic transpires, the service expansions and capital improvements set forth may be delayed as revenue and economic conditions are reassessed.



- ✓ 20% of Riverside County's resident are school age; this proportion holds for all three subareas.
- ✓ The Coachella and Palo Verde Valleys have a higher proportion of persons and heads of household over 65 compared to Western Riverside County.
- ✓ Nearly one-third (31%) of households in the county have no worker present. This figure includes retired households as well as households of unemployed persons and full-time college students. The data reflects the great recession and slow recovery during the first half of the current decade.
- ✓ More than one-third of households are one-worker households.
- ✓ Median income is higher in Western Riverside County compared to the eastern subareas.
- ✓ Countywide, nearly two-thirds of households had incomes of \$75,000 or less.
- ✓ Over two-thirds of Riverside County's dwelling units are single-family.
- ✓ Nearly 70% of jobs in Riverside County paid \$35,000 per year or less.
- ✓ Only 13% of jobs in Riverside County paid \$75,000 per year or more.
- ✓ Education is the dominant industry in Riverside County, representing a quarter of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 10% of jobs.
- ✓ Employment in Riverside County grew from 1.1% from 2010 to 2015, which was significantly higher than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -0.2%, 0.1%, and -1.3%, respectively, during the same period.

### **Commuter Travel Characteristics by Mode**

The Commission's transit programs will continue to play significant roles in advancing mobility in the county by offering travel options that can compete with the convenience of an automobile. Analyzing mode share data provides insight into the travel modes with the greatest growth potential and provides perspective on how the County compares to neighboring counties.

For example, according to the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which analyzed the U.S. Census's Journey to Work data (peak congestion periods) from the 2009-11 American Community Survey 3-Year Estimates, 1.5% of commute trips occurred by public transportation in Riverside County. In comparison, the state share is 5.2% and the national share is 5%. Although Riverside County is below the state and national averages, most other counties in the SCAG region were also below the averages. Moreover, Orange County's transit share may only be 2.9% but OCTA still ranks amount the 50 largest providers of public transportation nationally.

Carpooling in Riverside County on the other hand is about 13% of the peak commute trips, which is one of the highest in the SCAG region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of

travel behind driving alone, signaling the potential that regional vanpool programs have in the region.

Table 1.0: Journey to Work by County, SCAG Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove Alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
<b>Carpooled</b>	<b>11.3%</b>	<b>10.8%</b>	<b>10.0%</b>	<b>13.0%</b>	<b>16.7%</b>	<b>13.2%</b>
In 2-Person Carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-Person Carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-Or-More Person Carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers Per Car, Truck, or Van	1.08	1.08	1.07	1.09	1.11	1.09
<b>Public Transportation</b>	<b>1.5%</b>	<b>7.2%</b>	<b>2.9%</b>	<b>1.5%</b>	<b>1.9%</b>	<b>1.4%</b>
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, Motorcycle, or Other Means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at Home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Source: SCAG 2016 RTP/SCS, U.S. Census 2009-11 American Community Survey 3-Year Estimates

### 1.3 Description of RCTC Transit Services and Programs

RCTC administers and subsidizes two Western Riverside County transit programs:

- Vanpool – Better known as VanClub, is an incentive program where eligible vanpoolers receive a subsidy toward the cost of a vanpool lease.
- Commuter Rail – Better known as Metrolink, that is operated by the Southern California Regional Rail Authority (SCRRA), which the Commission is a member agency. This program also includes the operations and maintenance of the nine Metrolink stations and capital delivery of rehabilitation and expansion projects.

In the Coachella Valley, RCTC is leading the planning and environmental phases of the Coachella Valley – San Gorgonio Pass Corridor Service Project.

Details of each program, including service profiles, existing service and route performance, and future service and capital planning efforts for each are found in Chapters 2 and 3 of this report.



## 1.4 Key RCTC Partners

Planning, programming, and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional, and local levels. This section provides a summary of key partner agencies and their responsibilities with which RCTC collaborates.

### *Federal Agency Partners*

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

### *State Agency Partners*

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing all of the state's transportation issues. Of its nine major divisions two have substantial intersection with RCTC's operations. The California Department of Transportation (Caltrans) as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways and is a major funding partner for transit services and projects throughout the County. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

### *Regional Agency Partners*

As a CTC, RCTC represents the Riverside County subregion and assists SCAG in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans maintained by the South Coast Air Quality Management District. RCTC also is responsible for submitting projects to SCAG for inclusion in the RTP. Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC)). Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 route-mile network.



RCTC is also a voting member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority (JPA). The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. LOSSAN is a forum for the transportation and regional agencies along the corridor to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. LOSSAN does not pay for the operation of any of the passenger rail services within the corridor but is a means to help coordinate operations and planning.

### *County-Level Partners*

RCTC works closely with peer county-level transportation agencies in Southern California, including:

- ✓ Imperial Valley Association of Governments (IVAG)
- ✓ Los Angeles Metropolitan Transportation Authority (LA Metro)
- ✓ Orange County Transportation Authority (OCTA)
- ✓ San Bernardino County Transportation Authority (SBCTA)
- ✓ San Diego Association of Governments (SANDAG)
- ✓ Ventura County Transportation Commission (VCTC)

These above intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

### *Subregional Agency Partners*

RCTC works with two primary subregional agencies. The Western Riverside County Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the county.

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

Both agencies administer the Transportation Uniform Mitigation Fee programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

### *Tribal Governments*

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the county.

### Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven transit operators:

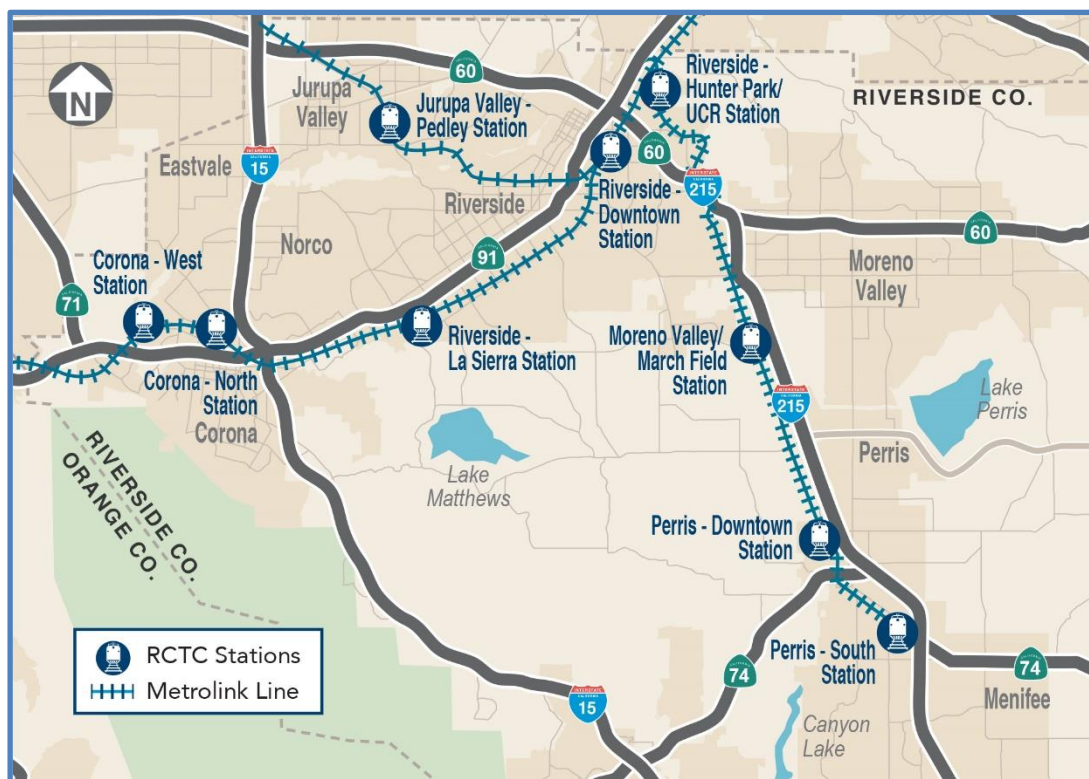
- ✓ City of Banning Transit
- ✓ City of Beaumont Transit
- ✓ City of Riverside Special Transportation Services
- ✓ Corona Cruiser
- ✓ Palo Verde Valley Transit Agency
- ✓ Riverside Transit Agency (RTA)
- ✓ SunLine Transit Agency

## 1.5 RCTC Transit Facilities

### RCTC-Owned Metrolink Stations

The Commission owns and maintains nine stations in Riverside County out of the 57 Metrolink stations in southern California. These stations are served by three Metrolink lines, Inland Empire – Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL) and are located in Western Riverside County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designated park & rides to encourage rideshare.



Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County





The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC) which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 27 years, the Commission has invested more than \$145 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over \$250 million more to the Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 <b>Riverside Downtown</b>  4066 Vine Street, Riverside	Rail: 91/PVL Line, IEOC Line, Riverside Line, Amtrak Bus: RTA, Amtrak OmniTrans, MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells  Size: 26.5 acres In Service Date: June 1993
 <b>Jurupa Valley-Pedley</b>  6001 Pedley Road, Jurupa Valley	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)  Size: 4.5 acres In Service Date: June 1993
 <b>Riverside-La Sierra</b>  10901-A & B Indiana Avenue, Riverside	Rail: 91/PVL, IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells  Size: 9.35 acres In Service Date: October 1995

	<p><b>Corona-West</b></p> <p>155 South Auto Center Drive, Corona</p>	<p>Rail: 91/PVL IEOC Line Bus: RTA</p>	<p>Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 5.49 acres In Service Date: October 1995</p>
	<p><b>Corona-North Main</b></p> <p>250 East Blaine Street, Corona</p>	<p>Rail: 91/PVL, IEOC Line Bus: RTA, Corona Cruiser</p>	<p>Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells</p> <p>Size: 6.72 acres In Service Date: November 2002</p>
	<p><b>Perris-Downtown</b></p> <p>121 South C Street, Perris</p>	<p>Rail: 91/PVL Bus: RTA</p>	<p>Platform with boarding track Parking lot (444 spaces)</p> <p>Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)</p>
	<p><b>Riverside-Hunter Park/UCR</b></p> <p>1101 Marlborough Avenue, Riverside</p>	<p>Rail: 91/PVL Bus: RTA</p>	<p>Platform with boarding track Parking lot (528 spaces)</p> <p>Size: 9.35 acres In Service Date: June 2016</p>
	<p><b>Moreno Valley/March Field</b></p> <p>4160 Meridian Parkway, Riverside</p>	<p>Rail: 91/PVL Bus: RTA Amtrak</p>	<p>Platform with boarding track Parking lot (476 spaces) Stairwell</p> <p>Size: 14.47 acres In Service Date: June 2016</p>

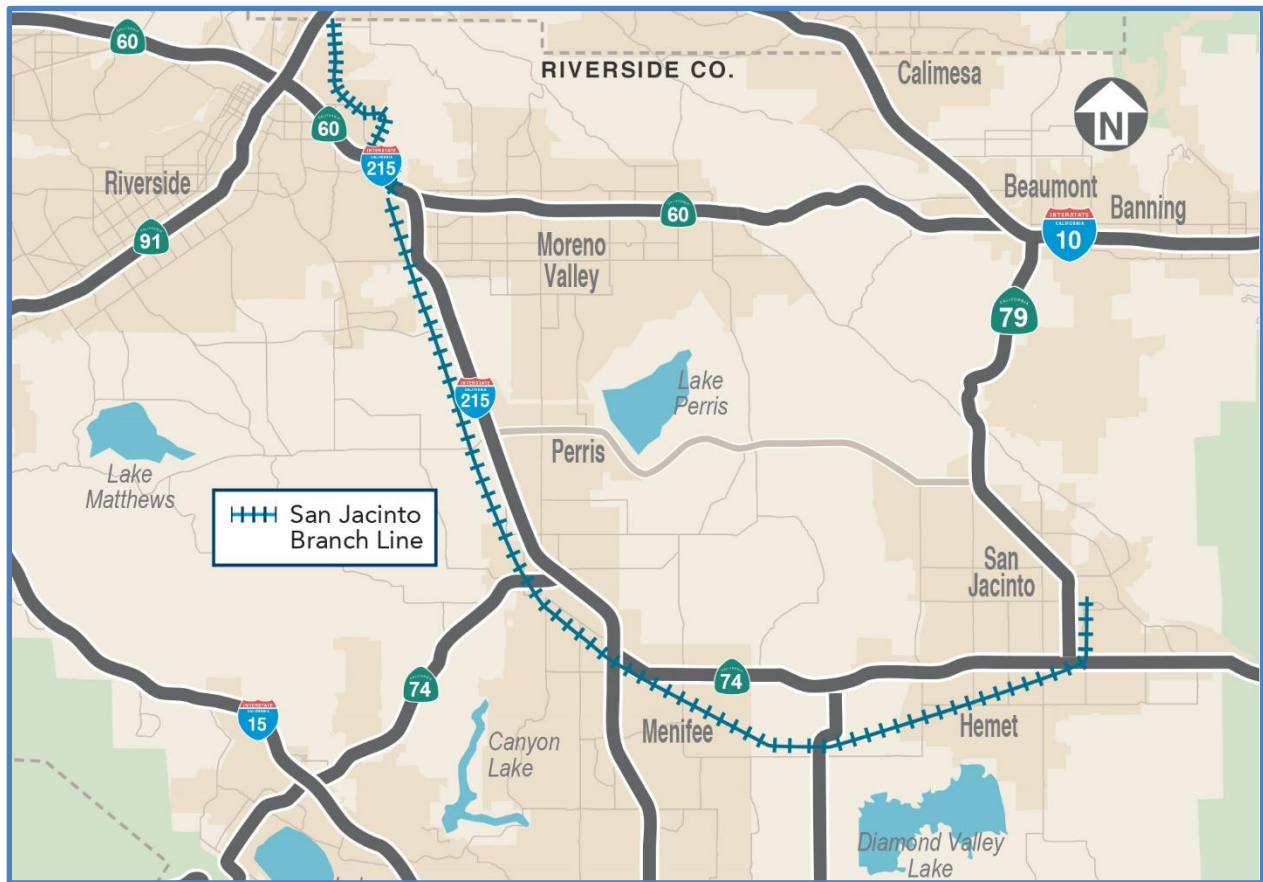
 <p><b>Perris-South</b> 1304 Case Road, Perris</p>	<p>Rail: 91/PVL Bus: RTA Amtrak</p>	<p>Platform with boarding track Parking lot (907 spaces)</p> <p>Size: 40.57 acres In Service Date: June 2016</p>
 <p><b>RDNOCC</b> 4344 Vine Street, Riverside</p>	<p>N/A</p>	<p>CCTV operations center Offices and meeting rooms</p> <p>Size: 3,000 square feet In Service Date: April 2016</p>

#### **RCTC-Owned San Jacinto Branch Line**

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SBJL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of \$26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights, serving its customers along the line and maintaining the right-of-way until such time as passenger service is implemented.

Figure 3 is the SBJL corridor that extends 38.3 miles between Highgrove and San Jacinto within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

Figure 3: Map of San Jacinto Branch Line

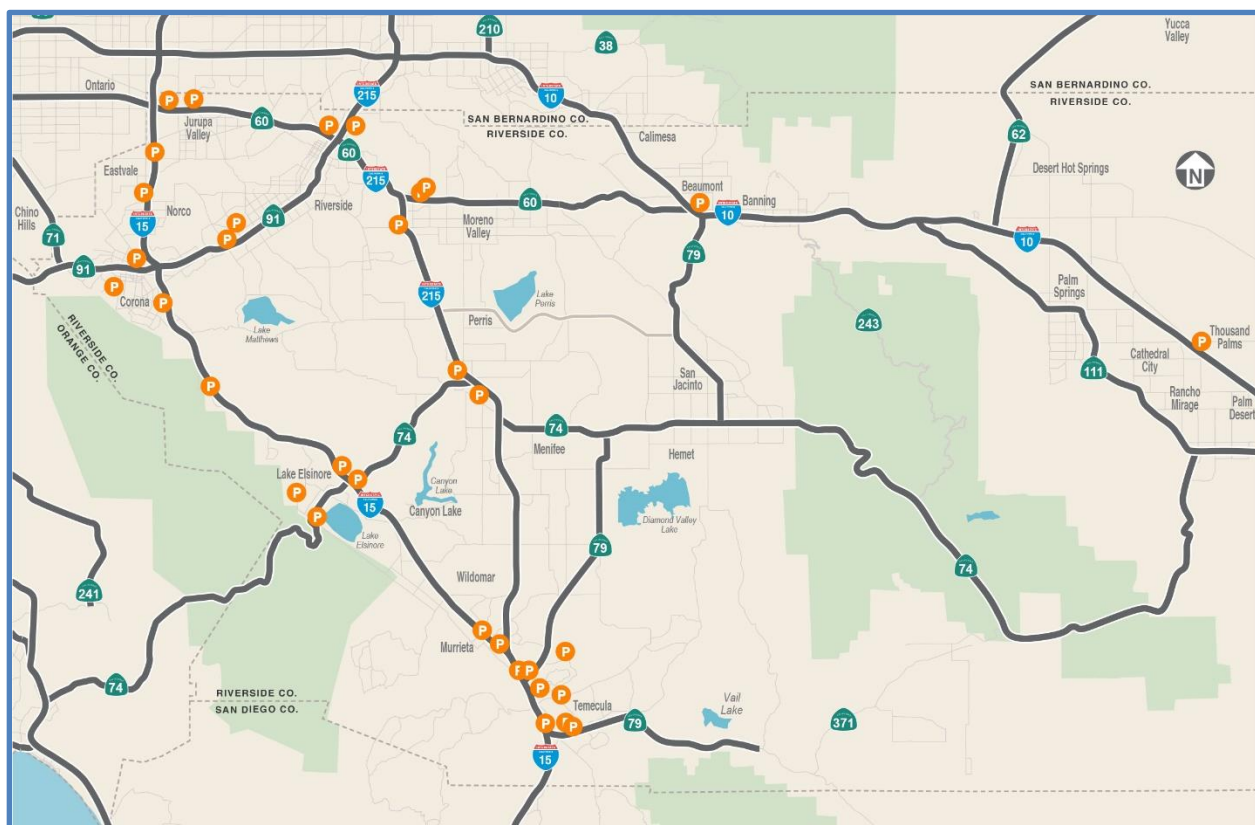


#### RCTC Leased Park & Ride Locations

Park & ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park & rides help improve mobility and the efficiency of transportation investments. RCTC leases excess parking spaces from property owners, typically churches and retail locations, to help expand park & ride capacity in the Western Riverside County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC allows flexibility in meeting the dynamic needs of commuters. The Commission supplements the park & ride network in Western Riverside County with an incremental 942 spaces across 12 lease locations. Figure 4 is a map of all of the park & ride facilities in western county.



Figure 4: Map of Park & Ride Facilities, Western Riverside County



## 1.6 Previous Studies and Plans

Previous studies and plans conducted by the Commission have been used as the building blocks for setting goals and priorities for transit projects and programs. The following is a list of the most notable and recently completed efforts that have guided the implementation of this SRTP.

- **Transit Vision (2009)** - This set forth the development of a 10-year Transit Vision that set the course of implementing more transit services and follow on studies and plans to facilitate future development in the transportation system in the county. The Transit Vision goals were to increase coordination; remove barriers to transit use; provide more efficient and effective service; ensure adequate funding; and improve energy efficiency. Recommendations resulted in the Commission reassessing funding formulas for LTF and STA.
- **Strategic Assessment (2016)** – This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the county’s long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of an LRTS and Next Generation Rail Study.

- **Coachella Valley Rail Alternative Analysis (2016)** – The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.
- **Perris Valley Line Growth Study Market Assessment (2017)** – The assessment reviewed the commuter market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** – This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** - The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** – Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2020)** – The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 is underway and includes further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and was completed in 2021.
- **Park & Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park & ride demand by better managing existing lots and identifying potential park & ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help



improve the planning, operation, and management of site-specific lots and the regional network.

- **Traffic Relief Plan (2020)** - This is an aspirational plan containing needed transportation projects and services countywide. The purpose of the Traffic Relief Plan was to serve as the legally-required expenditure plan for a potential half-cent sales tax that the Commission could propose to the voters of Riverside County.

## 2.0 WESTERN COUNTY VANPOOL PROGRAM

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### 2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program to launch a new Vanpool subsidy program called VanClub for commuters who travel to a workplace in Western Riverside County. Vanpools can be especially effective in providing transportation options in areas that are hard to serve by transit and can be an amenity for employers to attract and retain employees. Vanpool programs are also effective at reducing traffic and vehicle emissions by decreasing the number of vehicles traveling daily. VanClub supports long-distance commuters by offering a subsidy of up to \$400 per month which reduces the cost of the vanpool lease. For FY 2020/21, the average VanClub monthly lease cost before the subsidy averaged \$1,118 per vehicle per month.

#### *Vanpool Vendors*

VanClub is operated through a third-party lease arrangement, known as “purchased transportation” by the FTA, where RCTC competitively procures for third-party vendor(s), who then provide a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The vendor then invoices RCTC for the monthly subsidy. RCTC contracts with two types of vendors who provide vanpool vehicles to VanClub participants: private sector vendors (referred throughout as private leasing vendors), where RCTC is currently under contract with AVR Vanpool and Commute with Enterprise, and a public transit agency/vendor, the California Vanpool Authority (“CalVans”).



#### *Program Guidelines and Reporting Requirements*

For both programs, RCTC establishes the minimum program requirements and program guidelines. In the spring of FY 2019/20 when the State issued a shelter in place order as a result of the COVID-19 pandemic, RCTC lowered the threshold of two of the program guidelines' requirements as it relates to monthly reporting. These changes were necessary to assist essential workers to continue their work commutes during the pandemic. The two areas are noted below and this temporary change has continued in FY 2020/21. RCTC requires that a VanClub vanpool must:

1. Transport commuters traveling to a worksite or a post-secondary educational institution. The driver is counted as a commuter and is unpaid and all participants are volunteers;
2. Commute more than 30 miles round-trip each day;
3. Commute to an employer which must be located within Western Riverside County;

4. Commute at least 12 or more days during a calendar month period (lowered to at least one day per month during COVID-19);
5. The ratio of riders to available seats, including the driver (“occupancy”) must be at least 70% when a vanpool applies to the program and the vanpool must maintain a minimum occupancy rate of 50% (lowered to 15% during COVID-19); and
6. Permit RCTC to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats.



All vanpools that lease with private sector leasing vendor(s), apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. As a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD). Many of the CalVans’ agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans western county vanpool activity entered into the NTD, is provided directly to RCTC.

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle, may report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of \$2 in additional FTA Section 5307 funding for every \$1 invested/expended towards the ongoing subsidy program, two years after the reporting year. Some programs nationwide have claimed up to a 3:1 return in funding.

### *Pricing Structure*

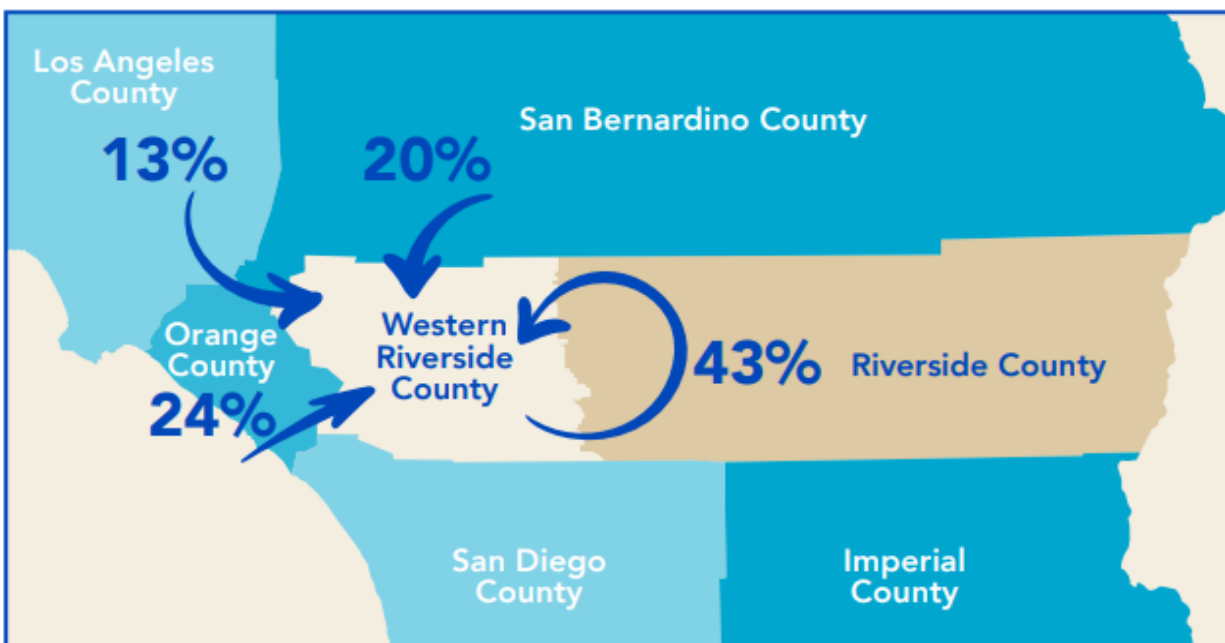
The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups’ out of pocket costs, which are still accounted for and reported into the VanClub system and ultimately into the NTD.

The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end into the VanClub online reporting system.

#### *Travel Characteristics*

VanClub was launched on May 1, 2018 with the program enrolling 49 vanpools by the end of June 2019. By March 2020, the number of vanpools approved and enrolled into the program was 96. However, due to COVID-19 impacts, the number of vanpools were reduced to 30, and has remained stable throughout FY 2020/21. Figure 5 reflects the originating locations of the current vanpools to show that 63% come from other counties and 37% are intra-county vanpools.

Figure 5: Map of Vanpool Origins Destined for Western Riverside County



During FY 2020/21, two of the 30 active vanpools commuted to a post-secondary educational institution (University of California at Riverside). The remaining 28 vanpools commuted to military worksites at the March Air Reserve Base in Moreno Valley.

#### *Coordination with IE Commuter (IEC)*



RCTC engages and partners with large employers in Western Riverside County, through the IE Commuter brand, to increase awareness and consideration for alternative commute modes to driving alone. These alternatives include carpool, vanpool, bus transit, Metrolink, biking, walking, and teleworking. Currently, there are more than 200 IEC employer partners, representing approximately 265,000 employees that have signed partnership agreements to gain access to IEC employer programs,

services, and commuter incentives. IEC provides hands on support to assist employers with implementing rideshare programs through surveying employees to generate match lists and provide statistics so as to comply with regional air quality regulations. IEC also provide incentives and rewards for commuters that rideshare, marketing workshops for ETCs, as well as annual contests and promotions to encourage ridesharing.

## **2.2 Vanpool Existing Performance**

The Commission had the benefit of reviewing and analyzing neighboring ongoing vanpool programs, that have been providing service since the mid 1990's. This analysis demonstrated that ongoing, subsidized vanpool programs perform and grow in a very different manner than traditional transit services. There are several key external forces which impact whether a vanpool program grows, declines or is stagnate:

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion and commute distance, the more likely commuters will consider vanpooling; and,
4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Early on, the Southern California CTCs recognized that the region's vanpool activity, in general, crosses county lines (RCTC's intra-county vanpools only account for 37% of active vanpools). As a result, in 2007 the CTCs agreed that the subsidy will be provided and statistics reported into the NTD, based on where the vanpool's employer resides. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is challenging to work with and promote vanpooling in Western Riverside county. In addition, one of the largest employers in the RCTC vanpool service area, the County of Riverside, does not participate in VanClub because they have an internal rideshare vehicle program.

Even with these constraints and obstacles, from July 2019 to January 2021, the vanpool program resulted in:

- 34,684 unlinked passenger trips;
- 402,833 vanpool miles travelled; and
- 9,197 vehicle revenue hours.

This vanpool activity resulted in the following:

- 930,834 vehicle miles of travel reduced;
- 503 tons of emissions reduced; and
- 63% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on seven months of performance during FY 2020/21, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 51.6 miles, commuting 19.7 days each month;
- An average one-way fare of \$6.49 per person per trip; and
- An average monthly out of pocket fare of \$255.63.

## 2.3 Vanpool Service Enhancements

A cornerstone of the Commission's Commuter Assistance Program (CAP), which VanClub falls under, is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways, commuter rail, and public transportation. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2021/22 and beyond, are described below.

- Regionalize the Rideshare/Vanpool Database: In partnership with CTC partners, the Commission will transition (Summer 2021) from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database solution. This shift will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes.
- Maximize Employer Partnerships: Given that the highest percentage of vanpool arrangements is formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the CAP serving Western Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation. However, the prior economic downturn created a corporate culture of doing more with less and RCTC anticipates this culture will continue through and beyond the COVID-19 recovery period. Many ETCs feel spread too thin to commit to offering a rideshare program, let alone assist with vanpool formation. Delivery of in person/worksite rideshare support value-added services and tools to make the ETC's job easier is a critical motivation to continue rideshare partnerships and development of new ones.
- Recover, Adjust, & Expand: The preceding efforts and partnerships combined with strategically supporting employers during the critical "Fresh Start" period of employers returning to worksites will position CAP for a recovery effort back to pre-pandemic vanpool levels. Still, going forward, future vanpool formation will not only be competing

with the traditional resistance to sharing the ride, it will also be challenged with the ongoing fear or uncertainty with shared-ride arrangements as well as more widespread adoption and more frequent or permanent telework arrangements. As such, VanClub anticipates the need to revisit and potentially adjust program requirements to adapt to the “new normal”. As a counter, the CAP will be working towards expanding beyond the traditional employer markets it serves. The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. While this channel has historically proven to be efficient over the years, a majority of employer and commuter employees are now positioned in the small/medium employer space. Additionally, the CAP will phase in more direct end-user engagement to further expand the awareness and consideration of vanpool.

- *Improve Multimodal Connections:* In addition to ridematching, information services, incentives to facilitate ridesharing, and offering ongoing vanpool subsidies through VanClub, the CAP also provides park & ride facilities to support ridesharing and vanpool efforts. The last Caltrans park & ride facility in the County was built in 1999. The Commission leases park & ride spaces from property owners to supplement the network of park & ride spaces in the County. A continued focus for FY 2021/22 will be increasing the number of leased spaces as needed and coordinating with ridesharers, vanpool groups, transit/rail partners, and Western Riverside County cities to identify areas where the lease program can help support car/vanpool arrangements and facilitate transit connections.

## **2.4 Vanpool Projected Ridership Growth**

As a result of the COVID-19 impacts, the active vanpools that ceased operations from March to July 2020 have not returned to their regular commute patterns. With safety concerns, as well as the economy and workforce in an upheaval, VanClub temporarily ceased outreach activities in FY 2020/21, along with the recruitment of new vanpools. Given the impact the pandemic has had on the workforce and the need to continue social distancing during one’s commute, VanClub continues to relax the minimum program requirements (on occupancy and minimum days each month) to continue subsidy support for the active vanpools as they struggle to retain and recruit passengers.

VanClub projections have been adjusted to reflect the continued impacts of the pandemic. Based on conversations with IEC employers, RCTC projects there will be 35 active vanpools by the end of FY 2020/21. Table 2.0 includes projections of the number of vanpools between FY 2022/22 to FY 2025/26. The projections estimate that it will take over two additional fiscal years before VanClub can return to pre-COVID-19 levels. The increase in active vanpools will achieve VanClub’s goals of expanding commuter transportation options, supplementing the bus/rail network, and increasing the number of participating vanpools.



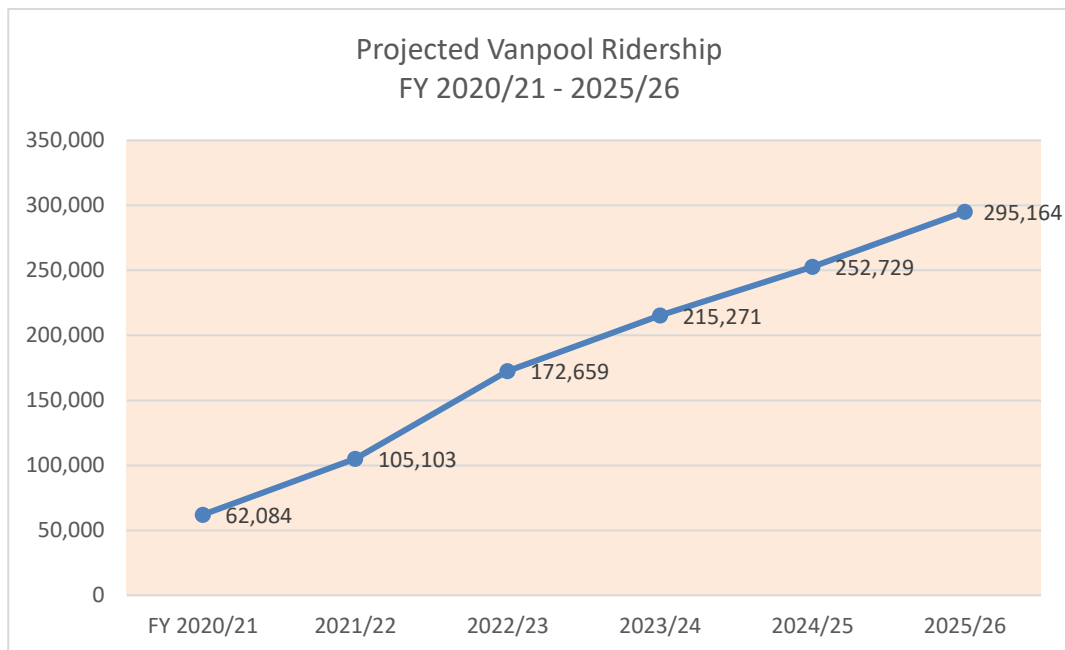
Table 2.0: Projected No. of Active Vanpools, FY 2020/21 – 2024/25

No. of Vanpools	Fiscal Year					
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	35*	60	81	93	110	126

\*Total pre-COVID-19 was 78.

Based on the above projected growth in active vanpools, the unlinked passenger trips are anticipated to double in two years and increase 4.7 times by FY 2025/26 from FY 2020/21. Figure 6 illustrates the projected growth in vanpool ridership.

Figure 6: Projected Vanpool Ridership, FY 2021/22 – 2025/26



## 2.5 Vanpool Potential Fare Changes

At the start of FY 2020/21, the program had one private leasing vendor for the traditional employer vanpool market. In FY 2020/21, RCTC released a request for proposal to seek proposals from additional leasing vendors, with the goal to expand leasing options, price ranges, and vehicle options for program participants. An additional vendor proposed, the contract was approved and executed by the Commission, and the vendor has been provided a notice to proceed. The intent with an additional vendor is to provide more vehicle choices (such as hybrid or electric vehicles) and more competitive lease rates, with the hope that passenger out of pocket costs may decrease. Although RCTC procures for the third-party leasing vendors, the procurement is to ensure there is consistency and standard vehicle offerings among the vendors, and not to



control vehicle pricing or fares. RCTC has no control over the passengers' out of pocket fares, only the amount of subsidy provided. In addition, after the lease cost the next highest out of pocket vanpool expense are fuel prices. Should electric or hybrid vehicles be introduced into the vehicle offerings, the lease cost may be higher. However, many employers offer free electricity while charging at work and the in-home electric charging costs can be quite low (depending on the electric provider and the low rates to charge off peak). This may also result in lower fares for certain vanpool groups.

The other impact to lowering fares, is to assist the vanpool groups to increase their occupancy. The more passengers that share in the cost of the vanpools, the lower the fares per passengers. Although RCTC requires that vanpools maintain a minimum 50% occupancy (ratio of passengers to the vanpool seats), RCTC works directly with vanpool groups that lose riders, struggle with occupancy or are looking for part time riders so as to increase occupancy and decrease passenger fares. The new regional vanpool platform that RCTC is transitioning to, has additional online tools to assist vanpools with finding additional riders and filling seats in vanpools. Given the continued impact of COVID-19 and the federal directives for social distancing on board all forms of public transportation, it is anticipated that vanpools will continue to have slightly lower occupancy throughout FY 2021/22.

In the end, RCTC cannot predict nor determine whether vanpool fares will increase or decrease in the future; however, it is RCTC's hope that these additional vendors and actions will result in lower fares and an even more cost-effective vanpool service.

## **2.6 Vanpool Proposed Incentive Program**

The Commission's Commuter Assistance Program's \$2/day Rideshare Incentive is a popular startup incentive designed to encourage commuters to shift to more sustainable transportation options. Eligible Western Riverside County residents that start to car/vanpool, take the bus or rail transit, telecommute, bike, or walk to work can receive \$2/day for every day of ridesharing in a three-month period. However, under current guidelines, one cannot participate in this incentive while receiving the VanClub subsidy or any other vanpool subsidy offered by neighboring subsidizing agencies. In 2021, after careful analysis, the Commission staff may be seeking approval to adjust the incentive from \$2/day to a more motivating \$5/day and establishing a max incentive amount (i.e. \$100) for the three month incentive period to manage financial exposure, and lastly, making the incentive eligible for those that are in subsidized vanpools. The rationale for this is that under the current structure, the incentive is eligible for traditional transit modes (bus/rail) that are highly subsidized but not for vanpools which are also subsidized but at a much lower rate. Ultimately, the goal of the proposed incentive update is to increase all forms of rideshare, and as part of that, help form new vanpools, regardless of their destination. If approved, this could help jump start vanpool recovery efforts.

## **2.7 Vanpool Capital Investments**

The vanpool program does not expend any of its budget on capital outlays, due to the purchased transportation approach to delivering the program. RCTC contracts with leasing vendors, who in turn purchase, own and maintain all vanpool vehicles, along with their administrative and maintenance facilities. The vanpool groups determine their pickup and drop off locations, as well as any interim stops between home and work. Thus, RCTC does not own or maintain any of the vanpool stop locations. As a result, all expenditures of the program are considered operating expenses and RCTC does not budget or expend funds on capital projects for vanpooling.

## 3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

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### 3.1 Coachella Valley Rail

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The Commission is involved in two capital planning efforts in the Coachella Valley: the Coachella Valley- San Gorgonio Pass Rail Corridor Study and the Coachella Valley Special Event Train Platform, which are described in the sections below.

#### 3.1.1 Coachella Valley – San Gorgonio Pass Rail Corridor Project

The Commission, in conjunction with CVAG, Caltrans, and FRA have begun the first phase of detailed corridor planning with the initiation of the Service Development Plan (SDP). The SDP will be the first major study that will carefully design a viable service plan with appropriate ridership and service modeling plans. This effort along with completion of a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the corridor will allow it to compete for future federal funding. The



Commission worked closely with Caltrans to complete the Alternatives Analysis (AA). The AA shows promising ridership potential for the new route. The Commission is the lead on the SDP and is using FRA grant funds to complete the project. The administrative draft EIR/EIS was released in May 2021.

In addition, CVAG who serves as the primary policy advisor for regional transportation planning in the valley approved the establishment of a 90% bus transit/10% passenger rail service funding allocation split for Coachella Valley STA funds. An MOU was established between the Commission and CVAG to develop a Coachella Valley Rail Fund that will use both the STA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development. It has been determined through numerous studies over the years that the Amtrak intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains and Amtrak's contractual rights to operate over freight railroads.

#### Project Location

Figure 7 is a proposed map of the Coachella Valley–San Gorgonio Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 144-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of

Indio. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the eastern approximately 82-mile segment between Riverside/Colton and Indio.

### **Market Analysis**

As of 2019, the Los Angeles Basin has a population of approximately 17.4 million, and approximately 7.7 million jobs. The Coachella Valley has a population of approximately 441,000, and approximately 14.1 million annual visitors. There are currently 160,000 daily trips through the San Geronio Pass.

The proposed intercity passenger rail service would provide a conveniently scheduled link to the greater metropolitan areas of Southern California for the communities in the fast-growing Coachella Valley and Banning Pass areas. It will also provide Los Angeles and Orange County residents' access to the world class Coachella Valley visitor destinations and festivals.

The market analysis performed as part of the *Final Alternatives Analysis, July 25, 2016*, identified a projected 47% increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23% population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Coachella Valley is expected to double its population and the population of the San Geronio Pass Area is projected to increase by 134% by 2035.

Numerous disadvantaged communities exist within the Corridor that could benefit from a significant improvement in regional mobility and a health benefit from reduced vehicle emissions from an intercity passenger rail service.

### **Proposed Service**

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (72-76 miles from Colton to Indio or Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

Two daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3 – 3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections would be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's IEOC Line at the Riverside – Downtown Station. Connections to Metrolink's San Bernardino Line could also be made at the Riverside – Downtown Station with rail or bus transfers.

### Potential Facilities

The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five or six additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (existing Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)
- Coachella (possible extension in the Environmental Document)

The maximum speed of passenger trains in the corridor is 79 miles per hour, and the one-way travel time between Los Angeles and Indio or Coachella would be approximately 180 to 200 minutes.

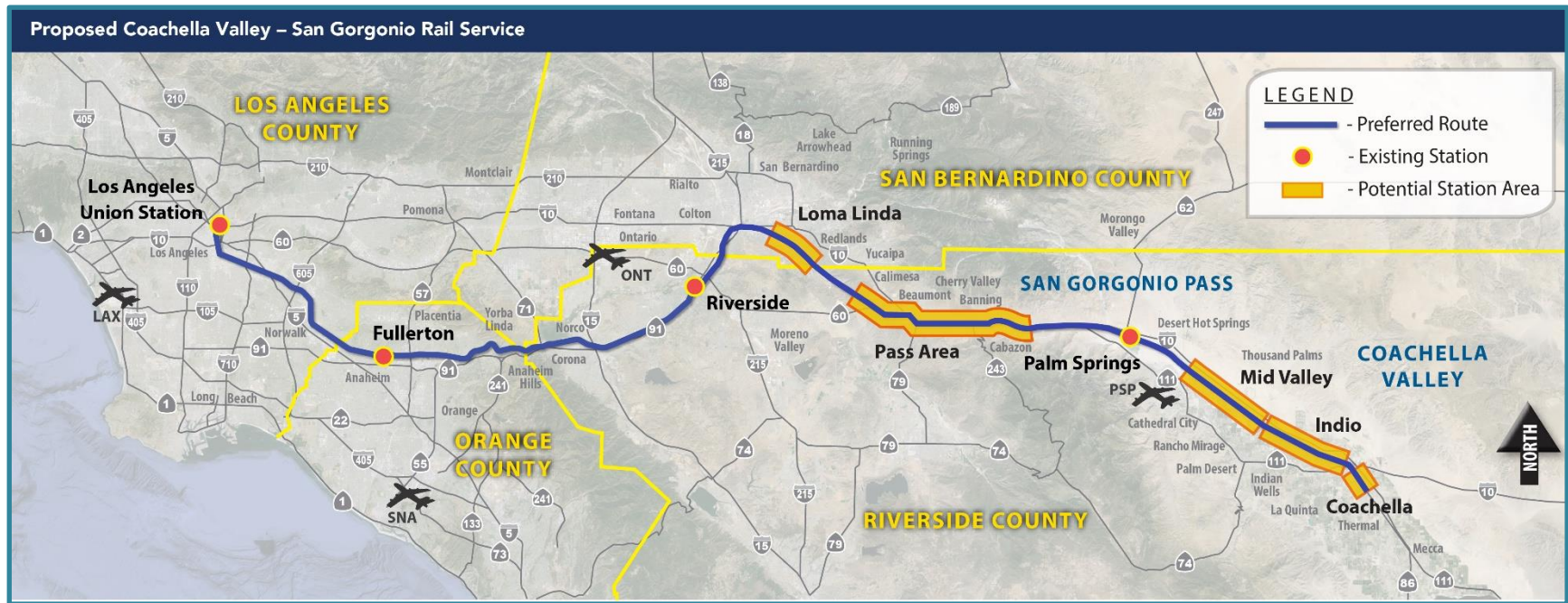
*Project Status:* Service Development Plan and Tier 1 Environmental

*Project Cost Estimate:* \$6 million for Planning and Environmental

*Project Funding:* FRA, Prop 1B, STA Funds

*Project Completion:* Late 2021 for EIR/EIS

Figure 7: Map of Proposed Coachella Valley – San Gorgonio Pass Rail Corridor



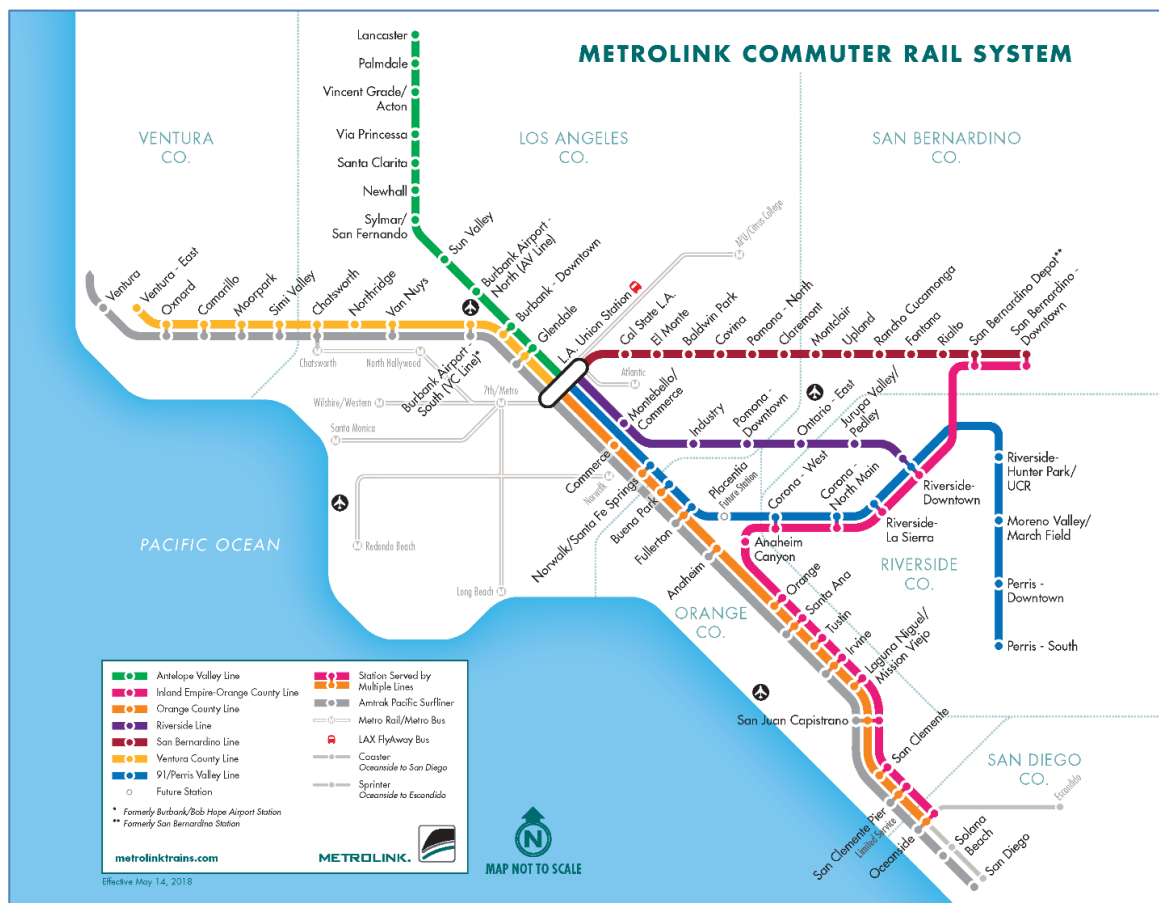
## 3.2 Western County Rail - Metrolink

### 3.2.1 Metrolink Service Profile

As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRA JPA. The other member agencies are SBCTA; Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board.

Metrolink provides service to the various counties with seven commuter lines, three of which serve Riverside County including the IEOC Line, Riverside Line, and 91/PVL Line. Figure 8 depicts the Metrolink Commuter Rail System Map.

Figure 8: Metrolink Commuter Rail System





### IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 9. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is a jointly funded by the Commission, SBCTA, and OCTA.

As of July 2016, the line operates 16 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Irvine Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station, the Laguna Niguel/Mission Viejo Station, or the Oceanside Station. Weekend service began on July 15, 2006. This year-round weekend service was modeled after the successful RCTC-funded Beach Trains. The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside – Downtown and Irvine is approximately 74 minutes. RTA, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 33.8 miles.

Figure 9: Map of Metrolink IEOC Line





### **Riverside Line**

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside – Downtown, Jurupa Valley/Pedley, Ontario – East, Pomona – Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 10. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 12 weekday trains between the Riverside – Downtown Station and LAUS, travelling westbound in the AM and eastbound in the PM and one roundtrip during the off-peak hours. RTA, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 85 minutes, including dwell time at intermediate stations. The average trip length is about 39.3 miles.

Figure 10: Map of Metrolink Riverside Line



### 91/PVL Line

This line extends 85.6 miles between the Perris – South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los Angeles, and has a total of 12 stations, as depicted in Figure 11 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line from the Riverside – Downtown Station, through the Perris Valley to the City of Perris in Western Riverside County, which is now rebranded as the “91/Perris Valley Line”. With the Perris Valley extension, four new stations were added at Perris – South, Perris – Downtown, Moreno Valley/March Field, and Riverside – Hunter Park/UCR. The 91/PVL Line offers 13 weekday trains between the Perris – South Station and LAUS. This service provides four roundtrips between Perris – South and LAUS during peak hours in the peak direction. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM. Previously, these weekend trains only operated between Riverside and LAUS.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 127 minutes. RTA, Corona Cruiser, and Amtrak provide connecting service in Riverside County. The average trip length is 36.6 miles.

Figure 11: Map of Metrolink 91/PVL Line



### **Metrolink Days of Operation**

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced schedule on the IEOC and 91/PVL lines. Metrolink operates on a Sunday schedule on the following holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day.

### **3.2.2 Metrolink Fare Structure**

On the weekdays, Metrolink's ticket prices are distance-based and calculated on the shortest driving miles between stations. The Metrolink ticket price consists of three elements: a base boarding charge, an additional increment related to the number of miles traveled, and finally a modest increment to permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on selected connecting transit operators and a reduced rate on others. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge is currently capped at 80 miles. Metrolink is reviewing possible changes to the current fare structure which could be implemented in the next couple of years.

#### **Ticket Types**

Metrolink offers a variety of ticket types for different types of travelers. Ticket types are either single-day use or multiday use.

#### *Single Day Use*

- **One-Way** – A single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase
- **Round-Trip** – Valid for two trips between origin station and destination station specified on the ticket. The first leg of the trip is valid for three hours from time of purchase while the return is valid anytime one the same day or until 3 am the following day.
- **\$10 Weekend Day Pass** – Valid for unlimited systemwide travel on either Saturday or Sunday and expires at 3 am the following day. The Weekend Day Pass is accepted for free transfers to connecting transit, except Amtrak.
- **\$10 Holiday Promotion** – Similar to the \$10 Weekend Pass, this ticket is valid on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day
- **5-Day Flex Pass** – Valid for five one-day passes valid for travel within 30 days.

- **7-Day Pass** – Valid for unlimited travel during a consecutive seven-day period between origin station and destination
- **Monthly Pass** – Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

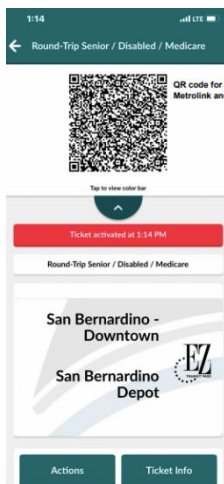


### *Multi-Line Option*

Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PVL Lines. Tickets on the 91/PVL Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PVL Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

### **Ticket Purchase Options**

- **Ticket Machine Devices (TVDs)** – Metrolink began transition to TVDs in spring 2020 with one of the first TVDs installed at the Riverside – Downtown station. Metrolink has completed installation of TVDs at all the stations. The TVDs dispense new paper tickets that contain a watermark and holographic security image to prevent duplication. The TVDs currently accept cash, card payments, and contactless payment including Apple Pay, Samsung Pay, and Google.



- **Mobile App** – Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quickcards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** – One-way ticket can be purchased via Metrolink's ticket portal. Users can buy tickets and push the tickets to the Metrolink mobile app wallet.
- **Pass by Mail and Outlets** – Metrolink provides forms to purchase tickets by mail. Forms must be received by the 15<sup>th</sup> of the month to receive the tickets by the 1<sup>st</sup> of the following month. Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets

### *Advance Purchase Ticket*

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVD. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you chose to travel.

### **Discounted Fares**

### *Everyday Discounts*

- **Student/Youth** - 25% off Monthly Pass, 7-Day Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present valid Student ID to the fare inspector upon request.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare.
- **Senior / Disabled / Medicare** - 25% off Monthly Pass and 7-Day Pass. 50% off One-Way and Round-Trip tickets. Seniors qualify for discount if age is 65 or over. Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military** - 10% off One-Way and Round-Trip tickets.

### *91/PVL Line Discount*

The Metrolink Board approved a new set of 91/PVL Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PVL Line Extension stations to stations outside of Riverside County will be sold as though Riverside – Downtown is the origin or destination. For example, a trip between Perris – South and LAUS will be the same price as a trip between Riverside – Downtown and LAUS. Fares connecting the 91/PVL Line Extension stations to stations within Riverside County are discounted 25%.

### *Loyalty Program*

A new Loyalty Program was initiated in 2020. This program includes:

- Cashback rewards that are accumulated and paid at regular intervals and points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties
- Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts

### **Existing Transfer Agreements**

The Commission has actively supported transit connections by establishing agreements with SCRRA and the regional transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. The Commission subsidizes half the fare while Metrolink subsidizes the other half. Transfer agreements are currently in place with RTA, Omnitrans, and the Corona Cruiser.



### 3.2.3 Metrolink Revenue Fleet

Metrolink has 39 revenue train sets in operation<sup>1</sup>. The Metrolink fleet is composed of 62 locomotives (including 3 expansion locomotives) and 258 passenger cars (73 cab cars and 185 coach cars)<sup>2</sup>. Metrolink has upgraded its fleet of locomotives to operate new Tier 4 clean technology locomotives. In March 2020, Metrolink announced that it has removed all first-generation Tier 0 locomotives from its fleet.

### 3.2.4 Metrolink Rider Profile

In 2018, Metrolink completed an Origin-Destination Study which presented results from onboard surveys to profile and update current customer profiles, travel characteristics, and perceptions of service quality. The results were critical to guide Metrolink's planning, marketing, and financial decisions. The following data represents the three lines that operate in Riverside County. It should be noted that the information in Table 3.0 reflects survey results from all riders coming from Riverside, Orange, San Bernardino, and Los Angeles counties.

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<sup>1</sup> Source: Metrolink 10-Year Strategic Plan 2015-2025 Technical Appendix

<sup>2</sup> Source: Metrolink Transit Asset Management Plan (May 2016)

Table 3.0: Metrolink Rider Profile

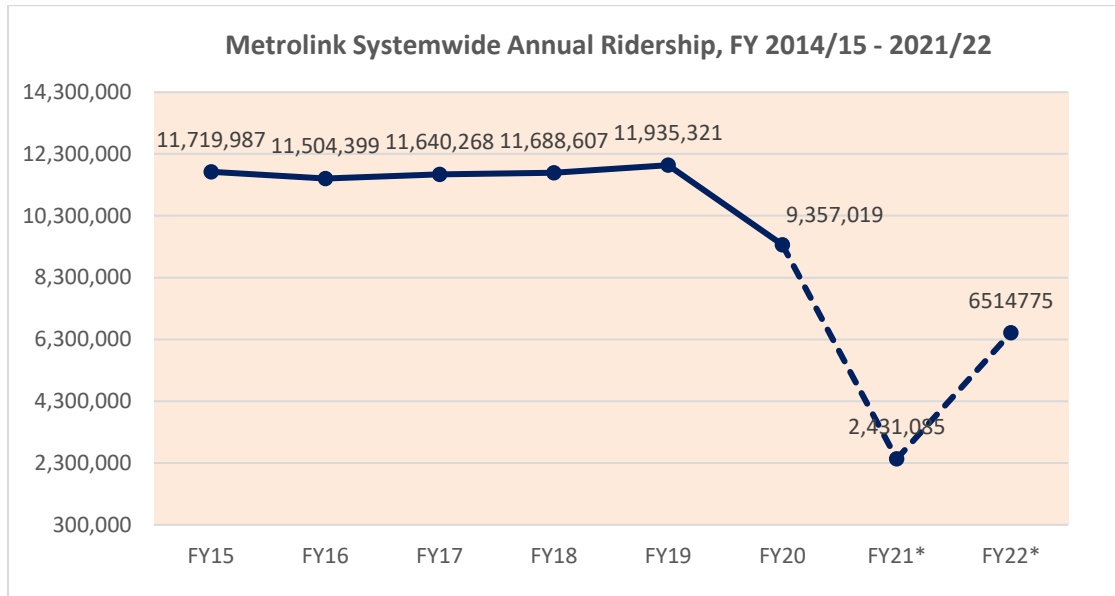
	Riverside Line	IEOC Line	91/PVL Line
<b>Ethnicity:</b>			
Black/African American	9%	7%	14%
Hispanic	29%	33%	26%
Asian	35%	15%	21%
Caucasian (non-Hispanic)	22%	40%	31%
Other	5%	6%	7%
<b>Median Household Income</b>	<b>\$96,310</b>	<b>\$89,641</b>	<b>\$90,860</b>
<b>Automobile Availability</b>	<b>90%</b>	<b>93%</b>	<b>89%</b>
<b>Employment Status</b>			
Not Employed/Retired	1%	1%	1%
Part-Time	3%	4%	3%
Self-Employed	2%	2%	4%
Student Only	8%	4%	7%
Full-Time	86%	89%	86%
<b>Languages Spoken at Home</b>			
Other	9%	9%	13%
Cantonese	5%	1%	1%
Mandarin	9%	1%	2%
Tagalog	6%	1%	5%
Spanish	23%	27%	20%
English	47%	59%	57%
<b>English Proficiency</b>			
Not Well	3%	3%	3%
Well	13%	11%	14%
Not Well	84%	86%	83%
<b>Ridership Frequency (Rides 3 Days or More per Week)</b>	<b>90%</b>	<b>89%</b>	<b>85%</b>
<b>Average Ridership Frequency (Days per Weekday)</b>	<b>4.4</b>	<b>4.5</b>	<b>4.2</b>
<b>Average Trip Length (miles) (Weekday)</b>	<b>38.8</b>	<b>32.9</b>	<b>38.6</b>

Source: Metrolink Origin-Destination Study, 2018

### 3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at almost 12 million passengers. FY 2018/19 marked the 4<sup>th</sup> consecutive year of systemwide ridership growth despite regional and national ridership declines experienced by other transit operators during the same time period, as shown in Figure 12. Metrolink attributed the increased ridership to favorable economic conditions and several initiatives that targeted new riders. A strong element of the growth was weekend ridership, which grew from about 67%, systemwide from FY 2008/09 to FY 2018/19. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued causing ridership to decline a drastic 90% in less than one month. Ridership levels remain low for the duration of the pandemic lock down and there is hope for recovery as the restrictions are lifted and people return to work.

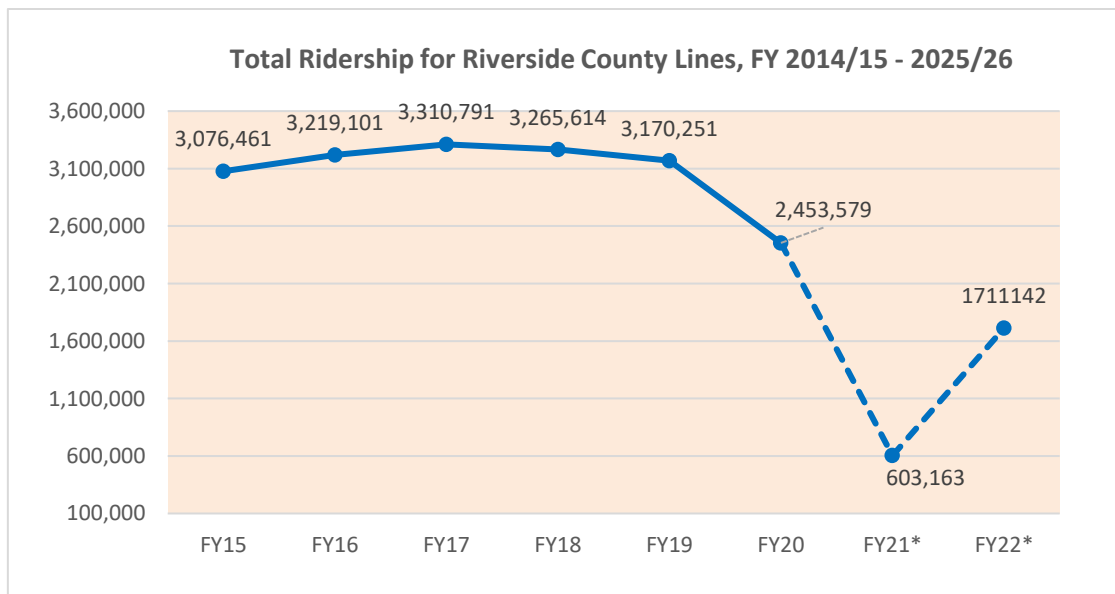
Figure 12: Metrolink Systemwide Annual Ridership, FY 2014/15 – 2021/22



\*Metrolink Projected Ridership

Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) in the last five years remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%, as reflected in Figure 13. Local factors that contributed to this was the commencement of the 91/PVL Line in June 2016 and new weekend service that was added in October 2019.

Figure 13: Total Ridership Riverside County Metrolink Lines, FY 2014/15 – 2021/22



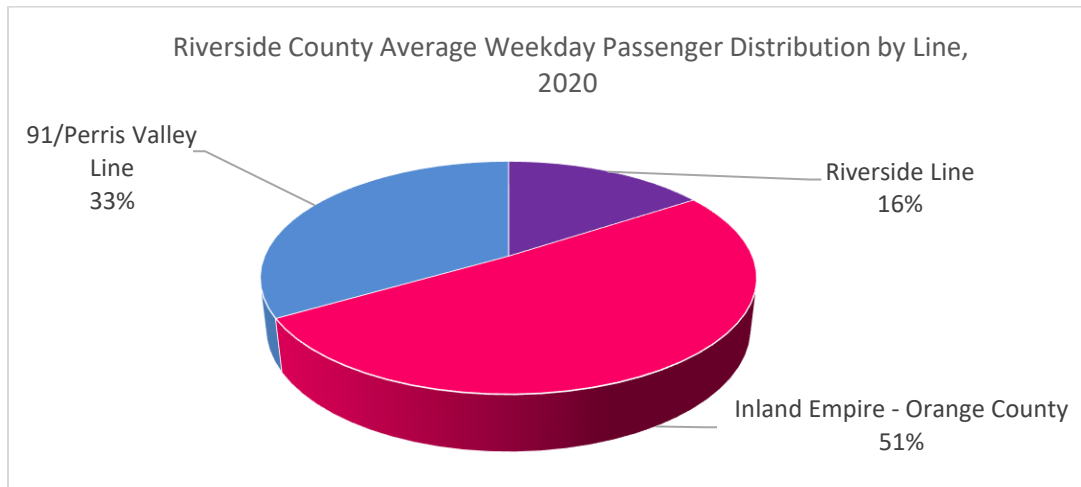
\*Metrolink Projected Ridership



Figure 14 illustrates that the majority (51%) of passengers in the County take the IEOC, followed by one-third (33%) who take the 91/PVL. The data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

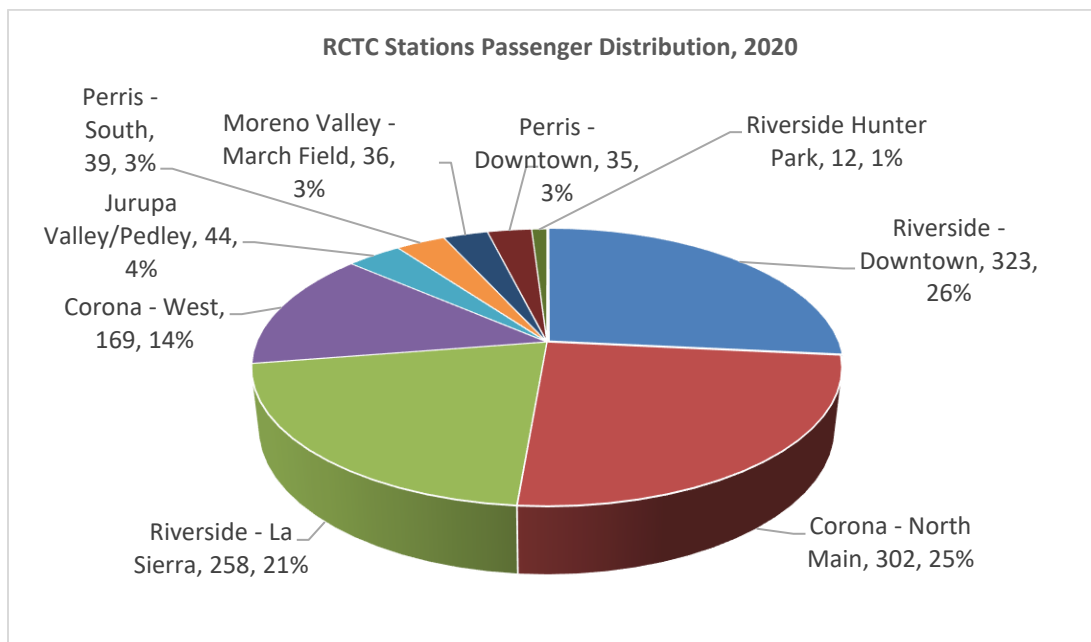
Based on passenger station data in Figure 15, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 14: Riverside County Average Weekday Passenger Distribution by Line



Source: 2020 Year-to-date Metrolink Boarding Reports

Figure 15: RCTC Stations Passenger Distribution

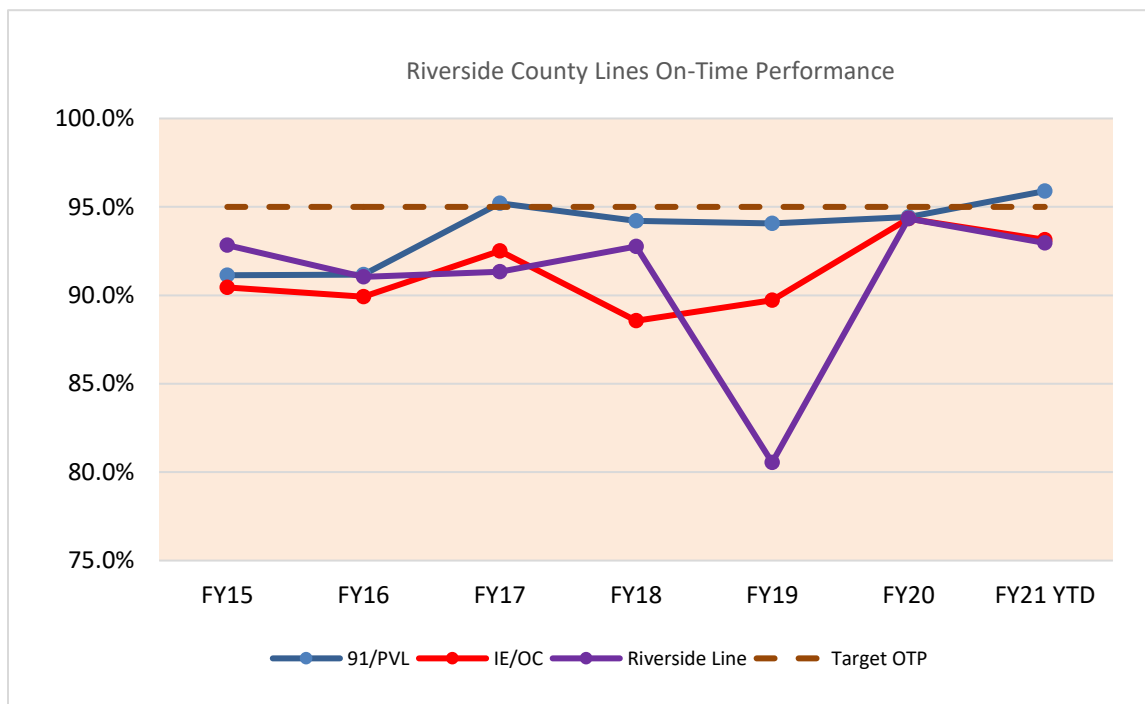


Source: 2020 Year-to-date Metrolink Boarding Reports

### 3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance. On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 16 below shows that on-time performance has improved in FY 2019/20, particularly for the Riverside and IE/C Lines which reported on-time performance below 85% and 90%, respectively, in the last couple of years.

Figure 16: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

### 3.2.7 Metrolink Productivity Improvement Efforts

Due to COVID-19 impacts, productivity improvement efforts will focus on safety and regaining ridership for the near-term. In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

- ✓ Who is still riding Metrolink?
- ✓ What changes do riders expect to their commute post COVID-19?
- ✓ How likely are riders to return to riding Metrolink?
- ✓ What strategies are effective in motivating riders to return?

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;
- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

Survey results clearly indicate that enhanced safety and sanitization measures are critical to gaining riders back.

### 3.2.8 Metrolink Recent Service Changes

In October 2019, the following changes were made to the 91/PVL and Riverside Lines.

- 91/PVL - Weekend service was expanded in Perris as a result of customer requests and interests. Two morning trains and two afternoon/evening trains now serve the Perris Valley area on both Saturday and Sundays. On the weekdays, the 91 PVL

Line eliminated the bounce back trains from Perris – South and Riverside – Downtown and extended a morning train to Los Angeles providing four morning trains to Los Angeles, and a new afternoon was added from Los Angeles to Perris.

- Riverside Line - The first morning train was adjusted to depart 12 minutes earlier at 4:35 am to allow commuters to arrive at LAUS by 6:00 am while the second train was adjusted to depart seven minutes earlier at 5:35 am to allow for a 7:00 am arrival. These adjustments were made in response to a Metrolink survey to gauge customers' preferred arrival times.

For the Spring 2020 schedule change, a mid-day reverse train on the 91/PVL Line was proposed from Los Angeles to Perris; however, is postponed due to the COVID-19 pandemic. This train would have provided an option for Riverside County residents who work in Los Angeles to have a return trip in case they need to return home early or have appointments. It also provides travelers who need to spend only half the day in Los Angeles to have a return trip. In the afternoon, a train that originated in Riverside would also be extended to depart from the Perris – South Station.

### **3.2.9 Metrolink Major Trip Generators**

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RTA, RCTC, and Metrolink continue to work together to increase awareness of the RTA bus connections at Commission Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The RTA Ride Guide includes the Metrolink stations in its route directory listing. Additionally, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

The Commission will be monitoring the Corona Cruiser COA study to identify opportunities in which bus and trains schedules can be more closely aligned to allow more transfer opportunities for commuters.

### **3.2.10 RCTC Proposed Metrolink Service Plan**

The 5-year Metrolink Service Plan is based on recent ridership trends and Commission goals. These goals are consistent with the broad objectives of Metrolink SCORE program for increased regional train service to be implemented by the 2028 Olympics. Table 3.2 below outlines a 5-year service growth scenario that will be initiated upon full-service recovery from the pandemic. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.

Table: 3.2: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	Recovered		Year 1		Year 2		Year 3		Year 4		Year 5	
	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
<b>Line</b>			<b>Proposed</b>									
<b>91/PVL</b>												
AM Peak <sup>1</sup>	4	4	5	5	5	6	6	7	7	8	8	8
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
Off-Peak			2	2	2	2	2	2	2	2	2	2
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
PM Peak <sup>1</sup>	5	5	6	6	6	7	7	8	8	9	9	9
<b>Total</b>	<b>11</b>	<b>11</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>21</b>	<b>21</b>	<b>23</b>	<b>23</b>	<b>25</b>
<b>Total trains to Perris</b>	<b>8</b>	<b>8</b>	<b>*12</b>									
<b>Weekends Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>IEOC Line</b>												
AM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Reverse Peak	1	1	1	2	2	2	2	2	2	2	2	2
Off-Peak	5	5	5	5	5	5	5	5	5	5	5	5
Reverse Peak				1	1	1	1	1	1	1	1	1
PM Peak	5	5	5	5	6	6	6	7	7	7	8	8
<b>Total</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>24</b>
<b>Weekends Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>Riverside Line</b>												
AM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Reverse Peak											1	1
Off-Peak	2	2	2	2	2	2	2	2	2	2	2	2
Reverse Peak											1	1
PM Peak	5	5	5	5	5	5	6	6	6	6	6	6
<b>Total</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>16</b>	<b>16</b>
<b>Total Trains Through Riverside (weekdays)</b>	<b>39</b>	<b>39</b>	<b>43</b>	<b>45</b>	<b>47</b>	<b>51</b>	<b>53</b>	<b>57</b>	<b>57</b>	<b>59</b>	<b>63</b>	<b>65</b>
<b>BNSF FUL-RIV Totals</b>	<b>27</b>	<b>27</b>	<b>31</b>	<b>33</b>	<b>35</b>	<b>39</b>	<b>39</b>	<b>43</b>	<b>43</b>	<b>45</b>	<b>47</b>	<b>49</b>
Projected Subsidy (Millions)	\$21		\$24		\$26		\$28		\$30		\$32	

\* FTA Minimum Requirement of 12 per SSGA in PVL

<sup>1</sup> Current weekday AM peak is approximately 4:00 am to 8:30 am and weekday PM peak is 3:30 pm to 6:55 pm.

## Immediate Strategies after Recovery for Year 1:

- Reinstate 12 train moves 91/PVL to Perris
- Add new IEOC reverse commute trip

- Add new weekend IEOC - currently only two roundtrips (4 trains) since 2006 (AVL has 12 weekend trains)
- Add 91/PVL weekend roundtrip from LA-Riverside-Perris expand IE as a destination

#### Goals by Line:

- 91/PVL
  - Year 1 - Add 91/PVL weekday peak and reverse peak trips to Perris
  - Year 2 - Add 91/PVL weekday peak trip
  - Year 3 - Add 91/PVL weekday peak trip
  - Year 3 - Add 91/PVL weekend service
  - Year 4 - Add 91/PVL weekday reverse peak trip
- IEOC
  - Year 1 - Add IEOC weekday peak trip
  - Year 2 - Add IEOC weekday peak trip
  - Year 3 - Add IEOC weekend service
  - Year 4 - Add IEOC weekday peak trip
- Riverside
  - Year 3 - Add Riverside weekday peak trip

#### **COVID-19 Impacts on Service Plan**

In 2020, Metrolink implemented a service adjustment to address the dramatic reduction in ridership due to COVID-19 impacts. The plan is for this to continue until demand increases such that reinstating pre-COVID-19 service levels are justified. The approach highlights are below.

#### **Metrolink level of service with a 30% scheduled train service reduction, Monday- Friday**

- 115 trains will operate Monday- Friday
- 52 trains will be removed from service Monday-Thursday
- 54 trains will be removed from service Fridays
- 48 trains on Saturday, no change
- 42 trains on Sunday, no change
- Total miles operated, 7,761 Monday- Friday

#### **Key Strategies**

- Maintain higher performing schedules
- Provides customers peak service during the morning and evening commutes
- Four train sets held out of the current 40 set rotation
- Reduces total daily mileage by about 2,235 miles for a fuel cost savings of about \$14,591 daily
- Reduces crew utilization by 5 for crew cost savings of about \$3,140 daily
- Reduces footprint on foreign railroads for cost savings of about \$2,862 daily
- Ability to restore full service on short notice

### **Riverside County Impacts**

- Riverside Line reduction of trains: 402, 404, 405, 411, 412
- 91/PVL reduction of trains: 711
- IEOC reduction of trains: 804, 813
- Future service additions will be reviewed and implemented based on needs and passenger demand

### **3.2.11 Metrolink and RCTC Marketing Plans and Outreach**

Metrolink and RCTC work collaboratively to promote and market Metrolink services. Metrolink focuses on systemwide promotions and campaigns and RCTC supplements these efforts with more targeted outreach in the County. Following is a summary of these efforts.

#### **Metrolink Initiated Promotions and Marketing Campaigns**

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics.

#### **Loyalty Program Campaign**

Metrolink has initiated a loyalty program to reward riders for their continued engagement with Metrolink. The Loyalty Program will offer:

- Cashback rewards that are accumulated and paid at regular intervals
- Points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties

Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts.

#### **Corporate Partnerships Program (CPP)**

Metrolink has incorporated the CPP into the Mobile App and has allowed the TVDs to redeem the QuickCards. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

#### **Line Awareness Marketing Campaign**

Metrolink conducts marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides.

In addition to the regular train services and after the pandemic recovery, the Commission will once again pursue partnerships with other agencies to provide access to sporting and holiday events with special services such as the Angels Express Train and Festival of Lights Train. These types of promotional services have been highly successful in increasing ridership and introducing new riders to commuter rail.

#### **Angels Express Train (Future)**

The Commission typically partners with OCTA to fund special trains to Los Angeles Angels of Anaheim baseball games. An “Angels Express” promotional service is offered for Friday night Angel baseball games for \$7 roundtrip for adults, \$6 for seniors and persons with disabilities, \$4 for youths, and free for kids



under 5 who are accompanied by a paying adult. Fans from Riverside County can take the train directly to the Anaheim Regional Transportation Intermodal Center and stay for the “Big Bang Fridays” fireworks show before departing.

#### **Festival of Lights Train (Future)**

Through the growing success and interest of the City of Riverside’s month-long Festival of Lights (FOL), the Commission typically partners with the City, Mission Inn Hotel & Spa, OCTA, Metro, RTA, and Metrolink to provide special train service on Friday and Saturday for four weekends of the FOL event. The special service helps to alleviate local traffic congestion and provides transportation to one of the most well know events in Riverside County. The service plan includes trains from Perris as well as Los Angeles and Orange County. The promotional fare for train riders is \$7 roundtrip and includes a free transfer to RTA’s FOL shuttle bus service that transports passengers from the Riverside – Downtown Station to the event center.

#### **RCTC Outreach Program (Using appropriate social distance)**

The Commission has supplemented Metrolink’s marketing efforts by developing a grassroots outreach program that focuses on reaching communities that may not be aware of how Metrolink can be incorporated in their lives. The goal is to increase ridership on all Metrolink lines that service Riverside County. The program key elements include:

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Events Trains such as Festival of Lights and Angels Express

The Commission has also continued to increase Rail Safety awareness. Key elements of rail safety program include:

- Comprehensive outreach to UCR community



- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Community events information booths
- Initiate Suicide Prevention Lifeline messaging near rail right-of-way

### **3.2.12 Metrolink Projected Ridership Growth**

Due to COVID-19 impacts, Metrolink ridership projections are based on a moderate growth pattern that has been impacted by the several waves of COVID peaks. Metrolink is also analyzing customer survey findings to develop strategies and priorities to regain riders. Public health orders will also be a determining factor on when services might begin to return to pre-COVID-19 levels. Current projections indicate it may take several years to fully recover to previous ridership levels.

### **3.2.13 Metrolink and RCTC Capital Improvement Plans**

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink's Capital Rehabilitation Plan; RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

#### **Metrolink Capital Rehabilitation Plan**

The 2017 Metrolink Infrastructure Rehabilitation Plan identified major capital improvements for the next ten years. The focus of the plan for the next five years, includes the following:

- Continual Improvements for Positive Train Control (PTC);
- LAUS Improvements and New Maintenance and Layover Facilities;
- Station Maintenance;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Metrolink's Rehabilitation Plan is funded by member agencies through annual capital subsidies.

#### ***Continual Improvements of Positive Train Control***

PTC has been a major technical undertaking and operating elements are currently available on multiple lines. PTC will continue to be a priority for Metrolink and the Commission to ensure the safety of the traveling public. The \$215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015, this was later extended. Metrolink is making strides

on this project and has implemented PTC into revenue service on lines it owns. Although full implementation has occurred, and continual improvements of the system will continue to be a high priority.

### ***Locomotives and Passenger Cars***

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered and has received 40 Tier 4 locomotives. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.

### **RCTC Station Rehabilitation Program**

The Commission fully funds and maintains all the commuter rail stations in Riverside County. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside – Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside – La Sierra and Corona – West stations were added. Due to increasing demand, the Corona – North Main Station was added in 2002. In 2016, four new stations were added along the Perris Valley Line including Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown and Perris South. Over the years, the stations show their age and require preventative maintenance. The Commission takes pride in the commuter rail stations and intends to continue to invest significant resources to maintain a state of good repair which is vital for rest of the public transportation network.

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting and concession area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station

- Elevator Rehabilitation at Corona – North Main and Riverside – Downtown Stations
- Pavement rehabilitation at Riverside-Downtown
- Upgraded ADA drop off/pick up and parking areas at Corona - West
- Comprehensive painting of Pedley, West Corona, La Sierra, and Riverside-Downtown

Planned station improvements for the next five years are categorized into the following areas:

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems
- Drought tolerant landscaping upgrades
- Elevator rehabilitation or replacement
- Electrical Upgrades
- General building maintenance
- Study of Solar Photo-voltaic panels on parking canopies at two PVL stations.

The total five-year program cost for FY 2020/21 – 2024/25 is estimated at \$12 million and will be funded with \$8 million from FTA 5307 and \$4 million from the SB 1 State of Good Repair program.

### **RCTC Rail Capital Infrastructure Projects**

The Commission's focus for the next five years is to delivery projects that will improve Metrolink operational reliability and support service growth. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency and includes:

1. Riverside-Downtown Layover Facility North Expansion
2. Moreno Valley/March Field Station Upgrade Project
3. Metrolink Station Parking Expansion Analysis
4. Riverside-Downtown Station Track and Platform Project
5. Moreno Valley to Downtown Perris 2nd Track Project
6. Downtown Perris to Perris South 2nd Track and 4th Layover Track Project
7. Moreno Valley/March Field Station Pedestrian Bridge Project

## Riverside-Downtown Layover Facility North Expansion

The Riverside-Downtown Layover Facility project expands the existing layover facility on the northside of SR-91 to accommodate three storage tracks with an overall capacity of three 6-train sets. The project also provides upgraded facilities with the addition of a water services station, sewer dump station, and additional power stations.

*Project Status:* Construction Complete, Project close-out

*Total Project Cost:* \$6.3 million

*Project Funding:* FTA 5307

*Project Completion:* Spring 2021



## Moreno Valley/March Field Station Upgrade Project

The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.7 miles of track to passenger rail standards so that trains can pass each other at the mid-point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside – Downtown Station.

*Project Status:* Design

*Estimated Start of Construction:* Fall 2021

*Project Cost Estimate:* \$26 million

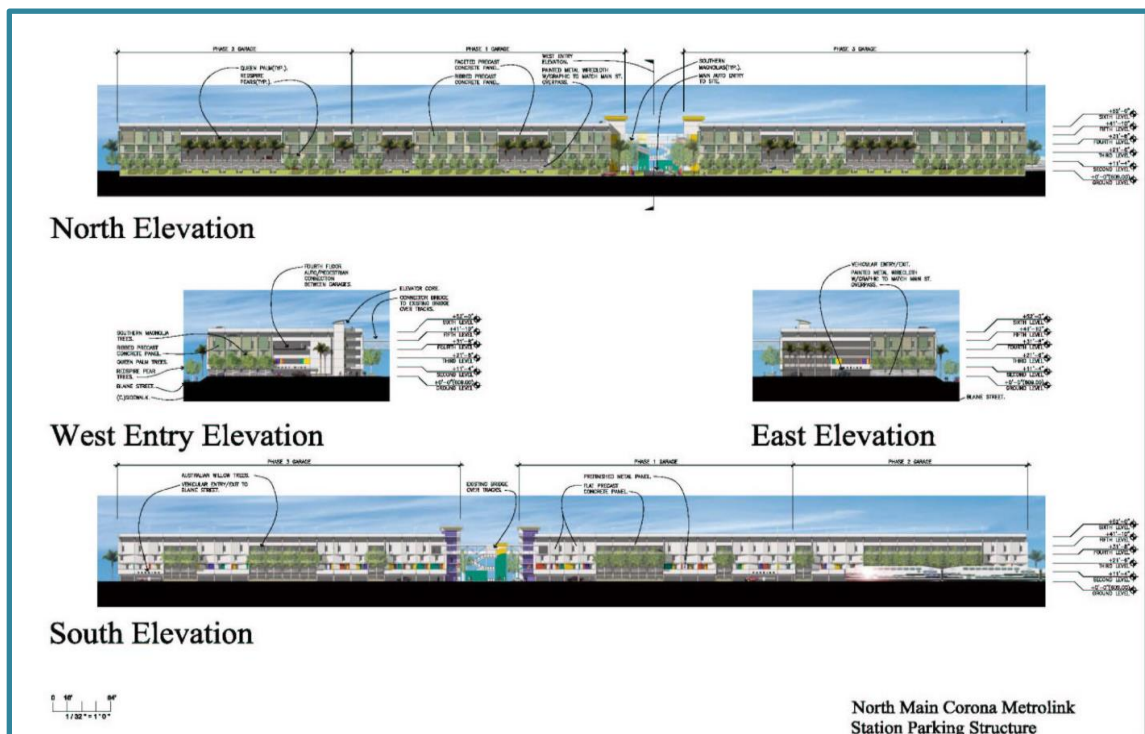
*Project Funding:* FTA 5307

*Project Completion:* Early 2024



## Metrolink Station Parking Expansion Analysis

Based on trends in parking usage at Metrolink stations, and anticipated increases in future service levels, expansion of parking facilities will be needed in the near future. The Riverside Downtown station parking lot has the highest level of usage, and that parking lot will be expanded with the Riverside-Downtown Station Track and Platform Project (SCORE Project). The West Corona station is the next highest in usage. As the site is currently fully utilized for surface parking, a preliminary analysis will be performed to look at the feasibility of a parking structure at this station.





## Metrolink SCORE Program

Metrolink's SCORE Program is a \$10 billion initiative to upgrade the regional rail system to meet the current and future needs of the traveling public. The first phase was awarded \$876 million from the State's Transit and Intercity Rail Capital Program (TIRCP) in April 2018, which the Riverside-Downtown Station Track and Platform Project was a recipient of. The first two phases of capital projects are envisioned to support expanded Metrolink service. The first phase focuses on capital projects to be completed by 2023. The second phase focuses on capital projects scheduled for completion by 2028.

### Riverside-Downtown Station Track and Platform Project (SCORE Project)

The Riverside-Downtown Station Track and Platform Project increases connectivity and rail capacity and service reliability, especially for all trains using the southeast tracks on the BNSF mainline, which includes all 91/PVL trains. This project will add a center platform and associated tracks on the southeast side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling passenger train capacity of the station. The track and platform project has been funded as part of the first phase of the Metrolink SCORE Program. The environmental phase has begun and will assess the development of an expanded project that includes a large property acquisition and a surface parking lot with approximately 500 spaces. The costs and funding of these project elements are still being determined.

*Project Status:* Environmental Review and Design

*Project Cost Estimate:* \$30 million (base without ROW or expanded parking lot)

*Project Funding:* FTA 5307 Grant, TIRCP, STA

*Project Completion:* December 2025



## Moreno Valley to Downtown Perris 2nd Track Project (SCORE Project)

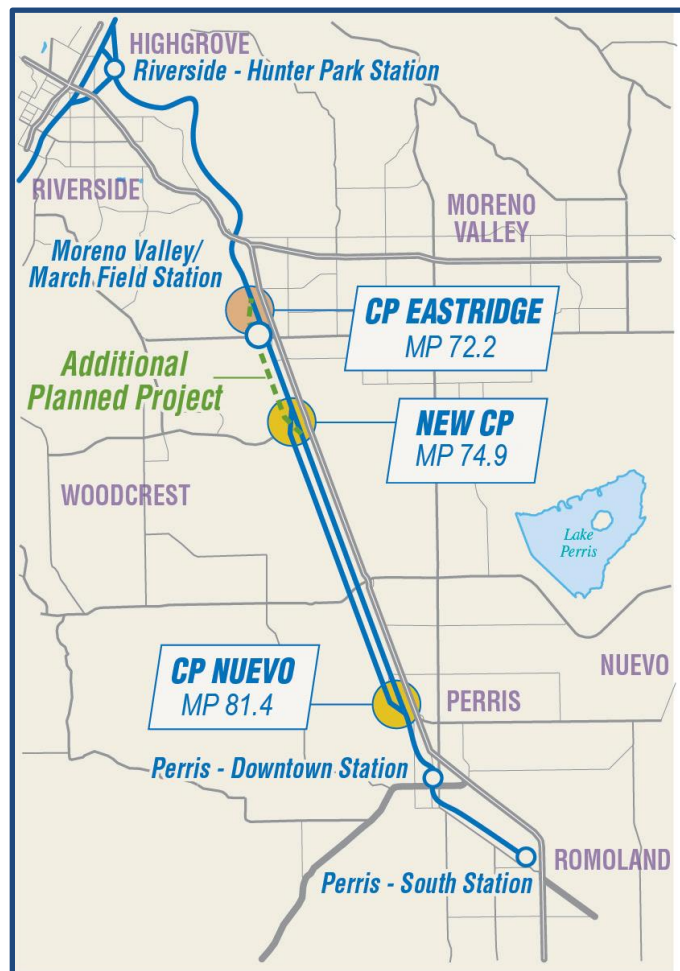
The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley / March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

*Project Status:* Project Definition Report

*Project Cost Estimate:* \$22 million

*Project Funding:* TBD

*Project Completion:* 6-7 years





## Downtown Perris to Perris South 2nd Track and 4th Layover Track Project (SCORE Project)

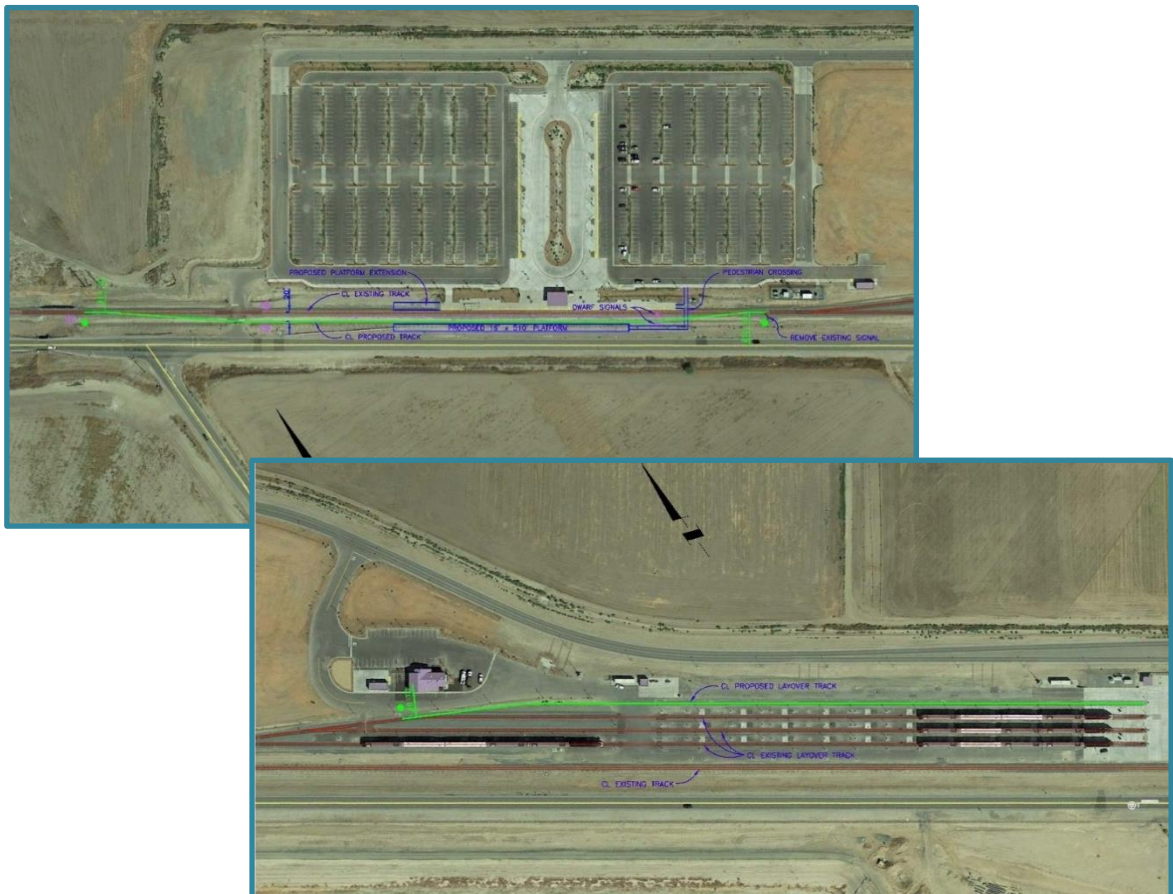
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through the station, starting east of the San Jacinto River, at MP 85.2, as well as an additional platform. An in-station pedestrian at-grade crossing would be included at the east end of the station platforms. The project would also include a fourth layover track at the South Perris layover facility at the existing layover facility between CP Mapes at MP 85.4 and MP 85.8. As currently designed, the existing layover facility retained the right-of-way to add an additional layover track to the facility in the future as more capacity was needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility.

*Project Status:* Project Definition Report

*Project Cost Estimate:* \$19 million

*Project Funding:* TBD

*Project Completion:* 6-7 years



## Moreno Valley/March Field Station Pedestrian Bridge Project (SCORE Project)

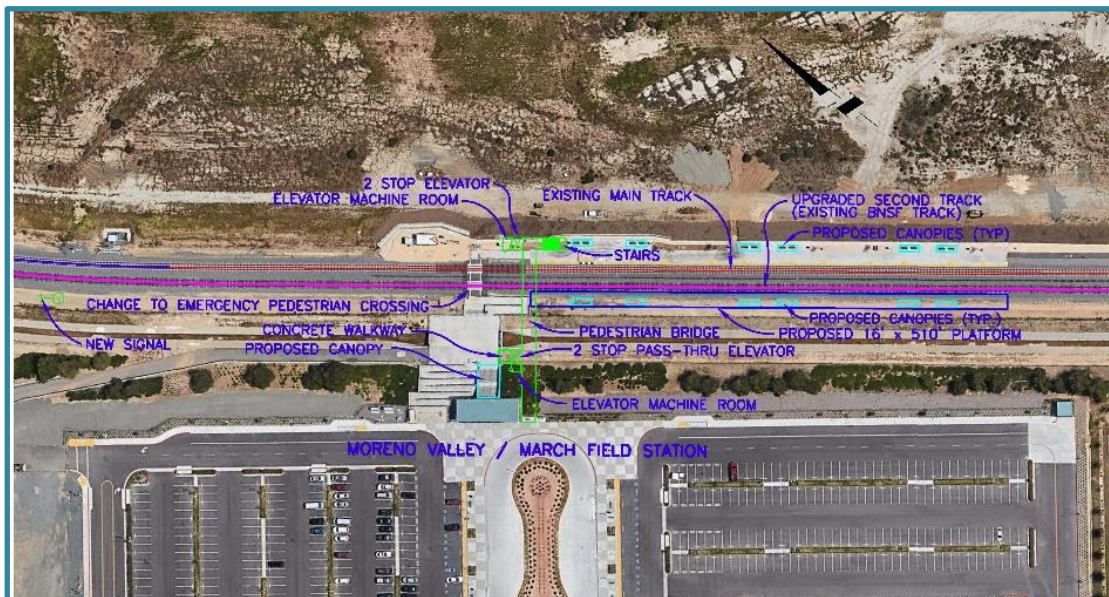
The Moreno Valley / March Field Station is one of the new stations along the PVL and exists today as a single-track station with an at-grade pedestrian crossing and a single platform. This project will upgrade the station with an additional platform and a pedestrian overpass. The overpass will use the same circulation, platform amenities, and architectural elements currently in place at the Riverside-Downtown Station. The current station layout requires all passengers to use a staircase or extended ramp to access the platforms which are at a lower elevation than the parking lot. The proposed structure would create easier pedestrian access to the platforms and improve the passenger experience.

*Project Status:* Project Definition Report

*Project Cost Estimate:* \$25 million

*Project Funding:* TBD

*Project Completion:* 7-8 years



### 3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted TRP is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.3 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.3: Long-Term Rail Capital Investments

Project	Type	Implementation
Metrolink Rail Service: new Riverside-Downtown station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-North Main station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-West station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Riverside-La Sierra station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new 3rd main track from Highgrove to Colton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 4th main track: and West Corona / Corona / La Sierra station improvements	Additional Track	Long > 10 yr
Metrolink Rail Service: new train station, Ramona Expressway	Station Improvements	Long > 10 yr
Metrolink Rail Service: new low / zero-emission technology trains	Zero Emission	Long > 10 yr
Coachella Valley-San Geronio rail service: new San Geronio Pass station	CV Rail Station	Long > 10 yr
Perris-San Jacinto rail service: full development and implementation of track and facilities	San Jacinto Extension	Long > 10 yr
Railroad crossing safety improvements	Safety Improvements	On-going



## 4. FINANCIAL PLANNING

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Transit services and capital projects are funded with a variety of federal, state, and local revenue sources. A summary of the formulaic and discretionary funding sources that the vanpool and rail programs are likely to be supported by are as follows:

### *Federal Programs*

- FTA Section 5307 – Provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- FTA Section 5337 – Provides formula funding for capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.
- Congestion Mitigation Air Quality (CMAQ) Program – Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality, and may be used for transit capital expenditures that have an air quality benefit. CMAQ funds are administered by FHWA and when awarded for use on transit projects are flexed to the FTA.
- Other Federal Programs may include funds from the FRA or other FTA discretionary grants for planning activities, pilot programs, and major capital investments.

### *State Programs*

- Local Transportation Fund – LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the state retail sales tax collected in each county.
- State Transit Assistance Fund - STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the state's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) – SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) - LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities. LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.
- Transit and Intercity Rail Capital Program (TIRCP) - TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly

reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.

- Other State Programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

#### *Local Programs*

- Measure A – Administered by RCTC, Measure A is a ½ cent sales tax for transportation approved by the voters in 2009 for a 30-year period.
- Mobile Source Air Pollution Reduction Review Committee (MSRC) – MSRC has provided discretionary funding first mile/last mile bicycle and pedestrian improvements and for transportation demand management projects such as rideshare and special events to mitigate the impacts caused by mobile source emissions.
- Other local sources may include passenger fares, leases, or, local agency or private partnerships.

## **4.1 Operating and Capital Budget – FY 2021/22**

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2021/22.

Total operating expenses for FY 2021/22 is estimated at \$37.9 million, combined for the vanpool and rail programs, which represents a decrease of 4% from FY 2020/21 primarily due to reduced Metrolink services and reduced ridership on VanClub due to the pandemic.

Total capital programming for FY 2021/22 is \$17.2 million which is for a combination of Metrolink capital obligation and RCTC station projects. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter.

The FY 2021/22 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources; however, due to the adverse economic impacts that COVID-19 has had on state and local revenues, primarily LTF and Measure A, the Commission prioritized federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to preserve local funding and supplement loss revenues. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

## **4.2 Funding to Support Future Operating and Capital Plans**

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2021/22 – 2025/26. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2021/22 – 2025/26

Fiscal Year					
Total	2021/22	2022/23	2023/24	2024/25	2025/26
Operating	\$ 37,994,844	\$ 39,127,429	\$ 40,543,739	\$ 41,977,397	\$ 43,461,103

Capital projects with committed funding will continue to move forward and staff will continue to seek discretionary funds for new capital projects. The Commission will also prioritize projects based on safety and maintenance to keep stations operating at optimal efficiency levels.

### 4.3 Regulatory and Compliance Requirements

The Commission is responsible for complying with state and federal regulatory provisions, in addition to undergoing performance reviews and audits. Following is a summary and status of major regulatory and compliance requirements.

#### Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form.

#### Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in June 2019 and approved by the FTA in December 2019 and is valid until July 2022.

#### Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted and approved by FTA in 2019.

## **Equal Employment Opportunity (EEO)**

The EEO Program ensures that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under federal transit laws. FTA recipients are required to develop an abbreviated or full EEO program if the number of employees working on FTA-funded programs is over 50 or 100, respectively. Although the Commission is an equal opportunity employer, it is not required to fulfill this requirement.

## **FTA Triennial Review**

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in June 2018 and resulted in no findings.

## **TDA Triennial Audit**

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2019 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Five recommendations, which staff has implemented and/or is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service;
2. A carryover from the prior performance audit, one requirement for the transit operators Financial Transactions Report is that the transit operator prepares separate reports for general public transit and for specialized services;
3. Update the Commission's policy on the use of STA funds for operating assistance, which was approved in June 2019, be updated to reflect Senate Bill (SB) 508;
4. Review and update the Commission's SRTP process to serve more as a planning document that forecasts and provides direction on operating and capital projects and service delivery for the next three to five-year period rather than an annual budgeting document; and
5. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies.

#### 4.4 Status of Current Capital Projects

Table 4.6 below is a summary of the current capital projects that have received funding allocations from prior years to highlight the estimated timeline for completion, and the remaining unfunded balance.

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	S RTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost	Unfunded Balance
<b>Moreno Valley/March Field Rail Upgrade</b>	17-6	Facilities/ Capital Upgrades	Fully Funded	12/2019 – 12/2024	\$26,000,000	\$0
<b>Riverside Downtown Station Track &amp; Platform</b>	20-3	Facilities/ Capital Upgrades	Partially Funded	11/2020 – 12/2025	\$30,000,000 (excludes ROW and parking lot)	\$15,000,000 (for ROW and parking lot)
<b>Riverside Downtown Layover Facility</b>	15-2	Facilities/ Capital Upgrades	Fully Funded	08/2019 – 07/2021	\$6,332,444	\$0
<b>Coachella Valley Rail Tier 1 Environmental Study</b>	20-1	Facilities/ Capital Upgrades	Fully Funded	05/2016 – 12/2021	\$6,000,000	\$0





**Table 4.0 - Summary of Funding Request - FY2021/22**

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

Operating												
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>												
Metrolink Operating Subsidy & Preventative Maintenance <sup>1</sup>	\$21,474,584		\$10,300,000		\$864,540	\$10,310,044						
Next Generation Rail Study Phase II	\$400,000					\$400,000						
Program Management and Support <sup>2</sup>	\$4,923,600					\$2,067,700	\$2,855,900					
San Jacinto Line Right of Way Maintenance	\$2,336,300						\$2,036,300	\$300,000				
Station Operations and Security	\$7,500,100						\$7,327,200	\$172,900				
Transfer Agreements	\$150,000					\$150,000						
<b>Vanpool</b>												
RCTC VanClub Operating Expenses	\$1,210,260		\$431,600				\$74,700	\$30,000				\$673,960
<b>Sub-total Operating</b>	<b>\$37,994,844</b>	<b>\$0</b>	<b>\$10,731,600</b>	<b>\$0</b>	<b>\$864,540</b>	<b>\$12,927,744</b>	<b>\$12,219,400</b>	<b>\$472,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$673,960</b>
Capital												
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>												
Rail Stations - Capital Rehabilitation - WC 22-1	\$1,500,000								\$1,226,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge - WC - 22-2	\$9,300,000	\$9,300,000										
Riverside Downtown Station Track and Platform <sup>3</sup> - WC 22-3	\$1,900,000										\$1,900,000	
RCTC Metrolink Capital Obligation - WC 22-4	\$4,292,859			\$4,226,859				\$66,000				
<b>Coachella Valley Rail</b>												
CV Rail Environmental/Service Development Plan - CV 22-1	\$189,339										\$189,339	
<b>Sub-total Capital</b>	<b>\$17,182,198</b>	<b>\$9,300,000</b>	<b>\$0</b>	<b>\$4,226,859</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,000</b>	<b>\$1,226,421</b>	<b>\$273,579</b>	<b>\$2,089,339</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$55,177,042</b>	<b>\$9,300,000</b>	<b>\$10,731,600</b>	<b>\$4,226,859</b>	<b>\$864,540</b>	<b>\$12,927,744</b>	<b>\$12,219,400</b>	<b>\$538,900</b>	<b>\$1,226,421</b>	<b>\$273,579</b>	<b>\$2,089,339</b>	<b>\$673,960</b>

<sup>1</sup> Total reflects an estimated full year subsidy with potential need for increases if 30% service reduction is reinstated.

<sup>2</sup> 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.

<sup>3</sup> Reflects Western County Rail STA needed for ROW and related consulting.

**Table 4.1 - Summary of Funding Request - FY2022/23**

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Metrolink Operating Subsidy & Preventative Maintenance <sup>1</sup>	\$22,118,822		\$4,000,000	\$1,000,000	\$12,000,000					5,118,822	
Program Management and Support <sup>2</sup>	\$5,071,308				\$2,129,731	\$2,941,577					
San Jacinto Line Right of Way Maintenance	\$2,406,389					\$2,097,389	\$309,000				
Station Operations and Security	\$7,725,103					\$7,547,016	\$178,087				
Transfer Agreements	\$150,000				\$150,000						
<b>Vanpool</b>											
RCTC VanClub Operating Expenses	\$1,655,807					\$295,838	\$343,600				\$1,016,369
<b>Sub-total Operating</b>	<b>\$39,127,429</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$14,279,731</b>	<b>\$12,585,982</b>	<b>\$487,087</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,016,369</b>
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Rail Stations - Capital Rehabilitation	\$900,000							\$626,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
<b>Coachella Valley Rail</b>											
CV Rail Environmental/Service Development Plan - CV 21-1	\$380,000									\$380,000	
<b>Sub-total Capital</b>	<b>\$9,280,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$380,000</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$48,407,429</b>	<b>\$0</b>	<b>\$12,000,000</b>	<b>\$1,000,000</b>	<b>\$14,279,731</b>	<b>\$12,585,982</b>	<b>\$487,087</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$380,000</b>	<b>\$1,016,369</b>

<sup>1</sup> Total reflects an estimated full year subsidy of Metrolink services based on a 3% increase from prior year.

<sup>2</sup> 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.

**Table 4.2 - Summary of Funding Request - FY2023/24**

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

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Metrolink Operating Subsidy & Preventative Maintenance <sup>1</sup>	\$22,782,386		\$4,000,000	\$1,000,000	\$12,000,000					5,782,386	
Program Management and Support <sup>2</sup>	\$5,223,447				\$2,193,623	\$3,029,824					
San Jacinto Line Right of Way Maintenance	\$2,478,581					\$2,160,311	\$318,270				
Station Operations and Security	\$7,956,856					\$7,773,426	\$183,430				
Transfer Agreements	\$170,000				\$170,000						
<b>Vanpool</b>											
RCTC VanClub Operating Expenses	\$1,932,469					\$270,109	\$420,000				\$1,242,360
<b>Sub-total Operating</b>	<b>\$40,543,739</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$14,363,623</b>	<b>\$12,963,561</b>	<b>\$501,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,242,360</b>
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Rail Stations - Capital Rehabilitation	\$900,000							\$626,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge	\$5,000,000	\$5,000,000									
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$5,000,000	\$5,000,000									
Perris South 2nd Track and 4th Layover Track	\$5,000,000	\$5,000,000									
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
<b>Coachella Valley Rail</b>											
CV Rail Environmental/Service Development Plan - CV 21-1	\$390,000									\$390,000	
<b>Sub-total Capital</b>	<b>\$24,290,000</b>	<b>\$15,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$390,000</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$64,833,739</b>	<b>\$15,000,000</b>	<b>\$12,000,000</b>	<b>\$1,000,000</b>	<b>\$14,363,623</b>	<b>\$12,963,561</b>	<b>\$501,700</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$390,000</b>	<b>\$1,242,360</b>

<sup>1</sup> Total reflects an estimated full year subsidy of Metrolink services based on a 3% increase from prior year.

<sup>2</sup> 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.



**Table 4.3 - Summary of Funding Request - FY2024/25**  
**RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs**

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Metrolink Operating Subsidy & Preventative Maintenance <sup>1</sup>	\$23,465,858		\$4,000,000	\$1,000,000	\$12,000,000					6,465,858	
Program Management and Support <sup>2</sup>	\$5,380,151				\$2,259,432	\$3,120,719					
San Jacinto Line Right of Way Maintenance	\$2,552,938					\$2,225,120	\$327,818				
Station Operations and Security	\$8,195,562					\$8,006,629	\$188,932				
Transfer Agreements	\$170,000				\$170,000						
<b>Vanpool</b>											
RCTC VanClub Operating Expenses	\$2,212,889					\$1,430,489					\$782,400
<b>Sub-total Operating</b>	<b>\$41,977,397</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$14,429,432</b>	<b>\$13,352,468</b>	<b>\$516,751</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$782,400</b>
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Rail Stations - Capital Rehabilitation	\$900,000							\$626,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$1,000,000									\$1,000,000	
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
<b>Coachella Valley Rail</b>											
CV Rail Environmental/Service Development Plan - CV 21-1	\$400,000									\$400,000	
<b>Sub-total Capital</b>	<b>\$10,300,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$1,400,000</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$52,277,397</b>	<b>\$0</b>	<b>\$12,000,000</b>	<b>\$1,000,000</b>	<b>\$14,429,432</b>	<b>\$13,352,468</b>	<b>\$516,751</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$1,400,000</b>	<b>\$782,400</b>

<sup>1</sup> Total reflects an estimated full year subsidy of Metrolink services based on a 3% increase from prior year.

<sup>2</sup> 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.



**Table 4.4 - Summary of Funding Request - FY2025/26**  
**RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs**

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Metrolink Operating Subsidy & Preventative Maintenance <sup>1</sup>	\$24,169,833		\$4,000,000	\$1,000,000	\$12,000,000					7,169,833	
Program Management and Support <sup>2</sup>	\$5,541,555				\$2,327,215	\$3,214,341					
San Jacinto Line Right of Way Maintenance	\$2,629,526					\$2,291,874	\$337,653				
Station Operations and Security	\$8,441,429					\$8,246,828	\$194,600				
Transfer Agreements	\$170,000				\$170,000						
<b>Vanpool</b>											
RCTC VanClub Operating Expenses	\$2,508,759					\$1,670,678					\$838,081
<b>Sub-total Operating</b>	<b>\$43,461,103</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$14,497,215</b>	<b>\$13,753,042</b>	<b>\$532,253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$838,081</b>
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
<b>Western County Rail</b>											
Rail Stations - Capital Rehabilitation	\$900,000							\$626,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$1,000,000									\$1,000,000	
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
<b>Coachella Valley Rail</b>											
CV Rail Environmental/Service Development Plan - CV 21-1	\$400,000									\$400,000	
<b>Sub-total Capital</b>	<b>\$10,300,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$1,400,000</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$53,761,103</b>	<b>\$0</b>	<b>\$12,000,000</b>	<b>\$1,000,000</b>	<b>\$14,497,215</b>	<b>\$13,753,042</b>	<b>\$532,253</b>	<b>\$626,421</b>	<b>\$273,579</b>	<b>\$1,400,000</b>	<b>\$838,081</b>

<sup>1</sup> Total reflects an estimated full year subsidy of Metrolink services based on a 3% increase from prior year.

<sup>2</sup> 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 2021/22 SRTTP

## RCTC CV Rail

### Table 4.0 A - Capital Project Justification Original

**Project Number:** 22-1

**FTIP No:** Not Assigned - New Project

**Project Name:** CV Rail Environmental/Service Development Plan

**Category:** Planning/Feasibility

**Sub-Category:** Study

**Project Description:** In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

**Project Justification:** This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

**Project Schedule:**

Start Date	Completion Date
May 2016	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$189,339
Total		\$189,339

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTTP Project No.	Description
	RIV151002	21-1	



# FY 2021/22 SRTP

## RCTC WRC Rail

### Table 4.0 A - Capital Project Justification Original

**Project Number:** WC 22-1

**FTIP No:** Not Assigned - New Project

**Project Name:** Rail Stations - Capital Rehabilitation - FY 22

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** Capital rehabilitation and maintenance including CCTV, electric upgrades, solar canopies, painting, pavement preservation, upgraded concrete sidewalks and ADA improvements, elevator replacements, lighting, landscaping, and fencing.

**Project Justification:** Rehabilitation is needed to improve station operational efficiencies and maintain a state of good repair

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2021/22	\$1,226,421
SGR PUC99314	FY 2021/22	\$273,579
Total		\$1,500,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



# FY 2021/22 SRTTP

## RCTC WRC Rail

### Table 4.0 A - Capital Project Justification Original

**Project Number:** WC 22-2

**FTIP No:** Not Assigned - New Project

**Project Name:** Moreno Valley/March Field Station Ped Bridge - FY 22

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.7 miles of track to passenger rail standards so that trains can pass each other at the mid- point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside – Downtown Station.

**Project Justification:** Upgrades are needed to expand train service.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5307 RS	FY 2021/22	\$9,300,000
Total		\$9,300,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTTP Project No.	Description





# FY 2021/22 S RTP

## RCTC WRC Rail

### Table 4.0 A - Capital Project Justification Original

**Project Number:** WC 22-3

**FTIP No:** Not Assigned - New Project

**Project Name:** Riverside-Downtown Station Track and Platform Project - FY 22

**Category:** Facilities

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** The Riverside-Downtown Station Track and Platform Project increases connectivity and rail capacity and service reliability, especially for all trains using the southeast tracks on the BNSF mainline, which includes all 91/ PVL trains. This project will add a center platform and associated tracks on the southeast side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling the passenger train capacity of the station. The track and platform project has been funded as part of the first phase of the Metrolink SCORE Program. The environmental phase has begun and will assess the development of an expanded project that includes large property acquisition and a surface parking lot with approximately 500 spaces.

**Project Justification:** The upgrade will increase additional trains at the stations.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2026

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2021/22	\$1,900,000
Total		\$1,900,000

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/S RTP Project No.	Description



# FY 2021/22 SRTP

## RCTC WRC Rail

### Table 4.0 A - Capital Project Justification Original

**Project Number:** WC 22-4

**FTIP No:** Not Assigned - New Project

**Project Name:** RCTC Metrolink Capital Obligation - FY 22

**Category:** Rail - track

**Sub-Category:** Rehabilitation/Improvement

**Fuel Type:** N/A

**Project Description:** RCTC's annual Metrolink Capital Obligation for maintenance, replacement, rehabilitation, and new capital improvements.

**Project Schedule:**

Start Date	Completion Date
July 2021	June 2022

**PROJECT FUNDING SOURCES (REQUESTED):**

Fund Type	Fiscal Year	Amount
5337	FY 2021/22	\$4,226,859
OTHR LCL	FY 2021/22	\$66,000
Total		\$4,292,859

**PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS  
APPROVED BUT NOT YET ORDERED**

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



## FY 2021/22 Transit Operator Funding Sources

### Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
5307 HS [1, 2, 3]	\$3,487,814									\$3,487,814	
5307 HS ARPA [2, 3, 4]	\$253,166									\$253,166	
5307 IC [2, 6]	\$1,500,000										\$1,500,000
5307 IC ARPA [2, 4, 6]	\$16,011,182										\$16,011,182
5307 IC CARES OB [2, 4, 5,	\$846,920										\$846,920
5307 IC CRRSAA [2, 4, 6]	\$5,011,454										\$5,011,454
5307 LALB ARPA [2, 4, 7]	\$452,439									\$452,439	
5307 LALB CRRSAA [2, 4, 7]	\$277,242									\$277,242	
5307 MTM ARPA [2, 4, 8]	\$900,366									\$900,366	
5307 RS [2, 9]	\$21,403,530			\$936,423	\$211,107				\$9,300,000	\$10,956,000	
5307 RS ARPA [2, 4, 9]	\$27,851,643									\$27,283,482	\$568,161
5307 RS CARES [2, 4, 9]	\$10,731,600							\$431,600	\$10,300,000		
5307 RS CARES OB [2, 4, 5,	\$1,765,561			\$1,230,561	\$535,000						
5307 RS OB [2, 5, 9]	\$158,523			\$158,523							
5310 OB [2, 5]	\$285,000									\$285,000	
5311 [2]	\$734,602					\$209,886				\$524,716	
5311 (f) CARES - OB [2, 4, 5]	\$241,264										\$241,264
5311 CARES [2, 4]	\$406,203					\$406,203					
5311 CARES OB [2, 4, 5]	\$113,781									\$113,781	
5311 CRRSAA [2, 4]	\$1,387,218									\$1,387,218	
5337 RS [2]	\$4,226,859								\$4,226,859		
5339 HS [2, 3]	\$485,973									\$485,973	
5339 IC [2, 6]	\$1,833,600										\$1,833,600
5339 LALB [2]	\$15,339									\$15,339	
5339 MTM [2, 8]	\$618,429									\$618,429	
5339 RS [2, 9]	\$1,874,088			\$61,785	\$80,000					\$1,732,303	



## FY 2021/22 Transit Operator Funding Sources

### Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
AB 2766 [10]	\$4,000			\$4,000							
AHSC [11, 12]	\$4,823,971									\$3,510,471	\$1,313,500
CEC Funds [11, 13]	\$4,986,250										\$4,986,250
CMAQ OB [2, 5, 14]	\$1,036,257									\$200,000	\$836,257
FARE [10]	\$5,514,899	\$125,000	\$168,650	\$182,677	\$63,013	\$90,635		\$673,960		\$3,000,000	\$1,210,964
INT [10]	\$100,000									\$100,000	
LCTOP OB [5, 11, 15]	\$1,838,465		\$40,465							\$1,798,000	
LCTOP PUC99313 [11, 15]	\$2,425,957		\$66,214			\$35,692			\$864,540	\$975,113	\$484,398
LCTOP PUC99314 [11, 15]	\$420,538		\$3,786			\$1,263				\$224,887	\$190,602
LTF [11, 16]	\$60,528,440	\$1,687,000	\$2,411,849	\$746,710	\$4,239,596	\$816,954			\$12,927,744	\$28,957,137	\$8,741,450
MA CA WR [10, 17]	\$74,700							\$74,700			
MA CR [10, 17]	\$12,219,400								\$12,219,400		
MA CTSA [10, 17]	\$2,000,000									\$2,000,000	
MA IB [10, 17]	\$2,124,000		\$124,000							\$2,000,000	
MA SPT [10, 17]	\$7,000,001										\$7,000,001
MSRC [10]	\$30,000							\$30,000			
OTHR FED [2]	\$37,320										\$37,320
OTHR LCL [10, 18]	\$4,178,615		\$1,000			\$61,530			\$538,900	\$1,200,000	\$2,377,185
OTHR ST [11]	\$264,025				\$80,000					\$184,025	
SGR PUC99313 [11, 19]	\$4,163,803		\$56,715	\$98,000		\$48,650			\$1,226,421	\$1,934,712	\$799,305
SGR PUC99314 [11, 19]	\$596,336		\$3,285	\$4,399	\$5,091	\$1,815			\$273,579	\$189,322	\$118,845
SGR-OB [5, 11, 19]	\$29,400			\$29,400							
STA PUC99313 [11, 20]	\$18,397,866	\$1,649,661	\$1,468,640	\$60,433		\$46,377	\$189,339		\$1,900,000	\$9,789,804	\$3,293,612
STA PUC99314 [11, 20]	\$2,180,840	\$10,046	\$15,360	\$20,567	\$23,802	\$6,920				\$1,549,357	\$554,788
<b>Grand Total</b>	<b>\$237,848,879</b>	<b>\$3,471,707</b>	<b>\$4,359,964</b>	<b>\$3,533,478</b>	<b>\$5,237,609</b>	<b>\$1,725,925</b>	<b>\$189,339</b>	<b>\$1,210,260</b>	<b>\$53,777,443</b>	<b>\$106,386,096</b>	<b>\$57,957,058</b>



## FY 2021/22 Transit Operator Funding Sources

### Operating & Capital Projects

- [1] . As proposed in each transit operator's FY 2021/22 SRTP Table 4
- [2] All funding sources are federal funds, administered by the Federal Transit Administration
- [3] HS is for Hemet-San Jacinto UZA
- [4] CARES is Coronavirus Aid, Relief, and Economic Security Act. CRRSAA is Coronavirus Response and Relief Supplemental Appropriations Act. ARPA is American Rescue Plan Act. These are all federal stimulus funds.
- [5] OB is for Obligated Balance, funds that have been awarded in a prior year with a remaining balance
- [6] IC is for Indio-Cathedral City UZA
- [7] LALB is for Los Angeles-Long Beach-Anaheim UZA
- [8] MTM is for Murrieta-Temecula-Menifee UZA
- [9] RS is for Riverside-San Bernardino-Ontario UZA
- [10] All funding sources are local funds
- [11] All funding sources are state funding sources
- [12] ASHC is Affordable Housing and Sustainable Communities
- [13] CEC is California Energy Commission
- [14] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.
- [15] LCTOP is for Low Carbon Transit Operations Funds
- [16] LTF is for Local Transportation Funds
- [17] MA CR is Measure A Commuter Rail, MA SPT is Measure A Specialized Transit, MA CA is Measure A Commuter Assistance, MA IB is Measure A Intercity Bus, MA CTSA is Measure A Consolidated Transportation Services Agency.
- [18] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.
- [19] SGR is for State of Good Repair
- [20] STA is for State Transit Assistance



**RESOLUTION NO. 21-008**

**RESOLUTION OF THE  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
TO ALLOCATE LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE  
FUNDS FOR THE FISCAL YEAR 2021/22**

**WHEREAS**, the Riverside County Transportation Commission is designated the regional entity responsible for the allocation of Local Transportation Funds and State Transit Assistance Funds within Riverside County; and

**WHEREAS**, the Riverside County Transportation Commission has examined the Short Range Transit Plans submitted by the public transit operators and Transportation Improvement Program; and

**WHEREAS**, all proposed expenditures in Riverside County are in conformity with the Regional Transportation Plan; and

**WHEREAS**, the level of passenger fares is sufficient for public transit operator claimants to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as applicable; and

**WHEREAS**, the public transit operator claimants are making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the public transit operator claimants are making full use of federal funds available under the Coronavirus Aid, Relief, and Economic Security (CARES) Act; and

**WHEREAS**, the public transit operator claimants are making full use of federal funds available under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA); and

**WHEREAS**, the public transit operator claimants are making full use of federal funds available under the American Rescue Plan Act of 2021 (ARPA); and

**WHEREAS**, the sum of the public transit operator claimant allocations from the Local Transportation Fund and State Transit Assistance Fund do not exceed the amount the public transit operator claimants are eligible to receive during the fiscal year; and

**WHEREAS**, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and

**WHEREAS**, the public transit operators have made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244; and

**WHEREAS**, the public transit operator claimants are not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers or persons operating under a franchise or license; and

**WHEREAS**, public transit operators are in full compliance with Section 18081.1 of the Vehicle Code, as required in Public Utilities Code Section 99251.

**NOW, THEREFORE BE IT RESOLVED** by the Riverside County Transportation Commission to allocate Local Transportation Funds and State Transit Assistance Funds for FY 2021/22 as detailed in Attachment 9.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 9<sup>th</sup> day of June, 2021.

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Jan C. Harnik , Chair  
Riverside County Transportation Commission

ATTEST:

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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



# **AGENDA ITEM 11**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Jenny Chan, Planning and Programming Manager
<b>THROUGH:</b>	Jillian Guizado, Planning and Programming Director
<b>SUBJECT:</b>	Fiscal Year 2021/22 Transportation Development Act Article 3 (SB 821) Call for Projects – Project Recommendations

**TECHNICAL ADVISORY COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve the Fiscal Year 2021/22 Transportation Development Act Article 3 Bicycle and Pedestrian Facilities program (SB 821) recommended project allocations in the amount of \$4,327,472; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

SB 821 is a discretionary program administered by the Commission to fund local bicycle and pedestrian projects. The program is funded through the Local Transportation Fund (LTF), a ¼ percent of the state sales tax. Each year, two percent of LTF revenues is set aside for the SB 821 program. On every odd-numbered year, the Commission conducts a competitive call for projects in which all local agencies within the county can submit applications. Eligible projects include construction of bicycle lanes, sidewalks, and Americans with Disabilities Act curb ramps, and the development of bicycle and pedestrian master plans. At its January 2021 meeting, the Commission adopted a series of policy changes for the program. The changes were implemented for this year's Call for Projects, which opened on February 1, 2021 and closed on April 29, 2021.

The programming capacity for this cycle is \$4,325,000. As such, the FY 2021/22 Biennial Call for Projects Guidelines stipulate there be a maximum funding request per application of \$432,500 and maximum funding for each jurisdiction of \$865,000. One-on-one sessions to review and provide feedback on potential project applications were offered to all eligible agencies.

**DISCUSSION:**

The Commission received 35 project proposals from 20 different agencies, totaling \$9,760,010 in SB 821 funding requests. A summary of the applications submitted and related funding requests by geographic area is summarized in the table below.

### **Summary of Requests**

	Coachella Valley	Western Riverside	Total
<b>Projects Submitted</b>	10	25	35
<b>Total Funding Request</b>	\$3,040,896	\$6,719,114	\$9,760,010

This year's evaluation committee included staff from Caltrans District 8, Coachella Valley Association of Governments, the city of Indian Wells, Riverside Transit Agency, Western Riverside Council of Governments, and San Bernardino County Transportation Authority. On May 11, the evaluation committee met and scored the project applications based on the Commission's adopted evaluation criteria as summarized below.

### **Evaluation Criteria**

Factor	Maximum Points
Destinations Served	14
Safety	15
Multimodal Access	6
Matching Funds	10
Population Equity	5
<b>Total Points</b>	<b>50</b>

Staff and the Technical Advisory Committee recommend funding allocations for 15 projects that scored a 40 or above, totaling \$4,327,472. The city of Rancho Mirage submitted three applications with a total funding request of \$1,227,253. The three applications each received more than 40 points; however, funding all three projects exceeds the \$865,000 cap as stipulated in the guidelines. Staff offered two options to City staff: prioritize the three projects or adjust the funding request for each application. City staff opted to prioritize the Bob Hope Drive Access Ramp Retrofit project and the San Jacinto Drive Corridor Walkway and Sidewalk Improvements project. A summary of the recommended allocations is provided in the table below and a full list of projects is attached.

### **Summary of Recommended Allocations**

	Coachella Valley	Western Riverside	Total
<b># of Recommended Projects</b>	4	11	15
<b>Total SB 821 Recommended Allocations</b>	\$1,466,000	\$2,861,472	\$4,327,472
<b>Recommended Allocations as a % of Total Allocations</b>	34%	66%	100%

At the January 2020 meeting, the Commission utilized approximately \$1.6 million in reserve SB 821 funding and awarded an additional seven projects from the FY 2019/20 Call for Projects. As such, there is limited SB 821 reserve capacity to program more projects from the list despite the scores being very competitive. Staff will monitor mid-year LTF projections in January 2022 to determine if more funding is available to fund additional projects on the list.

**FISCAL IMPACT:**

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2021/22 FY 2022/23+	Amount:	\$1,900,000 \$2,427,472
Source of Funds:	Local Transportation Funds-SB 821			Budget Adjustment:	No N/A
GL/Project Accounting No.:	601 62 86106				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	05/13/2021

Attachment: FY 2021/22 SB 821 Funding Recommendation



**FY 21/22 SB 821 Call for Projects**

Agency	Project Name	Total Project Cost	Requested Amount	Match Amount	Recommended Allocation	Score
Eastvale	Bicycle and Pedestrian Safety Enhancement on Citrus St, Sumner Ave and River Rd	\$902,453	\$432,500	\$469,953	\$432,500	47
Jurupa Valley	Pacific Avenue Pedestrian and Bicycle Improvements	\$729,760	\$364,880	\$364,880	\$364,880	46
Norco	Master Plan	\$160,000	\$96,000	\$64,000	\$96,000	45
Riverside	Riverside Citywide Pedestrian Crossing Improvements	\$325,000	\$162,500	\$162,500	\$162,500	44
Wildomar	Bundy Canyon Road Sidewalk and Bike Lane Connectivity	\$762,649	\$381,325	\$381,325	\$381,325	44
Wildomar	Palomar Street Sidewalk, Trail and Bike Lane Connectivity	\$1,283,619	\$432,500	\$851,119	\$432,500	44
Rancho Mirage	Class II Bicycle Lane Infill & Roadway Realignment	\$724,506	\$362,253	\$362,253	\$0	44
Rancho Mirage	Bob Hope Drive Access Ramps Retrofit	\$874,000	\$432,500	\$441,500	\$432,500	44
Menifee	Lazy Creek Park	\$176,761	\$88,381	\$88,381	\$88,381	43
Moreno Valley	FY 21/22 ADA Access Ramps Improvements	\$860,000	\$430,000	\$430,000	\$430,000	43
Rancho Mirage	San Jacinto Drive Corridor Walkway & Sidewalk Improvements	\$909,208	\$432,500	\$476,708	\$432,500	42
Riverside County	Carver Tract - PHASE 2, Bataan St., Lingyan Ave. & Luzon St. (Indio)	\$890,679	\$432,500	\$568,591	\$432,500	41
Menifee	Sun City Community - Pedestrian Project	\$367,771	\$183,886	\$183,886	\$183,886	41
Lake Elsinore	SB 821 Chaney Street Bicycle Lanes Improvement Project	\$79,000	\$39,500	\$39,500	\$39,500	40
Palm Springs	Racquet Club/Via Miraleste HAWK Signal	\$337,000	\$168,500	\$168,500	\$168,500	40
Riverside	Bryan St. and Cochran Ave. Sidewalk Improvements	\$500,000	\$250,000	\$250,000	\$250,000	40
		Total Recommended Allocation			\$4,327,472	
Lake Elsinore	SB 821 Downtown Sidewalk and Bicycle Improvement Project	\$431,965	\$215,983	\$215,983		39
Menifee	Bell Mountain Middle School	\$446,210	\$223,105	\$223,105		39
Lake Elsinore	SB 821 Lakeshore-Machado Sidewalk Improvement Project	\$416,565	\$208,283	\$208,283		39
Corona	FY21/22 Sidewalk Gap Closure	\$509,000	\$432,500	\$76,500		39
Hemet	State Street Sidewalk Improvements	\$330,933	\$248,200	\$82,733		38
Desert Hot Springs	Wardman Park / 8th Street Sidewalk and ADA Improvement Project	\$455,000	\$340,000	\$115,000		38
Palm Springs	Tamarisk Road Class III Bike Route	\$125,200	\$62,600	\$62,600		37
Jurupa Valley	Citywide Bicycle Facilities	\$267,354	\$213,854	\$53,500		37
La Quinta	Montero Sidewalk Improvements at Avenue 50 and Washington Street	\$284,000	\$142,000	\$142,000		37
Riverside County	Tolton Avenue Sidewalk Safety Improvement Project - Grant St. to Truman St (Corona)	\$385,967	\$273,667	\$112,300		37
Cathedral City	Ocotillo Park Sidewalk Gaps	\$465,000	\$280,000	\$185,000		36
Temecula	Pauba Road Sidewalk Improvements	\$726,657	\$432,500	\$294,157		36
Riverside County	Grand Avenue Sidewalk Safety Improvement Project - Alvarado Street to Withrow Elementary Sch	\$363,590	\$290,550	\$96,900		36
Corona	Downtown Corona Crosswalk Safety Enhancements	\$432,500	\$432,500	\$0		36
Corona	Bicycle Master Plan	\$432,500	\$432,500	\$0		36
San Jacinto	Lyon Avenue Pedestrian Improvements	\$638,000	\$319,000	\$319,000		36
Perris	Downtown Perris Class III Bike Lane Installation Project	\$119,133	\$105,000	\$14,133		35
Riverside	Riverside & UCR Cycling Safety Classes	\$30,000	\$30,000	\$0		32
Coachella	Frederick Street Pedestrian + Bicyclist Connectivity Project	\$554,347	\$388,043	\$166,304		25





# **AGENDA ITEM 12**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	May 24, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Martha Masters, Senior Management Analyst
<b>THROUGH:</b>	Jenny Chan, Planning and Programming Manager
<b>SUBJECT:</b>	Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans for the Local Streets and Roads Program

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve the Fiscal Years 2021/22 – 2025/26 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

The 2009 Measure A provides local agencies with local funding for street maintenance and operations, street repairs, street improvements, and new infrastructure of their local streets and roads systems. As outlined in the Ordinance No. 02-001, Measure A funds are allocated within the three geographic areas: Western County, Coachella Valley, and Palo Verde Valley. LSR receives 29 percent of the Measure A distribution in Western County, 35 percent in Coachella Valley, and 100 percent in Palo Verde Valley.

In Western County and Palo Verde Valley, funds are distributed by a formula based on 75 percent of proportionate population from the State Department of Finance and 25 percent of Measure A sales tax revenues generated within each jurisdiction. In Coachella Valley, funds are distributed based on 50 percent of proportionate dwelling units and 50 percent of Measure A revenues within each jurisdiction.

Since the commencement of the 2009 Measure A in July 2009 through February 2021, the cities in the three geographic areas and the county of Riverside have received over \$571 million.

Measure A imposes the following requirements on local agencies to receive LSR funds:

- Participation in the Western County or Coachella Valley Transportation Uniform Mitigation Fee (TUMF) Program, as applicable;
- Participation in the Western Riverside County Regional Conservation Authority's Multiple Species Habitat Conservation Plan (MSHCP), as applicable;

- Annual submittal of a 5-Year CIP list of projects;
- Annual Maintenance of Effort certification; and
- Annual Project Status Report for the prior fiscal year CIP.

**DISCUSSION:**

On February 3, 2021, staff provided the local agencies with a Five-Year Measure A LSR revenue projection (Attachment 1) to assist in preparation of the required CIP. The required plans and supporting documentation have been received from all the participating Measure A jurisdictions. The plans have been reviewed by staff to ensure compliance with Measure A requirements and confirm CIP Measure A LSR expenditures are consistent with the state's guidelines for gas tax expenditures. Eligibility determinations related to participation in the TUMF and MSHCP programs, as applicable, are pending verification but are expected to be verified by the June Commission meeting. Staff recommends approval of the participating jurisdiction FYs 2021/22 – 2025/26 Measure A Five-Year CIPs (Attachment 2).

**FISCAL IMPACT:**

The FY 2021/22 Measure A LSR disbursements to eligible local agencies with a Commission-approved CIP are expected to begin in September 2021.

Attachments:

- 1) Measure A Local Streets and Roads Program Allocation (Projection) FY 2021/22
- 2) Cities and County FYs 2021/22 – 2025/26 CIPs

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**MEASURE A LOCAL STREETS AND ROADS PROGRAM ALLOCATION (PROJECTION)**  
**FY 2021/22 (1/13/2021)**

	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
<b>Western County</b>						
Local Streets & Roads						
BANNING	\$ 630,000	\$ 624,000	\$ 630,000	\$ 636,000	\$ 642,000	\$ 648,000
BEAUMONT	1,005,000	1,060,000	1,071,000	1,082,000	1,093,000	1,104,000
CALIMESA	188,000	192,000	194,000	196,000	198,000	200,000
CANYON LAKE	205,000	201,000	203,000	205,000	207,000	209,000
CORONA	4,455,000	4,378,000	4,422,000	4,466,000	4,511,000	4,556,000
EASTVALE	1,447,000	1,472,000	1,487,000	1,502,000	1,517,000	1,532,000
HEMET	1,874,000	1,881,000	1,900,000	1,919,000	1,938,000	1,957,000
JURUPA VALLEY	2,256,000	2,317,000	2,340,000	2,363,000	2,387,000	2,411,000
LAKE ELSINORE	1,429,000	1,433,000	1,447,000	1,461,000	1,476,000	1,491,000
MENIFEE	1,893,000	1,950,000	1,970,000	1,990,000	2,010,000	2,030,000
MORENO VALLEY	4,267,000	4,275,000	4,318,000	4,361,000	4,405,000	4,449,000
MURRIETA	2,657,000	2,609,000	2,635,000	2,661,000	2,688,000	2,715,000
NORCO	705,000	727,000	734,000	741,000	748,000	755,000
PERRIS	2,032,000	2,189,000	2,211,000	2,233,000	2,255,000	2,278,000
RIVERSIDE	7,921,000	7,854,000	7,933,000	8,012,000	8,092,000	8,173,000
SAN JACINTO	945,000	982,000	992,000	1,002,000	1,012,000	1,022,000
TEMECULA	3,392,000	3,195,000	3,227,000	3,259,000	3,292,000	3,325,000
WILDOMAR	688,000	703,000	710,000	717,000	724,000	731,000
RIVERSIDE COUNTY	5,987,000	5,948,000	6,007,000	6,067,000	6,128,000	6,189,000
SUBTOTAL-Western County	43,976,000	43,990,000	44,431,000	44,873,000	45,323,000	45,775,000
<b>Coachella Valley</b>						
CATHEDRAL CITY	1,503,000	1,511,000	1,526,000	1,541,000	1,556,000	1,572,000
COACHELLA	647,000	620,000	626,000	632,000	638,000	644,000
DESERT HOT SPRINGS	513,000	510,000	515,000	520,000	525,000	530,000
INDIAN WELLS	280,000	266,000	269,000	272,000	275,000	278,000
INDIO	2,049,000	2,017,000	2,037,000	2,057,000	2,078,000	2,099,000
LA QUINTA	1,583,000	1,552,000	1,568,000	1,584,000	1,600,000	1,616,000
PALM DESERT	2,915,000	2,838,000	2,866,000	2,895,000	2,924,000	2,953,000
PALM SPRINGS	2,338,000	2,510,000	2,535,000	2,560,000	2,586,000	2,612,000
RANCHO MIRAGE	961,000	989,000	999,000	1,009,000	1,019,000	1,029,000
RIVERSIDE COUNTY	1,850,000	1,805,000	1,823,000	1,841,000	1,859,000	1,878,000
SUBTOTAL-Coachella Valley	14,639,000	14,618,000	14,764,000	14,911,000	15,060,000	15,211,000
<b>Palo Verde Valley</b>						
BLYTHE	668,000	677,000	684,000	691,000	698,000	705,000
RIVERSIDE COUNTY	180,000	177,000	179,000	181,000	183,000	185,000
SUBTOTAL-Palo Verde Valley	848,000	854,000	863,000	872,000	881,000	890,000
TOTAL <sup>1</sup>	\$ 59,463,000	\$ 59,462,000	\$ 60,058,000	\$ 60,656,000	\$ 61,264,000	\$ 61,876,000

<sup>1</sup> Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

Note: Estimate for Planning Purposes, subject to change and rounding differences.





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF BANNING**

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# City of Banning

## Public Works Department

April 29, 2021

Martha Masters, Senior Management Analyst  
Planning and Programming  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

Subject: **Five-Year (FY 2021/2022 – 2025/2026) Measure “A” Capital Improvement Plan; and FY 2020/2021 Amendment No. 1**

Dear Mrs. Masters:

The City of Banning respectfully submits its Five-Year Measure “A” Capital Improvement Plan for Fiscal Years 2021/2022 – 2025/2026 as approved by the City Council during its regular meeting on April 27, 2021. Also enclosed with this letter you will find the City’s MOE Certification Statement, Project Status Report for FY 2020/2021 along with a copy of the adopted Resolution approving the Five-Year Measure “A” CIP Plan.

The City of Banning is also requesting an amendment to its FY 2020/2021 Measure A CIP, with the following revisions:

- Addition of a new project “City Wide Street Maintenance/Operations” to the approved FY 2020/21.
- Revision to previously approved FY 2020/21 project, “George St: Hargrave to Hathaway”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.
- Revision to previously approved FY 2020/21 project, “Ramsey Street: 12<sup>th</sup> St to 16<sup>th</sup> St”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.
- Revision to previously approved FY 2020/21 project, “Ramsey & Sunset Imp. (Constr.)”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2021/22.
- Revision to previously approved FY 2020/21 project, “Ramsey St: 4<sup>th</sup> St to 12<sup>th</sup> St”. This project and budget will be removed from FY 2020/21 and pushed out to FY 2022/23.

Should you have any questions or need additional information, please do not hesitate to call me at [avela@banningca.gov](mailto:avela@banningca.gov) or (951) 922-3130.

Sincerely,

Art Vela, P.E.  
Director of Public Works/City Engineer

Copy: File

Enc. Adopted Resolution  
Five-Year Measure “A” Plan  
Project Status Report  
MOE Certification Statement

**FY 2021/2022 MEASURE A PROGRAM  
MAINTENANCE OF EFFORT  
CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the CITY OF BANNING (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission (Measure "A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$164,325.00, approved by the Commission at its July 11, 2012 meeting, and that the Agency shall not use such funds to replace discretionary Local Funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure "A" funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27<sup>th</sup>, 2021

  
\_\_\_\_\_  
Doug Schulze, City Manager

Attest:  
  
\_\_\_\_\_  
Secretary



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

**FY 2019/20 Audited Measure A Balance:** \$ 1,632,262  
**FY 2020/21 (Revised) Measure A Revenue:** 630,000  
**Less: FY 2020/21 Project Status Report expenses:** (503,000)  
**Estimated Prior Year Measure A Balance:** 1,759,262  
**Estimated FY 2021/22 Measure A Allocation:** 624,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 2,383,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Hathaway/Ramsey Street	Pavement Rehab	1,500,000	\$ 1,500,000
2022-02	City Wide Street Maintenance/Operations	Maintenance/Operations	125,000	125,000
2022-03	Ramsey & Sunset Imp. (Construction)	Pavement Rehab	160,000	160,000
		<b>TOTAL</b>	<b>\$ 2,260,000</b>	<b>\$ 2,260,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 123,262  
Estimated FY 2022/23 Measure A Allocation: 630,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 753,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	George St: Hargrave to Hathaway	AC Overlay	\$ 140,000	\$ 140,000
2023-02	Ramsey St: 4th St to 12th St	AC Overlay/Rehab	300,000	300,000
2023-03	Ramsey Street: 12th St to 16th St	AC Overlay/Rehab	200,000	200,000
		<b>TOTAL</b>	<b>\$ 640,000</b>	<b>\$ 640,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 113,262  
Estimated FY 2023/24 Measure A Allocation: 636,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 749,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	City-wide Slurry Seal	Slurry Seal	\$ 250,000	\$ 250,000
2024-02	First St: Livingston St to Williams St	AC Overlay	85,000	85,000
2024-03	Second St: Hays St to Williams St	AC Overlay	13,000	13,000
2024-04	Fourth St: Livingston St to George	AC Overlay	85,000	85,000
2024-05	Omar Street & Ramsey St Int Improvement	AC Overlay/Rehab	50,000	50,000
		<b>TOTAL</b>	<b>\$ 483,000</b>	<b>\$ 483,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

Division of  
Transportation

FY 2024/25

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 266,262  
Estimated FY 2024/25 Measure A Allocation: 642,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 908,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u> 2025-01	Ramsey Street: 22nd St to Sunset Avenue	AC Overlay/Rehab	\$ 800,000	\$ 800,000
		TOTAL	\$ 800,000	\$ 800,000



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 108,262  
Estimated FY 2025/26 Measure A Allocation: 648,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 756,262

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Barbour St: San Gorgonio Ave to Hargrave	AC Overlay/Rehab	500,000	\$ 500,000
2026-02	Florida Street: Barbour St to Lincoln St	AC Overlay/Rehab	100,000	100,000
2026-03	Hermosa St: Barbour St to Lincoln	AC Overlay/Rehab	100,000	100,000
		<b>TOTAL</b>	<b>\$ 700,000</b>	<b>\$ 700,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2020/21

Agency: BANNING  
Prepared by: Kevin Sin  
Phone #: (951) 922-3140  
Date: 4/13/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Monroe St: 22nd St to Jefferson St	AC Overlay/Rehab	\$ 100,000	\$ 100,000	5/30/2021	under construction
2021-02	Jefferson St: Monroe St to 22nd St	AC Overlay/Rehab	90,000	90,000	5/30/2021	under construction
2021-03	Lincoln St: Sunset Ave to 22nd St	AC Overlay	188,000	188,000	5/30/2021	under construction
2021-04	George St: Hargrave to Hathaway	AC Overlay	140,000	-	6/1/2022	moved to FY 2022/23
2021-05	Ramsey Street: 12th St to 16th St	AC Overlay/Rehab	200,000	-	6/1/2022	moved to FY 2022/23
2021-06	Ramsey & Sunset Imp. (Constr.)	Pavement Rehab	160,000	-	6/1/2022	moved to FY 2021/22
2021-07	Ramsey St: 4th St to 12th St	AC Overlay/Rehab	300,000	-	6/1/2022	moved to FY 2022/23
2021-08 (A1)	City Wide Street Maintenance/Operations	Maintenance/ Operations	125,000	125,000	6/29/2021	go going
TOTAL			\$ 1,303,000	\$ 503,000		





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF BEAUMONT**

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## CITY OF BEAUMONT

550 E. 6th Street, Beaumont, CA 92223  
Phone (951) 769-8520 Fax (951) 769-8526  
[www.Beaumont-Ca.gov](http://www.Beaumont-Ca.gov)

April 26, 2021

Attn: Lorelle Moe-Luna, Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

**Subject: City of Beaumont Measure "A" Capital Improvement Plan**

Dear Ms. Moe-Luna,

The City, hereby, submits the below listed documents for your consideration and respectfully request that the Riverside County Transportation Commission accept and approve the City's Measure "A" Five-Year CIP and find the City eligible to continue to receive its fair share of Measure "A" revenues.

- Submittal Letter on Agency Letterhead
- Five-Year CIP for FYs 2022-2026 and Project Status Report for FY 20/21
- MOE Certification Statement

Should you have any questions or need additional information, please do not hesitate to call me at (951)769-8520.

Thank you,  
City of Beaumont

Jeff Hart  
City of Beaumont  
Public Works Director

CC: Todd Parton, City Manager  
Kristine Day, Assistant City Manager  
Jeff Mohlenkamp, Finance Director  
Jennifer Ustation, Interim Finance Director

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Beaumont (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$515,908 approved by the Commission at its November 8, 2017 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

FY 2019/20 Audited Measure A Balance: \$ 1,348,379  
FY 2020/21 (Revised) Measure A Revenue: 1,005,000  
Less: FY 2020/21 Project Status Report expenses: (211,268)  
Estimated Prior Year Measure A Balance: 2,142,111  
Estimated FY 2021/22 Measure A Allocation: 1,060,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,202,111

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Annual Citywide Street Rehab & Maint. 20/21 <b>R-3</b>	Rehab. & Maint.	\$ 2,141,202	\$ 2,141,202
2022-02	Annual Citywide Street Rehab & Maint. 21/22	Rehab. & Maint.	1,060,000	1,060,000
		<b>TOTAL</b>	<b>\$ 3,201,202</b>	<b>\$ 3,201,202</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 909  
Estimated FY 2022/23 Measure A Allocation: 1,071,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,071,909

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u><b>2022/23</b></u> 2023-01	Annual Citywide Street Rehab & Maint. 22/23	Rehab. & Maint.	\$ 535,500	\$ 535,500
		<b>TOTAL</b>	<b>\$ 535,500</b>	<b>\$ 535,500</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 536,409

Estimated FY 2023/24 Measure A Allocation: 1,082,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,618,409

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Annual Citywide Street Rehab & Maint. 23/24	Rehab. & Maint.	\$ 541,000	\$ 541,000
		<b>TOTAL</b>	<b>\$ 541,000</b>	<b>\$ 541,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

**FY 2024/25**

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 1,077,409  
Estimated FY 2024/25 Measure A Allocation: 1,093,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,170,409

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Annual Citywide Street Rehab & Maint. 24/25	Rehab. & Maint.	\$ 546,500	\$ 546,500
		<b>TOTAL</b>	<b>\$ 546,500</b>	<b>\$ 546,500</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

Estimated Prior Year Measure A Balance: \$ 1,623,909  
Estimated FY 2025/26 Measure A Allocation: 1,104,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,727,909

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Citywide Street Rehab & Maint. 25/26	Rehab. & Maint.	\$ 552,000	\$ 552,000
		TOTAL	\$ 552,000	\$ 552,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: BEAUMONT  
Prepared by: Laurie Miller  
Phone #: 951-769-8520  
Date: 4/25/2021

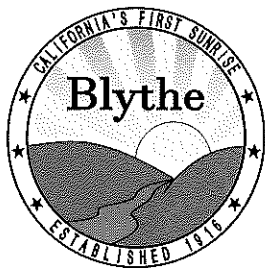
Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal 20/21 (2020-001) <b>R-3</b>	Citywide Slurry Seal	\$ 2,141,202	\$ -	estimated 6/30/21	In design
2021-02	Annual Citywide Street Rehab FY20-21 (2020-002) <b>R-4</b>	Street Rehab	1,436,615	-	estimated 6/30/21	no longer Measure A funded
2021-03	Annual Citywide Slurry Seal FY19-20 (No. 2019-001)	Citywide Slurry Seal	1,000,000	19,000	completed September	completed
2021-04	Annual Citywide Street Rehab FY19-20 (2019-002)	Street Rehab	800,000	-	completed September	completed
2019-03 (Added)	Beaumont Ave Reconstruction (2018-004)	Street Rehab	2,000,175	192,268	completed August 2020	completed
<b>TOTAL</b>			<b>\$ 7,377,992</b>	<b>\$ 211,268</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF BLYTHE**

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# CITY OF BLYTHE

235 North Broadway • Blythe, California 92225  
Phone (760) 922-6161 • Fax 760-922-4938

April 16, 2021

Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

Subject: City of Blythe Measure A Local Streets and Roads Capital Improvement  
Plan for FY 2021-22 – 2025-26

Dear Ms. Masters,

Enclosed please find the City of Blythe Measure A Local Streets and Roads Capital Improvement Plan (CIP) for FY 2021-22 through 2025-26, Maintenance of Efforts Certification FY 2021-22, and Project Status Report for CIP FY 2020-21.

Sincerely,

Christa Elms  
Finance Director  
City of Blythe

Enclosures

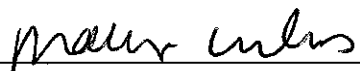
**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Blythe (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$170,000, approved by the Commission at its April 2016 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 13, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

WILSON  
COUNTY  
TRANSPORTATION

**FY 2021/22**

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 1,590,153
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	668,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(1,181,791)</u>
<b>Estimated Prior Year Measure A Balance:</b>	1,076,362
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>677,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	\$ 1,753,362

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 100,000	\$ 100,000
2022-02	Fog, Chip & Slurry Seal	Preventive maintenance	150,000	150,000
2022-03	Lovekin from Hobsonway to Barnard, and Barnard to Main	Major Reonstruction	700,000	350,000
2022-04	Hobsonway from Sparkling Lagoon to Florence Blvd.	Pavement Reconstruction County Joint Project	606,000	303,000
2022-05	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2022-06	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2022-07	Administrative Overhead	Administrative Overhead	54,160	54,160
		<b>TOTAL</b>	<b>\$ 1,740,160</b>	<b>\$ 1,087,160</b>

<b>Estimated FY2020/21 STIP Trade Balance (From 2018 STIP) :</b>	\$ -
<b>FY 2020/21 Project Status Report expenses :</b>	<u>\$ -</u>
<b>Estimated Prior Year STIP Trade Funds Balance :</b>	\$ -

Item No.	Project Name / Limits	Project Type	Total Project Cost	STIP Trade Funds
<b><u>2021/22</u></b>				
2022-01			\$ -	\$ -
		<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 666,202

Estimated FY 2022/23 Measure A Allocation: 684,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 1,350,202

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2023-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2023-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2023-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2023-05	Administrative Overhead	Administrative Overhead	54,720	54,720
2023-06	Lovekin from Hobsonway to Barnard, and Barnard to Main	Major Reconstruction	700,000	350,000
		<b>TOTAL</b>	<b>\$ 1,059,720</b>	<b>\$ 709,720</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 640,482  
Estimated FY 2023/24 Measure A Allocation: 691,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,331,482

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pothole repairs/street maintenance	\$ 75,000	\$ 75,000
2024-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2024-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2024-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2024-05	Administrative Overhead	Administrative Overhead	55,280	55,280
2024-06	Defrain from 10th Ave to 4th Ave	Major Reconstruction	1,800,000	800,000
		<b>TOTAL</b>	<b>\$ 2,160,280</b>	<b>\$ 1,160,280</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

CLATSOP COUNTY  
TRANSPORTATION DEPARTMENT

FY 2024/25

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

Estimated Prior Year Measure A Balance: \$ 171,202  
Estimated FY 2024/25 Measure A Allocation: 698,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 869,202

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2025-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2025-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2025-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2025-05	Administrative Overhead	Administrative Overhead	55,840	55,840
2024-06	Defrain from 10th Ave to 4th Ave	Major Reconstruction	1,800,000	500,000
		<b>TOTAL</b>	<b>\$ 2,160,840</b>	<b>\$ 860,840</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

**Estimated Prior Year Measure A Balance:** \$ 8,362  
**Estimated FY 2025/26 Measure A Allocation:** 705,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 713,362

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2025-01	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 75,000	\$ 75,000
2025-02	Fog, Chip & Slurry Seal	Preventive maintenance	100,000	100,000
2025-03	Outside Equipment Rental	Preventive Maintenance	25,000	25,000
2025-04	PW Streets and Road Maintenance Costs	Preventive Maintenance	105,000	105,000
2025-05	Administrative Overhead	Administrative Overhead	56,400	56,400
		<b>TOTAL</b>	<b>\$ 361,400</b>	<b>\$ 361,400</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: BLYTHE  
Prepared by: Christa Elms - Director of Finance  
Phone #: (760) 922-6161 ext. 1230  
Date: 4/13/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-02	Asphalt Emulsion Oil/Base Material (annual stock)	Pot hole repairs/street maintenance	\$ 100,000	\$ 100,000	6/30/2021	Annual
2021-05	Acacia Street from Hobsonway to Barnard	Major Reconstruction	480,000	480,000	6/30/2021	In-Progress
2021-06	Lovekin from Hobsonway to Barnard, and Barnard to Main	Design	125,000	125,000	6/30/2021	In-Progress
2021-07	Hobsonway from Sparkling Lagoon to Florence Blvd.	Pavement Reconstruction	606,000	213,351	3/31/2021	Completed - Final payment to County 2021/2022
2021-08	Outside Equipment Rental	Preventive Maintenance	20,000	20,000	6/30/2021	Annual
2021-09	PW Streets and Roads Maintenance Costs	Preventive Maintenance	190,000	190,000	6/30/2021	Annual
2021-10	Administrative Overhead	Administrative Overhead	53,440	53,440	6/30/2021	Annual Admin
<b>TOTAL</b>			<b>\$ 1,574,440</b>	<b>\$ 1,181,791</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF CALIMESA**

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## City of Calimesa

May 3, 2021

Martha Masters  
Senior Management Analyst, Planning and Programming  
Planning and Programming  
4080 Lemon St., 3<sup>rd</sup> Floor  
Riverside, Ca 92501

Re: City of Calimesa Measure A Capital Improvement Plan for Fiscal Years 2022-2026

Dear Ms. Masters:

Enclosed please find the City of Calimesa Measure A Capital Improvement Plan (CIP) for Fiscal Years 2022-2026, Maintenance of Effort Certification for Fiscal Year 2021-22 and the Project Status Report for Fiscal Year 2020-21.

Please let me know if you should have any questions.

Sincerely,

Bonnie Johnson  
City Manager

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Calimesa (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,401, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3rd, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 800,660  
FY 2020/21 (Revised) Measure A Revenue: 188,000  
Less: FY 2020/21 Project Status Report expenses: (617,320)  
Estimated Prior Year Measure A Balance: 371,340  
Estimated FY 2021/22 Measure A Allocation: 192,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 563,340

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Indirect Costs - Administration	Indirect Costs	\$ 15,360	\$ 15,360
2022-03	County Line Road - 3rd to California Street (carryover from 20-21)	Pavement Rehab	135,000	135,000
2022-04	County Line Road - California Street to Bryant (carryover from 20-21)	Pavement Rehab	70,000	70,000
2022-05	California Street - County Line Road to Myrtlewood (carryover from 20-21)	Pavement Rehab	134,400	134,400
2022-06	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		<b>TOTAL</b>	<b>\$ 534,760</b>	<b>\$ 534,760</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 28,580  
**Estimated FY 2022/23 Measure A Allocation:** 194,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 222,580

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Indirect Costs - Administration	Indirect Costs	\$ 15,520	\$ 15,520
2023-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		<b>TOTAL</b>	<b>\$ 195,520</b>	<b>\$ 195,520</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 27,060  
Estimated FY 2023/24 Measure A Allocation: 196,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 223,060

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Indirect Costs - Administration	Indirect Costs	\$ 15,680	\$ 15,680
2024-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		<b>TOTAL</b>	<b>\$ 195,680</b>	<b>\$ 195,680</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 27,380  
Estimated FY 2024/25 Measure A Allocation: 198,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 225,380

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Indirect Costs - Administration	Indirect Costs	\$ 15,840	\$ 15,840
2025-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		<b>TOTAL</b>	<b>\$ 195,840</b>	<b>\$ 195,840</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 29,540  
Estimated FY 2025/26 Measure A Allocation: 200,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 229,540

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Indirect Costs - Administration	Indirect Costs	\$ 16,000	\$ 16,000
2026-02	Citywide Pavement Rehab	Pavement Rehab	180,000	180,000
		<b>TOTAL</b>	<b>\$ 196,000</b>	<b>\$ 196,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: CALIMESA  
Prepared by: Bonnie Johnson  
Phone #: (909) 795-9801  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Indirect Costs - Administration	Indirect Costs	\$ 12,320	\$ 12,320	6/30/2021	completed
2021-02	Brady Lane Pavement Rehab - Ave. L to Myrtlewood	R & R Pavement	180,000	180,000	6/30/2021	completed
2021-03	County Line Road - 3rd to California Street	Pavement Rehab	135,000	-	12/31/2021	Project part of a bigger project with City of Yucaipa
2021-04	County Line Road - California Street to Bryant	Pavement Rehab	70,000	-	12/31/2021	Project part of a bigger project with City of Yucaipa
2020-05	Singleton Road Pavement and Striping - Singleton Canyon to Calimesa Blvd	Pavement Rehab and Striping	469,000	425,000	6/30/2021	completed
2021-06	California Street - County Line Road to Myrtlewood	Pavement Rehab	120,000	-	12/31/2021	Reprioritized - to be completed in 21-22
<b>TOTAL</b>			<b>\$ 986,320</b>	<b>\$ 617,320</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF CANYON LAKE**

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April 20, 2021

Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502

Re: Measure "A" Local Streets and Roads CIP FY 2020/21 – 2025/26 Annual Reports

The City of Canyon Lake is providing the following Measure A documentation per your request:

1. City of Canyon Lake Five Year Capital Improvement Plan (CIP) FY 2021/22 – 2025/26;
2. Project Status Report for FY 2020/21 CIP Projects; and
3. Maintenance of Effort (MOE) Signed Certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Brad Brophy  
City Engineer

CC: Chris Mann, City Manager  
Terry Shea, Finance Director

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Canyon Lake (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$28,873, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4-20, 2021

  
\_\_\_\_\_  
CITY MANAGER

ATTEST:

  
\_\_\_\_\_  
CITY CLERK

**FY 2021/22**

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

FY 2019/20 Audited Measure A Balance:	\$ 587,663
FY 2020/21 (Revised) Measure A Revenue:	205,000
Less: FY 2020/21 Project Status Report expenses:	<u>(7,500)</u>
Estimated Prior Year Measure A Balance:	785,163
Estimated FY 2021/22 Measure A Allocation:	<u>201,000</u>
Estimated Measure A Available for FY 2021/22 Projects:	\$ 986,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	Block Wall Improvements (Railroad Canyon Road)	Pedestrian Improvements	\$ 200,000	\$ 100,000
2022-02	Lighting Improvements (Railroad Canyon Road)	Safety Improvements	\$ 200,000	\$ 100,000
		TOTAL	\$ 400,000	\$ 200,000

FY 2022/23

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 786,163  
 Estimated FY 2022/23 Measure A Allocation: 203,000  
 Estimated Measure A Available for FY 2022/23 Projects: \$ 989,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	Sorrel Lane and Blackhorse Drive Pavement Rehabilitation	Pavement Rehabilitation	\$ 200,000	\$ 200,000
2023-02	Railroad Canyon Road Crosswalk Enhancements	Pedestrian Improvements	\$ 150,000	\$ 150,000
		<b>TOTAL</b>	<b>\$ 350,000</b>	<b>\$ 350,000</b>

FY 2023/24

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 639,163  
 Estimated FY 2023/24 Measure A Allocation: 205,000  
 Estimated Measure A Available for FY 2023/24 Projects: \$ 844,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>  2024-01	Railroad Canyon Road Pavement Rehabilitation (between City Limits)	Pavement Rehabilitation	\$ 500,000	\$ 500,000
		TOTAL	\$ 500,000	\$ 500,000

**FY 2024/25**

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 344,163  
 Estimated FY 2024/25 Measure A Allocation: 207,000  
 Estimated Measure A Available for FY 2024/25 Projects: \$ 551,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Pedestrian Improvements (Railroad Canyon Road)	Pedestrian Improvements	\$ 200,000	\$ 200,000
		TOTAL	\$ 200,000	\$ 200,000

FY 2025/26

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 351,163  
 Estimated FY 2025/26 Measure A Allocation: 209,000  
 Estimated Measure A Available for FY 2025/26 Projects: \$ 560,163

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Miscellaneous Pavement Repairs (Railroad Canyon Road)	Pavement Rehabilitation	\$ 500,000	\$ 500,000
		TOTAL	\$ 500,000	\$ 500,000

**PROJECT STATUS REPORT FY 2020/21**

Agency: CANYON LAKE  
 Prepared by: B Brophy  
 Phone #: 951-244-2955  
 Date: 4/14/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Catch Basin Improvements (Railroad Canyon Road)	Storm Drain Improvements	\$ 7,500	\$ 7,500	January 2021	Project Complete
2021-02	Block Wall Improvements (Railroad Canyon Road)	Pedestrian Improvements	-	-	2022	Preliminary Engineering
		<b>TOTAL</b>	<b>\$ 7,500</b>	<b>\$ 7,500</b>		





MEASURE A LOCAL STREETS AND ROADS

"

**CITY OF CATHEDRAL CITY**

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April 29, 2021

Riverside County Transportation Commission (RCTC)  
Attention: Martha Masters, Senior Management Analyst, Planning and Programming  
P.O. Box 12008  
Riverside, CA 92502-2208

**Re: MEASURE A LOCAL STREETS AND ROADS REVENUE PROJECTIONS, MAINTENANCE OF EFFORT (MOE) CERTIFICATION, and FIVE-YEAR CAPITAL IMPROVEMENT PLANS (FY 2021/22 – 2025/26)**

Dear Ms. Martha Masters:

The City of Cathedral City is pleased to submit documentation in support of the above referenced request.

Please let me know if you need additional information.

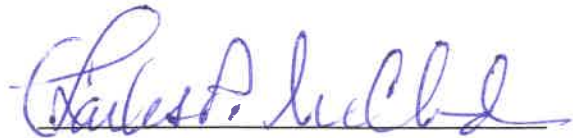
Sincerely,

**Vincent Lopez, MBA**  
Program Administrator  
Engineering Department  
760-770-0349

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Cathedral City (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$391,688, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

FY 2019/20 Audited Measure A Balance: \$ 376,337  
FY 2020/21 (Revised) Measure A Revenue: 1,503,000  
Less: FY 2020/21 Project Status Report expenses: (1,305,387)  
Estimated Prior Year Measure A Balance: 573,950  
Estimated FY 2021/22 Measure A Allocation: 1,511,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,084,950

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,714,174	\$ 1,714,174
2022-02	Measure A Administrative Costs	Administration	120,240	120,240
		<b>TOTAL</b>	<b>\$ 1,834,414</b>	<b>\$ 1,834,414</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

**Estimated Prior Year Measure A Balance:** \$ 250,536  
**Estimated FY 2022/23 Measure A Allocation:** 1,526,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 1,776,536

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$1,743,672	\$ 1,654,456
2023-02	Measure A Administrative Costs	Administration	122,080	122,080
		<b>TOTAL</b>	<b>\$ 1,865,752</b>	<b>\$ 1,776,536</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2023/24 Measure A Allocation: 1,541,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,541,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,417,720	\$ 1,417,720
2024-02	Measure A Administrative Costs	Administration	123,280	123,280
		<b>TOTAL</b>	<b>\$ 1,541,000</b>	<b>\$ 1,541,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2024/25 Measure A Allocation: 1,556,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,556,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,431,520	\$ 1,431,520
2025-02	Measure A Administrative Costs	Administration	124,480	124,480
		TOTAL	\$ 1,556,000	\$ 1,556,000





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2025/26 Measure A Allocation: 1,572,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,572,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	City-Wide Maintenance and Operations	City wide maintenance operations including pavement, medians, street light energy, traffic signals; transportation and traffic planning activities; pavement management planning; street design and engineering activities.	\$ 1,446,240	\$ 1,446,240
2026-02	Measure A Administrative Costs	Administration	125,760	125,760
		<b>TOTAL</b>	<b>\$ 1,572,000</b>	<b>\$ 1,572,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: CATHEDRAL CITY  
Prepared by: Vincent Lopez  
Phone #: 760-770-0349  
Date: 4/19/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	City-wide Maintenance and Operations	City-wide street maintenance	\$ 1,185,147	\$ 1,185,147	6/30/2021	Ongoing
2021-02	Measure A Administrative Costs	Administration	120,240	120,240	6/30/2021	Ongoing
		<b>TOTAL</b>	<b>\$ 1,305,387</b>	<b>\$ 1,305,387</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF COACHELLA**

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City of Coachella  
53990 Enterprise Way  
Coachella, CA 92236  
760-398-5744

April 5, 2021

Attn: Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street 3<sup>rd</sup> Floor  
PO Box 12008  
Riverside, CA 92502-2208

Re: City of Coachella's Measure A Expenditure Plan FY 2021/22 – FY 2025/26

Dear Ms. Masters:

Please find enclosed the Fiscal Year 2021/22 – 2025/26 Measure A Expenditure Plan for the City of Coachella. Also enclosed are the FY 20/21 Project Status Report and the City's MOE Certification Statement for FY 21/22.

Should you have any questions, please feel free to contact myself Andrew Simmons, P.E., City Engineer at [ASimmons@coachella.org](mailto:ASimmons@coachella.org) or Lynn Germain [lgermain@coachella.org](mailto:lgermain@coachella.org) (760) 398-5744.

Thank you,

Andrew Simmons, P.E., City Engineer  
City of Coachella  
53990 Enterprise Way  
Coachella, Ca 92236  
760-398-5744

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Coachella (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$92,205, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/7, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 189,685
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	647,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(389,288)</u>
<b>Estimated Prior Year Measure A Balance:</b>	447,397
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>620,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	<b>\$ 1,067,397</b>

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	ST-105 Street Resurfacing, Phase 17	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 561,815	\$ 561,815
2022-02	ST-129 Avenue 52 and Calhoun	Pavement rehabilitation from Calhoun to City Limits. This is a joint project with the County of Riverside.	639,000	133,604
2022-03	ST-133 Airport Blvd Segments Microsurfacing	Rout and Seal cracks, remove current painted traffic stripe and pavement markings, microsurfacing, thermoplastic crosswalk and pavement markings, paint traffic stripe with two coats and reflective pavement markers. Joint project with the County, with the County of Riverside Lead.	58,185	58,185
<b>TOTAL</b>			<b>\$ 1,259,000</b>	<b>\$ 753,604</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

**Estimated Prior Year Measure A Balance:** \$ 313,793  
**Estimated FY 2022/23 Measure A Allocation:** 626,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 939,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2022/23</u>				
2023-01	ST-113 Street Resurfacing, Phase 18	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 626,000	\$ 626,000
		<b>TOTAL</b>	<b>\$ 626,000</b>	<b>\$ 626,000</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793  
Estimated FY 2023/24 Measure A Allocation: 632,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 945,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	ST-118 Street Resurfacing, Phase 19	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 632,000	\$ 632,000
		<b>TOTAL</b>	<b>\$ 632,000</b>	<b>\$ 632,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793  
Estimated FY 2024/25 Measure A Allocation: 638,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 951,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	ST-128 Street Resurfacing, Phase 20	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 638,000	\$ 638,000
		<b>TOTAL</b>	<b>\$ 638,000</b>	<b>\$ 638,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 313,793  
Estimated FY 2025/26 Measure A Allocation: 644,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 957,793

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	ST-132 Street Resurfacing, Phase 21	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 644,000	\$ 644,000
		<b>TOTAL</b>	<b>\$ 644,000</b>	<b>\$ 644,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: COACHELLA  
Prepared by: Andrew Simmons  
Phone #: 760-398-5744  
Date: 4/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-02	ST-119 & ST-88 Street Resurfacing, Phase 15	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	\$ 2,000,000	\$ 270,288	Completed FY 20/21	Complete
2021-03	ST-129 Avenue 50 & Calhoun	This project will improve the street pavement and resurfacing. This will include repair or replacement of curb, gutter, sidewalks, new overlay, and the installation of handicap ramps as required. The street pavements are identified from the Pavement Management Update.	639,000	119,000	In Progress to be completed in FY 21/22	In progress
<b>TOTAL</b>			<b>\$ 2,639,000</b>	<b>\$ 389,288</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF CORONA**

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**PUBLIC WORKS DEPARTMENT**

(951) 279-3604  
Savat.Khamphou@coronaca.gov

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92879-0940  
CITY HALL - ON LINE ALL THE TIME (<http://www.discovercorona.com>)

April 28, 2021

Martha Masters, Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502-2208

**SUBJECT: MEASURE A FIVE-YEAR PLAN, MOE CERTIFICATION STATEMENT, AND  
PROJECT STATUS REPORT**

Ms. Medina:

The following documents are enclosed for your review:

- Measure A proposed Five-Year Capital Improvements Plan
- Project Status Report for current Fiscal Year 2020/21
- Maintenance of Effort (MOE)
- Construction and Maintenance Expenditures Report

The City's minimum MOE is set at \$2,208,200; however, as of June 30, 2020, the City estimates to spend \$1,873,556 from Measure A and \$23,334,128 from other funds to support Measure A project expenditures. The document supporting the MOE calculations can be found attached, entitled "FY 2020/21 Construction and Maintenance Expenditures."

The Measure A proposed FY 2021/2 through 2025/26 Capital Improvement Plan will be presented to our City Council for review at the Budget Workshop on May 18, 2021 and for adoption at the regularly scheduled City Council Meeting on June 2, 2021.

If you have any questions, please contact Kim Sitton, Finance Director at (951) 279-3532.

Sincerely,

Savat Khamphou, P.E.  
Acting Public Works Director

**Attachments**

c: Christine Thompson, Finance Manager  
Luis Navarro, Financial Analyst

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the City of Corona (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,208,200 approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3, 2021

DocuSigned by:

*Jacob Ellis*

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Jacob Ellis, City Manager

ATTEST:

DocuSigned by:

*Sylvia Edwards*

9A4F68CED5F6404...

Sylvia Edwards, City Clerk, City of Corona





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

**FY 2019/20 Audited Measure A Balance:** \$ 18,313,594  
**FY 2020/21 (Revised) Measure A Revenue:** 4,455,000  
**Less: FY 2020/21 Project Status Report expenses:** (2,390,537)  
**Estimated Prior Year Measure A Balance:** 20,378,057  
**Estimated FY 2021/22 Measure A Allocation:** 4,378,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 24,756,057

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Annual Street Pavement Rehabilitation	Streets & Storm Drains	\$ 7,064,157	\$ 3,786,316
2022-02	Citywide Sidewalk and ADA Improvements - Phase II	Streets & Storm Drains	350,000	350,000
2021-02	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
2021-03	East Grand Boulevard Storm Drain	Streets & Storm Drains	320,000	-
2022-05	Magnolia Avenue Widening	Streets & Storm Drains	299,000	199,000
2022-06	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2022-07	Oak Avenue Street Widening	Streets & Storm Drains	650,000	650,000
2022-08	Ontario Avenue Widening	Streets & Storm Drains	350,000	350,000
2022-09	Pavement Maintenance and Resurfacing	Streets & Storm Drains	300,000	150,000
2022-10	Pavement Management Study	Streets & Storm Drains	30,000	30,000
2022-11	River Road Median Landscape Improvements	Streets & Storm Drains	500,000	500,000
2022-12	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	800,000	400,000
2022-13	Striping Rehabilitation	Streets & Storm Drains	325,000	325,000
2022-14	West Rincon Street Improvements	Streets & Storm Drains	350,000	350,000
	<b>Cost Allocation Plan (Overhead)</b>	Operational	165,537	165,537
		<b>TOTAL</b>	<b>\$ 11,718,694</b>	<b>\$ 7,255,853</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 17,500,204

Estimated FY 2022/23 Measure A Allocation: 4,422,000

Estimated Measure A Available for FY 2022/23 Projects: \$ 21,922,204

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b>2022/23</b>				
2023-01	Annual Street Pavement Rehabilitation	Streets & Storm Drains	\$ 1,000,000	\$ 1,000,000
2023-02	Citywide Traffic Signs	Streets & Storm Drains	15,000	-
2023-03	Infrastructure for Rebuilding America (INFRA) - SR-91 Corridor Projects	Streets & Storm Drains	1,000,000	500,000
2023-04	Magnolia Avenue Widening	Streets & Storm Drains	3,000,000	1,000,000
2023-05	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2023-06	Pavement Maintenance and Resurfacing	Streets & Storm Drains	306,000	153,000
2023-07	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2023-08	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	816,000	408,000
2023-09	Striping Rehabilitation	Streets & Storm Drains	325,000	175,000
	<b>Cost Allocation Plan (Overhead)</b>	Operational	170,503	170,503
		<b>TOTAL</b>	<b>\$ 6,842,503</b>	<b>\$ 3,416,503</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 18,505,701  
Estimated FY 2023/24 Measure A Allocation: 4,466,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 22,971,701

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Citywide Traffic Signs	Streets & Storm Drains	\$ 15,000	\$ -
2024-02	Magnolia Avenue Widening	Streets & Storm Drains	700,000	600,000
2024-03	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	200,000	-
2024-04	Pavement Maintenance and Resurfacing	Streets & Storm Drains	312,120	156,060
2024-05	Pavement Management Study	Streets & Storm Drains	10,000	10,000
2024-06	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	832,320	416,160
	<b>Cost Allocation Plan (Overhead)</b>	Operational	175,618	175,618
		<b>TOTAL</b>	<b>\$ 2,245,058</b>	<b>\$ 1,357,838</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 21,613,863  
Estimated FY 2024/25 Measure A Allocation: 4,511,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 26,124,863

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Miscellaneous Repair and Replacement of Traffic Signals	Streets & Storm Drains	\$ 200,000	\$ -
2025-02	Pavement Maintenance and Resurfacing	Streets & Storm Drains	318,364	159,182
2025-03	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	848,968	424,484
	<b>Cost Allocation Plan (Overhead)</b>	Operational	180,887	180,887
		<b>TOTAL</b>	<b>\$ 1,548,219</b>	<b>\$ 764,553</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

Estimated Prior Year Measure A Balance: \$ 25,360,310  
Estimated FY 2025/26 Measure A Allocation: 4,556,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 29,916,310

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Pavement Maintenance and Resurfacing	Streets & Storm Drains	\$ 324,730	\$ 162,365
2026-02	Sidewalk/Curb/Gutter Install	Streets & Storm Drains	865,946	432,973
	<b>Cost Allocation Plan (Overhead)</b>	Operational	186,313	186,313
		<b>TOTAL</b>	<b>\$ 1,376,989</b>	<b>\$ 781,651</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: CORONA  
Prepared by: Luis Navarro  
Phone #: (951) 817-4752  
Date: 4/22/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2020-03 (added)	<b>Auto Center Drive/Burlington Northern Santa Fe Railroad Grade Separation</b>  Construction of a grade separation (bridge) over the Burlington Northern Santa Fe Railroad tracks at Auto Center Drive to eliminate the current at-grade crossing.	Streets & Storm Drains	277,000	277,000	Complete	Project Close Out
2020-04 (added)	<b>Bridge Evaluation</b>  Maintenance on bridges throughout the City as recommended by the State of California Department of Transportation.	Streets & Storm Drains	374,522	172,000	On-going	On-going
2021-01	<b>Butterfield Drive Road Relocation</b>  Relocate Butterfield Drive to provide access over proposed Army Corps of Engineers Alcoa Dike at Butterfield Park with transition to Smith Avenue on the east side of the Alcoa Dike and transition to the existing roadway alignment on the west side of the Alcoa Dike. Roadway relocation will be designed by Orange County Public Works design consultant and constructed as part of the Corps of Engineers dike construction project. The extent of pavement rehabilitation/repair will include approximately 33,500 square feet of existing pavement. The scope of work to be determined by the consulting engineering firm contracted to prepare the design.	Streets & Storm Drains	1,999,898	-	On-going	Anticipate Construction August 2022
2021-02	<b>Citywide Traffic Signs</b> Traffic signs required for public roadways citywide.	Streets & Storm Drains	50,816	10,000	On-going	On-going
2021-03	<b>East Grand Boulevard Storm Drain</b> Construction of a 36-inch storm drain line in East Grand Boulevard from Third Street to Seventh Street.	Streets & Storm Drains	741,372	1,000	On-going	Out for RFP



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-04	<b>Foothill Parkway Westerly Extension</b> Design and construction of Foothill Parkway from Trudy Way to Paseo Grande, including full street improvements for a new four lane roadway.	Streets & Storm Drains	8,560,136	-	Completed April 2021	Complete
2020-13 (added)	<b>FY 2019 CDBG Sidewalk Improvements</b> The 2018-19 Community Development Block Grant (CDBG) Sidewalk Improvements Project includes replacement of damaged sidewalks, curbs, and gutters to meet the requirements of the Americans with Disabilities Act (ADA).	Streets & Storm Drains	621,467	500,000	Anticipate Completion 6/1/2021	Under Construction
2021-05	<b>Household Waste Collection Facility Street Improvements</b> Street Improvements to Quarry Street and Rimpau Avenue in support of the Maintenance Services Department.	Streets & Storm Drains	245,500	10,000	On-going	Design
2021-06	<b>Local Street Pavement Rehabilitation</b> Pavement rehabilitation for local streets in accordance with the current Pavement Management Study. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	3,737,306	20,000	On-going	Design
2020-16 (added)	<b>Magnolia Avenue Widening</b> Widening of Magnolia Avenue between El Camino Avenue and All American Way which includes widening of the bridge that crosses the Temescal Wash.	Streets & Storm Drains	2,601,766	300,000	On-going	Design
2020-17 (added)	<b>Magnolia Median Rehabilitation</b> This project will provide for the redesign and rehabilitation of the existing Magnolia Avenue medians. The project consists of approximately 97,000square feet of landscaping from Ontario to Rimpau Avenue. The medians on Magnolia Avenue have experienced die-off over the past several years as the plant material reaches the end of its life. Additionally, the irrigation is old and inefficient, causing runoff that damages the roadways. The project will provide for several design concepts that will include high efficiency irrigation, use of hardscape or DG, and low water use plants.	Streets & Storm Drains	947,048	200,000	Anticipate Completion 7/2021	90-day Maintenance
2021-07	<b>Major Streets Pavement Rehabilitation</b> Pavement rehabilitation for major thoroughfares in accordance with the Pavement Management Program. Rehabilitation may include reconstruction paving, crack sealing, slurry, etc.	Streets & Storm Drains	1,364,424	10,000	On-going	On-going



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-08	<b>Miscellaneous Repair and Replacement of Traffic Signals</b> Unscheduled repair/replacement of traffic signals and related facilities at various locations Citywide. Includes the repair or replacement of traffic signals, safety lights, street name signs, traffic control signs, signal poles, heads, etc.; rewiring old signals and damaged loops; and maintenance of the advance traffic management system.	Streets & Storm Drains	385,031	20,000	On-going	On-going
2021-10	<b>Oak Avenue Street Widening</b> Design and construction of Oak Avenue; street widening, sidewalk, curb and gutter improvements.	Streets & Storm Drains	500,000	50,000	On-going	Design
2021-09	<b>Ontario Avenue Widening</b> Widening of Ontario Avenue between Compton Avenue and State Street.	Streets & Storm Drains	3,790,066	350,000	On-going	Design
2021-11	<b>Pavement Maintenance and Resurfacing</b> Resurface and repair potholes and miscellaneous pavement failures with City staff and/or contracted services.	Streets & Storm Drains	327,359	10,000	On-going	On-going
2021-12	<b>Pavement Management Study</b> Ongoing field survey of local streets to be included in the Street Saver Program for the purpose of completing the City's street inventory, and maintaining current information for rehabilitation project planning. Annual Street Saver license and maintenance.	Streets & Storm Drains	75,084	10,000	On-going	On-going
2020-28 (added)	<b>Rock Vista Drive Subdrain</b>  The Rock Vista Drive Subdrain Project will construct a new subdrain system in Rock Vista Drive from Vonita Circle to connect to the existing subdrain system at Ladera Circle. The project will include construction of approximately 1,100 linear feet of new 4-inch Polyvinyl Chloride (PVC) perforated subdrain pipe, including parkway subdrain laterals, parkway restoration, partial sidewalk removal and replacement, asphalt pavement restoration of trenched areas in the street, and related work.	Streets & Storm Drains	292,115	135,000	June 2021	Anticipate Construction Complete June 2021





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-13	<b>Sidewalk/Curb/Gutter Install</b> Street maintenance program for as-needed repairs or replacement of curb, gutter, sidewalk, and drive approaches.	Streets & Storm Drains	780,691	20,000	On-going	On-going
2021-14	<b>Striping Rehabilitation</b> Upgrade and maintenance of Citywide striping using City staff and/or contract services; and rehabilitation and maintenance of the City's traffic system and transportation infrastructure.	Streets & Storm Drains	589,452	120,000	On-going	On-going
2021-15	<b>Traffic Signals Lighting Upgrade</b> Upgrade traffic signal safety lighting and Internally Illuminated Street Name Signs (IISNS) to energy efficient, long-lasting, lighting fixtures to reduce energy usage and maintain costs. Upgrades will be phased over a 3-year period.	Streets & Storm Drains	371,154	-	On-going	On-going
2021-16	<b>West Rincon Street Improvements</b> Phase I: Prepare Design, Specifications and Environmental Plans to improve Rincon Street and drainage facilities between Smith Avenue and Lincoln Avenue to alleviate flooding and debris on the roadway. Phase II: Construction would proceed after completion of the Alcoa Dike on Rincon Street and Auburndale Street which is anticipated in 2022.	Streets & Storm Drains	1,000,000	10,000	On-going	Design
2021-17	<b>Auto Center Drive/Burlington Northern Santa Fe Railroad Grade Separation</b> Construction of a grade separation (bridge) over the Burlington Northern Santa Fe Railroad tracks at Auto Center Drive to eliminate the current at-grade crossing.	Streets & Storm Drains	#REF!	-	Complete	Project Close Out
	<b>Cost Allocation Plan (Overhead)</b>	Operational	165,537	165,537	On-going	On-going
		<b>TOTAL</b>	<b>#REF!</b>	<b>\$ 2,390,537</b>		

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MEASURE A LOCAL STREETS AND ROADS

## **CITY OF DESERT HOT SPRINGS**

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May 4, 2021

Martha Master  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

RE: City of Desert Hot Spring Measure "A" Five Year Capital Improvement Plan (CIP) 2021/22-2025/26 and Maintenance of Effort

Dear Ms Masters,

Attached is the City of Desert Hot Springs' Measure "A" Five Year Capital Improvement Plan (CIP) 2022-2026, a Project Status Report for our FY 2020/21 and the City's Maintenance of Effort (MOE) Certification.

The City submits the Project Status Report for our FY 2020/2021 with the following amendments;  
Project Additions:

1. 2021-08 – Replacement of Street Signs – Total Cost= \$86,050, Total Anticipated Measure A contribution = \$86,050.
2. 2021-09 – Palm Drive – Pierson to Mission Lakes – Total Cost= \$142,000, Total Anticipated Measure A contribution = \$37,000
3. 2021-10 – Palm Drive – Camino Aventura to I-10 – Total Cost= \$193,000, Total Anticipated Measure A contribution = \$21,000
4. 2021-11 – CVLink DHS Extension – Total Cost= \$900,660, Total Anticipated Measure A contribution = \$18,000

If you have any questions, please do not hesitate to contact me at (760) 329-6411 Ext. 216.

Sincerely,

Daniel Porras  
Public Works Director


Attachments:

Measure "A" Five Year (CIP) FY 2022-2026  
Project Status Report FY 2020/21 CIP  
Maintenance of Effort Certification


***FY 2021/22 MAINTENANCE OF EFFORT  
CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Desert Hot Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$75,147, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 5, 2021

  
\_\_\_\_\_  
Deputy City Manager  
CITY MANAGER

ATTEST:

  
\_\_\_\_\_  
CITY CLERK



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 51,195
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	513,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(492,650)</u>
<b>Estimated Prior Year Measure A Balance:</b>	71,545
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>510,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	<b>\$ 581,545</b>

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2022-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2022-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2022-04	Palm Drive Improvements - Pierson to Mission Lakes Project- ATP 5	Construction	4,868,120	50,000
2022-05	HSIP Cycle 9-2 - Palm Drive Project	Construction	119,400	11,840
2022-06	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2022-07	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	50,000
2022-08	Palm Drive - Camino Aventura to I-10	Design	193,000	25,000
2022-09	Cvlink DHS Extension	Design	900,660	24,000
2022-10	Indirect Costs	Overhead	40,800	40,800
		<b>TOTAL</b>	<b>\$ 8,324,980</b>	<b>\$ 542,640</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

**Estimated Prior Year Measure A Balance:** \$ 38,905  
**Estimated FY 2022/23 Measure A Allocation:** 515,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 553,905

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2023-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2023-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2023-04	Wardman 8th Sidewalk Improvements	Construction	425,000	40,000
2023-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2023-06	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	20,000
2023-07	Cvlink DHS Extension	Design	900,660	37,000
2023-08	Indirect Costs	Overhead	41,200	41,200
		<b>TOTAL</b>	<b>\$ 3,569,860</b>	<b>\$ 479,200</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 74,705  
Estimated FY 2023/24 Measure A Allocation: 520,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 594,705

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 125,000
2024-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	50,000
2024-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2024-04	Wardman 8th Sidewalk Improvements	Construction	425,000	45,000
2024-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2024-06	Hacienda Ave Improvement Project - ATP 4	Construction	1,498,000	20,000
2024-07	Cvlink DHS Extension	Design	900,660	124,000
2024-08	Indirect Costs	Overhead	41,600	41,600
		<b>TOTAL</b>	<b>\$ 3,570,260</b>	<b>\$ 571,600</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 23,105  
Estimated FY 2024/25 Measure A Allocation: 525,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 548,105

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 200,000	\$ 200,000
2025-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	60,000
2025-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2025-04	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2025-05	Indirect Costs	Overhead	42,000	4,200
		<b>TOTAL</b>	<b>\$ 747,000</b>	<b>\$ 430,200</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 117,905  
Estimated FY 2025/26 Measure A Allocation: 530,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 647,905

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 220,000	\$ 220,000
2026-02	Citywide Road Shoulders repairs and maintenance	Road Rehabilitation and Maintenance	100,000	100,000
2026-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	162,000
2026-04	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	4,000	4,000
2026-05	Indirect Costs	Overhead	42,400	42,400
		<b>TOTAL</b>	<b>\$ 767,400</b>	<b>\$ 528,400</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: DESERT HOT SPRINGS  
Prepared by: Daniel Porras  
Phone #: (760)329-6411 ext 216  
Date: 5/4/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Citywide resurfacing, curb, gutter & sidewalk repairs and Improvements and signage and striping	Road Rehabilitation and Maintenance	\$ 175,000	\$ 85,000	6/30/2021	On-going
2021-02	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	401,000	200,000	6/30/2021	
2021-03	SB 821 - Palm Drive Bike Lane Project	Construction	631,000	-		project moved to FY 21-22
2021-04	HSIP Cycle 9-2 - Palmd Drive Project	Construction	119,400	-		project moved to FY 21-22
2021-05	Jefferson/I-10 and Date Palm/I-10 Interchange	Construction	5,000	3,600	6/30/2021	on-going
2021-06	ATP Cycle 4 - Hacienda Ave Project	Construction	1,498,000	5,000	6/30/2021	on-going
2021-07	Indirect Costs	Overhead	37,000	37,000	6/30/2021	on-going
new 2021-08	Replacement of Street Signs	Road Sign Maintenance	86,050	86,050	2/11/2021	complete
new 2021-09	Palm Drive - Pierson to Mission Lakes Blvd	Design	142,000	37,000	6/30/2021	on-going
new 2021-10	Palm Drive - Camino Aventura to I-10	Design	193,000	21,000	6/30/2021	on-going
new 2021-11	Cvlink DHS Extension	Design	900,660	18,000	6/30/2021	on-going
<b>TOTAL</b>			<b>\$ 4,188,110</b>	<b>\$ 492,650</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF EASTVALE**

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# CITY OF EASTVALE

12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752  
951.361.0900

May 3, 2021

Mrs. Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, CA 92502-2208

**RE: City of Eastvale's Measure A Expenditure Plan FY 2021/22 – FY 2025/26**

Dear Mrs. Masters:

Please find enclosed the Fiscal Year 2021/22 – 2025/26 Measure A Expenditure Plan for the City of Eastvale. Also enclosed is the Fiscal Year 2020/21 Project Status Report and the City's MOE Certification Statement for your review.

Should you have any questions, or need further information on the above, please feel free to contact Dahi Kim at [dkim@eastvaleca.gov](mailto:dkim@eastvaleca.gov).

Sincerely,

Jimmy Chung  
City Engineer

Enclosures

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Eastvale (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$38,949, approved by the Commission at its July 8, 2015 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 28, 2021

  
\_\_\_\_\_  
CITY MANAGER

ATTEST:

  
\_\_\_\_\_  
SECRETARY





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

**FY 2019/20 Audited Measure A Balance:** \$ 3,144,498  
**FY 2020/21 (Revised) Measure A Revenue:** 1,447,000  
**Less: FY 2020/21 Project Status Report expenses:** (712,758)  
**Estimated Prior Year Measure A Balance:** 3,878,740  
**Estimated FY 2021/22 Measure A Allocation:** 1,472,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 5,350,740

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 938,500	\$ 167,500
2022-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	4,406,143	1,483,489
2022-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	1,977,150	1,767,000
2022-04	Administrative Costs	Administrative costs for operating capital projects	117,760	117,760
		<b>TOTAL</b>	<b>\$ 7,439,553</b>	<b>\$ 3,535,749</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 1,814,991  
**Estimated FY 2022/23 Measure A Allocation:** 1,487,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 3,301,991

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 7,605,000	\$ 1,015,000
2023-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	410,000
2023-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	1,430,000	1,155,000
2024-04	Administrative Costs	Administrative costs for operating capital projects	118,960	118,960
		<b>TOTAL</b>	<b>\$ 11,153,960</b>	<b>\$ 2,698,960</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 603,031  
**Estimated FY 2023/24 Measure A Allocation:** 1,502,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 2,105,031

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 325,000	\$ 175,000
2024-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2024-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,990,000	935,000
2024-04	Administrative Costs	Administrative costs for operating capital projects	120,160	120,160
		<b>TOTAL</b>	<b>\$ 7,435,160</b>	<b>\$ 1,730,160</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 374,871  
Estimated FY 2024/25 Measure A Allocation: 1,517,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,891,871

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 5,500	\$ 5,500
2025-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2025-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,880,000	880,000
2025-04	Administrative Costs	Administrative costs for operating capital projects	121,360	121,360
		<b>TOTAL</b>	<b>\$ 7,006,860</b>	<b>\$ 1,506,860</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 385,011  
**Estimated FY 2025/26 Measure A Allocation:** 1,532,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 1,917,011

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility.	\$ 5,500	\$ 5,500
2026-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	2,000,000	500,000
2026-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	4,880,000	880,000
2026-04	Administrative Costs	Administrative costs for operating capital projects	122,560	112,560
		<b>TOTAL</b>	<b>\$ 7,008,060</b>	<b>\$ 1,498,060</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: EASTVALE  
Prepared by: DAHI KIM  
Phone #: (951)703-4477  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Road Safety/Traffic Improvements	Roadway safety and traffic improvements to include traffic signs, pavement markings, signal synchronization, and pedestrians accessibility	\$ 461,000	\$ 332,778	6/30/2021	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2021-02	Street Improvement Program	Improvement of roadway and associated transportation systems to include widening, repair, and reconstruction.	1,066,500	87,720	6/30/2021	This includes an annual program and specific projects. Unexpended costs are carried over to next FY.
2021-03	Citywide Maintenance Program	Maintenance and repair within the City's right of way to include crack sealing, slurry seals, drainage facilities and flood control improvements.	950,000	176,500	6/30/2021	This includes an annual program. Unexpended costs are carried over to next FY.
2021-04	Administrative Costs	Administrative costs for operating capital projects	71,220	115,760	6/30/2021	
<b>TOTAL</b>			<b>\$ 2,548,720</b>	<b>\$ 712,758</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF HEMET**

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# City of Hemet

510 E. FLORIDA AVE. HEMET, CA 92543 (951) 765-2360

From the  
Office of  
**ENGINEERING DEPT.**

May 3, 2021

Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92502

**Subject: Hemet Five-Year Measure “A” CIP (2022-2026)**

Dear Ms. Masters,

The City Council of the City of Hemet, at its regular meeting of April 27, 2021, adopted the City's Five Year Measure “A” Local Streets and Roads Capital Improvement Program for Fiscal Years 2021/22 – 2025/26. Included with this letter are the following documents:

- Five-year Measure “A” CIP for Fiscal years 2021/22 – 2025/26
- Measure “A” Local Funds Program Project Status Report for Fiscal Year 2020/21
- Maintenance of Effort (MOE) certification

The City requests that the Riverside County Transportation Commission accept and approve the City's Measure “A” Five-Year CIP and find the City eligible to continue receiving its fair share of Measure “A” revenues.

If you should have any questions or comments, please feel free to contact Chase Keys at 951-475-3613 or via email at [ckey@hemetca.gov](mailto:ckey@hemetca.gov).

Sincerely,

Steve R. Loriso, P.E.  
Acting City Engineer

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Hemet (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$18,924, approved by the Commission at its October 12, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 4, 2021

  
\_\_\_\_\_  
CITY MANAGER

ATTEST:

  
\_\_\_\_\_  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

**FY 2019/20 Audited Measure A Balance:** \$ 7,447,329  
**FY 2020/21 (Revised) Measure A Revenue:** 1,874,000  
**Less: FY 2020/21 Project Status Report expenses:** (4,252,910)  
**Estimated Prior Year Measure A Balance:** 5,068,419  
**Estimated FY 2021/22 Measure A Allocation:** 1,881,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 6,949,419

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	2017/18 Pavement Rehabilitation, Central Ave - Palm to Santa Fe, Mayberry Ave - Palm to Santa Fe, Alessandro St - Mayberry to Kimball	Pavement Rehab.	\$ 2,142,085	\$ 642,085
2022-02	Hemet Valley Bikeway, Palm Ave - Johnston to Esplanade, Whitteri Ave - Palm to Gilbert, Johnston Ave - Palm to Gilbert, Gilbert St - Chambers to Whitter, Chambers St - Gilbert to State	Bikeway, Pavement Rehab. Sidewalks	2,473,039	175,000
2022-03	2019/20 Citywide Pavement Rehabilitation	Pavement Rehab.	2,900,000	1,700,000
2022-04	2020/21 Citywide Slurry Seal	Pavement Maint.	436,580	11,580
2022-05	2020/21 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	1,750,000	1,665,000
2022-06	Pavement Management Program Update	Study	100,000	90,000
2022-07	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
2022-08	2021/22 Citywide Slurry Seal, Locations TBD	Pavement Maint.	500,000	500,000
2022-09	2021/22 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	2,000,000	2,000,000
<b>TOTAL</b>			<b>\$ 12,351,704</b>	<b>\$ 6,833,665</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

**Estimated Prior Year Measure A Balance:** \$ 115,754  
**Estimated FY 2022/23 Measure A Allocation:** 1,900,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,015,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	2022/23 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 450,000	\$ 450,000
2023-02	2022/23 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,500,000	1,500,000
2023-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		<b>TOTAL</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

**Estimated Prior Year Measure A Balance:** \$ 15,754  
**Estimated FY 2023/24 Measure A Allocation:** 1,919,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 1,934,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	2023-24 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2024-02	2023/24 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,250,000	1,250,000
2024-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		<b>TOTAL</b>	<b>\$ 1,800,000</b>	<b>\$ 1,800,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 134,754  
Estimated FY 2024/25 Measure A Allocation: 1,938,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,072,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	2024/25 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2025-02	2024/25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,500,000	1,500,000
2025-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		<b>TOTAL</b>	<b>\$ 2,050,000</b>	<b>\$ 2,050,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 22,754  
Estimated FY 2025/26 Measure A Allocation: 1,957,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,979,754

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	2025/26 Citywide Slurry Seal, Locations TBD	Pavement Rehab.	\$ 500,000	\$ 500,000
2026-02	2025/26 Citywide Pavement Rehabilitation, Locations TBD	Pavement Maint.	1,250,000	1,250,000
2026-03	Traffic Striping Maintenance	Striping Maint.	50,000	50,000
		<b>TOTAL</b>	<b>\$ 1,800,000</b>	<b>\$ 1,800,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: HEMET  
Prepared by: Chase Keys  
Phone #: 951-765-2360  
Date: 5/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	2017/18 Pavement Rehabilitation, Central Ave - Palm to Santa Fe, Mayberry Ave - Palm to Santa Fe, Alessandro St - Mayberry to Kimball	Pavement Rehab.	\$ 2,142,085	\$ 1,500,000	August-21	Construction
2021-02	Hemet Valley Bikeway, Palm Ave - Johnston to Esplanade, Whitteri Ave - Palm to Gilbert, Johnston Ave - Palm to Gilbert, Gilbert St - Chambers to Whitter, Chambers St - Gilbert to State	Bikeway, Pavement Rehab. Sidewalks	2,473,039	100,000	December-22	PA/ED & PS&E
2021-03	2019/20 Citywide Pavement Rehabilitation	Pavement Rehab.	2,900,000	1,200,000	June-22	Construction
2021-04	2019/20 Citywide Slurry Seal	Pavement Maint.	805,000	760,000	October-20	Complete
2021-05	2020/21 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	1,750,000	85,000	June-22	PS&E
2021-06	2020/21 Citywide Slurry Seal	Pavement Maint.	436,580	425,000	July-21	Construction
2021-07	Pavement Management Program Update	Study	100,000	10,000	June-22	On-going
2021-08	Traffic Striping Maintenance	Striping Maint.	50,000	50,000	Annual	On-going
2021-09	2019/20 Accessible Sidewalks and ADA Ramps	Sidewalks	265,000	111,677	August-20	Complete
2021-10	2018/19 Slurry Seal	Pavement Maint.	3,133	3,133	February-20	Complete
2021-11	Kirby Street Improvements, Devonshire to Menlo	Pavement Rehab.	8,101	8,101	May-21	Complete
<b>TOTAL</b>			<b>\$ 10,932,938</b>	<b>\$ 4,252,910</b>		





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF INDIAN WELLS**

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April 30, 2021

Riverside County Transportation Commission  
Attn: Martha Masters  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502-2208

Re: Measure "A": Local Streets and Roads Five-Year Capital Improvement Plan and Status Update

Dear Ms. Masters,

Attached is the City of Indian Wells' Measure "A" Local Streets and Roads Five- Year Capital Improvement Plan for Fiscal Years 2021/22-2025/26.

Sincerely,



Ken A. Seumalo, P.E.  
Public Works Director

cc: Finance Director

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Indian Wells (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$963,640, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 30, 2021

  
CITY MANAGER



ATTEST:   
SECRETARY



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

FY 2019/20 Audited Measure A Balance: \$ 91,703  
FY 2020/21 (Revised) Measure A Revenue: 280,000  
Less: FY 2020/21 Project Status Report expenses: (278,645)  
Estimated Prior Year Measure A Balance: 93,058  
Estimated FY 2021/22 Measure A Allocation: 266,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 359,058

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2021/22</u>				
2022-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 637,703
		TOTAL	\$ 585,000	\$ 637,703



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)  
Estimated FY 2022/23 Measure A Allocation: 269,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ (9,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u><b>2022/23</b></u>				
2023-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 269,000
		<b>TOTAL</b>	<b>\$ 585,000</b>	<b>\$ 269,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)  
Estimated FY 2023/24 Measure A Allocation: 272,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ (6,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 272,000
		TOTAL	\$ 585,000	\$ 272,000



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)  
Estimated FY 2024/25 Measure A Allocation: 275,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ (3,645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 275,000
		TOTAL	\$ 585,000	\$ 275,000





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

Estimated Prior Year Measure A Balance: \$ (278,645)  
Estimated FY 2025/26 Measure A Allocation: 278,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ (645)

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 278,000
		TOTAL	\$ 585,000	\$ 278,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: INDIAN WELLS  
Prepared by: KEN A. SUEMALO, P.E., PUBLIC WORKS DIRECTOR  
Phone #: (760)776-0237  
Date: 4/21/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	CITYWIDE PARKWAYS	STREET IMPROVEMENT	\$ 585,000	\$ 278,645	6/30/2021	ONGOING
		<b>TOTAL</b>	<b>\$ 585,000</b>	<b>\$ 278,645</b>		



MEASURE A LOCAL STREETS AND ROADS

**CITY OF INDIO**

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May 3, 2021

Ms. Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

Subject: Measure A Local Streets and Roads Capital Improvement Plans for  
FY20/21 – FY25/26

Dear Ms. Masters:

Enclosed you will find the City of Indio's Five Year Measure A Capital Improvement Plan for Fiscal Years 21/22 to 25/26; the Project Status Report for Fiscal Year 20/21; and the Maintenance of Effort Certification to the Riverside County Transportation Commission for review and approval.

If you have any questions, please contact me at (760)391-4042.

Sincerely,

Timothy T. Wassil, PE, PMP, CCM  
Public Works Director

cc: Juan Raya, PE City Engineer  
Hector Orozco, Accountant


**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Indio (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,048,564, approved by the Commission at its July 11, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4-29, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 1,379,459
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	2,049,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(1,368,000)</u>
<b>Estimated Prior Year Measure A Balance:</b>	2,060,459
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>2,017,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	\$ 4,077,459

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2022-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2022-03	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	30,765,286	5,000
2022-04	Local Roadway Safety Plan (PL2003)	Roadway Improvement	110,000	21,800
2022-05	Rancho Los Coyotes Pavement Improvements	Roadway Improvement	1,610,000	110,000
2022-06	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	68,997
2022-07	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	402,835
2022-08	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	686,500
2022-09	Arts & Music Line (CV Link Spur)	Active Transportation/ADA	327,094	24,465
2022-10	CV Link	Active Transportation/ADA	20,000	20,000
2022-11	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Active Transportation/ADA Improvement	5,380,733	865,075
2022-12	Monroe Street and Avenue 41 Traffic Signal (TS2001)	New Traffic Signal/Roadway Improvement	500,000	297,482
2022-13	Grant Applications for Transportation Projects (ST2201)	Various	900,000	50,000
2022-14	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2022-15	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
		<b>TOTAL</b>	<b>\$ 315,231,738</b>	<b>\$ 3,675,617</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 401,842  
**Estimated FY 2022/23 Measure A Allocation:** 2,037,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,438,842

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2023-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2023-03	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	30,765,286	5,000
2023-04	Rancho Los Coyotes Pavement Improvements	Roadway Improvement	1,610,000	110,000
2023-05	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	68,997
2023-06	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	402,000
2023-07	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	686,500
2023-08	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Active Transportation/ADA Improvement	5,380,733	100,000
2023-09	Grant Applications for Transportation Projects (ST2301)	Various	900,000	25,000
2023-10	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	330,000
2023-11	Indio Internal Services	Percentage of Salaries & Benefits	79,092	75,000
		<b>TOTAL</b>	<b>\$ 314,274,644</b>	<b>\$ 2,437,497</b>





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 1,345  
**Estimated FY 2023/24 Measure A Allocation:** 2,057,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 2,058,345

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2024-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2024-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2024-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	120,000
2024-05	Indio Blvd. Bridge over UPRR Replacement PSR	Bridge Improvement	395,000	54,160
2024-06	Jackson Street Bridge over UPRR Replacement PSR	Bridge Improvement	590,000	65,000
2024-07	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	50,000
2024-08	I-10/Jackson Street Interchange Project	Roadway Improvement	109,710,000	100,000
2024-09	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2024-10	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2024-11	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2024-12	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	350,000
2024-13	Indio Internal Services	Percentage of Salaries & Benefits	79,092	70,000
		<b>TOTAL</b>	<b>\$ 290,084,460</b>	<b>\$ 2,054,160</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2024/25**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 4,185  
**Estimated FY 2024/25 Measure A Allocation:** 2,078,000  
**Estimated Measure A Available for FY 2024/25 Projects:** \$ 2,082,185

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2025-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2025-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2025-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	19,787
2025-05	Avenue 50 Widening (Jefferson - Jackson)	Roadway Improvement	29,700,000	100,000
2025-06	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2025-07	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2025-08	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2025-09	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2025-10	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
		<b>TOTAL</b>	<b>\$ 179,389,460</b>	<b>\$ 1,853,250</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 228,935  
**Estimated FY 2025/26 Measure A Allocation:** 2,099,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 2,327,935

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 38,546,449	\$ 625,000
2026-02	Jackson Street Bridge @ Storm Channel - Seismic Retrofit (BR0109)	New Bridge	2,979,716	10,000
2026-03	NB Indio Blvd Bridge over WWR Retrofit and Scour (BR0801)	Bridge Improvement	3,917,000	10,000
2026-04	Bridge Preventive Maintenance Program (BR1701)	Bridge Improvement	7,763,835	500,000
2026-05	I-10/Monroe Street Interchange Project	Roadway Improvement	93,910,000	500,000
2026-06	Grant Applications for Transportation Projects (ST2301)	Various	900,000	50,000
2026-07	Misc. Traffic Safety Improvements (TS2301)	Signal/Signage	900,000	50,000
2026-08	Salaries & Benefits for PW Employees	Project Mngmt & Mntnce	693,368	406,646
2026-09	Indio Internal Services	Percentage of Salaries & Benefits	79,092	81,817
		<b>TOTAL</b>	<b>\$ 149,689,460</b>	<b>\$ 2,233,463</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: INDIO  
Prepared by: Gloria Hernandez  
Phone #: 442-400-5209  
Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Street Maintenance Contracts/Supplies (List A)	Roadway Improvement	\$ 985,000	\$ 475,000	On-Going	On-Going
2021-02	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	35,318,500	-	On-Going	Design
2021-03	Madison Street Improvements (Ave 48 - Hwy 111) (ST503C)	Roadway Improvement	3,670,000	114,831	On-Going	Design
2021-04	Avenue 44 Road Diet (ST1708)	Roadway Improvement	544,854	1,487	Complete	Construction
2021-05	Street Light Upgrades (SL2001)	Street Light Upgrades	330,000	150	On-Going	Design
2021-06	Avenue 42 Sidewalk Connection (SW1802)	New Sidewalk Gap Connection	224,900	2,530	Complete	Construction
2021-07	Avenue 48 Bike Lanes (ST1805)	Roadway Improvement	1,056,150	2,728	Complete	Construction
2021-08	Local Roadway Safety Plan (PL2003)	Roadway Improvement	90,000	-	On-Going	Design
2021-09	H. Hoover Elem. School Neighborhood Pedestrian Imps (SW1801)	Transportation/ADA	3,107,950	27,980	On-Going	Design
2021-10	Jackson Street Signal Upgrades & Sync (TS1301)	Traffic Signal Modification	3,600,100	-	Complete	Construction
2021-11	Dr. Carreon & Oasis St TS Mods & Monroe St TS Interconnect (TS1701)	Signal/Roadway Improvement	1,003,200	110	Complete	Construction
2021-12	Pedestrian Countdown Timers (TS1703)	Traffic Signal Modification	342,500	1,544	Complete	Construction
2021-13	Monroe Street and Avenue 41 Traffic Signal (TS2001)	Signal/Roadway Improvement	500,000	3,724	On-Going	Design
2021-14	Jefferson St and Avenue 48 Intersection Improvements (TS2002)	Traffic Signal Modification	442,588	90,349	On-Going	Construction
2021-15	HSIP 9 Traffic Signal Improvements (TS2003)	Traffic Signal Modification	1,502,200	40,000	On-Going	Design
2021-16	Avenue 50 and Jackson Street Traffic Signal & Street Improvements (TS1901)	New Traffic Signal/Roadway Improvement	8,500,000	-	On-Going	Design
2021-17	Measure "A" Advance Debt Repayment	Roadway Improvement	132,108	132,108	Complete	Payment
2021-18	Salaries & Benefits for PW Employees	Project Mngmt & Mnncce	693,368	396,368	On-Going	Project Management & Maintenance
2021-19	Indio Internal Services	Percentage of Salaries & Benefits	79,092	79,092	On-Going	Percentage of Salaries & Benefits
		<b>TOTAL</b>	<b>\$ 62,122,510</b>	<b>\$ 1,368,000</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF JURUPA VALLEY**

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# City of Jurupa Valley

Lorena Barajas Mayor, Chris Barajas Mayor Pro Tem,  
Leslie Altamirano, Council Member, Brian Berkson, Council Member, Guillermo Silva, Council Member

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May 3, 2021

Martha Masters  
Senior Management Analyst, Planning and Programming  
Riverside County Transportation Commission  
4080 Lemon St, 3<sup>rd</sup> Floor  
Riverside, CA 92502

**Subject: Jurupa Valley Five -Year Measure "A" CIP (2021/22 – 2025/26)**

Dear Ms. Masters,

The City Council of the City of Jurupa Valley, at its regular meeting on April 5, 2021, adopted the City's Five Year Measure "A" Local Streets and Roads Capital Improvement Program for Fiscal Years 2021/22 – 2025/26. Included with this letter are the following documents:

- Five-year Jurupa Valley CIP for Fiscal Years 2021/22 – 2025/26.
- Measure "A" Local Funds Program Project Status Report for Fiscal Year 2020/21

The City requests that the Riverside County Transportation Commission accept and approve the City's Measure "A" Five-Year CIP and find the City eligible to continue receiving its fair share of Measure "A" revenues.

If you should have any questions or comments, please feel free to contact Chase Keys via email at [ckeyes@jurupavalley.org](mailto:ckeyes@jurupavalley.org) or via telephone at (951) 332-6464 x235.

Sincerely,



Paul Toor, P.E.  
Director of Public Works/City Engineer

Cc: Rod Butler, City Manager

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**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 1,540,861
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	2,256,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(2,386,950)</u>
<b>Estimated Prior Year Measure A Balance:</b>	1,409,911
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>2,317,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	\$ 3,726,911

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000
2022-02	Bain St Pavement Rehabilitation and Shoulder Improvements, Limonite to Bellegrave	Pavement Rehab.	242,000	242,000
2022-03	Certificates of Participation (COP) Series 2016A - Debt Service	Debt Service	1,057,800	1,057,800
2022-04	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	2,740,000	274,000
2022-05	Mission Blvd Pavement Rehabilitation - Ph. 1, Pyrite to Valley Way	Pavement Rehab.	1,075,000	200,000
2022-06	Local Road Safety Plan	Study	40,000	4,000
2022-07	Mission Blvd Pavement Rehabilitation - Ph. 2, Bellegrave to Pyrite	Pavement Rehab.	1,700,000	300,000
2022-08	2021-22 Citywide Slurry Seal, Locations TBD	Pavement Maint.	350,000	350,000
2022-09	2021-22 Citywide Pavement Rehabilitation, Rubidoux Blvd - SR60-29th, Limonite Ave - Felspar to Pedley, Jurupa Rd - Agate to Galena	Pavement Rehab.	1,500,000	500,000
2022-10	Mission Blvd Pavement Rehabilitation - Ph. 3, Ben Nevis to Bellegrave (Design)	Pavement Rehab.	80,000	80,000
2022-11	Van Buren Blvd Pavement Rehabilitation - Ph. 3, Bellegrave to Etiwanda (Design)	Pavement Rehab.	90,000	90,000
2022-12	5% Overhead/Administration	Inter-fund Transfer	115,850	115,850
		<b>TOTAL</b>	<b>\$ 9,255,650</b>	<b>\$ 3,478,650</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

**Estimated Prior Year Measure A Balance:** \$ 248,261  
**Estimated FY 2022/23 Measure A Allocation:** 2,340,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,588,261

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,060,000.00	\$ 1,060,000.00
2023-02	Mission Blvd Pavement Rehabilitation - Ph. 3, Limits TBD	Pavement Rehab.	1,800,000	400,000
2023-03	2022-23 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2023-04	2022-23 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	700,000	700,000
2023-05	5% Overhead/Administration	Inter-fund Transfer	117,000	117,000
		<b>TOTAL</b>	<b>\$ 3,977,000</b>	<b>\$ 2,577,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 11,261  
Estimated FY 2023/24 Measure A Allocation: 2,363,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,374,261

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,055,800.00	\$ 1,055,800.00
2024-02	2023-24 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2024-03	2023-24 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2024-04	5% Overhead/Administration	Inter-fund Transfer	118,150	118,150
		<b>TOTAL</b>	<b>\$ 2,373,950</b>	<b>\$ 2,373,950</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 311  
Estimated FY 2024/25 Measure A Allocation: 2,387,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,387,311

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,059,250.00	\$ 1,059,250.00
2025-02	2024-25 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2025-03	2024-25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2025-04	5% Overhead/Administration	Inter-fund Transfer	119,350	119,350
		<b>TOTAL</b>	<b>\$ 2,378,600</b>	<b>\$ 2,378,600</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

Estimated Prior Year Measure A Balance: \$ 8,711  
Estimated FY 2025/26 Measure A Allocation: 2,411,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,419,711

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,058,500.00	\$ 1,058,500.00
2026-02	2024-25 Citywide Slurry Seal, Locations TBD	Pavement Maint.	300,000	300,000
2026-03	2024-25 Citywide Pavement Rehabilitation, Locations TBD	Pavement Rehab.	900,000	900,000
2026-04	5% Overhead/Administration	Inter-fund Transfer	120,550	120,550
		<b>TOTAL</b>	<b>\$ 2,379,050</b>	<b>\$ 2,379,050</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: JURUPA VALLEY  
Prepared by: Chase Keys  
Phone #: 951-332-6464 x235  
Date: 4/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Mission Blvd Bridge, Crossing Santa Ana River	Bridge Reconstruction	\$ 265,000	\$ 265,000	Jun-30	PS&E
2021-02	Bain St Pavement Rehabilitation, Limonite to Bellegrave	Pavement Rehab.	\$ 992,000	\$ 750,000	Jun-23	PS&E /Construction
2021-03	Pedley Rd Improvement Project, Limonite to Jurupa	Intersection Improvements	\$ 1,136,500	\$ 45,000	Apr-21	Complete
2021-04	Certificates of Participation (COP) Series 2016A - Debt Service	Pavement Rehab.	\$ 1,059,400	\$ 1,059,400	Jun-21	Complete
2021-05	Sunnyslope Area SR2S Sidewalk Gap Closure	Sidewalks	\$ 43,000	\$ 25,000	Jun-22	PS&E
2021-06	Citywide Guardrail Replacement	Guardrail	\$ 654,200	\$ 30,000	Jun-22	PS&E
2021-07	Citywide Retroreflectivity Testing	Study	\$ 30,000	\$ 16,000	Jun-21	Study
2021-08	Mission Blvd Pavement Rehabilitation - Ph. 1, Limits TBD	Pavement Rehab.	\$ 160,000	\$ 100,000	Dec-21	Construction
2021-09	Overhead/Administration	Inter-fund Transfer	\$ 92,550	\$ 92,550	Jun-21	NA
2021-10	Local Road Safety Plan	Study	\$ 80,000	\$ 4,000	Jun-22	Study
<b>TOTAL</b>			<b>\$ 4,512,650</b>	<b>\$ 2,386,950</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF LA QUINTA**

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April 27, 2021

Martha Masters  
Senior Management Analyst  
Programming and Planning  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

Subject: City of La Quinta Fiscal Year 2021/2022 – 2025/2026 Measure A Five-Year Capital Improvement Plan and Maintenance of Effort Certification

Dear Ms. Masters,

The City of La Quinta respectfully submits its Measure A Capital Improvement Plan, Project Status Report and Maintenance of Effort Certification for the Commission's review and approval. The City of La Quinta is a full participant in the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP) and the Transportation Uniform Mitigation Fee (TUMF) Programs.

Please do not hesitate to contact Bryan McKinney, P.E., City Engineer, at (760) 777-7045 or Nick Nickerson, Contract Project Manager, at (760) 323-5026 if you have questions or require additional information.

Sincerely,



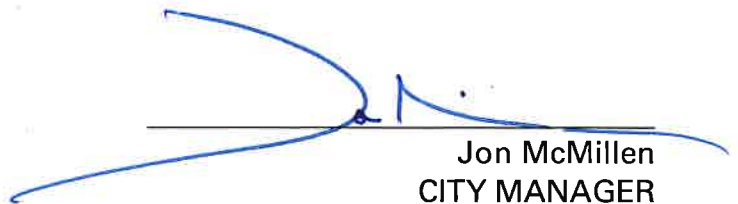
Jon McMillen  
City Manager

Enclosures

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of La Quinta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$937,007, approved by the Commission at its June 12, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27, 2021

  
Jon McMillen  
CITY MANAGER

ATTEST:

4/28/21   
Monika Radeva  
CITY CLERK



LA QUIN  
COUNTY  
PUBLIC WORKS  
COMMISSION

MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: LA QUINTA  
Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
Phone #: (760) 777-7045  
Date: 4/6/2021

FY 2019/20 Audited Measure A Balance: \$ 1,527,460  
FY 2020/21 (Revised) Measure A Revenue: 1,583,000  
Less: FY 2020/21 Project Status Report expenses: (1,520,279)  
Estimated Prior Year Measure A Balance: 1,590,181  
Estimated FY 2021/22 Measure A Allocation: 1,552,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,142,181

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2122TMI	Citywide Street and Traffic Signal Maintenance Program <b>Annual Recurring Program</b>	Annual Recurring Program	\$ 584,687	\$ 584,867
202001	Monroe Street Pavement Rehabilitation (Ave 52 to Ave 53, & near Ave 61) <b>Carry-over Project</b>	Pavement Rehabilitation	941,000	257,902
201701	Washington Street at Fred Waring Drive Triple Left Turn Lanes <b>Carry-over Project</b>	Congestion Relief	1,860,744	193,393
201709	Jefferson St. at Avenue 53 Roundabout <b>Carry-over Project</b>	Complete Streets	2,447,117	1,146,497
202101	Dune Palms Road Pavement Rehabilitation (Fred Waring Drive to Miles Avenue)	Pavement Rehabilitation	1,062,800	240,000
202104	Citywide Striping Refresh	Roadway Maintenance	400,000	400,000
		<b>TOTAL</b>	<b>\$ 7,296,348</b>	<b>\$ 2,822,659</b>



RYAN  
COUNTY  
TRANSPORTATION  
COMMISSION

**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: LA QUINTA  
Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
Phone #: (760) 777-7045  
Date: 4/6/2021

**Estimated Prior Year Measure A Balance:** \$ 319,522

**Estimated FY 2022/23 Measure A Allocation:** 1,568,000

**Estimated Measure A Available for FY 2022/23 Projects:** \$ 1,887,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2223TMI	Citywide Street and Traffic Signal Maintenance Program <b>Annual Recurring Program</b>	Annual Recurring Program	\$ 235,000	\$ 235,000
202201	Avenue 50 Pavement Rehabilitation (Washington St. to Eisenhower Dr.)	Pavement Rehabilitation	\$ 1,100,000	\$ 1,100,000
202203	Fred Waring Drive Pavement Rehabilitation (Washington St. to Adams St.)	Pavement Rehabilitation	1,320,000	520,000
		<b>TOTAL</b>	<b>\$ 2,655,000</b>	<b>\$ 1,855,000</b>



HYDRA  
COUNTY  
UTILITIES  
COMMISSION

MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: LA QUINTA  
Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
Phone #: (760) 777-7045  
Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 32,522

Estimated FY 2023/24 Measure A Allocation: 1,584,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,616,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b>2023/24</b>				
2324TMI	Citywide Street and Traffic Signal Maintenance Program <b>Annual Recurring Program</b>	Annual Recurring Program	\$ 235,000	\$ 235,000
202301	Avenue 58 Pavement Rehabilitation (Jefferson Street to Madison Street)	Pavement Rehabilitation	1,380,000	1,380,000
		<b>TOTAL</b>	<b>\$ 1,615,000</b>	<b>\$ 1,615,000</b>



HYDRA  
COUNTY  
UTILITIES  
COMMISSION

MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: LA QUINTA  
Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
Phone #: (760) 777-7045  
Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 1,522

Estimated FY 2024/25 Measure A Allocation: 1,600,000

Estimated Measure A Available for FY 2024/25 Projects: \$ 1,601,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b>2024/25</b>				
2425TMI	Citywide Street and Traffic Signal Maintenance Program <b>Annual Recurring Program</b>	Annual Recurring Program	\$ 235,000	\$ 235,000
202401	Avenue 50 Sidewalk and ADA Improvements (Washington to Avenida Montero)	Sidewalk/ADA Improvement	400,000	400,000
202402	Moon River Drive Pavement Rehabilitation (Ave 50 to DSUSD ROW)	Pavement Rehabilitation	400,000	400,000
202403	Washington St. Sidewalk Improvements (Calle Tampico to Ave 52)	Sidewalk/ADA Improvement	444,000	444,000
		<b>TOTAL</b>	<b>\$ 1,479,000</b>	<b>\$ 1,479,000</b>



RYAN  
COUNTY  
TRANSFORMATION  
COMMISSION

MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: LA QUINTA  
Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
Phone #: (760) 777-7045  
Date: 4/6/2021

Estimated Prior Year Measure A Balance: \$ 122,522  
Estimated FY 2025/26 Measure A Allocation: 1,616,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,738,522

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2526TMI	Citywide Street and Traffic Signal Maintenance Program <b>Annual Recurring Program</b>	Annual Recurring Program	\$ 235,000	\$ 235,000
202501	Citywide Striping Refresh	Roadway Maintenance	400,000	400,000
202502	Highway 111 at Simon Drive Dual Left Turn Lanes	Street Improvement	723,850	723,850
		<b>TOTAL</b>	<b>\$ 1,358,850</b>	<b>\$ 1,358,850</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: LA QUINTA  
 Prepared by: Bryan McKinney, P.E., Public Works Director/City Engineer  
 Phone #: (760) 777-7045  
 Date: 4/6/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021TMI	Citywide Traffic Signal Maintenance Program	Annual Recurring Program	\$ 489,054	\$ 139,187	On Going	Annually Recurring Maintenance Project
2015-03	La Quinta Village Complete Streets - A Road Diet Project	ATP Carryover	1,341,890	1,341,890	3/2/2021	Construction Complete/Project Closeout Underway
2017-01	Washington Street at Fred Waring Drive Triple Left Turn Lanes	Congestion Relief Carryover	232,595	39,202	7/31/2021	Under Construction
2017-09	Jefferson St. at Ave. 53 Roundabout	Complete Streets Carryover	800,997	-	1/31/2022	90% PS&E; Advertise for Construction June 2021
2020-01	Monroe Street Pavement Rehabilitation (Avenue 52 to Avenue 53, and near Avenue 61)	Pavement Rehabilitation	257,902	-	11/30/2021	100% PS&E; Advertise for Construction April 2021
		<b>TOTAL</b>	<b>\$ 3,122,438</b>	<b>\$ 1,520,279</b>		





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF LAKE ELSINORE**

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April 28, 2021

Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor Riverside, CA 92502-2208

Subject: City of Lake Elsinore Measure A Five-Year Capital Improvement Plan  
(FYs 2021/2022-2025/2026)

Dear Martha:

The City of Lake Elsinore has updated the Five-Year Plan and the following documents are enclosed for your review:

- City of Lake Elsinore Maintenance of Effort (MOE) signed Certification Statement for FY 2021-2022
- Measure A Five-Year CIP plans for FYs 2021/2022-2025/2026
- Project Status Report for FY 2020-2021

Should you have any questions, please do not hesitate to contact me at (951) 674-3124 Ext. 362.

Sincerely,

Jason Simpson  
City Manager

951.674.3124

130 S. MAIN STREET

LAKE ELSINORE, CA 92530

WWW.LAKE-ELSINORE.ORG

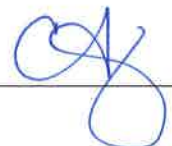
**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Lake Elsinore (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$960,771, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 28, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

FY 2019/20 Audited Measure A Balance: \$ 1,819,763  
FY 2020/21 (Revised) Measure A Revenue: 1,429,000  
Less: FY 2020/21 Project Status Report expenses: (2,619,446)  
Estimated Prior Year Measure A Balance: 629,317  
Estimated FY 2021/22 Measure A Allocation: 1,433,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,062,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Annual Citywide Sidewalk Improvement Program	Maintenance	\$ 200,000	\$ 200,000
2022-02	Annual Citywide Slurry Seal Program	Maintenance	741,909	241,909
2022-03	Annual Curb, Gutter and Sidewalk Repair	Maintenance	330,000	330,000
2022-04	Annual Crack Seal & Pothole Improvements	Maintenance	1,461,574	330,347
2022-05	Annual Traffic Striping Maintenance	Maintenance	330,000	330,000
2022-06	I-15/SR-74 Interchange	Construction	3,566,568	100,000
2022-07	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,938	495,938
		<b>TOTAL</b>	<b>\$ 7,125,989</b>	<b>\$ 2,028,194</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ 34,123  
Estimated FY 2022/23 Measure A Allocation: 1,447,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,481,123

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2023-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	100,000
2023-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2023-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2023-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,838	495,838
		<b>TOTAL</b>	<b>\$ 1,855,838</b>	<b>\$ 1,470,838</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

**Estimated Prior Year Measure A Balance:** \$ 10,285  
**Estimated FY 2023/24 Measure A Allocation:** 1,461,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 1,471,285

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2024-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	100,000
2024-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2024-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2024-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	494,988	494,988
		<b>TOTAL</b>	<b>\$ 1,854,988</b>	<b>\$ 1,469,988</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ 1,297  
Estimated FY 2024/25 Measure A Allocation: 1,476,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,477,297

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2025-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	103,934
2025-03	Annual Citywide Slurry Seal	Maintenance	500,000	215,000
2025-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2025-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	498,363	498,363
		<b>TOTAL</b>	<b>\$ 1,858,363</b>	<b>\$ 1,477,297</b>





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2025/26 Measure A Allocation: 1,491,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,491,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Annual Citywide Curb, Gutter and Sidewalk Improvements	Maintenance	\$ 330,000	\$ 330,000
2026-02	Annual Citywide Sidewalk Improvements	Maintenance	200,000	125,200
2026-03	Annual Citywide Slurry Seal	Maintenance	500,000	210,000
2026-04	Annual Citywide Traffic Striping	Maintenance	330,000	330,000
2026-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	Debt Service	495,800	495,800
		<b>TOTAL</b>	<b>\$ 1,855,800</b>	<b>\$ 1,491,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: LAKE ELSINORE  
Prepared by: Brendan Rafferty  
Phone #: (951) 674-3124 x298  
Date: 4/28/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal Program	MAINTENANCE	\$ 1,461,071	\$ 1,461,071	6/30/2021	Project is annual and ongoing.
2021-02	Annual Curb, Gutter and Sidewalk Repair	MAINTENANCE	344,410	344,410	6/30/2021	Project is annual and ongoing.
2021-03	Annual Traffic Striping Maintenance	MAINTENANCE	235,000	235,000	6/30/2021	Project is annual and ongoing.
2021-04	I-15/SR-74 Interchange	CONSTRUCTION	1,628,751	100,101	12/31/2021	Delayed
2021-05	DEBT SERVICE - LOCAL MEASURE A SALES TAX REVENUE CERTIFICATES OF PARTICIPATION, SERIES 2014A (T.R.I.P. - TOTAL ROAD IMPROVEMENT PROGRAM	DEBT SERVICE	495,938	478,864		Ongoing
<b>TOTAL</b>			<b>\$ 4,165,170</b>	<b>\$ 2,619,446</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF MENIFEE**

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# MENIFEE

New. Better. Best.

29844 Haun Road | Menifee, CA 92586  
951-672-6777 | Fax 951-679-3843

[cityofmenifee.us](http://cityofmenifee.us)

May 5, 2021

Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> floor  
Riverside, CA 92502-2208

Dear Ms. Masters:

Enclosed is the City of Menifee's MOE Certification form for FY 2021/22 signed by our City Manager and the 5-year CIP for Measure "A".

If you have any questions concerning the enclosed information, feel free to contact me Carlos Geronimo who assisted with the completion of this document. Carlos can be reached at [cgeronimo@cityofmenifee.us](mailto:cgeronimo@cityofmenifee.us) or 951-723-3722.

Sincerely,

Yolanda Macalalad, PE  
Interim City Engineer

C: Carlos Geronimo, PE. Principal Engineer  
Wendy Preece, Deputy Finance Director



May 4, 2021

Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> floor  
Riverside, CA 92502-2208

***FY 2020/21 MAINTENANCE OF EFFORT  
CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Menifee (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$214,225, approved by the Commission at its September 11, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/5/2021, 2021

DocuSigned by:

Armando G. Villa, City Manager

ATTEST:

DocuSigned by:

Sarah A. Manwaring  
City Clerk, City of Menifee



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

FY 2019/20 Audited Measure A Balance: \$ 687,225  
FY 2020/21 (Revised) Measure A Revenue: 1,893,000  
Less: FY 2020/21 Project Status Report expenses: (1,973,052)  
Estimated Prior Year Measure A Balance: 607,173  
Estimated FY 2021/22 Measure A Allocation: 1,950,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 2,557,173

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,304,087
2022-02	Local Roads	Maintenance	996,300	55,000
2022-03	Bailey Road Improvements	Construction	2,300,000	657,000
2022-04	Normandy Road Pedestrian Improvements	Construction	450,000	160,000
		<b>TOTAL</b>	<b>\$ 23,746,300</b>	<b>\$ 2,176,087</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

**Estimated Prior Year Measure A Balance:** \$ 381,086  
**Estimated FY 2022/23 Measure A Allocation:** 1,970,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,351,086

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2023-02	Holland Road/I-215 Overpass. Installing new bridge and widening existgin road from 2 to 4 lanes. From Haun Road to Antelope Road	Construction	26,800,000	891,297
2023-03	Local Roads	Maintenance	1,500,000	150,000
		<b>TOTAL</b>	<b>\$ 48,300,000</b>	<b>\$ 2,346,885</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 4,201  
Estimated FY 2023/24 Measure A Allocation: 1,990,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,994,201

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2024-02	Valley Blvd Widening abnd Missing Link from Murrieta Road to McCall Boulevard	Construction	6,000,000	680,000
		<b>TOTAL</b>	<b>\$ 26,000,000</b>	<b>\$ 1,985,588</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

Estimated Prior Year Measure A Balance: \$ 8,613  
Estimated FY 2024/25 Measure A Allocation: 2,010,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 2,018,613

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2025-02	Local Roads	Construction	1,690,000	700,000
		<b>TOTAL</b>	<b>\$ 21,690,000</b>	<b>\$ 2,005,588</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

**Estimated Prior Year Measure A Balance:** \$ 13,025  
**Estimated FY 2025/26 Measure A Allocation:** 2,030,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 2,043,025

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,588
2026-02	Local Roads	Construction	1,690,000	735,000
		<b>TOTAL</b>	<b>\$ 21,690,000</b>	<b>\$ 2,040,588</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: MENIFEE  
Prepared by: Carlos E. Geronimo, Principal Engineer  
Phone #: 951-723-3722  
Date: 5/4/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Bond Payment for TRIP Financing	Debt Service	\$ 20,000,000	\$ 1,305,546	29 years	Active
2021-02	Murrieta & Scott Intersection (FY 18-19 project)	Construction	860,000	348,170	Feb-20	Completed
2021-03	Local Roads	Construction	1,290,776	319,336	Apr-20	Completed
<b>TOTAL</b>			<b>\$ 22,150,776</b>	<b>\$ 1,973,052</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF MORENO VALLEY**

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April 12, 2021

Ms. Martha Masters  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92502

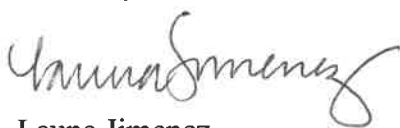
**Subject:** City of Moreno Valley's Five-Year Measure A Local Streets and Roads Capital Improvement Plan for Fiscal Years 2021/22 – 2025/26, Project Status Report for FY 2020/21 and Maintenance of Effort Certification Statement for FY 2021/22

Dear Ms. Masters:

The City of Moreno Valley is pleased to submit its Fiscal Year (FY) 2021/22 – 2025/26 Measure A Local Streets and Roads Capital Improvement Plan (CIP), Project Status Report for FY 2020/21 and Maintenance of Effort Certification Statement for FY 2021/22, approved by the City Council on April 6, 2021. An amended five-year Measure A CIP will be submitted to RCTC if changes are made to the listed Measure A projects.

Please contact me if there are any questions or concerns.

Sincerely,



Launa Jimenez  
Senior Management Analyst  
(951) 413-3128  
launaj@moval.org

**Enclosures:** Measure A Local Funds Program FY 2021/22 - 2025/26  
Measure A Local Funds Program FY 2020/21 Project Status Report  
MOE Certification Statement FY 2021/22

**c:** File  
Henry Ngo, Capital Projects Division Manager  
Michael L. Wolfe, Assistant City Manager Public Works Director/City Engineer  
Brian Mohan, Acting Assistant City Manager Chief Financial Officer/City Treasurer

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Moreno Valley (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,459,153, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 04/13, 2021



CITY MANAGER

ATTEST:



SECRETARY





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

ALHAMBRA  
CITY OF  
CALIFORNIA  
CITY MANAGER'S  
OFFICE

**FY 2021/22**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 4,317,691
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	4,267,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<u>(4,157,397)</u>
<b>Estimated Prior Year Measure A Balance:</b>	4,427,294
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<u>4,275,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	\$ 8,702,294

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 204,560	\$ 204,560
2022-02	Public Works - Citywide Sign/Striping	Maintenance	842,455	842,455
2022-03	Public Works - Right of Way Maintenance	Maintenance	606,049	606,049
2022-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2022-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,057,011	1,057,011
2022-06	Transfers to TRIP Debt Service	Debt Service	405,695	405,695
2022-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	74,400	74,400
2022-08	Moreno MDP Line F-18 and F-19	Drainage	2,126,382	139,382
2022-09	Moreno MDP Line K-1, K-4 Stg 3	Drainage	13,990	13,990
2022-10	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	627,372	135,845
2022-11	Sunnymead Master Drainage Plan - Storm Drain Lines F and F-7	Drainage	60,000	15,000
2022-12	Traffic Signal Equipment Upgrades	Traffic Signals	97,215	97,215
		<b>TOTAL</b>	<b>\$ 6,360,840</b>	<b>\$ 3,837,313</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

Moreno Valley  
Public Works  
Department

**FY 2022/23**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

**Estimated Prior Year Measure A Balance:** \$ 4,864,981  
**Estimated FY 2022/23 Measure A Allocation:** 4,318,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 9,182,981

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2023-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2023-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2023-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2023-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2023-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2023-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2023-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		<b>TOTAL</b>	<b>\$ 3,551,775</b>	<b>\$ 3,551,775</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

**Estimated Prior Year Measure A Balance:** \$ 5,631,206  
**Estimated FY 2023/24 Measure A Allocation:** 4,361,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 9,992,206

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2024-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2024-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2024-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2024-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2024-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2024-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2024-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		<b>TOTAL</b>	<b>\$ 3,551,775</b>	<b>\$ 3,551,775</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

STANDARD  
QUALITY  
TRANSPORTATION

**FY 2024/25**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

**Estimated Prior Year Measure A Balance:** \$ 6,440,431  
**Estimated FY 2024/25 Measure A Allocation:** 4,405,000  
**Estimated Measure A Available for FY 2024/25 Projects:** \$ 10,845,431

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2025-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2025-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2025-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2025-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2025-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2025-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2025-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		<b>TOTAL</b>	<b>\$ 3,551,775</b>	<b>\$ 3,551,775</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

11-0011  
FUNDING  
11-0011

**FY 2025/26**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

**Estimated Prior Year Measure A Balance:** \$ 7,293,656  
**Estimated FY 2025/26 Measure A Allocation:** 4,449,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 11,742,656

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,046	\$ 209,046
2026-02	Public Works - Citywide Sign/Striping	Maintenance	861,848	861,848
2026-03	Public Works - Right of Way Maintenance	Maintenance	631,370	631,370
2026-04	Fixed Charges/ Indirect Cost	Overhead Cost	245,711	245,711
2026-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,059,115	1,059,115
2026-06	Transfers to TRIP Debt Service	Debt Service	404,685	404,685
2026-07	Annual Pavement Maintenance - Crack Seal	Street Improvements	60,000	60,000
2026-08	Traffic Signal Equipment Upgrades	Traffic Signals	80,000	80,000
		<b>TOTAL</b>	<b>\$ 3,551,775</b>	<b>\$ 3,551,775</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: MORENO VALLEY  
Prepared by: Launa Jimenez  
Phone #: (951)413-3128  
Date: 3/17/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Public Works - Capital Projects Program Budget (Provide cost effective administrative functions for essential transportation projects and services: annual update of the Five-Year CIP, revisions to Standard Plans, Disadvantaged Business Enterprise (DBE) Program Management, Pavement Management Program, preparation of grant applications, quarterly utility coordination, and project engineering and right of way services for unfunded new projects.	Project Administration	\$ 209,541	\$ 209,541	N/A	Annual Budget
2021-02	Public Works - Citywide Sign/Striping	Maintenance	1,148,261	1,148,261	N/A	Annual Budget
2021-03	Public Works - Right of Way Maintenance	Maintenance	566,577	566,577	N/A	Annual Budget
2021-04	Fixed Charges/ Indirect Cost	Overhead Cost	243,399	243,399	N/A	Annual Budget
2021-05	Transfers to 2013-2014 Refunding Lease Revenue Bonds	Debt Service	1,057,143	1,057,143	N/A	Annual Budget
2021-06	Transfers to TRIP Debt Service	Debt Service	492,000	492,000	N/A	Annual Budget
2021-08	Annual Pavement Maintenance - Crack Seal	Street Improvements	40,128	40,128	N/A	On-going annual project
2021-10	Moreno MDP Line F-18 and F-19	Drainage	13,000	-	12/31/2022	Design
2021-11	Moreno MDP Line K-1, K-4 Stg 3	Drainage	30,000	30,000	Pending RCFC Funding	Design
2021-12	Sunnymead - Flaming Arrow Drive Storm Drain	Drainage	150,000	-	10/31/2021	Construction
2021-13	Sunnymead Master Drainage Plan - Storm Drain Lines F and F-7	Drainage	80,000	20,000	Pending RCFC Funding	Preliminary Design
2021-14	Pedestrian Hybrid Beacon on Cactus Ave at Woodland Park	Traffic Signals	393,590	203,496	6/30/2021	Project Completed
2021-15	Traffic Signal Equipment Upgrades	Traffic Signals	146,852	146,852	N/A	As needed Accessible Pedestrian Signal upgrades
<b>TOTAL</b>			<b>\$ 4,570,491</b>	<b>\$ 4,157,397</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF MURRIETA**

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## CITY OF MURRIETA

May 3, 2021

Martha Masters, Senior Management Analyst  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

Subject: Measure A Local Streets and Road Revenue Projections, Maintenance of Effort Certification, and Five-Year Capital Improvement Plans (FY 2021/22-2025/26)

Ms. Masters:

Enclosed are the Maintenance of Effort (MOE) Certification Statement, proposed Measure A Five-Year Capital Improvement Plan (CIP), and Project Status Report for the City of Murrieta for your consideration and approval. Since the City Council has not adopted a formal Capital Improvement Plan budget for FY 2020-21-2024/25, the enclosed Five-Year CIP is based on staff recommendation and may be subject to change upon further consideration by the City Council. We will contact you if there are any changes requested by the City Council.

We are happy to report that we continue to be on track to reduce the large Measure A balance that we have been previously carrying. This balance will also be reduced substantially by the end of FY 2021/22 with a more reasonable carry over balance moving forward.

If you have any questions or would like to discuss this matter further, please contact me at (951) 461-6036 or [bmoehling@murrietaca.gov](mailto:bmoehling@murrietaca.gov) at your convenience.

Sincerely,



Bob Moehling, P.E.  
Director of Public Works / City Engineer

### Attachments

cc: Kim Summers, City Manager  
Ivan Holler, Assistant City Manager  
Stacey Stevenson, Deputy City Manager  
Jeff Hitch, Principal Civil Engineer

***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Murrieta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$595,702, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: May 3, 2021



CITY MANAGER

ATTEST:



SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

**FY 2019/20 Audited Measure A Balance:** \$ 8,397,771  
**FY 2020/21 (Revised) Measure A Revenue:** 2,657,000  
**Less: FY 2020/21 Project Status Report expenses:** (459,815)  
**Estimated Prior Year Measure A Balance:** 10,594,956  
**Estimated FY 2021/22 Measure A Allocation:** 2,609,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 13,203,956

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	8043 Pavement Resurfacing	Maintenance	\$ 2,500,000	\$ 500,000
2022-02	8079 Murrieta Hot Springs Widening-Margarita to Winchester Rd	Widen from 4 to 6 lanes	5,000,000	4,200,000
2022-03	8137 Resurfacing - Slurry Seal	Maintenance	2,300,000	2,300,000
2022-04	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2022-05	8293 Sidewalk Replacement-Citywide based on inspection	Sidewalk Improvements	400,000	400,000
2022-06	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2022-07	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	30,000	30,000
2022-08	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	30,000	30,000
2022-09	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2022-10	8448 Meadowlark Lane Improvement-Baxter to Keller Roads	Road Extension	-	-
2022-11	8456 Whitewood Extension- MHS Road to Jackson Ave	Road Extension	100,000	100,000
2022-12	10012 Jackson Ave Median	Construction	68,000	68,000
2022-13	13031 Warm Springs Parkway	Construction	3,700,000	2,500,000
2022-14	COP 2007/2020A LRB for 15/215 MHS Interchange	Debt Service	733,600	733,600
		<b>TOTAL</b>	<b>\$ 15,236,600</b>	<b>\$ 11,021,600</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 2,182,356  
**Estimated FY 2022/23 Measure A Allocation:** 2,635,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 4,817,356

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	8043 Pavement Resurfacing	Maintenance	\$ 2,200,000	\$ 300,000
2023-02	8079 Murrieta Hot Springs Widening-Margarita to Winchester Rd	Widen from 4 to 6 lanes	3,000,000	500,000
2023-03	8137 Resurfacing - Slurry Seal	Maintenance	2,000,000	1,150,000
2023-04	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2023-05	8293 Sidewalk Replacement-Citywide based on inspection	Sidewalk Improvements	100,000	100,000
2023-06	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2023-07	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	50,000	50,000
2023-08	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2023-09	COP 2007 for 15/215 MHS Interchange	Debt Service	730,600	730,600
		<b>TOTAL</b>	<b>\$ 8,455,600</b>	<b>\$ 2,990,600</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 1,826,756

**Estimated FY 2023/24 Measure A Allocation:** 2,661,000

**Estimated Measure A Available for FY 2023/24 Projects:** \$ 4,487,756

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ -	\$ -
2024-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2024-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2024-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2024-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2024-06	COP 2007 for 15/215 MHS Interchange	Debt Service	726,800	726,800
		<b>TOTAL</b>	<b>\$ 1,151,800</b>	<b>\$ 936,800</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 3,550,956  
Estimated FY 2024/25 Measure A Allocation: 2,688,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 6,238,956

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ 2,300,000	\$ 2,300,000
2025-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2025-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2025-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2025-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2025-06	COP 2007 for 15/215 MHS Interchange	Debt Service	727,200	727,200
		<b>TOTAL</b>	<b>\$ 3,452,200</b>	<b>\$ 3,237,200</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 3,001,756  
**Estimated FY 2025/26 Measure A Allocation:** 2,715,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 5,716,756

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	8137 Resurfacing - Slurry Seal	Maintenance	\$ -	\$ -
2026-02	8257 Citywide Signal Mods	Signal Modifications	150,000	75,000
2026-03	8293 Sidewalk Replacement- Citywide based on inspection	Sidewalk Improvements	50,000	50,000
2026-04	8330 Traffic Signal Optimization	Traffic Signal	140,000	70,000
2026-05	8430 Neighborhood Traffic Management Program	Traffic Management	85,000	15,000
2026-06	COP 2007 for 15/215 MHS Interchange	Debt Service	731,600	731,600
		<b>TOTAL</b>	<b>\$ 1,156,600</b>	<b>\$ 941,600</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2020/21

Agency: MURRIETA  
Prepared by: Jeff Hitch, Principal Civil Engineer  
Phone #: 951-461-6076  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	8043 Pavement Resurfacing	Maintenance	\$ 1,671,118	\$ -	Jun-21	Ongoing annual project
2021-02	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Widen from 4 to 6 lanes	71,259	71,259	Jun-22	Design, Acquire ROW, start Con 2021
2021-03	8137 Resurfacing - Slurry Seal	Maintenance	83,408	38,105	Jun-20	Ongoing annual project
2021-04	8257 Citywide Signal Mods	Signal Modifications	32,041	27,573	Jun-20	Ongoing annual project
2021-05	8283 Traffic Striping Modifications	Traffic Striping	-	-	Jun-20	Ongoing annual project
2021-06	8293 Sidewalk Replacement-Citywide based on inspection	Sidewalk Improvements	-	-	Jun-20	Ongoing annual project
2021-07	8330 Traffic Signal Optimization	Traffic Signal	34,213	34,213	Jun-20	Ongoing annual project
2021-08	8335 Jackson Ave Bridge (at Warm Springs Creek)	Bridge Installation	-	-	Jul-14	Construction complete/ongoing mitigation





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2021-09	8389 Whitewood: Hunter to Clinton Keith	Widen from 3 to 4 lanes	-	-	Dec-21	Design, ROW Acq
2021-10	8430 Neighborhood Traffic Management Program	Traffic Management	34,463	5,003	Jun-20	Ongoing annual project
2021-11	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Road Extension	817	-	Sep-17	Construction complete/ongoing mitigation
2021-12	8456 Whitewood Extension- MHS Road to Jackson Ave	Road Extension	-	-	Dec-21	TUMF Network Addition request, Design
2021-13	10012 Jackson Ave Median	Construction	-	-	Dec-21	Start const. in Mar 2021
2021-14	13031 Warm Springs Parkway	Construction	2,281,707	127,962	Jun-21	Design, start Con 2020
2021-15	COP 2007/2020A LRB for 15/215 MHS Interchange	Debt Service	155,700	155,700	Jun-27	Construction complete / Annual Debt Service
<b>TOTAL</b>			<b>\$ 4,364,725</b>	<b>\$ 459,815</b>		

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MEASURE A LOCAL STREETS AND ROADS

## **CITY OF NORCO**

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# CITY OF NORCO

HORSETOWN USA

April 29, 2021

Martha Masters, Senior Management Analyst  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

RE: 2022 – 2026 Measure A Local Streets and Roads Five-Year Capital Improvement Program Plan

Dear Ms. Masters:

The City of Norco is pleased to submit for your consideration and approval our Five-Year Measure “A” Capital Improvement Program Plan projections, commencing with Fiscal Year 2021-22.

We have included for your records a copy of the City of Norco approved Five-Year Measure A Capital Improvement Program Fund, and the Annual Certification of the City’s “Maintenance of Effort” document signed by City Manager, Andy Okoro.

If you have any additional questions, regarding the City of Norco 2021 submittal, please contact me at 951-270-5678. We appreciate your cooperation and assistance with the City of Norco’s planned expenditures for maintenance and capital improvements to our local streets and roads.

Respectfully,

Chad Blais  
Director of Public Works  
City of Norco

Attachments: City of Norco Five-Year CIP  
Measure “A” 5-Year CIP  
Maintenance of Effort Letter

## CITY COUNCIL

KEVIN BASH  
Mayor

GREG NEWTON  
Mayor Pro Tem

KATHERINE ALEMAN  
Council Member

ROBIN GRUNDMEYER  
Council Member

TED HOFFMAN  
Council Member

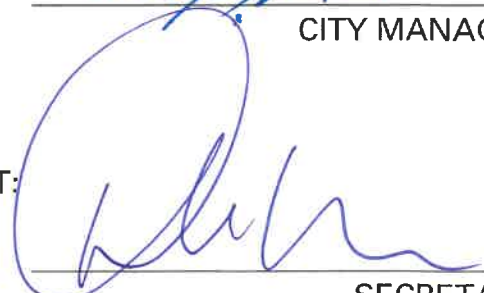
**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Norco (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$22,536, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

FY 2019/20 Audited Measure A Balance: \$ 784,435  
FY 2020/21 (Revised) Measure A Revenue: 705,000  
Less: FY 2020/21 Project Status Report expenses: (849,118)  
Estimated Prior Year Measure A Balance: 640,317  
Estimated FY 2021/22 Measure A Allocation: 727,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 1,367,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Norconian Dr - Fifth St to Norco Dr	Grind & Overlay	\$ 400,000	\$ 400,000
2022-02	Norco Hills Road - Hidden Valley Pkwy to Parkview	Grind & Overlay	400,000	400,000
2022-03	Center St - Fifth St to Sixth St	Grind & Overlay	450,000	450,000
		<b>TOTAL</b>	<b>\$ 1,250,000</b>	<b>\$ 1,250,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 117,317  
Estimated FY 2022/23 Measure A Allocation: 734,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 851,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Trotter Trail - Second St to Cul-de-sac	Reconstruct	\$ 175,000	\$ 175,000
2023-02	Belmont Cr - Kips Corner Rd west to cul-de-sac	Grind and Overlay	75,000	75,000
2023-03	Quiet Hill Ct - Alhambra St to End	Reconstruct	160,000	160,000
2023-04	Fortuna Rd - Sierra Ave to End	Grind and Overlay	85,000	85,000
		<b>TOTAL</b>	<b>\$ 495,000</b>	<b>\$ 495,000</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 356,317  
Estimated FY 2023/24 Measure A Allocation: 741,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 1,097,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Silver Cloud Cir - Norco Dr to Cul-de-sac	Grind and Overlay	\$ 125,000	\$ 125,000
2024-02	Silver Cloud Cir - Broken Lance Dr to Norco Dr	Grind and Overlay	150,000	150,000
2024-03	Broken Twig Dr - Broken Lance Dr to Norco Dr	Grind and Overlay	170,000	170,000
2024-04	Vine St - Corydon to East Cul-de-sac	Grind and Overlay	150,000	150,000
		<b>TOTAL</b>	<b>\$ 595,000</b>	<b>\$ 595,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

**FY 2024/25**

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 502,317  
Estimated FY 2024/25 Measure A Allocation: 748,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,250,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	River Ridge Cir - Alhambra St to Rim Crest Dr	Reconstruct	\$ 600,000	\$ 600,000
2025-02	Sunny Hills Dr	Grind and Overlay	400,000	400,000
		<b>TOTAL</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 250,317  
Estimated FY 2025/26 Measure A Allocation: 755,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,005,317

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Corydon Ave - Fifth St to River Rd	Reconstruct	\$ 800,000	\$ 800,000
		TOTAL	\$ 800,000	\$ 800,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: NORCO  
Prepared by: Chad Blais  
Phone #: 951-270-5678  
Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Crestview Ave - Sixth to North	Complete Reconstruct	\$ 650,000	\$ 353,127	12/2/2020	Completed
2021-02	Sierra Ave - Sixth St to Detroit St	Widening & Complete Reconstruct	475,000	495,991	4/7/2021	Completed
2021-03	Second St - Hamner Ave to I-15 Fwy	Widening & Complete Reconstruct	950,000	-	6/30/2021	In Construction - Measure A Funding Not Required
		<b>TOTAL</b>	<b>\$ 2,075,000</b>	<b>\$ 849,118</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF PALM DESERT**

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# CITY OF PALM DESERT

73-510 FRED WARING DRIVE  
PALM DESERT, CALIFORNIA 92260-2578  
TEL: 760 346-0611  
FAX: 760-341-7098  
INFO@CITYOFPALMDESERT.ORG

May 3, 2021

Martha Masters  
Sr. Management Analyst, Planning and Programming  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, California 92502-2208

**Subject: City of Palm Desert Measure A Capital Improvement Program**

Dear Ms. Masters:

Submitted via email for the Riverside County Transportation Commission consideration are the following documents: the City of Palm Desert's proposed 2021/2022 – 2025/2026 Five-Year Measure A Capital Improvement Program, including a Project Status Report for Fiscal Year 2020-21 (Att. B – Palm Desert CIP Template-Final), and the signed Maintenance of Effort Certification Statement (MOE Certification Statement – Palm Desert).

The Five-Year Program will be reviewed in the near future by the Palm Desert City Council. If the City Council makes any changes to the program, a revised version will be submitted for your approval, otherwise this version is to be considered the official submittal.

If you have any questions, please contact Bertha Gonzalez, Accounting Specialist, at (760) 776-6473, or [bgonzalez@cityofpalmdesert.org](mailto:bgonzalez@cityofpalmdesert.org).

Sincerely,

Andy Firestone  
Assistant City Manager

Enclosures (as noted)

cc: L. Todd Hileman, City Manager  
Janet M. Moore, Director of Finance  
J. Luis Espinoza, Assistant Director of Finance  
Randy Bowman, Senior Project Manager


**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Palm Desert (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$2,398,146, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 05/03, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**FY 2021/22**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

FY 2019/20 Audited Measure A Balance: \$ 20,463,902  
 FY 2020/21 (Revised) Measure A Revenue: 2,915,000  
 Less: FY 2020/21 Project Status Report expenses: 8,225,399  
 Estimated Prior Year Measure A Balance: 15,153,503  
 Estimated FY 2021/22 Measure A Allocation: 2,838,000  
**Estimated Measure A Available for FY 2021/22 Projects: \$ 17,991,503**

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-1	Portola Interchange at I-10 Estimated carryover FY 20/21 \$5,000,000	Interchange Project	\$ 79,800,000	\$ 5,000,000
2022-2	Street Resurfacing Program FY 21/22 request \$3,500,000	Maintenance Project	5,000,000	3,500,000
2022-3	Traffic Signal and Traffic Signal Interconnect Equipment Upgrade and Replacement Estimated carryover FY 20/21 \$302,898 FY 21/22 request \$500,000	Street Improvement Project	1,675,000	802,898
2022-4	Citywide Street Striping and Lane Improvements Estimated carryover FY 20/21 \$286,153 FY 21/22 request \$300,000	Maintenance Project	586,153	586,153
2022-5	Jefferson Street Interchange Project @ I-10 Estimated carryover FY 20/21 \$112,544	Interchange Project	312,500	112,544
2022-6	Triple Left Turns at Washington and Fred Waring Estimated carryover FY 20/21 \$150,000	Street Improvement Project	500,000	150,000
2022-7	Citywide ADA Curb Ramp Modifications FY21/22 request \$50,000	Street Improvement Project	300,000	50,000
2022-8	Citywide Bridge Inspection & Repair Program Estimated carryover FY20/21 \$300,000 FY21/22 \$100,000	Maintenance Project	800,000	400,000
2022-9	San Pablo Improvements, Hwy 111 to Magnesia Falls ** Estimated carryover FY20/21 \$1,250,234	Street Improvement Project	19,000,000	1,250,234 (3,222,000)

2022-10	Bike Lane Striping aka Bikeway Roadway Improvements Estimated carryover FY 20/21 \$150,000	Street Improvement Project	450,000	150,000
2022-11	Haystack Road and Hwy 74 Intersection Modifications Estimated carryover FY20/21 \$50,000 FY 21/22 request \$250,000	Street Improvement Project	300,000	300,000
2022-12	Citywide Bikeway and Pedestrian Improvements Estimated carryover FY20/21 \$250,000 FY 21/22 request \$250,000	Street Improvement Project	2,000,000	500,000
2022-13	Local Safety Roadway**	Street Improvement Project	80,000	(72,000)
2022-14	Neighborhood Traffic Calming Program	Street Improvement Project	200,000	200,000
2022-15	Alessandro Improvements Phase II	Street Improvement Project	600,000	100,000
2022-16	Traffic Operations and Capacity Improvements Estimated carryover FY20/21 \$500,000 FY 21/22 request \$500,000	Street Improvement Project	100,000	1,000,000
2022-17	Haystack Road Improvements Project Estimated carryover FY20/21 \$150,000	Street Improvement Project	150,000	150,000
2022-18	Roadway Safety Improvements	Street Improvement Project	2,213,000	550,000
2022-19	White Stone Lane Street Improvements	Maintenance Project	80,000	80,000
		TOTAL	\$ 114,066,653	\$ 11,587,829

\*\* ATP Grant reimbursement of \$3.222M, and Caltrans reimbursement of \$72,000 are scheduled to be received in Fiscal Year 21/22.

**FY 2022/23**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 6,403,674  
 Estimated FY 2022/23 Measure A Allocation: 2,866,000  
 Estimated Measure A Available for FY 2022/23 Projects: \$ 9,269,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2023-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	400,000
2023-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2023-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2023-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2023-6	Bike Lane Striping aka Bike Roadway Improvements	Street Improvement Project	150,000	150,000
2023-7	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2023-8	Market Place Drive and Cook Street Traffic Signal Improvements	Street Improvement Project	800,000	150,000
2023-9	Roadway Safety Improvements	Street Improvement Project	2,213,000	1,663,000
2023-10	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
		<b>TOTAL</b>	<b>\$ 12,393,000</b>	<b>\$ 5,593,000</b>

**FY 2023/24**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 3,676,674  
 Estimated FY 2023/24 Measure A Allocation: 2,895,000  
 Estimated Measure A Available for FY 2023/24 Projects: \$ 6,571,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2024-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	400,000
2024-3	Citywide Street Striping and Lane Improvements	Maintenance Project	375,000	300,000
2024-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2024-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2024-6	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2023-7	Market Place Drive and Cook Street Traffic Signal Improvements	Street Improvement Project	800,000	650,000
2024-8	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
		<b>TOTAL</b>	<b>\$ 10,105,000</b>	<b>\$ 4,280,000</b>

**FY 2024/25**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 2,291,674  
 Estimated FY 2024/25 Measure A Allocation: 2,924,000  
 Estimated Measure A Available for FY 2024/25 Projects: \$ 5,215,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 2,380,000
2025-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	500,000
2025-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2025-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2025-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2025-6	Bike Lane Striping aka Bike Roadway Improvements	Street Improvement Project	150,000	150,000
2025-7	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2025-8	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
		<b>TOTAL</b>	<b>\$ 9,380,000</b>	<b>\$ 3,880,000</b>

**FY 2025/26**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

Estimated Prior Year Measure A Balance: \$ 1,335,674  
 Estimated FY 2025/26 Measure A Allocation: 2,953,000  
 Estimated Measure A Available for FY 2025/26 Projects: \$ 4,288,674

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-1	Street Resurfacing Program	Maintenance Project	\$ 5,000,000	\$ 1,000,000
2026-2	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	1,675,000	500,000
2026-3	Citywide Street Striping and Lane Improvements	Maintenance Project	300,000	300,000
2026-4	Citywide ADA Curb Ramp Modifications	Street Improvement Project	75,000	50,000
2026-5	Citywide Bridge Inspection & Repair Program	Maintenance Project	100,000	100,000
2026-6	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	250,000
2026-7	Neighborhood Traffic Calming Program	Street Improvement Project	80,000	150,000
		<b>TOTAL</b>	<b>\$ 9,230,000</b>	<b>\$ 2,350,000</b>

**PROJECT STATUS REPORT FY 2020/21**

Agency: PALM DESERT  
 Prepared by: BERTHA A GONZALEZ  
 Phone #: 760-346-0611  
 Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-1	Portola Interchange at I-10 Estimated carryover	Interchange Project	\$ 79,800,000	\$ 50,021	Sept 2021	In design
2021-3	Street Resurfacing Program	Maintenance Project	4,700,000	1,623,441	Sept 2021	In design
2021-4	Citywide Traffic Signal Hardware Upgrades	Street Improvement Project	600,000	424,963	October 2021	Construction awarded, NTP July, 2021
2021-5	Citywide Street Striping and Lane Improvements	Maintenance Project	812,964	312,060	October 2021	Construction 75% complete
2021-6	Jefferson Street Interchange Project @ I-10	Interchange Project	312,500		TBD - Indio	
2021-7	Triple Left Turns at Washington and Fred Waring	Street Improvement Project	500,000	16,296	December 2021	Construction 90% complete
2021-8	Citywide ADA Curb Ramp Modifications	Maintenance Project	200,043	28,838	August 2021	In design
2021-9	Citywide Bridge Inspection & Repair Program	Maintenance Project	400,000	-	Nov 2021	Design contract awarded 4/22/21.
2021-10	San Pablo Improvements, Hwy 111 to Magnesia Falls	Street Improvement Project	19,000,000	5,640,069	July 2021	Phase 1 (Hwy 111 to Fred Waring Drive) completed November 2020; Phase 2 (Fred Waring Drive to Magnesia Falls Drive) construction 48% complete
2021-11	Bikeway Roadway Improvements	Street Improvement Project	450,000	-		Design contract awarded 4/22/21

2021-12	Local Roadway Safety Plan	Street Improvement Project	80,000	79,961	July 2021	COMPLETED; waiting on reimbursement
2021-13	Haystack Road and Hwy 74 Intersection Modification	Street Improvement Project	300,000	-	2022	Design contract awarded 4/1/21
2021-14	On Street ADA Parking Improvements	Maintenance Project	50,000	-		CANCELLED
2021-15	Citywide Bikeway and Pedestrian Improvements	Street Improvement Project	2,000,000	49,750		Design contract awarded 3/8/21
2021-16	Haystack Road Improvements Project	Street Improvement Project	150,000	-	2022	Design contract to be submitted for approval 5/13/21
2021-17	Traffic Operations and Capacity Improvements	Street Improvement Project	500,000	-		Design contract awarded 4/22/21
		<b>TOTAL</b>	<b>\$ 109,855,507</b>	<b>\$ 8,225,399</b>		





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF PALM SPRINGS**

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# City of Palm Springs

## Engineering Services Department

3200 East Tahquitz Canyon Way • Palm Springs, California 92262  
Tel: (760) 322-8380 • Fax: (760) 323-8207 • Web: [www.palmspringsca.gov](http://www.palmspringsca.gov)

May 3, 2021

Ms. Martha Masters  
Senior Management Analyst, Planning and Programming  
Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502-22083

**RE: Measure "A" Local Street & Road Program  
City of Palm Springs Annual Five-Year Measure "A" CIP (FY 2021/22 - 2025/26)**

Dear Ms. Masters:

Enclosed, at RCTC's request, is the City of Palm Springs' Maintenance of Effort (MOE) Certification Statement, Project Status Report for CIP Projects in FY 2020/22, and proposed Local Measure "A" Five-Year CIP Plan for fiscal year 2021/2022 through 2025/2026. The City participates in the MSHCP and TUMF programs as required to participate in the Measure "A" Program.

The following projects were completed, are to be completed or did not use Measure A funds and have been removed from the 5-year CIP.

- |            |                                    |
|------------|------------------------------------|
| 1) 2021-02 | Bridge Repairs                     |
| 2) 2021-08 | Curb & Gutter Repair               |
| 3) 2021-09 | Bogert Trail Bridge Rehabilitation |
| 4) 2021-18 | Indian Canyon Pedestrian/Bicycle   |
| 5) 2021-17 | Jefferson Street/I-10 Interchange  |
| 6) 2021-19 | TI Oversight Services              |

The following projects were added to FY 19-20 and are to be completed this year. Please consider this as a request for Amendment 2 of the FY-19-20 CIP.

- |            |   |
|------------|---|
| 7) 2021-20 | Tahquitz/Civic Traffic Signal                             |
| 8) 2021-21 | Traffic Signal Improvements Management of Cycle 7 project |

If you have any questions, please call me at (760) 323-8253 ext. 8339.

Sincerely,

Joel Montalvo, MPA, PE  
City Engineer


**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Palm Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,498,732, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 29, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: PALM SPRINGS  
Prepared by: Joel Montalvo  
Phone #: 760-322-8339  
Date: 4/27/2021

**Estimated Prior Year Measure A Balance:** \$ 1,229,859  
**Estimated FY 2022/23 Measure A Allocation:** 2,535,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 3,764,859

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2023-02	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	1,024,780
2023-03	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	346,044
2023-04	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2023-05	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2023-06	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	-
2023-07	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	-
2023-08	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	167,806
2023-09	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	116,664
2023-10	Traffic Operations Center	Traffic Improvements	500,000	50,000
		<b>TOTAL</b>	<b>\$ 181,201,000</b>	<b>\$ 3,130,294</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: PALM SPRINGS  
Prepared by: Joel Montalvo  
Phone #: 760-322-8339  
Date: 4/27/2021

**Estimated Prior Year Measure A Balance:** \$ 634,565  
**Estimated FY 2023/24 Measure A Allocation:** 2,560,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 3,194,565

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2024-02	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	213,940
2024-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2024-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2024-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2024-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	-
2024-07	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	41,953
		<b>TOTAL</b>	<b>\$ 167,156,000</b>	<b>\$ 2,027,875</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: PALM SPRINGS  
Prepared by: Joel Montalvo  
Phone #: 760-322-8339  
Date: 4/27/2021

Estimated Prior Year Measure A Balance: \$ 1,166,690  
Estimated FY 2024/25 Measure A Allocation: 2,586,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 3,752,690

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2025-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2025-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2025-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2025-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	1,012,160
		<b>TOTAL</b>	<b>\$ 133,750,000</b>	<b>\$ 2,734,142</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: PALM SPRINGS  
Prepared by: Joel Montalvo  
Phone #: 760-322-8339  
Date: 4/27/2021

**Estimated Prior Year Measure A Balance:** \$ 1,018,548  
**Estimated FY 2025/26 Measure A Allocation:** 2,612,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 3,630,548

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Annual Slurry Seal - City Wide	Road Maintenance	\$ 2,000,000	\$ 675,000
2026-03	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	250,000
2026-04	Annual Asphalt Overlay	Road Maintenance	4,000,000	500,000
2026-05	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	296,982
2026-06	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	1,012,160
		<b>TOTAL</b>	<b>\$ 133,750,000</b>	<b>\$ 2,734,142</b>





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: PALM SPRINGS  
Prepared by: Joel Montalvo  
Phone #: 760-322-8339  
Date: 4/27/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Slurry Seal - City Wide	Road Maintenance	1,156,004	\$ 1,156,004	6/15/2021	In progress
2021-02	Bridge Repairs - City Wide	Bridge Maintenance	100,000	-	not done	stopped this project
2021-03	Indian Canyon Dr. UPRR Bridge	Road Widening & Bridge Replacement	23,806,000	20,000	12/1/2023	Construction Bidding Phase
2021-04	S. Palm Canyon Dr. Bridge - Palm Canyon Wash	New Bridge	4,875,000	1,000	12/1/2022	Moving to Bidding Phase
2021-05	Traffic Safety Projects - City Wide	Traffic Improvements	250,000	20,000	on-going	on-going
2021-06	Annual Asphalt Overlay	Road Maintenance	573,392	10,000	12/1/2021	delayed due to covid
2021-07	Mid-Valley Parkway Reimbursement-CVAG	Street Improvements	10,500	10,500	on-going	on-going
2021-08	Curb & Gutter Repair	Road Maintenance	50,000	-	not done	stopped this project



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

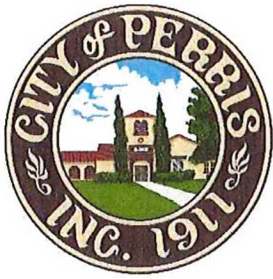
2021-09	Bogert Trail Bridge Rehabilitation (Year 5/5 of Monitoring)	Bridge Widening/Rehabilitati on	5,000,000	-	completed	completed
2021-10	Ramon Road Widening	Bridge/Roadway Widening	32,500,000	2,000	12/1/2022	Right of Way
2021-11	Vista Chino Bridge @ Whitewater River	New Bridge	95,000,000	8,000	12/1/2025	Design/R/W Phase
2021-12	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	9,100,000	20,000	12/1/2023	Design/R/W Phase
2021-13	S. Palm Canyon Dr. Bridge @ Tahquitz Creek	Bridge Replacement	9,170,000	10,000	12/1/2022	moving to bidding phase
2021-14	Tahquitz Creek Levee Certification	Road Maintenance	2,000,000	-	on-going	measure A not used
2021-15	Local Measure A Bond Payment	Road Maintenance	6,800,000	1,095,250	year 6	one more year
2021-16	Jefferson Street / I-10 Interchange	Expanded Freeway Interchange	50,000,000	-	completed	completed 2019
2021-17	Indian Canyon Pedestrian/Bicycle Enhancments	Pedestrian Improvements	5,316,842	155,000	completed	completed
2021-18	TI Oversight Services	Traffic Improvements	80,000	-	not done	stopped this project
2021-19	UPRR Wind Wall Design	Roadway Safety Improvements	100,000	27,367	9/30/2021	on-going
2021-20	Tahquitz/Civic Traffic Signal	Traffic Improvements	498,000	150,000	6/30/2021	to be completed 6-30-21
2021-21	Traffic Signal Improvements Cycle 7	Traffic Improvements	2,800,000	20,000	9/30/2021	to be completed
<b>TOTAL</b>			<b>\$ 249,185,738</b>	<b>\$ 2,705,121</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF PERRIS**

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# CITY OF PERRIS

STUART E. MCKIBBIN, CONTRACT CITY ENGINEER

April 21, 2021

Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502

Re: Measure "A" Local Streets and Roads CIP FY 2020/21 – 2025/26 Annual Reports

The City of Perris is providing the following documentation per your request:

1. City of Perris Five Year Capital Improvement Plan (CIP) FY 2021/22 – 2025/26;
2. Project Status Report for FY 2020/21 CIP Projects; and
3. Maintenance of Effort (MOE) Signed Certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Stuart McKibbin  
Contract City Engineer

CC: Clara Miramontes, Interim City Manager  
Ernie Reyna, Finance Director

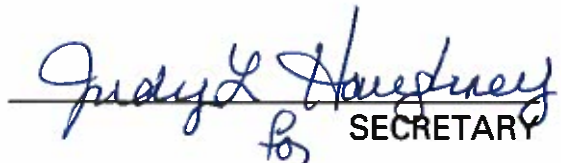
**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Perris (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,218,470, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/21, 2021

  
Interim CITY MANAGER

ATTEST:

  
SECRETARY

**FY 2021/22**

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

FY 2019/20 Audited Measure A Balance: \$ 6,215,355  
 FY 2020/21 (Revised) Measure A Revenue: 2,032,000  
 Less: FY 2020/21 Project Status Report expenses: (25,000)  
 Estimated Prior Year Measure A Balance: 8,222,355  
 Estimated FY 2021/22 Measure A Allocation: 2,189,000  
**Estimated Measure A Available for FY 2021/22 Projects: \$ 10,411,355**

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,500,000	\$ 1,000,000
2022-02	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	13,669,000	532,770
2022-03	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	852
2022-04	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	13,950,000	100,000
2022-05	Unpaved Streets & Alleys	New Pavement	200,000	145,000
2022-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Pavement Rehab	2,000,000	1,990,000
2022-07	CDBG Citywide Sidewalk Improvements (Various City locations)	Pedestrian Improvements	691,000	300,000
2022-08	I-215 Maintenance	Pavement Maint Program	50,000	50,000
2022-09	Ramona Exwy Low Water Median (Redlands Avenue to Evans Rd)	<b>Median Improvements</b>	750,000	264,000
2022-10	ATP Redlands Avenue Bike and Ped Network	Pedestrian Improvements	2,250,000	100,000
2022-11	HSIP Traffic Signal & Road Safety Improvements	Traffic Signal Improvements	1,600,000	100,000
2022-12	HSIP Ramona Exwy Crosswalk Improvements	Pedestrian Improvements	500,000	100,000
		<b>TOTAL</b>	<b>\$ 37,260,000</b>	<b>\$ 4,682,622</b>

FY 2022/23

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 5,728,733  
 Estimated FY 2022/23 Measure A Allocation: 2,211,000  
 Estimated Measure A Available for FY 2022/23 Projects: \$ 7,939,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 2,000,000	\$ 2,000,000
2023-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2023-03	Downtown Pavement Rehab (Various downtown City streets)	Pavement Maint Program	1,500,000	1,500,000
2023-04	Ramona Exwy Pavement Rehab (Webster Ave to Rider St) - Phase 2	Pavement Rehab	2,000,000	2,000,000
2023-05	CDBG Citywide Pedestrian Improvements (various City locations)	Pedestrian Improvements	600,000	150,000
2023-06	Redlands Ave Widening (Placentia Ave to Rider St)	Widening & Pavement Rehab	2,500,000	500,000
2023-07	ATP Redlands Avenue Bike and Ped Network	Pedestrian Improvements	2,250,000	150,000
2023-08	HSIP Traffic Signal & Road Safety Improvements	Traffic Signal Improvements	1,600,000	350,000
2023-09	HSIP Ramona Exwy Crosswalk Improvements	Pedestrian Improvements	500,000	100,000
		<b>TOTAL</b>	<b>\$ 13,050,000</b>	<b>\$ 6,850,000</b>



FY 2023/24

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 1,089,733  
 Estimated FY 2023/24 Measure A Allocation: 2,233,000  
 Estimated Measure A Available for FY 2023/24 Projects: \$ 3,322,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2023/24</u>				
2024-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,000,000.00	\$ 1,000,000.00
2024-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2024-03	A Street Widening (4th Street to Nuevo Rd)	Widening & Pavement Rehab	2,000,000	1,000,000
		<b>TOTAL</b>	<b>\$ 3,100,000</b>	<b>\$ 2,100,000</b>

FY 2024/25

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 1,222,733  
 Estimated FY 2024/25 Measure A Allocation: 2,255,000  
 Estimated Measure A Available for FY 2024/25 Projects: \$ 3,477,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2024/25</u>				
2025-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,500,000	\$ 1,500,000
2025-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
2025-03	Perris Blvd Widening & Rehab (4th St to 11th St)	Widening & Pavement Rehab	5,000,000	1,000,000
		TOTAL	\$ 6,600,000	\$ 2,600,000

**FY 2025/26**

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

Estimated Prior Year Measure A Balance: \$ 877,733  
 Estimated FY 2025/26 Measure A Allocation: 2,278,000  
 Estimated Measure A Available for FY 2025/26 Projects: \$ 3,155,733

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Annual Citywide Slurry Seal & Overlay	Pavement Maint Program	\$ 2,500,000	\$ 2,500,000
2026-02	Annual Citywide Pothole Repairs	Pavement Maint Program	100,000	100,000
		<b>TOTAL</b>	<b>\$ 2,600,000</b>	<b>\$ 2,600,000</b>

**PROJECT STATUS REPORT FY 2020/21**

Agency: PERRIS  
 Prepared by: B. Brophy  
 Phone #: (951) 954-6504  
 Date: 4/14/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Annual Citywide Slurry Seal & Overlay (Various City locations)	Pavement Maint Program	\$ 1,300,000	\$ -	On-Going	FY 20/21 Project Completed in Fall 2020 other transportation funds were utilized with the project
2021-02	Goetz Rd Intersections (Ellis Ave to Perris Valley Channel)	Widening & Pavement Rehab	13,669,000	554,581	2021	Construction underway
2021-03	Annual Citywide Pothole Repairs	Pavement Maint Program	15,000	-	On-Going	On-Going Program
2021-04	Nuevo Bridge Widening and Road Improvements (Murrieta Rd to Dunlap Ave)	Widening & Pavement Rehab	13,950,000	10,000	Project Complete	Project Complete in Fall of 2020
2021-05	Unpaved Streets & Alleys	New Pavement	200,000	2,500	2022	Preliminary Engineering
2021-06	Ramona Exwy Pavement Rehab (Webster Ave to Rider St)	Pavement Rehab	2,000,000	2,500	2022	Preliminary Engineering
2021-07	CDBG Citywide Sidewalk Improvements (Various City locations)	Pavement Maint Program	691,000	-	2021	Project Advertised / Construction to start Summer 2021
2021-08	Ramona Exwy Low Water Median (Redlands Avenue to Evans Rd)	Median Improvements	750,000	10,000	2021	Finalizing Plans & Specs / Construction to start Summer 2021
		<b>TOTAL</b>	<b>\$ 32,575,000</b>	<b>\$ 579,581</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF RANCHO MIRAGE**

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May 3, 2021

Martha Masters, Senior Management Analyst  
Riverside County Transportation Commission  
Riverside County Regional Complex, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, CA 92502-2208

**Re: FY 2022-2026 Measure "A" Local Streets and Roads Capital Improvement Plan**

Dear Ms. Masters:

Attached are the Local Streets and Roads Program for Measure "A" Funds for FY 2022-2026, project status report for prior year Plan (FY 2020/2021) and the FY 2021/2022 Maintenance of Effort Certification Statement.

The City's maintenance of effort for FY 2021/2022 is \$1,444,535.00, which exceeds our established maintenance of effort requirement of \$674,811. The City's five-year Capital Improvement Program totals \$57,620,000 and identifies Measure "A" local funds for the five-year plan totaling \$4,432,245.00. The Measure A Fund Balance is projected to be \$1,343,823.00 as a result of the five-year program. The City currently carries a balance of approximately \$1,731,068.00 in the Measure "A" Local Fund account. Therefore, with current and projected future allocations, adequate funds appear to be available for the plan.

Attached is the City's status report for our prior year Plan FYE June 30, 2021.

Please feel free to call me at (760) 770-3224 if you have any questions.

Sincerely,

Ryan Stendell  
Director of Public Works

Enclosures: FY 2021/2022 MOE Certification Statement  
Project Status Report FY 2020/2021  
Measure "A" FY 2022-2026 Capital Improvement Plan

ADMINISTRATION	DEVELOPMENT SERVICES	FINANCE	HOUSING	PUBLIC LIBRARY	PUBLIC WORKS
Tel. 1.760.324.4511	Tel. 1.760.328.2266	Tel. 1.760.770.3207	Tel. 1.760.770.3210	Tel. 1.760.341.7323	Tel. 1.760.770.3224
Fax. 1.760.324.8830	Fax. 1.760.324.9851	Fax. 1.760.324.0528	Fax. 1.760.324.1617	Fax. 1.760.341.5213	Fax. 1.760.770.3261



***FY 2021/22***  
***MAINTENANCE OF EFFORT CERTIFICATION STATEMENT***

The undersigned agrees and certifies for the city of Rancho Mirage (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$674,811, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: \_\_\_\_\_ May 3, 2021

DocuSigned by:

*Isaiah Hagerman*

055E16987E6E433...

CITY MANAGER

ATTEST:

DocuSigned by:

*Kristie Ramos*

E9AFF02060774E7

SECRETARY





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: RANCHO MIRAGE  
Prepared by: Ryan Stendell  
Phone #: 760.770.3224  
Date: 5/3/2021

**FY 2019/20 Audited Measure A Balance:** \$ 1,896,468  
**FY 2020/21 (Revised) Measure A Revenue:** 961,000  
**Less: FY 2020/21 Project Status Report expenses:** (1,126,400)  
**Estimated Prior Year Measure A Balance:** 1,731,068  
**Estimated FY 2021/22 Measure A Allocation:** 989,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 2,720,068

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 935,000	\$ 935,000
2022-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	393,610
		<b>TOTAL</b>	<b>\$ 53,735,000</b>	<b>\$ 1,328,610</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: RANCHO MIRAGE  
Prepared by: Ryan Stendell  
Phone #: 760.770.3224  
Date: 5/3/2021

**Estimated Prior Year Measure A Balance:** \$ 1,391,458  
**Estimated FY 2022/23 Measure A Allocation:** 999,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,390,458

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 935,000	\$ 935,000
2023-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	207,050
		<b>TOTAL</b>	<b>\$ 53,735,000</b>	<b>\$ 1,142,050</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: RANCHO MIRAGE  
Prepared by: Ryan Stendell  
Phone #: 760.770.3224  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,248,408

Estimated FY 2023/24 Measure A Allocation: 1,009,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 2,257,408

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 950,000	\$ 950,000
2024-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	11,585
		<b>TOTAL</b>	<b>\$ 53,750,000</b>	<b>\$ 961,585</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: RANCHO MIRAGE

Prepared by: Ryan Stendell

Phone #: 760.770.3224

Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,295,823

Estimated FY 2024/25 Measure A Allocation: 1,019,000

Estimated Measure A Available for FY 2024/25 Projects: \$ 2,314,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventive Maintenance	\$ 1,000,000	\$ 1,000,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: RANCHO MIRAGE  
Prepared by: Ryan Stendell  
Phone #: 760.770.3224  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 1,314,823  
Estimated FY 2025/26 Measure A Allocation: 1,029,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 2,343,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<u>2025/26</u>				
2026-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventitive Maintenance	\$ 1,000,000	\$ 1,000,000
		TOTAL	\$ 1,000,000	\$ 1,000,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: RANCHO MIRAGE  
Prepared by: Ryan Stendell  
Phone #: 760.770.3224  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Citywide slurry seal, crack seal A overlays, pavement rehab and striping on various streets	Preventive Maintenance	\$ 1,068,000	\$ 1,068,168	Estimated Completion 6/30/2021	Construction Phase
2021-02	Frank Sinatra Bridge at Whitewater Channel (PS&E)	Replace low water crossing	52,800,000	58,232	Estimated Completion 2024	PS&E Phase
TOTAL			\$ 53,868,000	\$ 1,126,400		

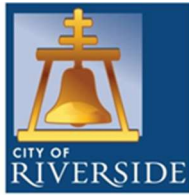


MEASURE A LOCAL STREETS AND ROADS

## **CITY OF RIVERSIDE**

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*City of Arts & Innovation*

April 14, 2021

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Attn.: Martha Masters, Senior Management Analyst, Planning and Programming

Subject: Measure A Maintenance of Effort, CIP and Project Status Report

Enclosed are the City of Riverside's FY 2021/22 Maintenance of Effort Certification Statement, Measure A Local Funds Capital Improvement Program for FY 2021/22 through FY 2025/26 and a status report for FY 2020/21.

If you have any questions, please contact Bobby Hilo at (951) 826-2406 or [bhilo@riversideca.gov](mailto:bhilo@riversideca.gov).

Sincerely,

Kris Martinez  
Public Works Director

Attachments

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Riverside (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$12,449,203, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

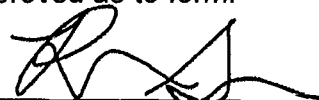
Dated: 4/26/2021, 2021



CITY MANAGER

Approved as to form:

By:



Ruthann M. Salera  
Deputy City Attorney

ATTEST:



CITY CLERK



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

**FY 2019/20 Audited Measure A Balance:** \$ 23,564,145  
**FY 2020/21 (Revised) Measure A Revenue:** 7,921,000  
**Less: FY 2020/21 Project Status Report expenses:** (8,125,322)  
**Estimated Prior Year Measure A Balance:** 23,359,823  
**Estimated FY 2021/22 Measure A Allocation:** 7,854,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 31,213,823

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Canyon Crest Widening -Via Vista/Country Club	Street Widening	\$ 6,105,000	\$ -
2022-02	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing Improvements	1,257,000	1,000,000
2022-03	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293,000	1,000,000
2022-04	Indiana Widening @ Pierce	Street Widening and Improvements	1,115,000	-
2022-05	Jurupa Extension - Rutland to Crest	New Street Construction	300,000	-
2022-06	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,174,000	-
2022-07	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331,000	1,500,000
2022-08	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,000,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2022-09	Market Street Bridge Replacement	Bridge Replacement	2,635,000	1,700,000
2022-10	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	785,400	656,400
2022-11	Mission Blvd Bridge Replacement	Bridge Replacement	2,363,883	1,500,000
2022-12	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457,000	500,000
2022-13	Paving Projects COP - Debt Service**	Street Paving	2,999,490	2,999,490
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.				
2022-14	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020,000	1,000,000
2022-15	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UP Railroads	6,937,000	3,000,000
2022-16	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288,000	1,000,000
2022-17	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184,000	100,000
2022-18	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,633,000	-
2022-19	Van Buren Widening - Washington to Wood	Street Widening	453,478	-
2022-20	Arterial Interconnections	Signal Coordinations	40,000	40,000
2022-21	Traffic Signal Revisions	Signal Modifications	2,804,000	100,000
2022-22	New Traffic Signals	New Traffic Signals	250,000	250,000
2022-23	University - Chicago to Campus	Signal Coordination	50,000	-



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2022-24	Transportation Planning	Engineering Planning	50,000	50,000
2022-25	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2022-26	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2022-27	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2022-28	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2022-29	Traffic Management Center	Signal Coordination	50,000	50,000
2022-30	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2022-31	Traffic Planning/Investigations	Traffic Engineering	300,000	300,000
2022-32	Active Transportation Master Plan	Traffic Engineering	200,000	-
2022-33	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,120,000	-
2022-34	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917,000	-
2022-35	3rd/BNSF RR Xing Improvements	Railroad	973,505	100,000
2022-36	Open Street Plans	Street Maintenance	75,000	25,000
2022-37	Local Road Safety Plan	Transportation	100,000	25,000
2022-38	Traffic Signal and Pole Replacement & Relocation	Transportation	750,000	750,000
2022-39	Traffic Signal Emergency Vehicle Replacement	Transportation	10,000	10,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2022-40	Third Street/BNSF Grade Separation	Grade Separation - Third @ BNSF	1,000,000	250,000
2022-41	Iowa Widening-MLK University	Street Widening	5,132,074	200,000
2022-42	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	150,000	100,000
2022-43	Battery Backup and Battery System Installation	Transportation	600,000	500,000
		<b>TOTAL</b>	<b>\$ 157,552,830</b>	<b>\$ 20,955,890</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 10,257,933  
**Estimated FY 2022/23 Measure A Allocation:** 7,933,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 18,190,933

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	\$ 4,020,000	\$ 804,000
2023-02	Transportation Planning	Engineering Planning	50,000	50,000
2023-03	Pavement Management Program	Ongoing Annual Expenditure	125,000	-
2023-04	Traffic Planning/Investigations	Traffic Engineering	300,000	300,000
2023-05	Paving Projects COP - Debt Service	Street Paving	3,000,740	3,000,740
2023-06	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2023-07	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	800,000
2023-08	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	793,300	663,000
2023-09	Market Street Bridge Replacement	Bridge Replacment	2,635,000	850,000
2023-10	Traffic Signal Revisions	Signal Modification	100,000	100,000
2023-11	Arterial Interconnections	Signal Coordinations	40,000	40,000
2023-12	Traffic Management Center	Signal Coordinations	50,000	50,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2023-13	New Traffic Signals	New Traffic Signals	250,000	250,000
2023-14	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2023-15	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2023-16	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2023-17	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2023-18	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2023-19	Battery Backup and Battery System Installation	Transportation	600,000	100,000
2023-20	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		<b>TOTAL</b>	<b>\$ 15,832,040</b>	<b>\$ 9,642,740</b>





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 8,548,193  
**Estimated FY 2023/24 Measure A Allocation:** 8,012,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 16,560,193

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2024-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2024-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2024-04	Paving Projects COP - Debt Service	Street Paving	2,997,740	2,997,740
2024-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2024-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2024-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	801,200	669,600
2024-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2024-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2024-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2024-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2024-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2024-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2024-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2024-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2024-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2024-18	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2024-19	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		<b>TOTAL</b>	<b>\$ 11,216,940</b>	<b>\$ 6,917,340</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2024/25**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 9,642,853  
**Estimated FY 2024/25 Measure A Allocation:** 8,092,000  
**Estimated Measure A Available for FY 2024/25 Projects:** \$ 17,734,853

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2025-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2025-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2025-04	Paving Projects COP - Debt Service	Street Paving	3,004,380	3,004,380
2025-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2025-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2025-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	809,200	676,300
2025-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2025-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2025-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2025-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2025-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2025-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2025-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2025-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2025-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2025-17	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2025-18	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		<b>TOTAL</b>	<b>\$ 11,231,580</b>	<b>\$ 6,930,680</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2025/26**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

**Estimated Prior Year Measure A Balance:** \$ 10,804,173  
**Estimated FY 2025/26 Measure A Allocation:** 8,173,000  
**Estimated Measure A Available for FY 2025/26 Projects:** \$ 18,977,173

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Transportation Planning	Engineering Planning	\$ 50,000	\$ 50,000
2026-02	Pavement Management Program	Ongoing Annual Expenditure	125,000	125,000
2026-03	Traffic Planning/Investigations	Traffic Engineering	300,000	-
2026-04	Paving Projects COP - Debt Service	Street Paving	2,998,770	2,998,770
2026-05	Major Street Rehabilitation	Street Resurfacing	2,400,000	2,400,000
2026-06	Mission Blvd Bridge Replacement	Bridge Replacment	1,233,000	-
2026-07	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	817,300	683,063
2026-08	Market Street Bridge Replacement	Bridge Replacment	2,635,000	-
2026-09	Traffic Signal Revisions	Signal Modification	100,000	100,000
2026-10	Arterial Interconnections	Signal Coordinations	40,000	40,000
2026-11	Traffic Management Center	Signal Coordinations	50,000	50,000
2026-12	New Traffic Signals	New Traffic Signals	250,000	250,000
2026-13	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	70,000
2026-14	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2026-15	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	20,000
2026-16	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	25,000	25,000
2026-17	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	10,000	10,000
2026-18	Railroad Quiet Zone Maintenance	Quiet Zone for Railroad	100,000	100,000
		<b>TOTAL</b>	<b>\$ 11,234,070</b>	<b>\$ 6,931,833</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: RIVERSIDE  
Prepared by: Bobby Hilo  
Phone #: 951-826-2406  
Date: 4/29/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Arlington Ave - Fairhaven to West City Limit	Traffic Safety Improvements	\$ 897,000	\$ -		Completed
2021-02	Canyon Crest Widening -Via Vista/Country Club	Street Widening	6,105,000	-	Unknown	On Hold
2021-03	Central/Canyon Crest/Watkins Bike Lanes	Bike Lanes/Pedestrian Crossing Improvements	1,257,000	215,000	6/30/2021	In the environmental review stage
2021-04	High Friction Surface & HAWK Signals	Street & Pedestrian Signal Improvements	1,293,000	5,000	12/31/2021	Caltrans approved 12/31/2020
2021-05	Indiana Widening @ Pierce	Street Widening and Improvements	1,115,000	-	12/31/2021	Project is complete. Pending billing from school district.
2021-06	Jurupa Extension - Rutland to Crest	New Street Construction	300,000	-	12/31/2021	Pending environmental clearance and developer construction schedule.
2021-07	Jurupa Extension - Van Buren to Rutland	New Street Construction	6,197,673	-	12/31/2021	Construction complete. Required environmental mitigation still underway. Measure A funding are zero.
2021-08	Magnolia Ave - Buchanan St to Banbury Dr	Street Widening and Improvements	6,331,000	2,000,000	12/31/2021	In Construction
2021-09	Major Street Rehabilitation	Street Resurfacing	2,400,000	1,250,000		Ongoing annual expenditure. Includes City share for County administered project. Project may be put on hold due to funding being frozen.
2021-10	Market Street Bridge Replacement	Bridge Replacement	2,635,000	15,000	6/30/2024	
2021-11	Miscellaneous Railroad Project Management	Grade Separations/Quiet Zones	2,515,185	90,000		Ongoing project management.



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2021-12	Mission Blvd Bridge Replacement	Bridge Replacement	2,363,883	20,000	7/31/2023	City share for County administered project. Project may be put on hold due to funding being frozen.
2021-13	Monroe Rehab - Lincoln to Arlington	Street Rehabilitation & Resurfacing	2,457,000	10,000	6/30/2022	Project being constructed in phases. Annual debt service.
2021-14	Paving Projects COP - Debt Service**	Street Paving	3,000,740	3,000,740		
**For a complete list of street projects financed from the City of Riverside apportionment of Local Measure A funds (Certificates of Participation), please see the attached Exhibit A.						
2021-15	Quiet Zone/BNSF - Mission Inn/3rd/Spruce	Quiet Zone for BNSF Railroad	4,020,000	-	12/31/2023	Design in progress.
2021-16	Quiet Zone/BNSF/UPRR - Cridge & Panorama	Quiet Zone for BNSF & UPRR Railroads	6,937,000	32,000	12/31/2021	Design in progress.
2021-17	Quiet Zone/UPRR - Brockton & Palm	Quiet Zone for UP Railroad	2,288,000	50,000	7/31/2022	Design in progress.
2021-18	RR Grade Separation - Iowa Avenue	Grade Separation - Iowa @ UPRR	32,227,000	-		Construction complete. Construction complete. Project close out in process. Remnant properties still being settled
2021-19	RR Grade Separation - Riverside Avenue	Grade Separation - Riverside @ UPRR	31,184,000	-	12/31/2021	Construction complete. Construction complete. Project close out in process. Remnant properties still being settled
2021-20	RR Grade Separation - Streeter Avenue	Grade Separation - Streeter @ UPRR	33,350,266	-		Construction complete. Construction complete. Project close out in process. Remnant properties still being settled
2021-21	Tyler Widening - Wells to Hole	Street Widening and Improvements	11,431,705	15,000	12/31/2021	City share for County administered project. On hold pending County identifying additional funding for right-of-way.
2021-22	Van Buren Widening - Washington to Wood	Street Widening	453,478	1,000	12/31/2021	Ongoing annual expenditure. Ongoing annual expenditure. Ongoing annual expenditure. On hold pending additional funding.
2021-23	Arterial Interconnections	Signal Coordinations	130,000	10,000		Ongoing annual expenditure.
2021-25	Traffic Signal Revisions	Signal Modifications	2,804,000	86,825		Ongoing annual expenditure.
2021-26	New Traffic Signals	New Traffic Signals	306,465	250,000		Ongoing annual expenditure.
2021-27	University - Chicago to Campus	Signal Coordination	50,000	-		On hold pending additional funding.
2021-28	Transportation Planning	Engineering Planning	93,200	55,000		Ongoing annual expenditure.



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2021-29	Pavement Management Program	Ongoing Annual Expenditure	125,000	80,228		Ongoing annual expenditure.
2021-30	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	70,000	80,000		Ongoing annual expenditure.
2021-31	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	20,000	17,000		Ongoing annual expenditure.
2021-32	Spread Spectrum Radio Replacement	Ongoing Traffic Signal Maintenance	22,889	22,889		Ongoing annual expenditure.
2021-33	Traffic Management Center	Signal Coordination	50,000	50,000		Ongoing annual expenditure.
2021-34	Traffic Signal Loop Replacement	Ongoing Traffic Signal Maintenance	36,557	30,800		Ongoing annual expenditure.
2021-35	Traffic Planning/Investigations	Traffic Engineering	399,095	125,000		Ongoing annual expenditure.
2021-37	Active Transportation Master Plan	Traffic Engineering	200,000			Ongoing annual expenditure.
2021-38	Interconnected Traffic Signal Controller Replacement	Signal Modifications	1,119,800	-	6/30/2022	Project currently in RFA process and expected to be completed in FY 20/21.
2021-39	Railroad Grade Separation - Magnolia	Grade Separation - Magnolia @ UPRR	50,917,000	124,840	12/31/2021	Construction complete. Project close out in process. Remnant properties still being settled
2021-40	3rd/BNSF RR Xing Improvements	Railroad	973,505	-		Ongoing
2021-41	Spruce/BNSF RR Xing Improvements	Railroad	875,543	-	6/30/2020	Project Complete
2021-42	Open Street Plans	Street Maintenance	75,000	4,000	6/30/2022	On hold with current COVID restrictions
2021-43	Local Road Safety Plan	Transportation	128,000	-		Ongoing annual expenditure.
2021-44	Traffic Signal Battery Backup Maintenance	Transportation	50,000	-		Has become a larger project with Backup Systems being replaced
2021-45	Jacokson and Indiana RT Turn Lane	Transportation	75,000	-		Completed
2021-46	Traffic Signal and Pole Replacement & Relocation	Transportation	250,000	-		Ongoing annual expenditure.
2021-47	Traffic Signal Emergency Vehicle Replacement	Transportation	10,000	10,000		Ongoing annual expenditure.
2021-48	Third Street/BNSF Grade Separation	Transportation	55,500,000	-	12/31/2024	Design in progress.
2021-49	Iowa Widening-MLK University	Transportation	5,132,074	400,000	6/30/2022	Design in progress.
2021-50	Railroad Quiet Zone Maintenance	Transportation	150,000	75,000		Ongoing Annual Maintenance
<b>TOTAL</b>			<b>\$ 280,322,059</b>	<b>\$ 8,125,322</b>		





MEASURE A LOCAL STREETS AND ROADS

## **CITY OF SAN JACINTO**

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April 28, 2021

**Alonso Ledezma**  
Mayor

**Crystal Ruiz**  
Mayor Pro Tem

**Phil Ayala**  
Councilmember

**Brian Hawkins**  
Councilmember

**Joel Lopez**  
Councilmember

**Robert Johnson**  
City Manager

Theresa Trevino  
Chief Financial Officer  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

RE: 2021-2026 Measure "A" Improvement Plan and 2020/21 Status Report

**SENT VIA ELECTRONIC MAIL TO MMASTERS@RCTC.ORG**

Dear Ms. Trevino,

Enclosed please find the City of San Jacinto's proposed 5-year capital improvement plan. Also enclosed is a status report of the currently adopted 5-year plan and the MOE certification.

Thank you for your time and attention to this matter. Please call me at (951) 487-7330 Ext. 389 or Stuart McKibbin, City Engineer at (951) 654-3592 if you have any questions or require additional information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Farrah Jenner".

Farrah Jenner, CPA, CGMA  
Finance Director

Cc: Martha Masters, Senior Management Analyst

**SAN JACINTO:** Nestled at the feet of the beautiful San Jacinto Mountains, San Jacinto, one of the oldest incorporated cities in Riverside County, is experiencing a unique renaissance as an attractive residential and growing retail location of some 48,000 residents. Offering fresh air and a fabulous year-round climate, this small town atmosphere spurs burgeoning business opportunities and long term potential within its 26 square miles. Residents often enjoy mountain biking, motorsports, and horseback riding, as well as, exercising along the San Jacinto River Watershed area and enjoying the entertainment provided by the Soboba Casino. San Jacinto is quickly becoming the region's next best spot to locate due to an abundance of available land and a progressive City Council that welcomes and supports new business ventures. San Jacinto is your next destination place ... #GoSanJacinto

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of San Jacinto (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$156,391, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/19, 2021

  
CITY MANAGER

ATTEST:

  
SECRETARY



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

SAN JACINTO  
COUNTY  
TRANSPORTATION

**FY 2021/22**

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	\$ 3,390,953
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	945,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>	(1,694,606)
<b>Estimated Prior Year Measure A Balance:</b>	2,641,348
<b>Estimated FY 2021/22 Measure A Allocation:</b>	982,000
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	\$ 3,623,348

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Citywide Slurry Seal and Grind and Overlay Program (CIP # 18-002)	Road Rehab	\$ 800,000.00	\$ 400,000
2022-02	Mountain Avenue Pavement Rehab - 7th Street to Esplanade Avenue (CIP # 12-008)	Pavement Rehab	660,000	270,000
2022-03	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2022-04	Esplanade Avenue Widening - Sanderson to Warren Road (CIP #06-145)	Road Widening per General Plan & TUMF Network	5,147,364	200,000
2022-05	Hewitt Street Rehab, minor widening, pavement and rehab, and storm drain improvements from Commonwealth Avenue to Park Avenue (City Limits) (CIP# 07-011)	Road Widening and Rehab, Bike Path Installation	1,650,000	256,000
2022-06	State Street Widening and Rehabilitation - Quandt Ranch Road to Gilman Springs Road (CIP # 21-002)	Road Widening and Rehab, Bike Path Installation	1,178,000	50,000
2022-07	San Jacinto Avenue Safety Improvements from Midway to Menlo Avenue (CIP # 21-005)	Safety Improvements	677,100	187,000
2022-08	Lyon Avenue Pedestrian Improvements (Pending SB 821 Grant Funds Award, we will be splitting this cost 50-50)	Bicycle and Pedestrian Facilities	638,000	319,000
2022-09	Warren Road Pavement Rehab and Widening Phase 1 - Ram. Exp. To Upperline Avenue	Road Widening and Pavement Rehabilitation	4,775,000	75,000
2022-10	Administrative Overhead	Administrative	78,560	78,560
		<b>TOTAL</b>	<b>\$ 15,669,024</b>	<b>\$ 1,900,560</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

**Estimated Prior Year Measure A Balance:** \$ 1,722,788  
**Estimated FY 2022/23 Measure A Allocation:** 992,000  
**Estimated Measure A Available for FY 2022/23 Projects:** \$ 2,714,788

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Ramona Exp. Rehab - Sanderson to West City Limits	Pavement Rehab (Planning)	\$ 100,000	\$ 100,000
2023-02	Esplanade Ave. Widening Phase 2 - Sanderson to Palm (PA&ED)	Road Widening per General Plan & TUMF Network	170,000	85,000
2023-03	Esplanade Avenue Rehab - State to San Jacinto	Pavement Rehab	570,000	570,000
2023-04	State Street Rehab Phase 2 Flood Control Channel (Line E2) to Ramona Expressway	Pavement Rehab - Planning & Engineering	100,000	100,000
2023-05	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2023-06	Administrative Overhead	Administrative	79,360	79,360
		<b>TOTAL</b>	<b>\$ 1,084,360</b>	<b>\$ 999,360</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 1,715,428  
Estimated FY 2023/24 Measure A Allocation: 1,002,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 2,717,428

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Esplanade Avenue Widening Phase 2 - Sanderson to Palm (PA&ED)	Road Wideneing per GP and TUMF Network (Planning)	\$ 250,000	\$ 125,000
2024-02	Citywide Pavement Rehab/Slurry Seal Program	Pavement Rehab	500,000	250,000
2024-03	State Street Rehab Phase 3 Ramona Expressway to Quandt Ranch Road	Pavement Rehab	1,000,000	500,000
2024-04	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2025-05	Administrative Overhead	Administrative	80,160	80,160
		<b>TOTAL</b>	<b>\$ 1,895,160</b>	<b>\$ 1,020,160</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2024/25**

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

**Estimated Prior Year Measure A Balance:** \$ 1,697,268

**Estimated FY 2024/25 Measure A Allocation:** 1,012,000

**Estimated Measure A Available for FY 2024/25 Projects:** \$ 2,709,268

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Warren Road Pavement Rehab, Widening, and Minor Drainage Imp. - Upperline Avenue to Esplanade	Pavement Rehab	\$ 3,250,000	\$ 1,625,000
2025-02	Esplanade Ave. Widening Phase 2 - Sanderson to Palm Avenue	Road widening	250,000	125,000
2025-03	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2025-04	Administrative Overhead	Administrative	80,960	80,960
		<b>TOTAL</b>	<b>\$ 3,645,960</b>	<b>\$ 1,895,960</b>





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

San Jacinto  
County  
Transportation

FY 2025/26

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

Estimated Prior Year Measure A Balance: \$ 813,308  
Estimated FY 2025/26 Measure A Allocation: 1,022,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,835,308

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Citywide Pavement Rehab/Slurry Seal Program	Pavement Rehab	\$ 500,000	\$ 250,000
2026-02	Traffic Control Devices/Studies	Traffic Safety	65,000	65,000
2026-03	Warren Road Pavement Rehab, Widening, and Minor Drainage Imp. - Upperline Avenue to Esplanade	Pavement Rehab	3,250,000	550,000
2026-04	Administrative Overhead	Administrative	81,760	81,760
		<b>TOTAL</b>	<b>\$ 3,896,760</b>	<b>\$ 946,760</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: SAN JACINTO  
Prepared by: Stuart McKibbin  
Phone #: (951) 943-6504  
Date: 4/12/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Sanderson Avenue Safety Improvements from Ramona Expressway to Cottonwood Avenue (CIP #17-004)	Safety Improvements & Road Rehab	\$ 1,046,728.00	\$ 200,000.00	Jun-21	Completed - project close out by June 30, 2021.
2021-02	Citywide Slurry Seal and Grind and Overlay Program (CIP # 18-002)	Road Rehab	\$ 800,000.00	\$ -	Sep-21	Design complete. Cons in FY 21/22
2021-03	Mountain Avenue Pavement Rehab - 7th Street to Esplanade Avenue (CIP # 12-008)	Pavement Rehab	\$ 660,000.00	\$ -	Aug-22	Pending EMWD waterline install. Anticipated rehab in FY 21/22
2021-04	Traffic Control Devices/Studies	Traffic Safety	\$ 65,000.00	\$ -	Ongoing	Annual Ongoing Program
2021-05	Esplanade Avenue Widening - Sanderson to Warren Road (CIP #06-145)	Road Widening per General Plan & TUMF Network	\$ 5,147,364.00	\$ -	Dec-22	Env. Complete; 95% RW secured; design at 75%. Cons in FY 21/22



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

2021-06	Hewitt Street Rehab, minor widening, pavement and rehab, and storm drain improvements from Commonwealth Avenue to Park Avenue (City Limits) (CIP# 07-011)	Road Widening and Rehab, Bike Path Installation	\$ 1,650,000.00	\$ 610,000.00	Dec-21	UC - Completion by Dec. 2021
2021-07	Cawston Avenue Extension - Cottonwood Avenue to Ramona Expressway (CIP # 21-004)	Road Extension per General Plan and MCP	\$ 100,000.00	\$ -		Project on hold.
2021-08	Lyon Avenue Improvements (SJUSD Middle School #4) (CIP #20-006)	Road Widening per General Plan, Pedestrian Improvements	\$ 391,991.00	\$ -	Jul-21	Completed by SJUSD through coop. agreement.
2021-09	Ramona Expressway Rehabilitation Phase 1 - .55 miles west of Warren to Warren (CIP# 21-001)	Pavement Rehab	\$ 1,525,211.00	\$ 762,605.50	Jun-21	Cons by Riv. Co. Transp. Through coop agmt with City. Project UC
2021-10	San Jacinto Avenue Safety Improvements from Midway to Menlo Avenue (CIP # 21-005)	Safety Improvements	\$ 677,100.00	\$ 40,000.00	Mar-23	Planning and Environmental underway
2021-11	State Street Widening and Rehabilitation - Quandt Ranch Road to Gilman Springs Road (CIP # 21-002)	Road Widening and Rehab, Bike Path Installation	\$ 1,178,000.00	\$ 20,000.00	Oct-22	Planning and Environmental Underway
2021-12	Administrative Overhead	Administrative	\$ 62,000.00	\$ 62,000.00	Jun-22	Annual overhead
		<b>TOTAL</b>	<b>\$ 13,303,394</b>	<b>\$ 1,694,606</b>		

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MEASURE A LOCAL STREETS AND ROADS

## **CITY OF TEMECULA**

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# City of Temecula

41000 Main Street • Temecula, California 92590  
Phone (951) 694-6411 • temeculaca.gov

May 5, 2021

Martha Masters, Senior Management Analyst  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, California 92502

Re: FY2022-2026 Measure 'A' Local Streets and Roads Five-Year Capital Improvement Plan,  
MOE Certification and Project Status Report

Dear Ms. Masters;

Please accept our submittal of the City of Temecula's Five-Year Capital Improvement Plan for Measure 'A' funds, including our Project Status Report. The City's Maintenance of Effort (MOE) Certification Statement is also enclosed for your review and approval.

All of the projects submitted are included in the City's Five-Year Capital Improvement Program, and Annual Operating Budget, scheduled for approval by City Council at their regular meeting of June 8, 2021. If any changes are incorporated subsequent to this meeting, a revised five-year plan will be submitted to you.

If you require any additional information, please contact me at (951) 506-5163.

Sincerely,

Patrick Thomas  
Director of Public Works/City Engineer

cc: Jennifer Hennessy - Director of Finance  
Rudy Graciano – Revenue Manager

**FY 2021/22**  
**MAINTENANCE OF EFFORT CERTIFICATION STATEMENT**

The undersigned agrees and certifies for the city of Temecula sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of \$1,431,799, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/6, 2021



Aaron Adams - CITY MANAGER

ATTEST:



Randi Johl - CITY CLERK





**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	<b>\$ 7,741,676</b>
<b>FY 2020/21 (Revised) Measure A Revenue:</b>	<b>3,392,000</b>
<b>Less: FY 2020/21 Project Status Report expenses:</b>	<b>(3,470,630)</b>
<b>Estimated Prior Year Measure A Balance:</b>	<b>7,663,046</b>
<b>Estimated FY 2021/22 Measure A Allocation:</b>	<b>3,195,000</b>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	<b>\$ 10,858,046</b>

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 13,337,025	\$ 7,295,564
2022-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		<b>TOTAL</b>	<b>\$ 15,408,645</b>	<b>\$ 9,367,184</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862  
Estimated FY 2022/23 Measure A Allocation: 3,227,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 4,717,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,424,466	\$ 1,155,380
2023-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		<b>TOTAL</b>	<b>\$ 5,496,086</b>	<b>\$ 3,227,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2023/24**

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

**Estimated Prior Year Measure A Balance:** \$ 1,490,862  
**Estimated FY 2023/24 Measure A Allocation:** 3,259,000  
**Estimated Measure A Available for FY 2023/24 Projects:** \$ 4,749,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,501,848	\$ 1,187,380
2024-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		<b>TOTAL</b>	<b>\$ 5,573,468</b>	<b>\$ 3,259,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862  
Estimated FY 2024/25 Measure A Allocation: 3,292,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 4,782,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,581,137	\$ 1,220,380
2025-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		<b>TOTAL</b>	<b>\$ 5,652,757</b>	<b>\$ 3,292,000</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

**FY 2025/26**

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

Estimated Prior Year Measure A Balance: \$ 1,490,862  
Estimated FY 2025/26 Measure A Allocation: 3,325,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 4,815,862

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 3,664,352	\$ 1,256,380
2026-02	Citywide Street Maintenance Program	Right of way maintenance and repairs to include: striping/stenciling, PCC & AC repairs, Street & ROW maintenance of drainage facilities	2,071,620	2,071,620
		<b>TOTAL</b>	<b>\$ 5,735,972</b>	<b>\$ 3,328,000</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: TEMECULA  
Prepared by: Julie Tarrant  
Phone #: 951-694-6463  
Date: 5/5/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Pavement Rehab Program - Citywide	Street Reconstruction & Rehabilitation	\$ 9,717,395	\$ 1,136,218	Annual pavement rehabilitation program	On-going annual projects
2021-02	Citywide Street Maintenance Program	Right of way maintenance and repairs ton include: striping/stenciling, PCC & AC Repairs, Street & ROW maintenance drainage facilities	3,520,878	2,190,812	Annual right of way maintenance	On-going right of way maintenance
2021-03	Pavement Rehabilitation Program - West Side Business Park Area	ADA Access Ramp Improvements	456,600	143,600	6/30/2021	Project is currently in construction and due to be completed by 6/30/21
<b>TOTAL</b>			<b>\$ 13,694,874</b>	<b>\$ 3,470,630</b>		



MEASURE A LOCAL STREETS AND ROADS

## **CITY OF WILDOMAR**

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Dustin Nigg, Mayor, Dist. 2  
Ben J. Benoit, Mayor Pro Tem, Dist. 4  
Bridgette Moore, Council Member, Dist. 3  
Joseph Morabito, Council Member, Dist. 5  
Marsha Swanson, Council Member, Dist. 2



1

23873 Clinton Keith Rd, Ste 201  
Wildomar, CA 92595  
951.677.7751 Phone  
951.698.1463 Fax  
[www.CityofWildomar.org](http://www.CityofWildomar.org)

May 5, 2021

Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92501

Attn: Martha Masters

Subject: Measure A 5-Year CIP for FY 2021/22 – 2025/26

Dear Ms. Masters

Enclosed is the following:

1. Five Year CIP for FY 2021/22 – 2025/26
2. Project Status Report for FY 2020/21
3. The City is not submitting a MOE Certificate because our base is zero dollars

The City of Wildomar is continuing with the previously approved method to report our Measure A expenditures for CIP project administration, design and inspection activities that are required for each fiscal year as a single project. Funds used for construction will be listed as separate projects.

If you have any questions regarding this submittal please contact Warren Repke, Capital Projects Manager at [wrepke@cityofwildomar.org](mailto:wrepke@cityofwildomar.org) or 714-336-6621.

Thank you.

*Daniel A. York*  
Daniel A. York, PE, PLS  
Assistant City Manager  
Director of Public Works/City Engineer

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**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

<b>FY 2019/20 Audited Measure A Balance:</b>	<b>\$</b>	86,651
<b>FY 2020/21 (Revised) Measure A Revenue:</b>		688,000
<b>Less: FY 2020/21 Project Status Report expenses:</b>		<u>(669,100)</u>
<b>Estimated Prior Year Measure A Balance:</b>		105,551
<b>Estimated FY 2021/22 Measure A Allocation:</b>		<u>703,000</u>
<b>Estimated Measure A Available for FY 2021/22 Projects:</b>	<b>\$</b>	808,551

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2021/22</u></b>				
2022-01	Public Works Cost Allocation	Interfund Transfer	\$ 56,240	\$ 56,240
2022-02	CIP Project Admin & Engineering	Admin/Engineering	690,000	484,600
2022-03	CIP Pavement Program	Construction	930,000	170,000
		<b>TOTAL</b>	<b>\$ 1,676,240</b>	<b>\$ 710,840</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2022/23**

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 97,711  
Estimated FY 2022/23 Measure A Allocation: 710,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 807,711

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2022/23</u></b>				
2023-01	Public Works Allocation	Interfund Transfer	\$ 56,800	\$ 56,800
2023-02	CIP Proj. Admin. & Engineering	Admin/Engineering	710,000	331,508
2023-03	CIP Pavement Program	Construction	1,000,000	300,000
		<b>TOTAL</b>	<b>\$ 1,766,800</b>	<b>\$ 688,308</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 119,403  
Estimated FY 2023/24 Measure A Allocation: 717,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 836,403

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2023/24</u></b>				
2024-01	Public Works Cost Allocation	Interfund Transfer	\$ 57,360	\$ 57,360
2024-02	CIP Proj. Admin. & Engineering	Admin/Engineering	730,000	392,000
2024-03	CIP Pavement Program	Construction	1,000,000	300,000
		<b>TOTAL</b>	<b>\$ 1,787,360</b>	<b>\$ 749,360</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 87,043  
Estimated FY 2024/25 Measure A Allocation: 724,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 811,043

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2024/25</u></b>				
2025-01	Public Works Cost Allocation	Interfund Transfer	\$ 57,920	\$ 57,920
2025-02	CIP Proj. Admin. & Engineering	Admin/Engineering	752,000	356,000
2025-03	CIP Pavement Program	Construction	1,000,000	300,000
		<b>TOTAL</b>	<b>\$ 1,809,920</b>	<b>\$ 713,920</b>



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 97,123  
Estimated FY 2025/26 Measure A Allocation: 731,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 828,123

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds
<b><u>2025/26</u></b>				
2026-01	Public Works Cost Allocation	Interfund Transfer	\$ 58,400	\$ 58,400
2026-02	CIP Admin. & Engineering	Admin/Engineering	773,000	250,000
2026-03	CIP Pavement Program	Construction	1,000,000	300,000
		<b>TOTAL</b>	<b>\$ 1,831,400</b>	<b>\$ 608,400</b>



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: WILDOMAR  
Prepared by: Warren Repke  
Phone #: 951-677-7751  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status
2021-01	Public Works Cost Allocation	Interfund Transfer	\$ 45,200	\$ 45,200	6/30/2021	Annual Program
2021-02	CIP Proj Admin & Engineering	Admin/Engineeing	750,000	558,200	6/30/2021	Annual Program
2021-03	CIP Pavement Program	Construction	653,242	-	Complete	
2021-04	Cip 42 Countdown Ped Heads	Construction	446,305	40,600	Complete	
2021-05	CIP 41 Guardrail Repair	Construction	276,161	25,100	Complete	
<b>TOTAL</b>			<b>\$ 2,170,908</b>	<b>\$ 669,100</b>		





MEASURE A LOCAL STREETS AND ROADS

## **COUNTY OF RIVERSIDE**

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**Mark Lancaster**  
*Director of Transportation*

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

*Mojahed Salama, P.E.*  
*Deputy for Transportation/Capital Projects*  
*Richard Lantis, P.L.S.*  
*Deputy for Transportation/Planning and  
Development*

### Transportation Department

Ms. Martha Masters  
Senior Management Analyst  
Riverside County Transportation Commission  
4080 S. Lemon St., Third floor  
Riverside, CA 92501

May 3, 2021

#### **RE: Measure A Local Streets and Roads Program**

Dear Ms. Masters:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2022/2026. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2020/2021 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2021/2022 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mojahed Salama", is written over a blue circular stamp.

Mojahed Salama  
Deputy Director of Transportation

AJM:  
attachments

cc: Andrew Martin  
Robert Brooks  
Yolanda Gordon

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MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: RIVERSIDE COUNTY-CV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 1,816,406  
FY 2020/21 (Revised) Measure A Revenue: 1,850,000  
Less: FY 2020/21 Project Status Report expenses: (2,065,101)  
Estimated Prior Year Measure A Balance: 1,601,305  
Estimated FY 2021/22 Measure A Allocation: 1,805,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 3,406,305

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2021/22</u></b>					
2022-01	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	\$ 1,212,000	\$ 400,000	4
2022-02	BUBBLING WELLS RD: Dillon Rd to Camino Campanero	Resurface AC paved road	1,572,000	1,000	4
2022-03	SLURRY SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	4,456,151	3,005,305	4
		<b>TOTAL</b>	<b>\$ 7,240,151</b>	<b>\$ 3,406,305</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: RIVERSIDE COUNTY-CV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2022/23 Measure A Allocation: 1,823,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 1,823,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2022/23</u></b>					
2023-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 1,234,672	\$ 1,014,673	4
2023-02	CHIP SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Chip seal	2,503,560	808,327	4
		<b>TOTAL</b>	<b>\$ 3,738,232</b>	<b>\$ 1,823,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: RIVERSIDE COUNTY-CV

Prepared by: Andrew Martin

Phone #: 951-955-6841

Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -

Estimated FY 2023/24 Measure A Allocation: 1,841,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 1,841,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2023/24</u></b>					
2024-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 2,870,000	\$ 1,841,000	4
		<b>TOTAL</b>	<b>\$ 2,870,000</b>	<b>\$ 1,841,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: RIVERSIDE COUNTY-CV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2024/25 Measure A Allocation: 1,859,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 1,859,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2024/25</u> 2025-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	\$ 2,882,000	\$ 1,859,000	4
		TOTAL	\$ 2,882,000	\$ 1,859,000	





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: RIVERSIDE COUNTY-CV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2025/26 Measure A Allocation: 1,878,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 1,878,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2025/26</u></b>					
2026-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	\$ 2,995,000	\$ 1,878,000	4
		<b>TOTAL</b>	<b>\$ 2,995,000</b>	<b>\$ 1,878,000</b>	



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: RIVERSIDE COUNTY-CV  
 Prepared by: Andrew Martin  
 Phone #: 951-955-6841  
 Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	CALHOUN ST: 54th Ave to 52nd Ave	Reconstruct AC paved road	\$ 1,212,000	\$ 1,000	12/31/2021	Advertisement in June 2021	4
2021-02	SLURRY SEAL OF 4TH DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	2,174,517	1,020,000	8/25/2020	Complete	4
2021-03	AURORA RD: Langlois Rd to W'ly Langlois Rd .62mi	Resurface AC paved road	355,161	13,726	11/3/2020	Complete	4
2021-04	SLURRY SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	1,185,725	1,029,375	4/13/2021	Complete	4
2021-05	BUBBLING WELLS RD: Dillon Rd to Camino Campanero	Resurface AC paved road	1,572,000	1,000	6/30/2023	Design Phase	4
<b>TOTAL</b>			<b>\$ 6,499,403</b>	<b>\$ 2,065,101</b>			

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MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2021/22

Agency: RIVERSIDE COUNTY-PVV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

FY 2019/20 Audited Measure A Balance: \$ 20  
FY 2020/21 (Revised) Measure A Revenue: 180,000  
Less: FY 2020/21 Project Status Report expenses: (282,020)  
Estimated Prior Year Measure A Balance: (102,000)  
Estimated FY 2021/22 Measure A Allocation: 177,000  
Estimated Measure A Available for FY 2021/22 Projects: \$ 75,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2021/22</u>					
2022-01	CHIP SEAL OF 4TH DISTRICT ROADS FY21/22 (Districtwide)	Chip seal	\$ 2,448,000	\$ 75,000	4
		TOTAL	\$ 2,448,000	\$ 75,000	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: RIVERSIDE COUNTY-PVV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2022/23 Measure A Allocation: 179,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 179,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2022/23</u> 2023-01	CHIP SEAL OF 4TH DISTRICT ROADS FY22/23 (Districtwide)	Chip seal	\$ 2,503,000	\$ 179,000	4
		TOTAL	\$ 2,503,000	\$ 179,000	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: RIVERSIDE COUNTY-PVV

Prepared by: Andrew Martin

Phone #: 951-955-6841

Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -

Estimated FY 2023/24 Measure A Allocation: 181,000

Estimated Measure A Available for FY 2023/24 Projects: \$ 181,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2023/24</u></b>					
2024-01	CHIP SEAL OF 4TH DISTRICT ROADS FY23/24 (Districtwide)	Chip seal	\$ 2,550,000	\$ 181,000	4
		<b>TOTAL</b>	<b>\$ 2,550,000</b>	<b>\$ 181,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: RIVERSIDE COUNTY-PVV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2024/25 Measure A Allocation: 183,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 183,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<u>2024/25</u> 2025-01	CHIP SEAL OF 4TH DISTRICT ROADS FY24/25 (Districtwide)	Chip Seal	\$ 2,575,000	\$ 183,000	4
		TOTAL	\$ 2,575,000	\$ 183,000	





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: RIVERSIDE COUNTY-PVV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ -  
Estimated FY 2025/26 Measure A Allocation: 185,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 185,000

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2025/26</u></b>					
2026-01	CHIP SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Chip Seal	\$ 2,600,000	\$ 185,000	4
		<b>TOTAL</b>	<b>\$ 2,600,000</b>	<b>\$ 185,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2020/21

Agency: RIVERSIDE COUNTY-PVV  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	CHIP SEAL OF 4TH DISTRICT ROADS FY20/21 (Districtwide)	Chip seal	\$ 3,220,000	\$ 282,020	6/30/2021	Under Construction	4
		TOTAL	\$ 3,220,000	\$ 282,020			

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**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**FY 2021/22**

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

**FY 2019/20 Audited Measure A Balance:** \$ 4,953,780  
**FY 2020/21 (Revised) Measure A Revenue:** 5,987,000  
**Less: FY 2020/21 Project Status Report expenses:** (7,332,925)  
**Estimated Prior Year Measure A Balance:** 3,607,855  
**Estimated FY 2021/22 Measure A Allocation:** 5,948,000  
**Estimated Measure A Available for FY 2021/22 Projects:** \$ 9,555,855

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2021/22</u></b>					
2022-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	\$ 2,429,000	\$ 10,000	1
2022-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	96,000	10,000	2
2022-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	4,050,000	2,209,000	3
2022-04	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino Delos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
2022-05	Gilman Springs Rd, Phase 4A: SE'ly Alessandro 1.7mi to SE'ly Bridge St 1mi	Widen shoulders and add painted median	16,600,000	1,000	5
2022-06	SLURRY SEAL OF 1ST DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	2,861,000	2,379,000	1
2022-07	SLURRY SEAL OF 3RD DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	6,026,000	4,750,381	3
2022-08	SLURRY SEAL OF 5TH DISTRICT ROADS FY21/22 (Districtwide)	Slurry seal	445,000	130,267	4
		<b>TOTAL</b>	<b>\$ 36,408,000</b>	<b>\$ 9,532,648</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2022/23

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207  
Estimated FY 2022/23 Measure A Allocation: 6,007,000  
Estimated Measure A Available for FY 2022/23 Projects: \$ 6,030,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2022/23</u></b>					
2023-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	\$ 2,112,000	\$ 1,735,000	1
2023-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	1,755,000	1,442,000	2
2023-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	3,245,000	2,624,000	3
2023-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY22/23 (Districtwide)	Slurry seal	700,000	163,000	5
2023-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		<b>TOTAL</b>	<b>\$ 11,713,000</b>	<b>\$ 6,007,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2023/24

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207  
Estimated FY 2023/24 Measure A Allocation: 6,067,000  
Estimated Measure A Available for FY 2023/24 Projects: \$ 6,090,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b>2023/24</b>					
2024-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	\$ 3,368,000	\$ 1,942,000	1
2024-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	446,000	350,000	2
2024-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	5,947,000	3,245,000	3
2024-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY23/24 (Districtwide)	Slurry seal	701,000	487,000	5
2024-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		<b>TOTAL</b>	<b>\$ 14,363,000</b>	<b>\$ 6,067,000</b>	



MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2024/25

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207  
Estimated FY 2024/25 Measure A Allocation: 6,128,000  
Estimated Measure A Available for FY 2024/25 Projects: \$ 6,151,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b>2024/25</b>					
2025-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	\$ 3,435,360	\$ 1,961,526	1
2025-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	454,920	353,519	2
2025-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	6,065,940	3,278,059	3
2025-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY24/25 (Districtwide)	Slurry seal	715,020	491,896	5
2025-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'Iy Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		<b>TOTAL</b>	<b>\$ 14,572,240</b>	<b>\$ 6,128,000</b>	





MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM

FY 2025/26

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Estimated Prior Year Measure A Balance: \$ 23,207  
Estimated FY 2025/26 Measure A Allocation: 6,189,000  
Estimated Measure A Available for FY 2025/26 Projects: \$ 6,212,207

Item No.	Project Name / Limits	Project Type	Total Project Cost	Measure A Funds	Supv. Dist.
<b><u>2025/26</u></b>					
2026-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	\$ 3,504,067	\$ 1,981,051	1
2026-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	464,018	357,038	2
2026-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	6,187,259	3,311,118	3
2026-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry seal	729,320	496,793	5
2026-05	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	43,000	3
		<b>TOTAL</b>	<b>\$ 14,785,665</b>	<b>\$ 6,189,000</b>	



**MEASURE A  
LOCAL STREETS  
AND ROADS PROGRAM**

**PROJECT STATUS REPORT FY 2020/21**

Agency: RIVERSIDE COUNTY-WESTERN  
Prepared by: Andrew Martin  
Phone #: 951-955-6841  
Date: 5/3/2021

Item No.	Project Name / Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 6/30/2021)	Estimated/ Actual Completion	Status	Supv. Dist.
2021-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	\$ 1,791,339	\$ 978,861	3/30/2021	Complete	1
2021-02	SLURRY SEAL OF 1ST DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	2,429,000	2,000,000	8/31/2021	Under Construction	1
2021-03	SLURRY SEAL OF 2ND DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	404,480	106,351	3/30/2021	Complete	2
2021-04	SLURRY SEAL OF 2ND DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	96,000	10,000	8/31/2021	Under Construction	2
2021-05	SLURRY SEAL OF 3RD DISTRICT ROADS FY19/20 (Districtwide)	Slurry seal	1,541,782	177,289	3/30/2021	Complete	3
2021-06	SLURRY SEAL OF 3RD DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	4,050,000	1,000,000	8/31/2021	Under Construction	3
2021-08	SLURRY SEAL OF 5TH DISTRICT ROADS FY20/21 (Districtwide)	Slurry seal	1,132,480	789,725	4/13/2021	Complete	5
2021-09	Cajalco Rd: Brown St to Day St	Construct turning lanes and shoulder widening	8,490,000	100,000	8/31/2021	Pending NOC	1
2021-10	Integrated Mitigation Project: W'y of Briggs Rd to S'y Camino DeLos Cab	Const channel improvements as env mitigation for 3 projects	3,901,000	2,104,443	9/30/2026	Under Construction	3
2021-11	Gilman Springs Rd, Phase 4A: SE'y Alessandro 1.7mi to SE'y Bridge St 1mi	Widen shoulders and add painted median	16,600,000	66,256	12/31/2024	Ongoing PA&ED	5
<b>TOTAL</b>			<b>\$ 40,436,081</b>	<b>\$ 7,332,925</b>			